

# AMERICAN AIR MAIL CATALOGUE

A Reference Listing of the  
Airposts of the World

•

Fifth Edition

**VOLUME ONE**

•

An Official Publication Of

*THE AMERICAN AIR MAIL SOCIETY*



Copyright 1974 by  
**THE AMERICAN AIR MAIL SOCIETY**  
Washington, D.C. 20005

**All Rights Reserved**

**SPECIAL NOTICE**

Permission is hereby given for the use of background data and prices contained in this book and covered by copyright by publishers in newspapers, magazines and periodicals and by Airpost dealers in advertising matter, circulars or price lists prepared and issued for free distribution, provided proper acknowledgement of the source of the material so used is given in each newspaper, magazine, periodical, advertising matter, circular or price list. All other unauthorized use, including verbatim reproduction, is strictly forbidden except by specific permission.

Printed and Bound in  
The United States of America



# *American Air Mail Catalogue*

## CONTENTS OF VOLUME ONE

### FIFTH EDITION

| SECTION                                   | PAGE |
|-------------------------------------------|------|
| U.S. PIONEER FLIGHTS .....                | 9    |
| U.S. GOVERNMENTAL FLIGHTS .....           | 53   |
| ARMY EMERGENCY FLIGHTS .....              | 99   |
| EARLY FOREIGN FLIGHTS .....               | 109  |
| BALLOON POSTS OF THE SIEGE OF PARIS ..... | 227  |
| ZEPPELIN POSTS .....                      | 251  |
| INTERRUPTED FLIGHTS (CRASH COVERS) .....  | 317  |
| PHILIPPINE ISLAND FLIGHTS .....           | 391  |
| AERIAL PROPAGANDA LEAFLETS .....          | 431  |
| CHRONOLOGICAL INDEX .....                 | 457  |

### INDEX OF ADVERTISERS

|                                   | PAGE         |
|-----------------------------------|--------------|
| EARL P. L. APFELBAUM, INC. ....   | 108          |
| ARTHUR A. FALK .....              | 316          |
| FRANCIS J. FIELD .....            | 97           |
| H. R. HARMER, INC. ....           | 427          |
| H. E. HARRIS & CO. ....           | 430          |
| IRWIN HEIMAN INC. ....            | 8            |
| LUDER & CO. ....                  | 390          |
| NEW ENGLAND STAMP CO. ....        | 225          |
| PSYWAR SOCIETY .....              | 456          |
| ALBERTO SAVINI .....              | 51, 226, 250 |
| JACQUES C. SCHIFF, JR., INC. .... | 249          |
| S. SEREBRAKIAN, INC. ....         | 428          |
| WASHINGTON PRESS .....            | 52, 429      |
| WESTERN STAMP COLLECTOR .....     | 98           |

# *American Air Mail Catalogue*

•

## BOARD OF EDITORS

Joseph L. Eisendrath

*Editor-in-Chief*

George D. Kingdom

Dr. Perham C. Nahl

John J. Smith

*Associate Editors*

George D. Kingdom

John J. Smith

*Business Manager*

*Chairman, Finance Committee*

Lester S. Manning

Glenn Kerfoot

*Art Editor*

*Publicity Director*

•

## **AMERICAN AIR MAIL SOCIETY**

### PUBLICATIONS COMMITTEE

ROBERT E. HARING

GEORGE D. KINGDOM

*Chairman*

FRANK H. BLUMENTHAL

PERHAM C. NAHL

JOSEPH L. EISENDRATH

JOHN J. SMITH

RICHARD H. THOMPSON (Ex Officio)

# *American Air Mail Catalogue*



## ADDRESSES OF SECTION CHAIRMEN

### Volume IV, Fourth Edition

#### ZEPPELIN FLIGHTS

Dr. Max Kronstein, 3900 Manhattan College Parkway, New York,  
N.Y. 10471

#### PHILLIPINE ISLAND FIRST FLIGHTS

H. Harrison Huster, 797 Springfield Ave., Summit, N.J. 07091

#### EARLY FOREIGN FLIGHTS

Dr. Max Kronstein, 3900 Manhattan College Parkway, New York,  
N.Y. 10471

#### INTERRUPTED FLIGHT COVERS

Joseph L. Eisendrath, 490 Sheridan Road, Highland Park, Ill. 60035

#### U.S. PIONEER FLIGHTS

Hon. Thomas J. O'Sullivan, 954 Center Road, Orange, Conn. 06477

#### U.S. GOVERNMENTAL FLIGHTS

Dr. Perham C. Nahl, 1907 Lincoln Ave., Evanston, Ill. 60201

#### ARMY EMERGENCY FLIGHTS

Joseph L. Eisendrath, 490 Sheridan Road, Highland Park, Ill. 60035

#### PARIS BALLOON POSTS

Ernst M. Cohn, 103 G. Street S.W., Washington, D.C. 20024

#### AERIAL PROPAGANDA LEAFLETS

Peter H. Robbs, 8 Ridgeway Road, Barton Seagrave, Kettering,  
Northamptonshire, England

**On all general matters not encompassed in the scope of any of  
the above Sections and on all matters of policy, address**

**JOSEPH L. EISENDRATH**

**Editor-in-Chief**

**490 Sheridan Road ..... Highland Park, Illinois 60035 U.S.A.**

## SECTION EDITORS

(for this volume)

REGINALD G. AUCLAND  
J. BEYER  
FRANK H. BLUMENTHAL  
DR. JON BOESMANN  
MICHAEL P. CODD  
ERNST M. COHN  
RALPH COLE  
JOSEPH L. EISENDRATH  
EDWIN D. FLETCHER  
SAMUEL S. GOLDSTICKER, JR.  
IRWIN HEIMAN  
R. JENNEKENS  
JESSE G. JOHNSON  
ERNEST A. KEHR  
KARL H. KLEINERT  
DR. MAX KRONSTEIN  
PERHAM C. NAHL  
WILLIAM J. OLIVER  
THOMAS J. O'SULLIVAN  
PETER H. ROBBS  
ARTHUR SCHMIDLI \*  
ROBERT SCHOENDORT  
HERMANN W. SIEGER  
F. LEMOS DE SILVEIRA  
PHILIP SILVER  
KUNO SOLLORS  
DR. TOMAS A. TERRY  
RICHARD H. THOMPSON  
JOHN WATSON \*

\* deceased

# *American Air Mail Catalogue*



## To Secure Maximum Use and Pleasure From this Catalogue

— PLEASE NOTE CAREFULLY: —

1. Nine sections are included in THIS Volume. Other sections (approximately fourteen more) will be included in Volumes yet to be issued. There will be a total of four, and possibly five volumes in this Fifth Edition.
2. Page numbers run in continuous numerical sequence through all Volumes, and do not begin with page one in subsequent Volumes.
3. The FOREWORD to each Section should be read carefully before trying to use that Section.
4. Read and carefully observe boxed footnotes included throughout the various Sections.
5. A Chronological Index will be found at the end of this volume. The final Volume will contain a similar index covering all volumes.
5. Detailed and complete information as to the AMERICAN AIR MAIL SOCIETY will be found in a leaflet included with this Volume.

### **Acknowledgment**

The Editors gratefully acknowledge the assistance and co-operation of the United States Postal Service and the various Air Lines engaged in the transportation of Air Mail, for valuable data which otherwise would have been unobtainable.

# IMPORTANT

## AS TO CONDITION AND PRICE

**I**N USING THE CATALOGUE, it is asked that the collector bear in mind two very important considerations as follows:

1—CONDITION—Prices quoted on covers are for FINE examples in fresh, clean condition, bearing full postal markings and properly franked. Covers with torn or "dog-eared" edges, or in worn or dirty condition, or bearing torn stamps and illegible postmarks, are worth ONLY A FRACTION of the listed prices EXCEPT in the case of those unique items which exist only in these conditions or in the case of covers the total quantity of which is so small as to make the above rigid standard of condition inapplicable.

2—PRICES—Prices represent the Editors' conception of market at time of going to press and are subject to change with market. "Market" refers to the normal sources of buying, selling and exchanging through channels catering to the hobby. The term "Market" does not refer to isolated DISTRESS sales through channels without a proper aero-philatelic clientele.

## FOREWORD TO VOLUME ONE

IT IS OUR PRIVILEGE to present Volume one of the Fifth Edition of the AMERICAN AIR MAIL CATALOGUE. The reception accorded the earlier editions of this work has convinced us of the need for a revised and enlarged standard reference work of this kind and we know that our efforts are eagerly and impatiently awaited. Of these efforts, the reader and user must be the judge. As with the earlier editions, the Editorial Board has been selected from experts best qualified to handle their particular subjects. All have given of their time and knowledge, unselfishly for the good of the hobby, and without remuneration of any kind. The need for greatly expanding the listings and scope of the earlier works has necessitated the publication of this Fifth Edition.

The Editors solicit the aid of collectors to the end that the work may be constantly improved. Corrections or additions to the published material should be sent to the Chairman of the individual Sections concerned. To facilitate such correspondence, a list of the names and addresses of the Chairmen of those sections which are included in this volume will be found at page 6.

The publication of this volume has been made possible largely through the generosity and faith of those who have subscribed to the "Special Editions." We also acknowledge the generous support of our advertisers whose announcements will be found throughout the book.

Finally, the Editors extend their appreciation and thanks to hundreds of collectors the world over who have freely and generously contributed data and information for the Catalogue. We regret that space is not available for individual acknowledgment.

THE EDITORS



# **AUCTION HEADQUARTERS ON THE WEST COAST**

FOR MORE THAN FORTY YEARS NOW WE HAVE PROVIDED AN INTERNATIONAL MARKET FOR FINE STAMPS AND COVERS AT PUBLIC AUCTION. TODAY, IN OUR NEW HEADQUARTERS JUST OUTSIDE OF LOS ANGELES, WE OFFER THE SAME EFFICIENT SERVICES WE DID IN NEW YORK CITY FOR SO MANY YEARS: PERIODIC PUBLIC AUCTIONS OF QUALITY, PRIVATE PURCHASE AND SALES, AND APPRAISALS FOR ESTATE, TAX, INSURANCE AND OTHER PURPOSES. BE SURE THAT YOU ARE ON OUR LIST FOR AUCTION CATALOGS.

WHAT CAN YOU OFFER US FOR IMMEDIATE PURCHASE?

## **IRWIN HEIMAN, INC.**

Suite 104

21243 VENTURA BLVD.

WOODLAND HILLS, CA. 91364

Telephone (213) 346-3322



# UNITED STATES PIONEER FLIGHTS

1910 — 1916

Edited by

THOMAS J. O'SULLIVAN, Chairman



## FOREWORD

**B**Y THE time the Twentieth Century was a decade old, the transportation of mail by aeroplane was well on its way to an accomplished fact. The initial flights were made prior to World War I and the impetus to aircraft development that resulted from that war was responsible for the rapid development of our aeroplane service today. The period 1910-1916 is known as the "Pioneer Period", during which time the early fliers carried small quantities of first-class mail from temporary postal stations established in connection with fairs, carnivals or aviation meets. Many of the flights which were usually authorized by the postal authorities in Washington were assigned official route numbers.

In this listing an asterisk is placed after the number of all flights which were authorized. Where no asterisk appears, it is assumed that the records in Washington disclose no official authorization and that the air mail demonstration flights only bore the sanction of the local postmaster. Advance notice about these flights was generally published in the **Daily Postal Bulletin**. It is possible to work out a system in the route number allotments, those below 600.000 being allotted in multiples of 100.000 to Steamboat and Star Routes, Railroad Routes, Mail Messenger Routes, Screen Wagon Routes and Pneumatic Tube Routes. The 600.000 series was allotted to Experimental Air Mail Routes.

In the air mail route numbers with which we are concerned in this Section, a further sub-division system can be recognized. The first three digits denote the different states, each one being allotted a different number (for instance: 607. for New York, 676. for California) and the last digits being allotted in numerical order according to calendar sequence within that particular state (thus, for instance: Eureka, Calif., April 21, 1912 is #676.001 and San Francisco, Calif., November 24, 1912 is #676.002).

# Aeroplane Mail

---

HAMBURG-AMERICAN LINE AT SEA  
VIA AIR ROUTE TO UNITED STATES

---

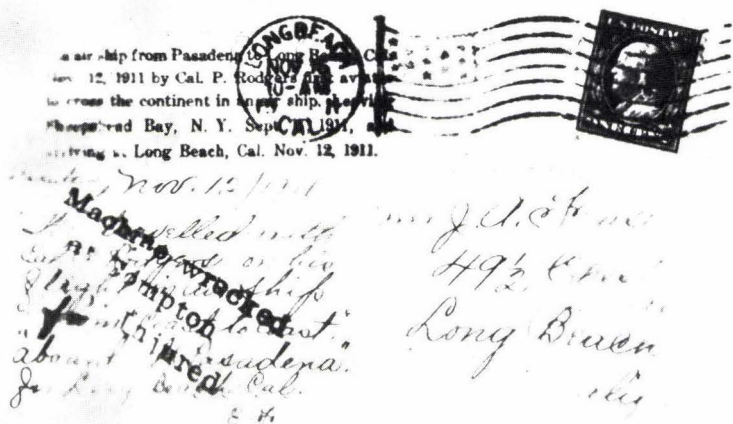
- 1\* 1910, November 3, Early Ship-to-Shore Attempts. N. G. I. "Kaiserin Augusta Victoria," at Sea to New York. A plan to fly the mail from the deck of an outgoing trans-Atlantic liner to New York, its port of departure, was officially approved by the Postmaster General. Due to inclement weather the flight, which was scheduled for November 5 with Aviator J. A. D. McCurdy at the controls, was abandoned. By special permission the time was extended to permit a later attempt from the Hamburg-American liner "S. S. Pennsylvania." This attempt which was set for November 12, was not undertaken, because the plane which was to be piloted by Aviator J. C. Mars was temporarily disabled.

|                                                                  |        |
|------------------------------------------------------------------|--------|
| Nov. 12. Postmarked HUDSON TERMINAL STATION, N. Y. (Not flown)   | 125.00 |
| a. Nov. 13 or 14. Postmarked Rutherford, N. J. (Not Flown) ..... | 125.00 |

## ERSTE AEROPLAN-POST FIRST AEROPLAN MAIL

- b. Nov. 14. Souvenir cards prepared by the passengers on board S.S. "Pennsylvania" were struck with a two-line bi-lingual cachet reading in German and English: ERSTE AEROPLAN-POST/FIRST AEROPLAN MAIL, also postmarked Rutherford, N. J. (Not flown) ..... 150.00
- c. Unused — Special envelopes ..... 30.00

- 2 1911, September 17, "Cal" Rodgers Flight, Sheepshead Bay, N. Y.-Long Beach, California. This Transcontinental flight was financed by the "Vin Fiz" Company of Chicago, the manufacturers of a popular soft drink of the same name. The plane used by "Cal" Rodgers was christened the "Vin Fiz Flier" and known by this name enroute from New York to Long Beach. A special label or stamp was affixed by Rodgers to some of the mail which he carried. This stamp, though unofficial, is one of the rarest of U. S. aerial mail adhesives. Mail carried on the trip is known postmarked from Dallas, Texas, Oct. 19, 1911, Waco, Texas, Oct. 20, 1911, San Antonio, Texas, Oct. 22, 1911, Imperial Junction, Calif., Nov. 4, 1911 and Pasadena, Calif., Nov. 8, 1911.



Rodgers arrived at Los Angeles, Cal., Nov. 5, 1911 after many delays caused by accidents, necessitating frequent repairs to his aeroplane. During the trip from coast to coast he was in the air a total of three days, ten hours and fourteen minutes. However, his elapsed time for the 4,331 miles flown was 49 days. Rodgers was later killed in a subsequent flight at Long Beach, April 3, 1912.

- Postcard with special "VIN FIZ" unofficial stamp ..... 5,500.00
- a. Souvenir cards showing Rodgers and his Vin Fiz Wright biplane and bearing text about his flight for Hearst \$50,000 prize ..... 50.00
- Some postcards, without the special vignette, were carried on the last leg of the flight and were mailed at Long Beach on November 16, 1911. These bore the following inscription in three lines: "Machine wrecked — at Compton — Aviator Injured."
- b. Postcard with ordinary stamp, mailed at Long Beach, Nov. 16. .... 1,000.00

3\* 1911, September 23-Oct. 1, Garden City-Mineola, New York. Daily air mail flights were made during the International Aviation Tournament held at the Airdrome on Nassau Boulevard, Garden City, by special permission of Postmaster General Frank H. Hitchcock. Earl L. Ovington, who was sworn in as the first official airmail pilot, carried America's first official airmail during the meet. Covers bear a special cancellation reading "AEROPLANE STATION NO. 1, GARDEN CITY ESTATES," and a supplementary cachet reading "AERIAL SPECIAL DISPATCH," in one line. Covers exist bearing the dates between Sept. 23 and Oct. 1; however, no flights were made on Sept. 29 and Oct. 1. Some 43,247 pieces were carried during the period.

## AERIAL SPECIAL DESPATCH



|                                                                                                                                                                                                                   |        |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| Sept. 23 .....                                                                                                                                                                                                    | 200.00 |
| a. Sept. 24-28, 30 .....                                                                                                                                                                                          | 75.00  |
| b. Sept. 29, Oct. 1 (Not flown) .....                                                                                                                                                                             | 50.00  |
| c. Oct. 1 (Numeral "1" inverted) (Not flown) .....                                                                                                                                                                | 65.00  |
| d. Special advertising cards, flown .....                                                                                                                                                                         | 200.00 |
| e. Souvenir "Special Aerial-Dispatch Post Card" with picture of Official Postal Aviator Earle L. Ovington and explanatory text about this air mail feature recommending it be kept for its future historic value. |        |
| Flown .....                                                                                                                                                                                                       | 200.00 |
| Same, mint .....                                                                                                                                                                                                  | 20.00  |
| f. Covers with multi-colored vignette showing two airplanes in flight, with legend 'AVIATION — GARDEN CITY ESTATES,' prepared and issued by Organization Committee of the Air Meet. (3 known) .....               |        |



HYDRO-AEROPLANE  
MAIL SERVICE  
ST. LOUIS, MO.  
OCT. 7, 1911

- 4\* 1911, October 4-8, St. Louis, Missouri Aviation Meet. On the opening day of the flying circus held at Kinloch Field under the auspices of the Aero Club of St. Louis, Walter Brookins, a noted pilot, made the first delivery of U. S. mail by aeroplane west of the Allegheny Mountains. On the 8th Hugh Robinson piloted his hydro-aeroplane over and under all the bridges that span the Mississippi River at St. Louis. A special postal cachet was provided for the land flights and a distinctive marking reading "HYDRO-AEROPLANE MAIL SERVICE-ST. LOUIS, MO. OCT. 7, 1911" in four lines was applied to the mail carried by Robinson. Around 25,000 cards and letters were carried in total.



|                                                                             |        |
|-----------------------------------------------------------------------------|--------|
| Oct. 4 (6000) .....                                                         | 60.00  |
| a. Oct. 5-8 .....                                                           | 50.00  |
| b. Oct. 8 Hydro-aeroplane (cachet dated Oct. 7.) (a few copies known) ..... | 250.00 |



## REC'D AERIAL ROUTE

5\* 1911, October 17-20, Minneapolis, Minn.-Rock Island, Illinois, Mississippi River Flight. After his initial flight at St. Louis, on October 8th, Hugh Robinson was selected by the Aero Club of St. Louis and a group of business men of Minneapolis to fly his Curtiss hydro-aeroplane south from Minneapolis to New Orleans. Leaving Minneapolis on Oct. 17, he carried a package of letters and postcards weighing 15 pounds which he delivered at his scheduled stops; Red Wing, Minn., Winona, Minn., La Crosse and Prairie du Chien, Wis. He took on additional mail at these points and possibly at Dubuque and Bellevue, Iowa, where he is believed to have delivered and received mail, although no examples of these dispatches have been located. The flight terminated at Rock Island, Illinois for want of further financial assistance. Mail received at Red Wing was marked by a special cachet reading, "Received Via Aerial Route-from Winona" in three lines. Mail received in Winona was similarly impressed with the legend, "Received Via Aerial Route." All mail bears a hand written notation in lower left corner: "Care Aviator Robinson, Hydro-Aeroplane route."

|                                         |        |
|-----------------------------------------|--------|
| Oct. 11-17. Minneapolis, Minn. ....     | 500.00 |
| a. Oct. 17. Red Wing, Minn. ....        | 500.00 |
| b. Oct. 17. Winona, Minn. ....          | 500.00 |
| c. Oct. 19. La Crosse, Wis. ....        | 500.00 |
| d. Oct. 19. Prairie du Chien, Wis. .... | 500.00 |
| e. Oct. 21. Rock Island, Ill. ....      | 500.00 |



CRITTENDEN PARK  
STATION

- 6\* 1911, Oct. 21, Rochester, New York. During an aviation meet held on this date, Lincoln Beachey carried approximately 15,000 postcards and letters from Crittenden Park Station to Genesee Valley Park. Although Beachey later appeared many times as a carrier of U. S. air mail, this was his first occasion. Most of this mail is also struck with a two-line cachet reading: "GREETINGS-ROCHESTER'S/FIRST AERIAL POST."

Oct. 21. (15,000) ..... 50.00



- 7\* 1911, November 3-5, Louisville, Kentucky. Aero Military Tournament. The Postal sub-station operated in connection with this aviation meet was designated "U. S. Aero Mail Station No. 3." Clifford Turpin carried the mail during the meet.

Nov. 3-5 ..... 350.00

**AEROPLANE  
MAIL SERVICE  
LEAGUE PARK STATION  
FORT SMITH, ARK.  
NOV. 6, 1911**



- 8\* 1911, November 5-6, Fort Smith, Arkansas. League Park Aviation Meet. This meet received wide publicity and thousands of souvenir postcards were distributed as an advertising medium. Flights were postponed on the 5th due to inclement weather, but on the 6th Beckwith Havens and Lincoln Beachey each carried a pouch of mail from League Park Station and dropped it while circling the Federal Building. Covers were postmarked on both dates, but flown only on the sixth.

Nov. 5-6 (25,000) ..... 30.00

## AEROPLANE MAIL SERVICE



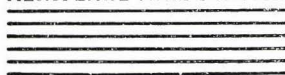
- 9\* 1911, November 16-18. Atlanta, Georgia. Atlanta Speedway Aviation Meet. Lincoln Beachey, Charles Witmer and Thornwall Andrews all connected with the Curtiss Flying School, were the aviators who participated in the meet, each carrying the mail from the sub-station at the aviation field to Stewart Avenue, a distance of three miles where it was dropped. The mail was postmarked in blue or purple ink.

Nov. 16-18 (3500) ..... 150.00

a. Nov. 16-18. Special advertising cards, flown ..... 175.00



## AEROPLANE MAIL SERVICE



- 10\* 1911, November 25-28, Savannah, Georgia. Athletic Park Aviation Meet. Beckwith Havens was the aviator who carried the mail during this meet. Flights were made only on the first and last days. The mail was postmarked in blue or purple ink.

Nov. 25 and 28 ..... 50.00

## AEROPLANE MAIL SERVICE



- 11\* 1911, December 12-13, Columbus, Georgia. Driving Park Aviation Meet. Aviators Charles P. Walsh and Eugene Godet, each flying a Curtiss biplane, participated in the transfer of mail by Aeroplane from the sub-station at the Driving Park to a suitable point outside the Fair Grounds where it was dropped and returned to the main postoffice. The aviation meet was sponsored by the "Columbus Ledger." The total mail was about 1500 pieces.

Dec. 12 ..... 90.00  
 a. Dec. 13 ..... 35.00  
 b. Dec. 12 (Cachet dated 1912 in error) .....  
 c. Dec. 13 (Cachet dated 1912 in error) .....



## AEROPLANE MAIL SERVICE



- 12\* 1911, December 28, Albany, Georgia. South Atlantic League Aviation Meet. Thornwall Andrews made a spectacular flight over the city preliminary to the mail delivery on this occasion. Andrews carried a locked pouch of mail from the League Park station to a point outside the enclosure where it was dropped in full view of the spectators. The plane later crashed, thus closing the meet.

Dec. 28 (1000) .....

75.00

## AEROPLANE MAIL SERVICE



- 13\* 1912, January 1-2, Wilmington, N. C. Highwood Park Aviation Meet. An attractive program scheduled for New Years Day was postponed until Jan. 2nd, on account of unfavorable weather. Walter Brookins opened the meet on the latter date and flew the mail from Highwood Park Station to Winter Park Garden, a distance of approximately three miles. About 1600 cards and letters were posted.

Jan. 1 and 2. (all mail carried on Jan. 2.) .....

100.00

- 14 1912, January 20-28, Los Angeles, California. Dominguez Field Aviation Meet. Los Angeles inaugurated its first aeroplane service during the meet, when mail was flown daily from the aviation field to Compton, Cal., a distance of four miles. Glenn L. Martin acted as the aerial postman on the initial trip, January 20. Other pilots participated in the transfer of mail on subsequent dates. Three different types of cachets were employed, each differing in design from the other. They are classified in their chronological sequence of usage. In addition much of the mail was marked with the following inscription: "This piece of mail was carried by aeroplane from Aviation Field-Postal-Station to nearest regular post office at Compton, Cal." The text was in four lines. Over 16,000 pieces of mail were carried in all.

|                                   |       |
|-----------------------------------|-------|
| a. Jan. 20, 23, 28 (Type 1) ..... | 30.00 |
| b. Jan. 21, 23 (Type 2) .....     | 30.00 |
| c. Jan. 27, 28 (Type 3) .....     | 20.00 |



Type 1



Type 2



Type 3

15 1912, February 17-25, Oakland, California. Emeryville Rack Track Aviation Meet. The special feature of this meet was the transfer of U. S. mail by aeroplane. Farnum T. Fish, at that time one of America's youngest pilots, flew the mail each day of the aerial tournament. About 750 pieces were flown during the meet. The meet was not held on February 19-21.

|                            |       |
|----------------------------|-------|
| Feb. 17. ....              | 75.00 |
| a. Feb. 18 and 22-25 ..... | 65.00 |





- 16 1912, March 2-3, Sacramento, California. Agricultural Park Aviation Meet., By permission of R. H. Richardson, Postmaster, an "aerial sub-station" was established at the Park. Glenn L. Martin and Phil Parmalee acted as aerial postmen transporting the mail from this sub-station to Oak Park, about a mile away. About 1000 pieces were delivered in the two days.

March 2-3 ..... 225.00



- 17 1912, March 12-16. Hot Springs, Arkansas Aviation Meet. The meet was scheduled to last the entire week but inclement weather limited its duration to five days. The Aerial Demonstration was sponsored by the business men of Hot Springs as a means of demonstrating the value of the aeroplane in war. Aviators Jimmy Ward and Nels Nelson gave Exhibition flights and Ward carried a small load of U. S. mail on the 13th. Other Aviators who participated in the meet were Keene B. Keane and Richard Nygren.

|                                  |        |
|----------------------------------|--------|
| March 13. (one copy known) ..... | 500.00 |
| March 15. (one copy known) ..... | 500.00 |

## Galveston, Tex U. S. Aerial Mail March 17, 1912

- 18 1912, March 17, Galveston, Texas-La Marque, Texas. National School Grounds Aviation Meet. This meet was sponsored by the Galveston Chamber of Commerce and the mail flight was authorized by H. A. Griffin. Postmaster. Aviator Paul Studensky delivered a pouch of mail to the Postmaster at La Marque, a distance of 15 miles, and returned to Galveston with the official receipt for the mail. A large number of souvenir postcards bearing a likeness of Studensky and his plane were sold to the public.

|                        |       |
|------------------------|-------|
| March 17. (1200) ..... | 75.00 |
|------------------------|-------|

## HOUSTON, TEXAS U. S. AERIAL MAIL MARCH 24, 1912

- 19 1912, March 24-31. Houston, Texas Aviation Meet. Aviator Fred DeKor was scheduled to make a mail flight at this meet but inclement weather and arguments over contract commitments prevented the mail flight being made. Mail was cacheted with a three line marking reading "HOUSTON, TEXAS -- U. S. AERIAL MAIL. -- MARCH 24, 1912". When the flight was not made on the 24th the mail was held and an additional cachet similarly worded but dated March 31 was applied. The March 31 flight also failed to take place. The letters were finally cancelled with a postmark dated April 10, 1912 and dispatched by ordinary means.

|                                               |        |
|-----------------------------------------------|--------|
| March 24-31. (Not flown) (1 card known) ..... | 500.00 |
|-----------------------------------------------|--------|



- 20 1912, April 6-7, San Diego, California. Coronado Polo Grounds Aviation Meet. This meet was sponsored by the Aero Club of San Diego. Mail carrying was approved by Postmaster C. H. Bartholomew who came to the field on the opening day and personally handed the mail pouches to Farnum Fish. Fish dropped one pouch on a beach near the field where Lt. J. H. Towers of the U. S. Navy was waiting in a hydroplane. Towers carried that pouch to Point Loma from where it was taken to the post office. Fish flew the other pouch directly to the post office. On the second day only one pouch was prepared and Fish flew it to the post office.

April 6, 7 (2000) ..... 275.00



- 21\* 1912, April 10, New Orleans, Louisiana-Baton Rouge, Louisiana and return. City to City Experimental Flight. This was the first official flight of any distance between two cities in the U. S. The service was performed by Aviator George Mestach who covered the 90 miles in 91 minutes. On landing Aviator Mestach damaged his plane, and it was impossible for him to make the return trip with mail from Baton Rouge.

|                                                                                                                                                                             |        |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| April 10 New Orleans (32 lbs.) .....                                                                                                                                        | 150.00 |
| a. A special "First City-to-City Aerial U.S. Mail Service" post card was printed in New Orleans showing the pilot with his mail pouch, and his Borel monoplane; flown ..... | 175.00 |
| b. April 11 Baton Rouge (Not flown) .....                                                                                                                                   | 225.00 |



## THE AMERICAN AIR MAIL CATALOGUE



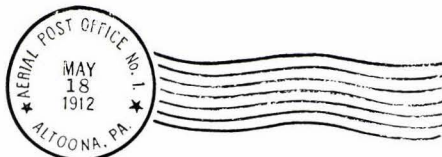
- 22\* 1912, April 21, Eureka, California. New Era Park Aviation Meet. During an aerial circus sponsored by the Business Men's Association, Weldon B. Cooke flew 147 pieces of mail consisting mostly of post cards, a short distance from the field, where the pouch was dropped. This service was officially designated by the Department as route No. 676.001.

April 21. (147) ..... 125.00



- 23 1912, May 15-16, Marietta, Ohio. Fair Grounds Aviation Meet. The dispatch of U. S. mail by aeroplane during this aviation meet was approved by the local postmaster. Lincoln Beachey, piloting a Curtiss biplane, transported the mail from the Fair Grounds to a suitable point outside the enclosure where the pouch was dropped. A circular cachet reading, "Marietta, Ohio, 2 P. M. MAILED BY AEROPLANE, MAY 16, 1912," and the obliterator consisting of nine horizontal lines was applied to all mail, which consisted principally of printed souvenir postcards. About 1500 pieces were carried.

May 16, (4 cards known) ..... 400.00



- 24\* 1912, May 18, Altoona, Pennsylvania. Driving Park Aviation Meet. The dispatch of mail in connection with this aviation meet was officially designated as route No. 810.001. However, the proposed mail flight was cancelled by aviator Walter Brookings when the police could not keep the crowds off the flying field. Approximately 1200 covers and cards were prepared but not flown.

May 18 (Not flown) ..... 25.00



**CARRIED BY  
FARNUM T FISH  
IN RECORD BREAKING  
AERO PLANE FLIGHT**

- 25 1912, May 25, Record over water flight, Chicago (Cicero Field) to Milwaukee. By Pilot Farnum T. Fish. Sponsored by the Milwaukee Journal. One of the known covers is cancelled, "Chicago, Illinois, May 25, 10:30 A. M., 1912," with five line violet cachet "Carried by Farnum T. Fish in record breaking airplane trip between Chicago and Milwaukee," also small blue cachet "via airship" and corner card of the Milwaukee Journal.  
May 25 (1, possibly 2 covers known) ..... 400.00
- 26\* 1912, May 23. New York to Washington proposed flight. By Order No. 6269, dated May 9, 1912, "The postmaster at New York, N. Y., is hereby authorized to dispatch mails to Washington, D. C., on or about May 22, 1912, one trip, one way, by aeroplane service, provided such mails be carried by a sworn carrier and without expense to the Department. Number the route 607002. (signed) Frank H. Hitchcock, Postmaster General."
- The Christmas Aeroplane Company biplane was displayed at the Grand Central Palace Aero Show. Two signs in front of the aircraft made these announcements: "The Christmas Aeroplane. This machine will fly from New York to Washington carrying U.S. Mail by authority of Post Office Department, May 23rd, Paul Peck, Aviator" and "U.S. Aeroplane Mail. Unique and Historical Event. The first opportunity ever offered to mail a letter to any part of the world by Aeroplane via Washington, D. C. Souvenir Paper and Envelopes at Desk. Typewriter Service Free, French & English." The flight did not take place. Printed receipts exist showing payment to the Christmas Co. for mail to be flown to Washington from New York, the money to be refunded "upon failure of delivery of letter as specified." The original charge of \$1.00 is reduced to .25 in hand written correction. Two such receipts, but no covers are known.
- 27\* 1912, May 30, Salem Depot, New Hampshire. Rockingham Park Aviation Meet. Official authorization was granted by the P. O. Department to dispatch mails by aeroplane on May 30, 1912 from Rockingham Park to Lawrence, Mass., a distance of 4 miles. The service was designated as route No. 602.001. Although service test flights were made by Lincoln Beachey, no actual transfer of mail by aeroplane took place due to unfavorable atmospheric conditions. Souvenir postcards bearing a likeness of Beachey were impressed with a special cachet and sold to the public.  
May 30. .... 275.00



- 28 1912, May 30-31, June 1. Milwaukee, Wisconsin, State Fair Grounds Aviation Meet. This aerial meet was sponsored by the Milwaukee Journal, copies of which paper were delivered by aeroplane on the day of publication. Farnum T. Fish transported a locked pouch of mail from the Fair Ground sub-station to a point near the West Allis station on Memorial Day. About 600 pieces were flown on May 30.

May 30, June 1 (few copies known) ..... 250.00



- 29\* 1912, May 30-31, June 1. Clifftondale, Mass.-Lynn, Mass. Atwood Park Aviation Meet. This was the first delivery of mail by aeroplane in New England. The mail was flown from Atwood Park, Clifftondale, a suburb of Saugus to Lynn, Mass., by Aviator Harry N. Atwood on Memorial Day. The flights scheduled for May 31st were cancelled because of inclement weather. Pilot Archie Freeman carried the mail on the closing day, June first. This service was officially designated as Route No. 604,001.

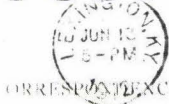
May 30-31, June 1 ..... 125.00

## AERIAL MAIL

- 30\* 1912, May 30-31, June 1-2. Cicero-Elmhurst-Wheaton, Illinois. Triple City Aviation Meet. A number of famous fliers were attracted to this colorful aero meet. Max Lillie, Paul Studensky and Marcel Tournier were the pilots who participated in the transfer of mail by aeroplane between the three points. The only mail flown on the 30th was on Lillie's flight from Elmhurst to Cicero. During the meet approximately 450 pounds of mail were dispatched from all points.

May 30. Elmhurst to Cicero ..... 250.00  
 a. May 31. Cicero to Elmhurst and return ..... 225.00  
 b. June 1-2, Cicero-Elmhurst-Wheaton and return. .... 225.00

## POST CARD



CORRESPONDENCE HERE - RETURN ADDRESS

Perry Mann  
1709 N. 18th St.  
Philadelphia,  
Pa

## U. S. OFFICIAL AERIAL MAIL STAMP

- 31 1912, June 3-9, Lexington, Kentucky. Race Track Aviation Meet. By authority of the local Postmaster W. R. Smith, souvenir postcards impressed with a special cachet reading "U. S. OFFICIAL AERIAL MAIL STAMP" in three lines, were sold to the public. It was proposed to fly all the mail collected during the week on June 8th, but due to unfavorable weather Paul Peck, the aviator postponed the flight until June 9th. On the latter date he made several test flights but abandoned the plan to carry the mail to Winchester, Ky., a distance of eight miles. The mail was held by the postmaster until June 13, when it was forwarded by rail.

June 3-9 (Not flown) ..... 175.00

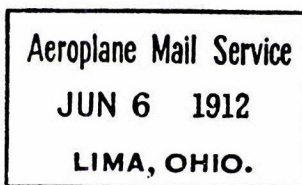


- 32 1912, June 6-8, Evansville, Indiana. Evansville Courier Aviation Meet. Flights were held in connection with a street circus and County Fair. Lincoln Beachey and Horace Kearney alternated in carrying the mail daily from the Fair Grounds to a point near Woodmers where it was retrieved and delivered to the main post office. About 2500 specially printed postcards were given service during the three days of the meet.

June 6-8 ..... 60.00

## THE AMERICAN AIR MAIL CATALOGUE

- a. Two special post cards were printed for this event, one of large size and one of normal post card size (the rarer). The first shows a picture of Lincoln Beachey seated in his Curtiss pusher land plane, the second a Curtiss seaplane in flight (none such took place at Evansville). It bears the heading: "A Message from the Sky." Both types bear this imprint on the address side: "By Aerial Post from the AVIATION CIRCUS Evansville, Ind. Under the Auspices of the "EVANSVILLE COURIER," June 6, 7 and 8, 1912 Mailed in the Air." (flown) .... 75.00



- 33 1912, June 6-8, Lima, Ohio. Lima Driving Park Aviation Meet. Aviators Charles F. Walsh and W. B. Hemstrought acting as air mail pilots carried about 5,000 pieces of mail during the meet.
- |                                                                                                             |        |
|-------------------------------------------------------------------------------------------------------------|--------|
| June 6-8 .....                                                                                              | 100.00 |
| a. Specially printed cards reading "Curtiss Aeroplane Flights/Lima, Ohio, June 6, 7, 8, 1912. (flown) ..... | 125.00 |



- 34 1912, June 7-8, Mansfield, Ohio. Fair Grounds Aviation Meet. Although a large number of postcards and letters scheduled to be carried on this occasion were actually cancelled bearing the dates June 7th and 8th with the cachet provided, no mail was carried on June 7. The aviators were Charles F. Walsh and Beckwith Havens.
- |                                |        |
|--------------------------------|--------|
| June 7-8 (6 cards known) ..... | 400.00 |
|--------------------------------|--------|

## AERIAL MAIL SERVICE

JUNE 27-28, 1912

PORTSMOUTH, OHIO

- 35\* 1912, June 27-28, Portsmouth, Ohio. Millbrook Driving Park Aviation Meet. On this occasion Aviator Charles F. Walsh transported a pouch of mail from the Driving Park to a point near the Government Building, a distance of three miles. On the following day, Walsh flew the mail over the same route. The route was officially designated No. 631,001. About 5,000 postcards and letters were carried on the two flights.
- |                  |        |
|------------------|--------|
| June 27-28 ..... | 100.00 |
|------------------|--------|

## BOSTON AVIATION MEET AERO MAIL SERVICE

- 36\* 1912, June 29-30, July 1-3, Squantum, Massachusetts. Boston Aviation Meet. The official order from Washington permitting the service, was designated as route No. 604,002. The proposed route extended from Squantum, Mass., to New York City by way of Atlantic, Mass. (A branch office of Boston), Quincy, Milton and East Milton, Mass. Several famous aviators, including Glenn L. Martin, Lincoln Beachey, Archie Freeman and Blanche Scott took part in the aviation meet. Although no actual transfer of U. S. mail took place at the field post office, a small amount of mail was impressed with a special cachet and postmarked at Boston, Atlantic and Squantum.

June 29-July 3. Boston, Atlantic, Squantum ..... 150.00

## AIR SHIP ROUTE NO. 1 BEDFORD IND JULY 4TH 1912

Type 1

Type 2

- 37\* 1912, July 3-4, Bedford-Oolitic-Mitchell, Indiana. Athletic Park Aviation Meet. On Independence Day 1912 an aerial circus was held at Bedford, Indiana, in which Max Lillie was the featured attraction. The airmail service designated as route No. 633,001 was authorized by the Department at Washington. About 1,000 pieces of mail, mostly souvenir postcards, were flown by Lillie and returned to the Athletic Park. No mail was carried on the third. Two types of cachets were in use for this service.

July 4 (Type 1 cachet) ..... 85.00  
July 4 (Type 2 cachet) ..... 125.00

## AERO PLANE, Route No. 900006.

- 38\* 1912, July 4, South Amboy-Perth Amboy, New Jersey. Experimental Hydroplane Flight. Aviator Oliver G. Simmons carried about one thousand letters and postcards between South Amboy and Perth Amboy, N. J. This flight, made across the Raritan River, was officially designated as Route No. 609001; however the local Postmaster in preparing the cachet erroneously showed the Route No. 900006. Sixteen pounds of mail were carried.

July 4 ..... 85.00

- a. Some envelopes were also prepared in advance with the printed wording in lower left corner: "Via Aeroplane Mail Service, from So. Amboy, N. J." or "By Aerial Route." On the latter the same text "pre-cancels" the 2c embossed stamp. .... 150.00



AERO MAIL SOCIETY  
JULY 13 1912  
HAMILTON, OHIO



*Miss Margaret Hill  
from T. Hill  
5023 Ward St.  
Madisonville  
Ky.*

- 39\* 1912, July 12-13, Hamilton, Ohio. Butler County Fair Aviation Meet. The aviation meet was sponsored by the Hamilton Retail Merchants Association, who secured an official authorization for the flight made by pilots Charles F. Walsh, who carried mail on the 12th and Lincoln Beachey on the 13th. The route was officially numbered 631,002.

July 12 (1250) .....  
a. July 13 (1000) .....

90.00

90.00



\_\_\_\_\_  
\_\_\_\_\_  
VIA \_\_\_\_\_  
\_\_\_\_\_  
AEROPLANE \_\_\_\_\_  
\_\_\_\_\_  
TO MAIN OFFICE \_\_\_\_\_

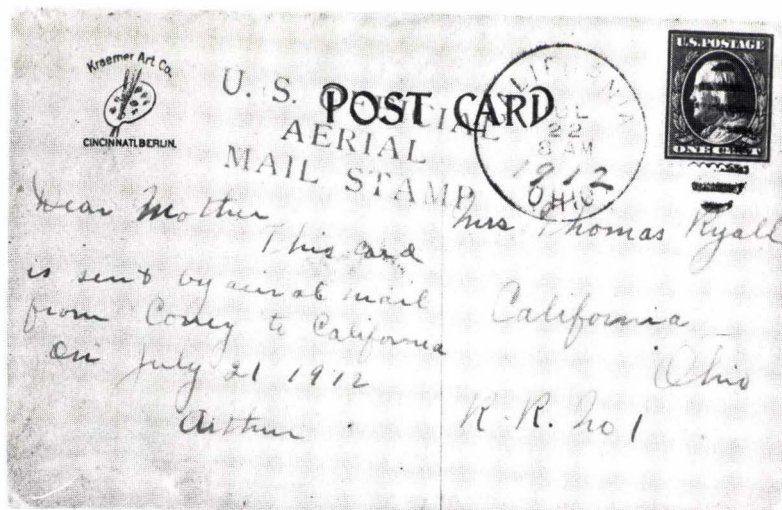
- 40\* 1912, July 17-18, Benton Harbor, Michigan. Driving Park Aviation Meet. The air mail flights at Benton Harbor, officially authorized as route No. 637,001, were made by Aviators Charles F. Walsh on the opening day and Lincoln Beachey on the closing day. On each flight the mail was flown a distance of about two miles. Approximately 1,500 pieces of mail, mostly postcards, were carried. The Aero Mail Club, American Air Mail Society predecessor, sent its membership cards that year as souvenirs of this flight.

July 17-18 .....

20.00

- 41\* 1912, July 19-22, Coney Island (Cincinnati), Ohio. Queen City Aviation Meet. During the four days of this meet, Col. Paul Peck flying a Columbia biplane, carried approximately 560 postcards and letters from the sub-sta-





tion at Coney Island to California, Ohio, where they were dropped. This four mile flight was designated as route No. 631,003. Covers bear same cachet as used on #31.

July 19-22 ..... 250.00

*Aerial Mail Service  
July 20 th, 21 st  
Dubuque, Iowa.*

- 42\* 1912, July 20-21, Dubuque, Iowa. Nutwood Park Aviation Meet. Aviators Lincoln Beachey and Charles F. Walsh continued their barnstorming activities by participating in this meet. Beachey made the flight of July 20th and Walsh the flight of July 21st. About 2,500 postcards and letters were carried over the route known officially as No. 643,001.

July 20-21 ..... 75.00

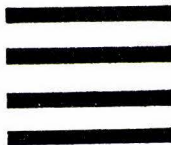
- 43\* 1912, July 22-27, Providence, Kentucky. Fair Grounds Aviation Meet. No special cachet was employed to cancel the mail which was carried during the five days of the aviation meet, although the service was official and designated as route No. 629,001. Horace Kearney made the transfer of mail by aeroplane on July 24th. The last dispatch of mail took place on July 27. Souvenir postcards bearing a picture of "Pecks Bad Boy of the Air" were sold to the public.

July 24-27 (300) ..... 350.00



- 44\* 1912, July 21-29, Connorsville-Rushville, Indiana. Experimental Aeroplane Mail Flight. Although this service was officially authorized as route No. 633,002, the proposed mail flight to be made by Col. Paul Peck in his Columbia biplane from Connorsville to Rushville did not take place because of unfavorable weather. A cachet was prepared for this service, in the form of an ellipse, as illustrated.

July 21-29 (Not flown) ..... 450.00



- 45\* 1912, August 3, Hohokus-Ridgewood, New Jersey. Hohokus Driving Park Aviation Meet. The scheduled plans for the aviation meet at Hohokus turned out to be a fiasco. Only one plane, that piloted by Joseph Richter appeared at the meet. Richter undertook to perform the service which was authorized by the Department at Washington and officially designated as route No. 609,002. He finally delivered one pouch of mail containing 1662 pieces, to Ridgewood, N. J., on his second attempt.

August 3 (1662) ..... 75.00

## OCEAN CITY & STONE HARBOR AERIAL U. S. MAIL SERVICE.

- 46\* 1912, August 3-10, Ocean City-Stone Harbor, N. J. Inter-City Mail and Passenger Service. Pilot Earle Marshall Reid of Philadelphia made the initial flight between these two cities on August 3rd. During the week four trips were made to Stone Harbor from Ocean City and three from Stone Harbor to Ocean City. Route No. 609 003.

|                                                     |        |
|-----------------------------------------------------|--------|
| August 3-10. Ocean City-Stone Harbor (11,500) ..... | 100.00 |
| a. August 5-9. Stone Harbor-Ocean City (1000) ..... | 150.00 |



- 47\* 1912, August 6-8, Fort Recovery, Ohio. Harvest Festival Aviation Meet. Aviator George Schmitt, who was officially designated to carry the mail during the proposed meet, damaged his plane in the course of a preliminary flight on the sixth. Earle Sandt, an expert pilot carried the mail on the eighth. The meet was extended to the ninth when additional mail was carried. The route was officially known as No. 631,004.

August 6-9. (No mail flown on Aug. 6-7). Total quantity 1500 ..... 85.00

## AVIATION

U.S. Aeroplane  
Mail Service

THIS LETTER CARRIED BY  
AVIATOR WALTER EDWARDS  
FROM PORTLAND, OREGON TO  
VANCOUVER, WASH.



1912  
STATION

- 48\* 1912, August 10-11, Portland, Oregon-Vancouver, Washington. Country Club Aviation Meet. Portland is accredited with inaugurating the first aeroplane mail service in the Pacific-Northwest, by permission of the Post Office Department. The route was officially designated No. 673,001. Aviator Walter Edwards carried the mail from the Country Club postal station to the Parade Grounds at Vancouver, a distance of seven miles, on both days of the meet.

August 10. (1500) ..... 125.00  
a. August 11. (2500) ..... 125.00

## AEROPLANE STATION

AUG. 22, 1912

ROCKPORT, IND.

FROM ROCKPORT FAIR



- 49\* 1912, August 20-23, Rockport, Indiana. Rockport Fair Grounds Aviation Meet. Special souvenir postcards made up the bulk of the cargo carried by Horace Kearney, over route No. 633,003. Although authorized for the period August 20-24, no mail was carried the 24th. A total of 3,500 pieces was carried during the three days. Both red and black inks were used in post-marking.

August 21-23 (3500) ..... 90.00



- 50\* 1912, August 23-24, Plainfield, New Jersey. Plainfield Driving Park Aviation Meet. On the opening day of the meet, Lincoln Beachey amazed the spectators when he attained an altitude of 8,000 feet while carrying the mail. A subsequent flight was made on the following day, August 24. About 3,293 postcards and letters were carried over the route known as No. 609,004.

August 23-24 ..... 60.00

By AERIAL ROUTE  
AUG 28 1912  
Boonville, Ind.  
From BOONVILLE FAIR



- 51\* 1912, August 28-31, Boonville, Indiana. Fair Grounds Aviation Meet. During the aerial exhibition held at Boonville, Aviator Horace Kearney carried a pouch of mail daily from the sub-station at the Fair Grounds to the city limits and dropped it. Attractive souvenir postcards were sold at the aerial sub-station. This service was officially known as route No. 633,004. Cards inscribed "Souvenir of the Rockport Fair" were used with the words "Rockport Fair" covered by a yellow label reading "Boonville Fair" printed in red ink.

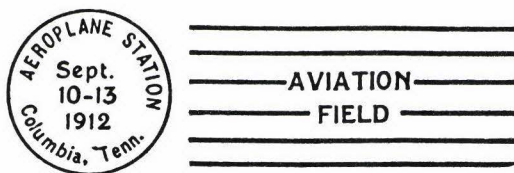
August 28, 29, 31 ..... 150.00

**Aeroplane Mail Service,  
September 5th, And 6th, 1912,  
Cedar Falls, Iowa.**

- 52\* 1912, September 6-7, Cedar Falls, Iowa. Golf Links Aviation Meet. Aviator Lincoln Beachey was the principal attraction at the aviation meet. The mail carried on the 6th and 7th was dropped while flying over College

mately 3,000 pieces were carried during the two days. This route was designated No. 643,002. As the cachet shows the mail service was authorized for Sept. 5-6, but was actually carried on the 6th or 7th. There is no way of determining the exact date.

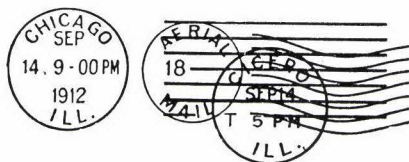
September 6-7. .... 90.00



53 \* 1912, September 10-12, Columbia, Tennessee. Fair Grounds Aviation Meet.

This was the first air mail service in the State of Tennessee. Aviator Horace Kearney transported the mail on three different dates during the meet from the sub-station at the Fair Grounds to a designated point near the post office. The mail carried amounted to 429 pieces. This route was Officially numbered 627,001. No mail was carried on the 13th, the last day of the meet, although authorized.

September 10-12 ..... 225.00



54 1912, September 9-15, Cicero-Aurora, Illinois. International Aviation Meet.

The flying field at Cicero, a suburb of Chicago, was the site of the 1912 Gordon-Bennett International balloon races and International Aviation Tournament. During the meet flights were made on Sept. 12, 13 and 14, and U. S. mail was carried by aeroplane from Cicero flying field and Aurora to Chicago. DeLloyd Thompson carried the mail on the 12th, Max Lillie on



the 13th, and C. M. Vought on the 14th. About 1800 pieces of mail were carried by the three aviators.

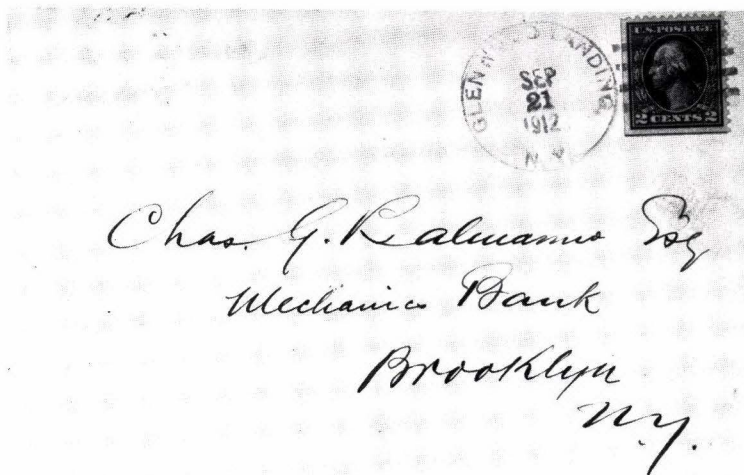
September 12-14 (1800) ..... 250.00



- 55 1912, September 16-22, Chicago, Illinois. Grant Park Aviation Meet. Upon completion of the activities at Cicero, the aviators moved on to Grant Park, Chicago's famous water front. The meet was sponsored by the Aero Club of Illinois. The air mail service held in connection with the meet was approved by Postmaster G. G. Thompson of Chicago. Souvenir post cards were sold at the aviation field. Aviators Max Lillie, DeLloyd Thompson, Farnum T. Fish, Horace Kearney and Marcel Tournier acted as aerial postmen. All flights were postponed on the eighteenth.

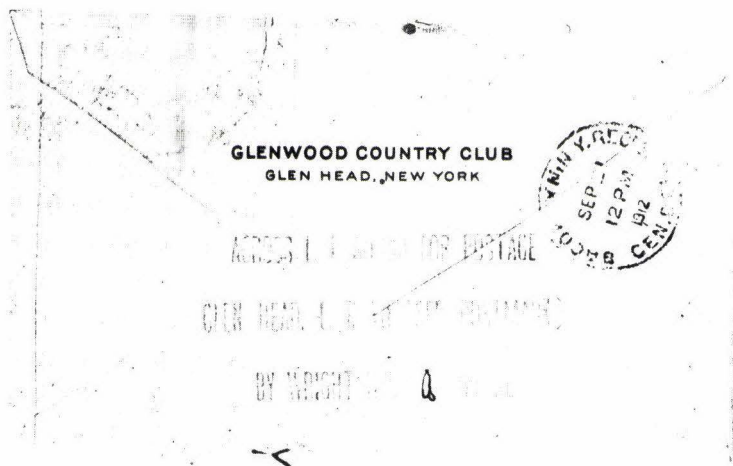
September 16-22. .... 250.00

a. Card with cachet only (Not flown) ..... 150.00



- 56 1912, September 21, Glen Head, Long Island, Demonstration Flights. These flights were made in August, September and October 1912 in the area of the north shore of Long Island. The Wright Company assigned Charles Wald to demonstrate its standard airplane equipped with pontoons for sport flying, passenger carrying and rescues at sea. On one occasion he delivered copies of The Brooklyn Eagle across Long Island





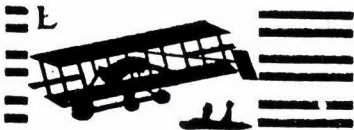
Sound. September 21, 1912 he flew a bag of mail weighing about 50 pounds containing mostly letters from members of the Glenwood Country Club in Glen Head to New Rochelle. The mail was postmarked at Glenwood Landing.

September 21 (one cover known) ..... 500.00

**BLUFFTON INDIANA  
AERIAL MAIL  
5 P.M. 9 26 12**

- 57 1912, September 25-26, Bluffton, Indiana. West Side Ball Park Aviation Meet. Charles F. Walsh, flying a Curtiss biplane, made three exhibition flights on the 25th, transporting mail on the second flight.

Sept. 25, 26 ..... 350.00

By AERIAL ROUTE 

SEPT. 26, 27, 28, 1912

AVIATION FIELD

McLEANSBORO, ILLS.

- 58 \* 1912, September 26-28, McLeansboro, Illinois. Aviation Meet and Street Circus. Approximately 1800 pieces of mail, mostly souvenir post cards, were carried by Aviator Horace Kearney during the meet which lasted three days. The service was performed under route number 635,001.

September 26-28. .... 40.00

|                                        |
|----------------------------------------|
| VIA CRAWFORD'S PUGET SOUND AERIAL MAIL |
|----------------------------------------|

- 59 1912, September 28, Puyallup-Tacoma, Washington. Crawford's Puget Sound Aerial Mail. This service promoted and operated by Harvey Crawford and his son, was the second aeroplane mail flight in the State of Washington.
- |                |        |
|----------------|--------|
| Sept. 28. .... | 225.00 |
|----------------|--------|



- 60\* 1912, October 4-12, Springfield-Williamsville, Illinois. State Fair Grounds Aviation Meet. The aviation meet held in conjunction with the State Fair during the week of October 4-12, did not get under way until the 8th. On this date Edward Korn officially carried a pouch of mail part way to Williamsville. Aviator Horace Kearney successfully completed the entire trip on the 10th and delivered a pouch of mail to Postmistress at Williamsville. Mail postmarked with the special cachet provided for the service exists with all dates, Oct. 4-12. Route No. 635,002.

|                                  |       |
|----------------------------------|-------|
| Oct. 4, 5, 6, 7, 9, 11, 12. .... | 50.00 |
| a. Oct. 8, 10 .....              | 75.00 |



- 61\* 1912, October 7, Birmingham, Alabama. State Fair Grounds Aviation Meet. Tragedy marred the transfer of mail on this date during the aviation meet held in connection with the State Fair. Pilot Joseph Stevenson was killed shortly after taking off with the mail when he lost control of the machine and it crashed. Route No. 624,001.

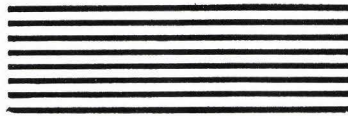
|                                |        |
|--------------------------------|--------|
| Oct. 7. (2 copies known) ..... | 350.00 |
|--------------------------------|--------|



- 62\* 1912, October 12, Lock Haven-Mill Hall, Pennsylvania. Driving Park Aviation Meet. This was the scene of Pennsylvania's first air mail delivery. The pilot was Walter Johnson who performed the round trip, a distance of 8 miles in ten minutes. The mail was dropped over Agar's Park near Mill Hall. The service was designated as route No. 610,003. A large number of souvenir postcards were printed locally to commemorate the event. There were approximately 300 pieces carried.

Oct. 12. .... 150.00

## AEROPLANE MAIL SERVICE



- 63\* 1912, October 31, Nov. 1-2, Cuthbert, Georgia. Fair Grounds Aviation Meet. This meet was sponsored by the Randolph County Fair Association. Aviator Fred DeKor flew the mail daily from the Fair Grounds postal station to the city. Mail carried on the initial flight Oct. 31, landed on the roof of the Gay Hotel in the heart of the city. The service was designated as route No. 621,001.

Oct. 31, Nov. 1, 2 (107) ..... 135.00



- 64\* 1912, November 24, San Francisco, California. Ingleside Park Aviation Meet. The service performed during this aviation meet was officially designated as route No. 676,002. Pilot Harvey Crawford, the aerial postman, carried a total of 47 postcards from Ingleside Coursing Park to the Presidio, a

military reservation of San Francisco. The cachet provided for the service consisted of two circles, one within the other. The outer circle diameter being 30 mm; the inner circle 20mm. Counterfeits of this cachet exist.

Nov. 24. .... 100.00

- 65\* 1913, January 13, Boston, Mass.-New York, N. Y. First Aerial Parcel Post Service. This air mail flight, authorized as route number 604.003 was the first made in the U. S. carrying other than first class mail. Aviator Harry M. Jones, sworn in as the first Aerial Parcel Post Carrier, left Franklin Park Field, Boston on January 13 with both Parcel Post and first class mail and landed at Providence. By February 28 he reached New Haven, flying from New London to New Haven on that date. He left New Haven on March 4 en route to Governor's Island, N. Y. and again crashed at Oakhurst, N. Y. close to his goal. Letters carried on this flight have been noted dispatched from New Haven and endorsed in manuscript "Via First Aeroplane Parcel Post -- Harry M. Jones -- Aviator" in three lines. They may also exist from other cities en route.

Feb. 28. New Haven, Conn. .... 275.00

- 66\* 1913, March 29, Corpus Christi-Port Aransas, Texas. Experimental Hydroplane Mail Flight. This service, officially authorized as route No. 650.002 was sponsored by the Commercial Club of Corpus Christi. The flight was made by Aviator Charles de Remer of Chicago with a passenger who acted as the official mail carrier. The distance between the two cities was approximately 20 miles. After completing about three miles of the distance, the flight was brought to an abrupt end, due to the snapping of one of the propeller blades. Covers are endorsed in manuscript, "Hydro Route. Aviator, de Remer, W. G. Blake, Official Carrier."

March 29, .... 450.00



- 67 1913, April 19-20, Sacramento, California. Agricultural Park Aviation Meet. During this aviation meet, Postmaster Thomas Fox of Sacramento authorized the dispatch of U. S. mail by aeroplane. Pilot Roy N. Francis carried a pouch of mail on April 19. He repeated the mail flight on the 20th. The distance was approximately one mile.

April 19, 20 ..... 120.00



- 68\* 1913, May 17-18, Santa Rosa, California. Driving Park Aviation Meet. On the final day of this meet Pilot Thaddeus Kearns transporting a pouch of U.S. mail, cruised over the grounds for several minutes and then dropped the mail. This route was officially numbered 676,003.

May 18. (493) ..... 175.00

**AVIATION STATION  
SEPT 2 1913  
FAIR GROUNDS  
RUTLAND VT**

- 69\* 1913, September 2, Rutland, Vermont. Fair Grounds Aviation Meet. This meet was scheduled to be in operation during the week of Sept. 1-5. Aviator George Schmitt was officially designated to carry the mail under route number 603,001, authorized by the Post Office Department. On Sept. 2nd he carried a pouch containing 54 pieces from the sub-station at the Fair Grounds and dropped it while circling the city. Shortly after this flight Schmitt's plane crashed, resulting in his death and seriously injuring his passenger. A card reading "Delivered by GEORGE SCHMITT in Aeroplane Rutland Fair and Carnival Sept. 1-5, 1913, Rutland, Vt," bearing a picture of the pilot was printed for the occasion.

Sept. 2 (54) ..... 125.00

- 70\* 1913, September 4-6, McLeansboro, Illinois. Aviation Meet and Street Circus. Specially designed postcards were printed and sold to the public for aerial transit during the meet. Roy N. Francis, acting as air mail pilot, transported the mail daily from the aerial post office to a suitable location five miles away and dropped the mail. This service was performed by authority of the Department under route No. 635,004, and covers were cancelled with the same cachet as used for #58, except for changes in dates.

Sept. 4, 5, 6 ..... 75.00

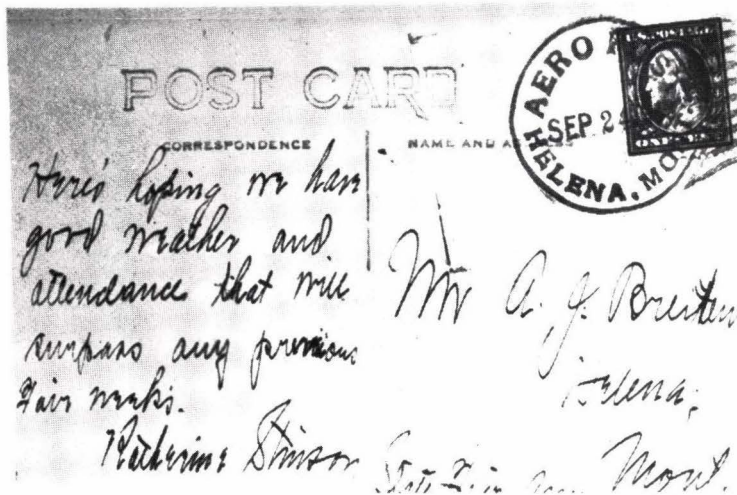


## MAILED VIA AIRSHIP

- 71\* 1913, September 9-11, Carmi, Illinois. Fair Grounds Aviation Meet. Aviator Tony Jannus acted as the official mail pilot during the service. Jannus carried the mail on Sept. 10th and 11th and in each instance dropped it while circling over the post office. The service was performed under route No. 635,003. Souvenir post cards were sold to the public at the Fair Grounds substation.  
 Sept. 10, 11 (241 pieces carried on both dates) ..... 75.00

FIRST AEROPLANE MAIL  
 HICKSVILLE, O. SEPT. 17-20, 13

- 72\* 1913, September 15-20, Hicksville, Ohio. Fair Grounds Aviation Meet. Although this service was authorized by the Post Office Department under route number 631,005, no service was performed due to unfavorable weather. A special cachet applied to a few souvenir post cards reads: "FIRST AEROPLANE MAIL-HICKSVILLE, O. SEPT. 17-20, 13."  
 Souvenir cards with special cachet (Not flown) (1 copy known) ..... 350.00



- 73\* 1913, September 22-27, Helena, Montana. Driving Park Aviation Meet. This was the first time in the history of aviation in America that U. S. mail was carried by an aviatrix. Miss Katherine Stinson transported the



mail daily during the tenure of the meet with the exception of Sept. 22 and 25. A total of approximately 1333 souvenir post cards and letters were flown during the service. This route was officially designated No. 663,002.

Sept. 22-27 ..... 150.00

## AEROMAIL SERVICE OCT 4 1913 Natrona PA.

- 74 1913, October 4, Natrona, Pennsylvania. Experimental Aeroplane Mail Service. The plans for this service were approved by Postmaster John Clinton of Natrona and the mail flight was sponsored by H. A. Truby. Aviator John Kowalski, an inventor and builder of marine engines, and Theodore Stockman an expert pilot, planned to follow a course along the Allegheny River and fly to Schenley Park, Pittsburgh, Pa. Although the flight to Pittsburgh was cancelled, a small mail consisting of 45 post cards and letters was carried several times around the Fair Grounds field and later taken to Verona, Pa., where it was posted on Oct. 17, 1913.

Oct. 4. (45) ..... 150.00

## AEROPLANE MAIL SERVICE, WOODSTOCK, VA.

- 75 1913. October 17, Woodstock, Virginia-Mt. Jackson, Virginia. Shenandoah Fair Aviation Meet. This service, although of unofficial origin, was approved by Postmaster D. B. Logan of Woodstock. Aviator Frank J. Terrill who flew from Woodstock to Mt. Jackson, carried about ten letters and post cards, thus inaugurating the first air mail service in the State of Virginia.

Oct. 17. (10) ..... 225.00

## AERIAL MAIL ROUTE TOM GUNN Carrier

- 76 1914, January 18, Koloa, Hawaii. Experimental Hydro-Aeroplane Mail Flight. An early pioneer flight was made by aviator Tom Gunn while barnstorming in the Hawaiian Islands. This California pilot participated in several of his home state's early air meets with air mail demonstrations

before working his way to China in 1914 giving some flying demonstrations. He gave exhibition flights in Hawaii early that year and aroused much interest among the Chinese population there. He carried air mail on at least one occasion. Cover bears a three-line cachet reading: "Aerial Mail Route/Tom Gunn/Carrier". The postmark is not clearly legible, but the sender of the card has dated his message: Koloa, Jany 18th.

Jan. 18. (One cover known) ..... 450.00

## Hydro-Aeroplane Route

Type 1

### VIA U S AEROPLANE MAIL

ROUTE NO. 607004

Type 2

- 77\* 1914, May 30-September 7, Chautauqua, N. Y. Experimental Hydro-Aeroplane Mail Service. A number of flights were made by Aviator Alfred Engle in his Curtiss hydroplane between May 30 and Sept. 7 from points on Chautauqua Lake. A blanket order was issued by the Post Office Department permitting the exchange of mail (post cards only) by planes as often as practicable under route officially assigned number 607,004. The service included stops at Celeron Bemus Point, Chautauqua and Mayville. Two different types of cachets were employed. A set of six souvenir post cards was sold to the public and were to be used exclusively for this summer air mail service as the pilot was to derive the sole remuneration for his services from their sale at 10c each. However, relatively few of these cards seem to have been sold and other cards were also flown and struck with the special cachets. They bear the triangular inscription "AERIAL MAIL" printed on the address side. The picture side shows various views of the pilot flying over the lake in his Curtiss seaplane, with a text reading: "A. J. ENGEL carrying mail over Chautauqua Lake from Celeron to Mayville, stopping at Lakewood, Bemis (misprint) Point and Chautauqua, New York".

|                                                    |                    |        |
|----------------------------------------------------|--------------------|--------|
| July 6, Chautauqua .....                           | (Type 1) (10)..... | 275.00 |
| a. July 16, 26, 30 Bemus Point .....               | (Type 2) ( *)..... | 150.00 |
| b. June 24, July 19, August 13, Sept. 3 Celeron .. | (Type 2) .....     | 150.00 |
| c. Aug. 12, 17, Mayville .....                     | (Type 2) .....     | 150.00 |
| d. July 25, 27, Sept. 7, Chautauqua .....          | (Type 2) .....     | 150.00 |
| e. Special Cards, any point (flown) .....          |                    | 200.00 |

## AEROPLANE MAIL

- 78 1914, June 28 - July 2, Bishop. Inyo, Mono and Alpine Trans-Sierra Counties Aviation Week. The California pilot and plane builder Silas Christofferson made this regional flight in his Hall-Scott engined tract-

or biplane. On June 23 he flew 70 miles from Bishop to Lone Pine. June 27 Christofferson set an American altitude record of 15,728 ft. in flying over 14,502 ft. high Mt. Whitney. Mail was flown and marked with the cachet "AEROPLANE HAIL".

June 28, July 1, 2. (3 cards known) ..... 450.00



- 79\* 1914, September 17-18, Clayton, New Mexico. Fair Grounds Aviation Meet- During this meet exhibition flights were given by the Rodgers Aviation Company owned and managed by the widow of the late "Cal" Rodgers, pilot of "Vin Fiz" fame. The service was approved by the Post Office Department and the route was numbered 667,001. Flights were made by Aviator Floyd Smith who carried a small quantity of first class mail on Sept. 17th and 18th.

Sept. 17-18. (4 copies known) ..... 500.00

**FORWARDED  
VIA AERO-POST**

**BY AEROPLANE  
MAIL, OCT. 17.**

- 80 1914, October 17, Grinnell-Des Moines, Iowa-Chicago, Illinois, Experimental Aeroplane Mail Flight. Flying a monoplane designed by himself and built by the Grinnell Aeroplane Company, Aviator William G. Robinson set out from Des Moines, Iowa on Oct. 17, and completed a non-stop flight of 370 miles in 4 hours and 44 minutes. Three days later he left Kentland, Indiana and landed at Cicero Flying Field, Chicago on Oct. 20, 1914.

Oct. 17. .... 350.00

**AEROPLANE MAIL SERVICE**



- 81 1914, November 3-8, Troy, Alabama. Fair Grounds Aviation Meet. Miss Katherine Stinson, the first aviatrix to officially carry mail in America, featured in entertaining at this meet. On the opening day of the meet, Miss Stinson carried a pouch of mail from the Fair Grounds to a point near the Post Office and dropped it. The service was authorized by the local postmaster.

Nov. 3. (50) ..... 100.00

**AEROPLANE MAIL**

Carried between TACOMA &amp; SEATTLE

By GUSTAVE STROHMER

- 82 1915, February 20, Tacoma-Seattle, Washington. Experimental Hydro-Aeroplane Mail Flight. On this flight across the bay separating Tacoma and Seattle the pilot, Gustave Strohmer carried a small quantity of mail, including a few registered letters and a passenger, the musical comedy actress, Miss Jane O'Roark, who was designated as the official mail carrier by Postmaster F. R. Stocking of Tacoma. The distance of approximately 20 miles was covered in 27 minutes.

Feb. 20. (45) ..... 175.00



- 83\* 1915, May 20, Seguin, Texas - San Antonio, Texas. Experimental Aeroplane Mail Flight. Marjorie Stinson, sister of Katherine, pioneer air mail pilot on several occasions, was sworn in to fly mail over route #650.004 from Seguin to San Antonio. This was to climax her flight demonstrations during Seguin Firemen's Day. This air mail was carried with a circular postmark in red ink, the wording reading: "Aero Post/May 20 1915/Seguin, Texas."

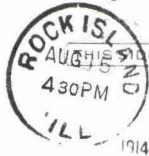
May 20. (one cover known) ..... 500.00

**MICHIGAN'S FIRST AEROPLANE MAIL****PORT HURON, AUG, 7, 8, 1915**

- 84\* 1915, August 7-8. Port Huron, Michigan. Driving Park Aviation Meet. On August 8th the concluding day of this meet Aviator E. Williams of the Patterson Exhibition Fliers carried a small consignment of U. S. mail consisting of 176 pieces mostly souvenir post cards. Route No. 637,003.

Aug. 7, 8. (176) ..... 250.00

ILLINOIS' FIRST AEROPLANE MAIL  
 ROCK ISLAND EXPO. PARK, AUG. 14, 1915  
 Carried by Patterson Aviators



A. F. LUNDQUIST  
 ROCK ISLAND  
 ILL.

10 P.O.

- 85\* 1915, August 14-15, Rock Island, Illinois. Exposition Park Aviation Meet. The flights during this meet were made by members of the Patterson Exhibition Fliers. On the final day of the meet Aviator Harry J. Webster took off with a consignment of mail, circled until he reached an altitude of 5,000 feet, then flew over Rock Island, and returned to the park with the mail. The route was officially designated No. 635,005, by the Post Office Department. The organizing aviation company had special envelopes printed. They bear the text: "Patterson Aviators, 986 Trumbull, Detroit. CARRIED BY AIR MAIL (1 Mile High).

|                                         |        |
|-----------------------------------------|--------|
| Aug. 15. (492) .....                    | 125.00 |
| a. Aug. 15. Special cover (flown) ..... | 150.00 |

DETROIT'S FIRST AEROPLANE MAIL  
 DETROIT, SEPT. 6-14, 1915  
 Carried by PATTERSON AVIATORS

- 86\* 1915, September 6-14, Detroit, Michigan. State Fair Aviation Meet. Detroit spread her wings during the week of the State fair, which attracted a number of famous pilots who participated in the aerial tournament. An order was issued by the Post Office Department establishing route No. 637,004 between Detroit and Windsor or Walkerville, Ontario. However no attempts were made to carry mail to either of the Canadian cities. Aviator Obert Williams carried the mail on two different dates during the meet. A total of 382 pieces, mostly post cards were impressed with the special cachet.

|                         |        |
|-------------------------|--------|
| Sept. 6-14. (382) ..... | 125.00 |
|-------------------------|--------|



**FORWARDED**

THIS SIDE OF CARD IS FOR



Mr. Wilbur C. Pepple  
136 East Lane Avenue  
Columbus Ohio

- 87\* 1915, September 13-17, Milwaukee, Wisconsin. State Fair Grounds Aviation Meet. It is estimated that 15,000 spectators attended the fair each day to take part in the festivities. Aviator Obert Williams carried a pouch of U. S. mail each day from the Fair Grounds to the West Allis station and dropped it. This was one of the most successful aeroplane mail services operated during the pioneer days. The route was assigned No. 639,001.

|                    |       |
|--------------------|-------|
| Sept. 13. (774)    | 30.00 |
| a. Sept. 14. (547) | 25.00 |
| b. Sept. 15. (930) | 25.00 |
| c. Sept. 16. (965) | 25.00 |
| d. Sept. 17. (502) | 25.00 |

### CHIPPEWA FALLS AEROPLANE MAIL

Chippewa Falls, Sept. 21, 24, 1915

Carried by **PATTERSON AVIATORS**

- 88 1915, September 21-24, 1915, Chippewa Falls, Wisconsin. Experimental Aeroplane Mail Flight. During this air meet the Patterson Aviators of Detroit put on one of their regular shows which included an aerial battle imitation of the air fighting then going on in Europe, and an air mail demonstration flight to show the possibilities and scope of aviation. A three-line cachet as shown was applied to the mail.

|                              |        |
|------------------------------|--------|
| Sept. 21-24. (3 cards known) | 450.00 |
|------------------------------|--------|





- 89\* 1915, Nov. 4-6, Tucson, Arizona. Southern Arizona Fair Grounds Aviation Meet. During the three days of this meet Aviatrix Katherine Stinson transported a small cargo of mail daily from the sub-station at the Fair Grounds and dropped it over a vacant lot near the Post Office. The route was officially assigned No. 668,001.

Nov. 4-6. .... 90.00

- 89A 1916, July 3-4, Boise, Idaho. Fair Grounds Exhibition Flights. For the holiday celebration, an aviation, auto racing and athletic program was scheduled at the Fair Grounds in Boise, on July 3 and 4, 1912. Permission was obtained to fly mail from the Fair Grounds to the post office. The route was officially designated as #670,001. Late in the afternoon of the third, Alfred Boshek crashed on take off with the mail when his engine quit. The airplane could not be repaired for the proposed flight on the Fourth. Special postcards had been printed for this event.

July 3. (one card known) ..... 225.00

~~~~~  
**SMITHVILLE, MISSOURI**  
**July 18, 1916. 11 A.M.**  
**VIA AEROPLANE TO NORTH KANSAS CITY**  
 ~~~~~

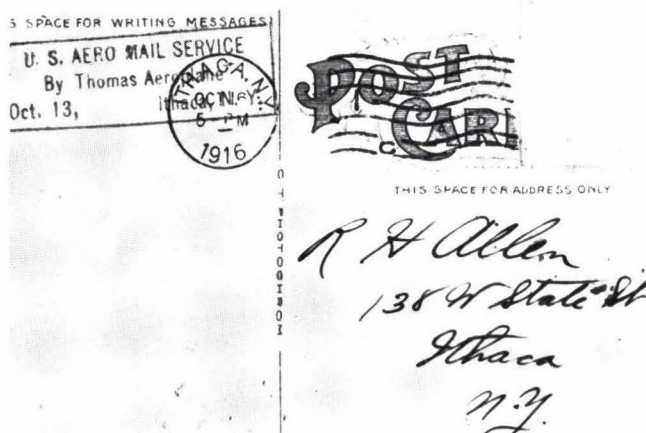
- 90 1916, July 18, Smithville-Kansas City, Missouri. Experimental Aeroplane Mail Flight. Russell B. North was the aviator who carried the mail. "Smithville Horse Show and Fair Association" had some envelopes printed for their "July 18-21, 1916 Missouri - Kansas Circuit" with this wording. Covers also bear an imprinted cachet reading "SMITHVILLE, MISSOURI/July 18, 1916. 11 A.M./via Aeroplane to North Kansas City" in three lines appearing between horizontal, wavy lines.

July 18. (one cover known) ..... 450.00



- 91\* 1916, October 5, West Branch, Michigan Driving Park Aviation Meet. During this meet Aviator Alfred Boshak carried 150 pieces of mail, mostly postcards from the Driving Park to a designated place near the post office. This service was officially designated as route #637,006.

Oct. 5. .... 150.00  
 a. Oct. 5. (Cachet dated 9161 in error) .....



- 92\* 1916, October 13, Ithaca, New York. Experimental Aeroplane Mail Flight. B. F. Lent of Ithaca received permission from the Post Office Department to inaugurate an experimental aeroplane mail service at Ithaca on Oct. 13, 1916. Due to weather conditions the service did not take place until the 14th. Aviator Frank Burnside received instructions to drop the mail while flying over Percy Field but miscalculated his position and dropped the mail over a wooded section from which it was not recovered until the 16th. A special cachet reading, "U. S. Mail Aero Service-by Thomas Aeroplane-Ithaca, N. Y. Oct. 13" in three lines enclosed in a rectangle was applied to all the mail. The letters are postmarked Oct. 16, 1916, the date of their recovery. This service was officially designated as route #607,005.

Oct. 13. .... 500.00

**BETWEEN SUNRISE AND SUNSET**  
**FORWARDED FROM CHICAGO TO NEW YORK BY**  
**New York Times**  
**AEROPLANE**

**New York Times Aeroplane Flight**  
**Chicago to New York, 900 Miles**  
**BETWEEN SUNRISE AND SUNSET**

This postal card was written in Chicago and posted by the U.S. Post Office, by arrangement with The New York Times, for transmission by Aeroplane from Chicago to New York.

93\*

1916, November 2, Chicago, Illinois-New York, N. Y. "New York Times" Aerial Post. "The New York Times Aeroplane", so christened for its sponsor, was piloted by Victor Carlstrom. Although scheduled for various dates between October 7 and 31, the flight was postponed because of inclement weather. Although the authorization provided for the carriage of 100 letters and 1000 postal cards, the actual dispatch consisted of but 95 letters and 600 cards. The mail was postmarked at 6:00 A.M., November 2 and the pilot took to the air at 6:15 A.M. His flight was interrupted at Erie, Pa., due to minor engine trouble. Resuming his flight at 2:34 P. M. he flew to Hammondsport, N. Y. and spent the night at the Curtiss Club. Carlstrom took off the next morning at 6:35 A.M. and landed at Governors Island, N. Y. at 8:56 A.M. This service was designated as route number 635006 and the Pilot was sworn in as a Mail Messenger. Three cachets were used. One, of four lines contained in a rectangle, read "BETWEEN SUNRISE AND SUNSET. — Forwarded from Chicago to New York by — New York Times — AEROPLANE." This was handstamped on both letters and cards. A second, with similar wording, was contained in a rectangle with rounded corners and was printed only on cards in red. A third cachet was printed on cards, reading "New York Times Aeroplane Flight — Chicago to New York, 900 Miles — BETWEEN SUNRISE AND SUNSET —" together with three additional lines of text, all enclosed in a rectangle. "The New York Times" had current penny post cards prepared for this dawn to dusk mail flight demonstration between America's two largest cities and distributed for use on this mail flight. The picture side bears a faint outline of the Curtiss model R 6 200 h.p. engine tractor biplane used for this flight, and on the left side there is in vertical position an imprinted cachet in red ink with this explanatory text within a rectangular frame: "New York Times Aeroplane Flight/Chicago to New York, 900 Miles/between Sunrise and Sunset/This postal card was written in Chicago and posted by the/U. S. Post Office by Arrangement with the New York Times,/for transmission by Aeroplane from Chicago to New York". On the address side of the card there is another printed, red cachet, again in vertical position on the left side and within a rectangular frame, but this time with rounded corners. The wording

## THE AMERICAN AIR MAIL CATALOGUE

reads: "BETWEEN SUNRISE AND SUNSET,/Forwarded from Chicago to new York by/New York Times/ AEROPLANE". The same cachet was applied by rubber stamp, but this time with square corners, and in blue ink, to other cards carried on this experimental air mail flight. It fittingly closes the chapter of U. S. Pioneer Postal Flights as this air mail demonstration foreshadowed the future possibilities in this field once World War One, with its accelerated aviation developments tempo, had ended.

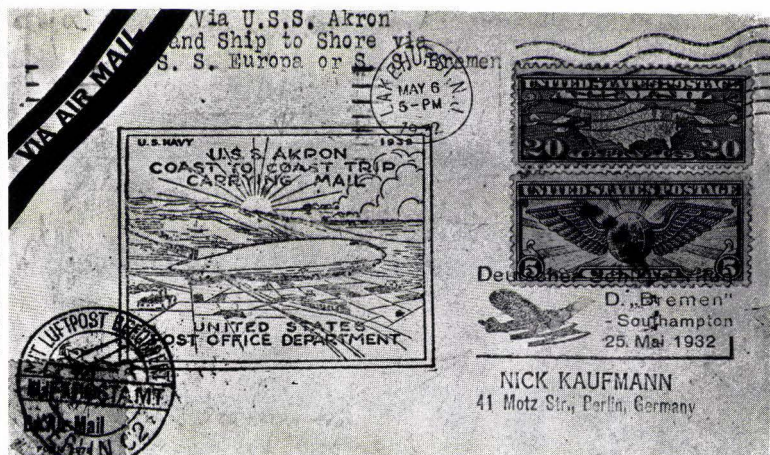
|                                                      |        |
|------------------------------------------------------|--------|
| Nov. 2. ....                                         | 175.00 |
| Nov. 2. Special "New York Times" cards (flown) ..... | 275.00 |

**SPECIAL NOTE:** In this SECTION illustrations of postal markings are frequently not exact reproductions.

## ADDENDUM

Other mail carrying flights are known to have been authorized or to have been made. However, as data on such flights is inconclusive, or mail from such flights has not been found, we list such flights hereinafter rather than in the general catalogue of Pioneer flights.

| DATE           | ROUTE NO.  | PLACE OF SERVICE                        |
|----------------|------------|-----------------------------------------|
| Sept. 30, 1911 | 607,001    | New York, N. Y. - Los Angeles, Calif.   |
| May 10, 1912   | Unofficial | Newport Beach - Catalina Island, Calif. |
| July 4, 1912   | 663,001    | Butte, Mont.                            |
| Aug. 14, 1912  | Unofficial | Cicero - Chicago, Ill.                  |
| Aug. 31, 1912  | 607,003    | White Plains, N. Y.                     |
| Sept. 10, 1912 | 610,002    | Reading, Pa.                            |
| July 4, 1913   | 609,005    | Bayonne, N. J.                          |
| Oct. 10, 1913  | 650,003    | Brownwood, Tex.                         |
| May 18, 1915   | 637,002    | Flint - Detroit, Mich.                  |
| June 26, 1915  | 647,001    | Ola - Clarksville, Ark.                 |
| Aug. 30, 1915  | 614,001    | Staunton, Va.                           |



## US 1932

Cover carried by U.U.S. "Akron" & by Catapult from s/s "Bremen."  
Extremely interesting flight combination, possibly Unique!

This is just one item of our stock of:

**Rare Pioneer Flights, Transatlantic Mail,  
Flight Covers of all countries.**

Offers of same material welcomed.

# ALBERTO SAVINI

47037 - RIMINI, ITALY

C.P. 210

AAMS, ASDA member





# **ARTCRAFT ENGRAVED First Day Covers**

---

***A COVER COLLECTORS BEST FRIEND***

---

A QUALITY PRODUCT OF THE WASHINGTON PRESS



# UNITED STATES GOVERNMENTAL FLIGHTS



Edited by *Dr. Perham C. Nahl*, Chairman; *Frank Blumenthal*;  
*Michael P. Codd*; *Irwin Heiman*; *Adm. Jesse G. Johnson, USN*  
*(Ret'd)*; *Philip Silver*; *William R. Ware*.



## FOREWORD

THIS section chronicles those flights conducted by the Signal Corps of the Army, the *Scott \$750.-* l bureaus in blazing the path for subsequent boundaries of the United States. It also include n under the auspices or with the approval of er, were not under regular Route authorization

This section does not include Flights, flights terminating in foreign countr Covers. These items will be found fully des ections. Emergency flight covers and so-call ound in separate groupings at the end of this section.



**101 1918, May 15—Washington, D. C.—New York, N. Y.** May 15, 1918, marks the establishment of the first air mail route in the United States. The series of first flights were between Washington, Philadelphia and New York and return, the rate being 24c an ounce and these flights mark the first use of the 24c blue and red combined air mail, special delivery stamp.

From Washington, Lt. G. L. Boyle, piloting Curtiss plane No. 38262, which is pictured on the 24c red and blue air mail stamp, started out from the Polo Grounds at the south of the city. He carried one large pouch weighing 140 pounds containing about 6,600 covers of which approximately 300 were for Philadelphia, 3,300 for New York City and about 3,000 for redistribution to other points. Unfortunately the plane cracked up 25 miles south of Washington, having followed by mistake a branch railroad instead of the regular New York tracks.

This mail and 1,330 other pieces which were picked up from the special red, white and blue letter boxes after the regular air-mail collection was flown on May 16th by Lt. J. C. Edgerton to Philadelphia. These additional pieces were cancelled May 16, 1918 and some have "9 A.M." or "10 A.M. 1918" in the handstamped cancellation; perhaps a dozen or more are known with "May 16 - First Trip" in the cancellation.

The Philadelphia to New York mail was flown by Lt. H. P. Culver consisting of about 350 letters and cards weighing about 20 lbs. About 200 of them were for distribution in the New York City area and the rest for points outside of New York.

On the southern flights, Lt. T. H. Webb with 144 pounds of mail, made up of 2,457 covers, together with several packages and newspapers, left Belmont Park at 11:30 A.M. and arrived at Bustleton, the Philadelphia terminus at 12:30, from whence Lt. J. C. Edgerton flew to Washington with 136 pounds of mail.

NOTE: Prices shown below are for covers franked with the special 24c air mail stamp. Covers bearing regular stamps are worth considerably less.

Washington used black, blue, and magenta cachets. Philadelphia black, blue-black and New York, magenta, purple, carmine and black.

|     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |        |        |
|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|--------|
|     | Washington to New York, May 15, 1918—"First Trip" .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 150.00 | 450.-  |
| (a) | Washington to New York, May 15, 1918, 10 A.M.—"First Trip" .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 175.00 | 500.-  |
| (b) | Washington to New York, May 15, 1918, 11 A.M.—"First Trip" .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 350.00 | 650.-  |
| (c) | Washington to New York, May 15, 1918, P.M.—Exists with 3, 4, 6, 7, 9<br>9:30, 11 P.M. cancellations but the legend "First Trip" is eliminated .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 175.00 | 600.-  |
| (d) | Washington to New York, May 16, 1918—"First Trip" .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 350.00 | 650.-  |
| (e) | Washington to New York, May 16, 1918 .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 200.00 | 500.-  |
| (f) | Washington to New York, May 16, 1918, A.M.—Also exists with 9<br>A.M. or 10 A.M. cancellation .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 200.00 | 500.-  |
| (g) | Washington to New York, May 15, 1918—"First Trip" with year date<br>1918 inverted .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |        | 1500.- |
| (h) | Washington to Philadelphia, May 15, 1918—"First Trip" .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 150.00 | 450.-  |
| (i) | Washington to Philadelphia, May 16, 1918—"First Trip" .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 400.00 | 500.-  |
| (l) | Philadelphia to New York, May 15, 1918—"First Trip" .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 150.00 | 500    |
| (m) | Philadelphia to Washington, May 15, 1918—"First Trip" .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 200.00 | 500    |
| (n) | Philadelphia to Washington, May 15, 1918. Large year date and with-<br>out—"First Trip" .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 200.00 | 500    |
| (q) | New York to Philadelphia, May 15, 1918—"First Trip" .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 150.00 | 450.-  |
| (r) | New York to Washington, May 15, 1918—"First Trip" .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 150.00 | 450.-  |
| (s) | New York to Washington, May 15, 1918, A.M.—exists with I and<br>2 A.M. cancellations including the legend "First Trip" .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 175.00 | 550.-  |
| 102 | 1918, May 23—Chicago, Ill.—New York, N. Y. Special flight by Catherine<br>Stinson, the first woman sworn in as an air mail pilot. Sixty pieces were<br>carried with cancellation of Chicago and black cachet "Aerial Mail Ser-<br>vice".<br>Chicago to New York .....                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 200.00 |        |
| 103 | 1918, June 1—Washington, D. C.—Boston, Mass. via New York. Experimental<br>flight at 24c rate; about 28 pounds carried. Covers cancelled in red or black<br>with canceller similar to May 15, 1918 type. Also bear red single line cachet<br>"Aerial Mail Via New York" and two line cachet in violet, reading "First<br>Air-Mail." Most of the mail was flown out from New York to Boston on<br>June 6, 1918 together with mail listed under #104 directly below. Some mail<br>was sent to Boston without being held for the flight on the 6th and arrived<br>in Boston on June 2, 1918 at about 7:30 A.M. It is worth considerably less<br>than the mail which was flown all the way.<br>Washington to Boston via New York ..... | 40.00  |        |

- 104 1918, June 3—New York, N. Y.-Boston, Mass. This experimental flight was carried out on June 6, after several attempts on the 3rd by Lt. Vannelle of the French Army. The successful flight on June 6, was made by Lt. T. H. Webb. About 4,400 pieces were carried which were cancelled with a cachet similar to the May 15, 1918 type. Three variations of the cachet are known:
- |                                                                                             |       |
|---------------------------------------------------------------------------------------------|-------|
| (a) Complete New York cachet, as on #101 .....                                              | 50.00 |
| (b) Complete New York cachet as on #101 but without words—"First Trip" .....                | 50.00 |
| (c) "Washington-New York Philadelphia" removed .....                                        | 50.00 |
| (d) Portion "Washington-Philadelphia" removed and "Boston" inserted ahead of New York ..... | 75.00 |



BOSTON

— TO —  
NEW YORK

- 105 1918, June 8—Boston, Mass.-New York, N. Y. This experimental flight which was scheduled for June 8 was flown on June 11 by Lt. T. H. Webb who carried 64 pounds of mail at the 24c rate. Covers bear a large circular cachet with killer as illustrated. Covers with dates of June 8, 9 and 10 are extant. The majority of the covers were backstamped June 11, 1918.

Boston to New York (black) ..... 150.00



- 106 1918, June 15—New York, N. Y.-Columbia Country Club, Washington, D. C. This was a special authorized flight flown in Army ship by Capt. Weideman, a pilot on the New York to Washington run. One hundred covers addressed to members of the club were dropped on the golf course and sold on behalf of the Woody Park Chapter of the Red Cross.

Covers bear a 24c air mail stamp and have a five line cachet as illustrated. They bear a Red Cross label on the back.

New York to Columbia Country Club, Washington. (blue) ..... 400.00

- 107 1918, August 12—Washington, D. C.-Philadelphia, Penn.-New York, N. Y. On this date the Post Office Department took over the operation of the air mail from the Signal Corps. The rate was 16c. Cancellation similar to regular May 15, 1918 type was used without the words "First Trip." Most of the covers also include private cachets.

|                                                |       |
|------------------------------------------------|-------|
| Washington, 23½ lbs. ....                      | 25.00 |
| Philadelphia—(either direction). 222 lbs. .... | 20.00 |
| New York, 16½ lbs. ....                        | 40.00 |



- 108 1918, September 5—New York, N. Y.-Chicago, Ill. via Lock Haven, Penn., Cleveland, Ohio and Bryan, Ohio. Experimental flight by Army Pilots Max Miller and E. W. Gardner in Army planes. Miller was forced down several times. He arrived at Lock Haven and flew out with 35 additional covers postmarked Sept. 5, 1918. A. M.

Gardner, carrying about 400 pounds of mail, was also forced down several times, arriving in Chicago Sept. 7. The rate was 16c and the covers for New York bear a four line oval magenta cachet as shown.

A few covers were cancelled with magenta circular cancellations similar to May 15, 1918 type, dated Sept. 4, 5, 1918. Covers are backstamped Chicago, Sept. 6, 1918, 8 P. M. Lock Haven applied a single line cachet in gray-black reading: "Via Aer o plane."

|                           |       |
|---------------------------|-------|
| New York to Chicago ..... | 40.00 |
| (a) Lock Haven .....      | 50.00 |
| (b) Cleveland .....       | 40.00 |
| (c) Bryan .....           | 40.00 |

Gardner carried half the amount of Miller's mail. Such mail is worth a premium of 50%, but can be identified only if autographed by Gardner.

- 109 1918, September 9—Chicago, Ill.-New York, N. Y. via. Bryan, Ohio, Cleveland, Ohio and Lock Haven, Penna. On return flight Army flyers, Max Miller and E. V. Gardner both left Chicago Sept. 10 and arrived in New York on the 11th. Miller carried approximately 3,000 pieces of mail and Gardner 70. The various cities used regular machine cancellations on both Sept. 9 and 10. Lock Haven again applied the single line cachet.

|                           |       |
|---------------------------|-------|
| Chicago to New York ..... | 25.00 |
| (a) Bryan .....           | 40.00 |
| (b) Cleveland .....       | 40.00 |
| (c) Lock Haven .....      | 50.00 |

Mail carried and autographed by Gardner, if identifiable, carries a 300% premium.

- 110 1918, December 18—New York, N. Y.-Cleveland, Ohio-Chicago, Ill. These were the first flights of this experimental service and it was intended that these flights would mark the first regular service between New York and Chicago via Cleveland. Ordinary postal cancellations from the various cities on the route were used. Pilot L. D. Smith left New York with 226 pounds of mail, and was forced down at State College, Penna. where the mail was placed aboard a train. The rate was 6c per ounce, the new Air Mail rate effective Dec. 15, 1918.

The two planes leaving Cleveland on December 18 crashed, although one eventually made Chicago.

Pilot M. Ebersole took off during the afternoon of the 18th from Grant Park Station, Chicago, but in making a landing at Ashburn Field cracked his propeller and the eastbound mail was forwarded by train.

New York covers are marked with the regular government cachet similar to the May 15, 1918 type with the wording "1st trip" and "Wash., Phila." omitted. Bryan supplied a two line cachet in magenta "Bryan Cleveland-N. Y. Aero Mail East."



|                                      |       |
|--------------------------------------|-------|
| New York.                            | 20.00 |
| (a) Lehigh. (Not flown)              | 25.00 |
| (b) Bellefonte. (Not flown)          | 25.00 |
| (c) Cleveland.                       | 20.00 |
| (d) Bryan.                           | 20.00 |
| (e) Chicago, east bound. (Not flown) | 10.00 |

**115 1919, May 3-10—Macon, Ga.-Atlanta, Ga.** Experimental flights were authorized during this entire week, the official designation being Route No. 613003. On May 3 covers were flown from Macon to Montgomery, Alabama, 200 covers being carried with ordinary postmarks of Macon. On the same day, 36 covers were carried on the return trip with ordinary postmarks of Montgomery.

On May 6 approximately 115 covers were carried from Macon to Columbus, Ga. and about the same number on the return flight. In each instance ordinary postmarks of the cities were used.

On May 6 there were also flights between Montgomery and Columbus and something over 100 pieces were carried. A very small amount of mail was carried on May 7, between Montgomery and Columbus.

May 8 was the first time mail was carried from Macon to Atlanta with the return flight taking place on May 10. On each flight about 15 pounds were carried.

Atlanta was the only city using a distinctive cachet, red-violet in color, which reads in three lines:  
 "Atlanta to Macon—via—Aeroplane Mail Service".

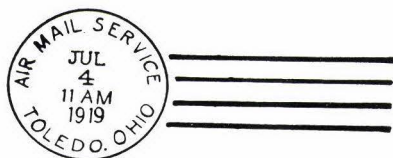
|                                   |       |
|-----------------------------------|-------|
| May 3, Macon to Montgomery        | 30.00 |
| (a) Montgomery to Macon           | 50.00 |
| (b) May 6, Macon to Columbus      | 50.00 |
| (c) Montgomery to Columbus        | 30.00 |
| (d) Columbus to Montgomery        | 50.00 |
| (e) May 7, Montgomery to Columbus | 30.00 |
| (f) May 8, Macon to Atlanta       | 30.00 |
| (g) May 10, Atlanta to Macon      | 30.00 |

### GRANT PARK AVIATION FIELD CHICAGO, ILL.

- 116 1919, May 15—Chicago, Ill.-Cleveland, Ohio.** This marks the establishment of the first leg of the trans-continental route. Mail was carried on a daily schedule at 6c an ounce with a stop at Bryan, Ohio. Chicago used a two line cachet in black reading as shown above, while Cleveland and Bryan used ordinary cancellations.
- From Cleveland, Pilot Edward Gardner, a former Army flyer, started at Woodland Hills Park and flew to Bryan where he was relieved by Pilot T. C. Fry. Both planes got off at 9:30 A. M., the Chicago plane covering the 343 miles in 3 hrs., 18 minutes. Poundage was quite light as indicated in the following schedule. These covers are scarce.
- |                                  |       |
|----------------------------------|-------|
| Chicago to Cleveland, 31 lbs.    | 25.00 |
| (a) Bryan to Cleveland, 7 lbs.   | 25.00 |
| (b) Cleveland to Chicago, 9 lbs. | 40.00 |
| (c) Bryan to Chicago, 6 lbs.     | 40.00 |
- 117 1919, June 17—St. Louis, Mo.-Chicago, Ill.** Lt. Comdr. Wells Hawks and associates of the U. S. Navy carried mail between these cities. They were part of a flotilla which lay in New Orleans and they volunteered to fly up the Mississippi River to Chicago.
- The covers bear the ordinary postmark of St. Louis, but received a two line cachet at Chicago reading, "Air Mail Service-Jun. 17, 9 A. M., 1919. Chicago." About 45 pounds of mail was carried.
- |                      |       |
|----------------------|-------|
| St. Louis to Chicago | 25.00 |
|----------------------|-------|
- 118 1919, July 1-2—New York, N. Y.-Chicago, Ill. and Return.** Experimental hops prior to establishing the second leg of the transcontinental route. The covers carried are rare and no information is available as to the number. On both runs stops were made at Cleveland, Ohio and Bellefonte, Penna., and some covers were picked up and dropped. The return flight was made July 2, 1919.



|     |                                       |       |
|-----|---------------------------------------|-------|
|     | New York to Chicago .....             | 20.00 |
| (a) | Bellefonte to Chicago .....           | 25.00 |
| (b) | Cleveland to Chicago .....            | 20.00 |
| (c) | Chicago to New York .....             | 15.00 |
| (d) | Cleveland to New York .....           | 20.00 |
| (e) | Bellefonte to New York .....          | 25.00 |
| (f) | Other station to station points ..... | 25.00 |



- 119 1919, July 4—Toledo, Ohio-Chicago, Ill. Experimental flight to test possible leg on future transcontinental routes. Toledo applied red-violet cachet as illustrated. Poundage unavailable.

Toledo to Chicago ..... 20.00

First Augusta—Portland  
Aeroplane Service, Oct. 23, 1919

- 120 1919, October 23—Augusta, Maine-Portland, Maine. This was an authorized experimental flight between these two cities in Maine. A comparatively few covers were carried and of these only a small number are known to be in the hands of collectors.

Flights were made in both directions and covers bear the cancellation of their respective cities together with a two line cachet as illustrated.

Augusta to Portland ..... 35.00  
Portland to Augusta ..... 35.00



- 121 1919, December 5—Washington, D. C. Mr. Jahn, an inventor of a parachute device for dropping objects from planes without landing, interested the Post Office Department in his device and secured special permission to have Pilot Stevens of the Air Mail Service fly a mail plane over the Capitol grounds where packages of eggs, et cetera, were dropped before an audience of Army and Navy officials. Senators and Representatives. One hundred and thirty-four covers, prepared by a Washington dealer, were dropped and received a circular cancellation and a Washington back stamp dated December 5, 12 M., 1919. The covers were cancelled with a bar.

Washington ..... 50.00

- 125 1920, January 8—Chicago, Ill.-Omaha, Nebr. This was an authorized experimental flight on which very little data is known. The records of the Chicago Post Office contain a telegram reading in part as follows: "De-Haviland plane will leave Chicago 8:30 Thursday morning only, Inaugural flight to Omaha. Arrange for 350 pounds mail Omaha City preferred."

Chicago records show flight took place from Grant Park Aviation Field at 8:30 A. M., January 8, but the amount of mail carried is not known. Ordinary markings of Chicago and Omaha backstamp. Letters were carried at a 2c per ounce rate with covers stamped with small metal type three line cachet reading: "Delivery of this letter—expedited one business-day by Air Mail."

The flight from Omaha to Chicago was made by Walter J. Smith, the pilot, who carried a very limited amount of mail and covers bear the ordinary postal cancellation of Omaha.

|                        |       |
|------------------------|-------|
| Chicago to Omaha ..... | 25.00 |
| Omaha to Chicago ..... | 40.00 |

- 126 1920, May 15—Omaha, Nebr.-Chicago, Ill. Another test flight in the proposed transcontinental route which constituted the third leg thereof. Mail was carried in both directions, via Iowa City, Iowa.

A regular city canceller was used at Omaha, while two line dateless receiving cachet was used at Chicago reading: "Air Mail Service-Chicago, Ill." Outgoing mail from Chicago received the city cancellation. Pilot Wm. DeWalt flew 200 pounds of mail from Omaha and R. Benedict 265 pounds from Chicago.

|                            |       |
|----------------------------|-------|
| Omaha to Chicago .....     | 10.00 |
| (a) Chicago to Omaha ..... | 12.50 |

## FIRST L.A. -S.F.

### AERIAL MAIL

## AVION' 5/27-20

- 127 1920, May 27—Los Angeles, Calif.-San Francisco, Calif. Mail was carried from May 27, 1920 to July 7, 1920 by Aero Transportation Co. in both directions between Los Angeles and San Francisco via Bakersfield and Fresno. The plane used was the Avion and on the first day one pouch was flown.

First flight covers bear machine cancellations of Los Angeles, dated May 27 together with a three line green cachet as illustrated, although approximately ten are known dated the 25th. These covers were carried at a 6c rate and bear no backstamp.

#### Los Angeles to San Francisco

|                                    |       |
|------------------------------------|-------|
| (a) Covers dated May 27 .....      | 50.00 |
| (b) Cover from later flights ..... | 40.00 |

- 128 1920, June 30—Cleveland, Ohio-Columbus, Ohio. Experimental hop between Cleveland and Columbus. The covers were apparently carried only one way. Cleveland applied a black three line cachet, "Air Mail Service—June 30. 12 M. 1920-Cleveland" with a Columbus backstamp of June 30. These covers are quite scarce.

|                             |       |
|-----------------------------|-------|
| Cleveland to Columbus ..... | 75.00 |
|-----------------------------|-------|

- 130 1920, August 10—Chicago, Ill.-Twin Cities, Minn. This was an official experimental flight by Pilot Walter Smith to determine whether Minneapolis and St. Paul could be welded into the proposed transcontinental route. Eighty six pounds of mail were carried. A heavy three line cachet believed to be unofficial was applied. The cachet reads, "Inaugural Flight—Twin Cities. Chicago—Air Mail Service."

|                              |       |
|------------------------------|-------|
| Chicago to Twin Cities ..... | 25.00 |
|------------------------------|-------|



- 131 1920, August 16—St. Louis, Mo.—Chicago, Ill. and Return. This experimental route opened August 16, 1920 and was suspended June 30, 1921. The regular St. Louis cancellation was used in addition to the old 1911 "Aeroplane Station No. 1." type of canceller with an August 16, 1920 date. The cachet was applied in red, violet and black. Chicago applied a round cachet as illustrated, the color being violet or black. Russel G. Jones piloted the plane north and E. Hamilton Smith was pilot for the southern flight.

|                                        |       |
|----------------------------------------|-------|
| St. Louis to Chicago, 6 lbs. ....      | 35.00 |
| (a) Chicago to St. Louis, 30 lbs. .... | 35.00 |

- 132 1920, August 19—Pathfinder Flight, Trans-Continental Air Route. A survey flight from Chicago to Los Angeles via San Francisco was made to test flying conditions on contemplated Trans-Continental Air Route. Covers are cancelled "Air Mail Service, Chicago, Aug. 19, 1920."

|               |       |
|---------------|-------|
| Chicago ..... | 40.00 |
|---------------|-------|



U. S.

MAIL

- 133 1920, August 30—Milwaukee, Wis.—Green Bay, Wis. Authorization was given the Milwaukee Postmaster to swear in pilot and carry mail to surrounding towns during the week of the State Fair. As far as is known the only flight was to Green Bay some 85 miles distant and very few covers were carried. Only a few examples have been found.

The old circular 1912 cachet having four heavy bars with U. S. Mail in center was used with new date.

|                              |        |
|------------------------------|--------|
| Milwaukee to Green Bay ..... | 100.00 |
|------------------------------|--------|

- 134 1920, September 7—Omaha, Nebr.—San Francisco, Calif. Two days before the inauguration of the transcontinental route, the westbound branch was operated from Omaha to San Francisco via North Platte, Nebr., Cheyenne, Wyo., Salt Lake City, Utah and Reno, Nev. the pilot being "Buck" Hulfron who carried 380 pounds of mail. It is believed that covers were carried between intermediate points but little is known of them, although a considerable number of covers are in the hands of collectors flown from Omaha through to San Francisco. These generally are without backstamps.

|                                       |       |
|---------------------------------------|-------|
| Omaha to San Francisco .....          | 35.00 |
| Other Station to Station points ..... | 40.00 |

- 135 1920, September 8—New York, N. Y.-San Francisco, Calif. On Sept. 8, 1920, the long awaited transcontinental air mail route was put into operation. Planes left Mineola, L. I., at 6:14 a. m., making stops at Bellefonte, Pa., and Iowa City, Iowa, on the 8th. One of the planes left Iowa City on Sept. 9th and arrived in San Francisco late in the afternoon of that day.

A second plane which got off an hour after the first plane on the 8th did not arrive at San Francisco until the 11th due to engine trouble and inclement weather. The latter plane made stops at Salt Lake City, Utah, Elko and Reno, Nevada.

New York did not apply any special markings, but used the regular city canceller, while Chicago applied its customary air mail cachet. The postage rate was 2c per ounce. No accurate figures are available as to the poundage carried but it is believed to average 400 pounds on all flights. Covers are generally found without backstamps.

|                                    |       |
|------------------------------------|-------|
| New York, Sept. 8 .....            | 20.00 |
| (a) Bellefonte, Sept. 8 .....      | 20.00 |
| (b) Chicago, Sept. 8 .....         | 20.00 |
| (c) Iowa City, Sept. 9 .....       | 20.00 |
| (d) Omaha, Sept. 9 .....           | 20.00 |
| (e) Cheyenne, Sept. 10 .....       | 20.00 |
| (f) Salt Lake City, Sept. 11 ..... | 20.00 |
| (g) Elko, Sept. 11 .....           | 20.00 |
| (h) Reno, Sept. 11 .....           | 20.00 |

- 136 1920, September 10—San Francisco, Calif.-New York, N. Y. The first east-bound flight of the complete transcontinental route was scheduled to commence simultaneously with the first westbound flight, but, due to weather conditions, Pilot Ray Little was unable to start until early Sept. 10th. Seven hundred pounds of mail were carried under a 2c rate with the mail arriving in New York on Sept. 12th. No official cachet was used and covers bear the regular San Francisco cancellation. They are rarely backstamped.

|                          |       |
|--------------------------|-------|
| San Francisco .....      | 20.00 |
| (a) Reno .....           | 20.00 |
| (b) Elko .....           | 25.00 |
| (c) Salt Lake City ..... | 20.00 |
| (d) Rock Springs .....   | 25.00 |
| (e) Cheyenne .....       | 20.00 |
| (f) North Platte .....   | 25.00 |
| (g) Omaha .....          | 20.00 |
| (h) Iowa City .....      | 25.00 |
| (i) Chicago .....        | 20.00 |
| (j) Cleveland .....      | 20.00 |

- 137 1920, October 2—Reno, Nev.-Chicago, Ill. Test flights between these two points were made for the purpose of learning the topography and endeavoring to find better channels for the transcontinental run. Covers bear the regular Reno cancellation and an unofficial cachet with the words "Aero Mail" placed between the wings. These covers are exceedingly rare.

|                       |       |
|-----------------------|-------|
| Reno to Chicago ..... | 50.00 |
|-----------------------|-------|

- 138 1920, November 29—Chicago, Ill.-Minneapolis, Minn. Experimental flights were made between Chicago and Minneapolis with stops at Madison, Wisc., LaCrosse, Wisc. and St. Paul, Minn. Pilot Wm. T. Carroll carried 175 pounds of mail. Chicago covers bear the regular "Air Mail Service" canceller of Chicago while intermediate points have regular cancellations.

Service was inaugurated between Chicago and Minneapolis on December 1st. while the intermediate points were not put on until January 11, 1921.

Such cachets as were applied were private ventures.

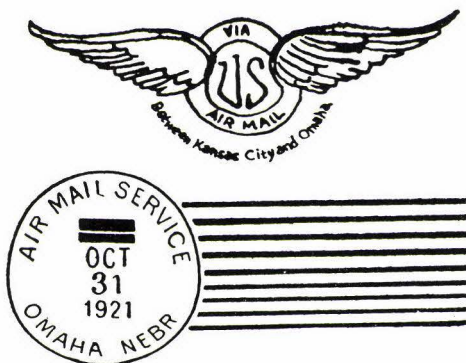


# U. S. GOVERNMENTAL FLIGHTS

63

|     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |        |
|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
|     | Chicago to St. Paul and Minneapolis .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 8.00   |
|     | (a) Chicago to Madison, Jan. 11, 1921 .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 8.00   |
|     | (b) Chicago to La Crosse, Jan. 11, 1921 .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 8.00   |
|     | (c) LaCrosse to Madison, Jan. 11, 1921 .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 8.00   |
| 142 | 1920, November 29—St. Paul, Minn-Minneapolls, Minn.-Chicago, Ill. This flight is the return flight of the above and covers were picked up and discharged at La Crosse and Madison. St. Paul covers bear a two circle cachet with the words "St. Paul, Minn. Air mail" between the circles and the date in the center which it has been stated was privately applied, although most covers do not contain any further city identification. Pilot E. H. Lee flew approximately 6,400 covers.                                                                                                       |        |
|     | St. Paul to Chicago .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 8.00   |
|     | (a) Minneapolis to Chicago .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 10.00  |
|     | (b) Madison to Chicago .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 8.00   |
|     | (c) La Crosse to Chicago .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 8.00   |
| 143 | 1921, February 21—San Francisco, Calif.-New York, N. Y.—This was an un-announced experimental flight undertaken by the Post Office Department as a test of the new airways lighting system which had been recently installed in the western section of the country. The plane left San Francisco early in the morning of the 22nd and arrived in New York during the afternoon of the 23rd. Only 40 pounds were carried and these received the regular Post Office cancellation. Jack Knight was the pilot and during this flight he made a night hop of 670 miles between Cheyenne and Chicago. |        |
|     | San Francisco to New York .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 100.00 |
| 144 | 1921, May 3—San Francisco, Calif. to New York City, N. Y. Experimental flight for testing new airway lighting system and control stations. Oval cachet in black "Air Mail Service May 3, 1921, San Francisco, Calif." and a black letter two-line cachet reading "U.S. Air Mail - San Francisco, Calif." Also magenta flying wings with "Aero Mail" in center.                                                                                                                                                                                                                                   |        |
|     | San Francisco to New York .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 50.00  |
| 145 | 1921, June 13—Pathfinder Flight - Night Flying, Trans-Continental Route. To speed up air service on the Trans-Continental Route, night flying was attempted between San Francisco and Chicago. Covers and cards bear violet oval cachet reading in three lines "Air Mail Service - June 13, 1921 San Francisco, Calif." and magenta flying wings with "Aero Mail" in center. Two cards are known cancelled San Francisco, Calif. June 13, 6:30 PM - 1921.                                                                                                                                        |        |
|     | San Francisco to Cleveland .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 75.00  |
| 146 | 1921, Oct. 8, Ely, Nevada. An experimental flight was made from Ely, Nevada to connect with the transcontinental route during a temporary disruption of the train service. The P.O. applied a special circular black cachet reading "Air Mail Service (top) - Ely (center) and Nevada (bottom) Cards and letters bear the cancellation of Oct 8, 1921.                                                                                                                                                                                                                                           |        |
|     | Ely, Nevada .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 25.00  |
| 147 | 1921, Oct. 19, 1921 to Feb. 15, 1922. Air Mail Service, Ely, Nev. to Elko, Nev. An air mail service connecting Ely, Nev. with Elko, Nev. was inaugurated on Oct. 19, 1921 due to the suspension of the train service between these two cities. Flights were made daily, weather permitting, and the last flight was made on Feb. 15, 1922. Cachet similar to experimental flight of Oct. 8th was applied on all air mail.                                                                                                                                                                        |        |
|     | Ely, Nev. Oct. 19, 1921 .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 50.00  |
|     | (a) Other dates .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 35.00  |





- 148 1921, October 31—Kansas City, Mo.-Omaha, Neb. Covers were carried between these cities in both directions on the first day of the American Legion Convention held in Kansas City. They bear the regular postal markings together with a cachet. Omaha covers received a circular cachet as illustrated.

|                                |       |
|--------------------------------|-------|
| Kansas City to Omaha .....     | 20.00 |
| (a) Omaha to Kansas City ..... | 25.00 |



- 149 1921, November 14—Philadelphia, Pa.-Washington, D. C. The Post Office Department authorized the "William Penn" special flight between Philadelphia and Washington in connection with the Philadelphia Welfare Federation's Fund campaign. Probably less than 100 covers were carried in each direction. On the first trip, covers addressed to President Harding and Cabinet members were brought to Washington, while on the return trip on November 15th, greetings were carried to the officials of the Welfare Federation. A special canceller was authorized and used in both directions with the dates and cities reversed for the return flight.

|                                  |       |
|----------------------------------|-------|
| Washington to Philadelphia ..... | 60.00 |
| Philadelphia to Washington ..... | 60.00 |

- 150 1922, July 1, 2 and 3—Cleveland, Ohio-Detroit, Mich. The Aeromarine Airways were authorized to run a number of experimental flights between these cities July 1-4. As near as can be learned mail was first transported from Detroit to Cleveland and then from Cleveland to Detroit, the first flight being July 1st. Poundage of mail carried is not known except on July 3, when 500 pounds were flown from Detroit.

Ordinary city cancellations were used with official P. O. cachet.

|                            |       |
|----------------------------|-------|
| Cleveland to Detroit ..... | 17.50 |
|----------------------------|-------|

**AEROPLANE** \_\_\_\_\_  
**MAIL SERVICE** \_\_\_\_\_  
**AVIATION STATION** \_\_\_\_\_  
**BRATTLEBORO, VT** \_\_\_\_\_  
**AUG. 18 1922** \_\_\_\_\_

- 151 1922, August 18—Brattleboro, Vt. A flight was authorized at this city in connection with the dedication of the airport. Covers were prepared bearing a five line cachet in grayish-black ink as shown herein.

Some 20 pounds of mail was loaded aboard the plane, but the covers were not flown as the plane cracked up in taking off.

Brattleboro (Not flown) ..... 40.00

- 152 1922, August 23-26—Norfolk, Nebr.-Omaha, Nebr. This was a special flight in the nature of an experiment between these cities in Nebraska. Permission was given for two way flights on all days in connection with an American Legion Convention. Ordinary postmarks of Norfolk and Omaha were used together with a winged Post Office Department cachet similar to #150.

Norfolk to Omaha ..... 20.00  
 (a) Omaha to Norfolk ..... 20.00

- 153 1922, September 1-4—Cleveland, Ohio-Detroit, Mich., and return. Official data on this series of flights is most meager. Apparently intermittent test runs were made as bona fide covers are known. It appears that flights took place on Sept. 1, 2 and 4. Covers bear regular city cancellations together with wing air mail insignia which was probably officially applied. Covers from Cleveland to Detroit are also known as flown on Sept. 25 and 28.

Cleveland to Detroit ..... 10.00  
 (a) Detroit to Cleveland ..... 10.00

- 154 1922, September 21—Chicago, Ill.-Springfield, Ill. A few covers bearing the regular Chicago air mail cachet were carried on this experimental flight by the plane which was sent to Springfield in connection with the State Fair.

Chicago to Springfield ..... 10.00



- 155 1922, September 23—Springfield, Ill.-Chicago, Ill. The plane which was flown down from Chicago carried a considerable amount of mail on the 23rd, from the Fair Grounds to Chicago. The majority of covers bear the Springfield machine canceller together with a cachet similar to that of 1912. Many private cachets were applied and apparently some mail got through with only the cachet cancelling the stamp.

Springfield to Chicago ..... 7.50

- 156 1922, October 6—New York, N. Y.-Hartford, Conn. The Post Office Department authorized a temporary service between Hazelhurst Field serving New York and Hartford for October 6, 7, and 8, during a flying meet to be conducted by the Hartford Aviation Commission.

A special cancellation having the words: "Hartford Aviation Meet" between the killer bars was privately supplied. Pilot C. H. Ames flew 11

pounds of mail to Hartford and 341 pounds from Hartford to New York October 6, the only day flown. Ordinary cancellation applied in New York.

|                                |      |
|--------------------------------|------|
| New York to Hartford .....     | 3.00 |
| (a) Hartford to New York ..... | 7.00 |

- 157 1922, November 9-11—Chicago, Ill.-Hartford, Conn. Special authorization flight in connection with Hartford Aviation Meet which was postponed from October 6th. On November 9, 1922 mail was dispatched from Chicago at 5:30 P. M., by rail to Cleveland and thence by regular mail plane to Hazelhurst, New York.

A special plane on November 10th, piloted by C. H. Ames, carried the mail to Hartford, arriving at 11:30 A. M. No data as to the quantity carried is available. On November 11th, Pilot Ames again flew to Hartford arriving at 11:30 A. M. Covers were cancelled by machine having slogan "Hartford Aviation Meet—Nov. 10-11-12." No mail was carried on the return trips from Hartford.  
Chicago to Hartford:

|                   |      |
|-------------------|------|
| Nov. 9 .....      | 7.50 |
| (a) Nov. 10 ..... | 7.50 |
| (b) Nov. 11 ..... | 7.50 |

- 160 1923, February 26-June 15—During the early part of 1923 a number of experimental and survey flights were made over the Trans-continental air mail route in connection with the subsequent establishment of through service involving night flying on August 21-24 of the same year. A limited amount of mail was dispatched in connection with certain of these flights on dates and from points indicated.

|                                        |       |
|----------------------------------------|-------|
| February 26, Elko, Nev. ....           | 30.00 |
| (a) March 8, Rawlins, Wyo. ....        | 40.00 |
| (b) March 12, Iowa City, Iowa .....    | 35.00 |
| (c) March 13, North Platte, Nebr. .... | 30.00 |

Two examples of each of the above have been reported, with winged cachets in red or magenta.

- (d) May 15, New York, N. Y. ....  
Cover is cancelled May 15, 1923, 12:30 A. M. and bears typewritten receiving inscription "Received at San Francisco Office, 11:30 A. M. Sat. May 18, 1923 by U. S. Transcontinental Air Mail." Three covers are known.

- (e) June 15, Reno, Nev. ....  
Two covers known, bearing winged cachet.

- 161 1923, June 30—Cleveland, O.-Columbus, O.—Special authorized flight of regular mail planes in connection with dedication of Norton Field at Columbus, Ohio Post Office Department reports 5 pouches weighing 150 pounds were carried. The Postmaster at Columbus backstamped covers with a cachet reading: "First Air Mail." The regular Cleveland canceller was used on the face of the covers. Only three covers are known.

|                             |       |
|-----------------------------|-------|
| Cleveland to Columbus ..... | 30.00 |
|-----------------------------|-------|

- 162 1923, August 21, 22, 23, 24—San Francisco, Calif.-New York, N. Y. and return. This series of test flights were the forerunners of our present coast to coast system and were the first to involve night flying from Chicago to Cheyenne over the new lighted airways.

The run was 2,680 miles in length and traversed three ranges of mountains. These flights also introduced the 1923 series of air mail stamps of 8, 16 and 24 cent denominations.

An 8 cent per ounce rate was established for each of the three zones, running from New York to Chicago; Chicago to Cheyenne and from Cheyenne to San Francisco. The covers of the August 22 flight franked with the 24 cent stamp show first use of this stamp on other than first

**day covers.**

While some 30,000 were received for the first flight west, only about 3,500 were carried, the remainder being forwarded on subsequent days. On the first eastbound flight 64 pounds of mail were carried.

The majority of covers bear only regular cancellations and back-stamps, although Chicago applied three line cachets reading "Air Mail Service-date-Chicago" to some of the covers.

Eastbound covers are somewhat scarcer than those westbound. (Add 25%).

|                                          |       |
|------------------------------------------|-------|
| New York, about 95 pounds .....          | 10.00 |
| (a) Cleveland .....                      | 10.00 |
| (b) Chicago .....                        | 10.00 |
| (c) Omaha .....                          | 12.50 |
| (d) North Platte .....                   | 15.00 |
| (e) Cheyenne .....                       | 12.50 |
| (f) Salt Lake City .....                 | 10.00 |
| (g) Elko .....                           | 15.00 |
| (h) Reno .....                           | 15.00 |
| (i) San Francisco, about 65 pounds ..... | 10.00 |

- 163 1923, August 31—St. Joseph, Mo.—Omaha, Nebr. The Post Office Department ordered a special flight in connection with the Pony Express Pageant held at St. Joseph, Mo. The ordinary cancellation was used, although the majority of covers bear private cachets.

St. Joseph to Omaha ..... 20.00

## AIR MAIL SERVICE

- 165 1924, February 27—Santa Rosa, Calif.—San Francisco, Calif., and return Experimental flights in both directions. Covers are impressed with cachet reading: "Air Mail Service."

|                                       |       |
|---------------------------------------|-------|
| Santa Rosa to San Francisco .....     | 25.00 |
| (a) San Francisco to Santa Rosa ..... | 45.00 |

### VIA AIR MAIL

**On first trip of through schedule  
involving night flying on Trans-  
continental Air Mail Route.**

- 166 1924, July 1—New York, N. Y.—San Francisco, Calif. The long awaited trans-continental airmail route involving night flying was officially opened on July 1, 1924. The country was divided into three postal rate zones costing 8 cents per ounce per zone. The first zone, New York to Chicago was 8c; second zone New York to Cheyenne, 16c; and the third zone, New York to San Francisco, 24c.

Planes left both New York and San Francisco simultaneously with discharge and reception of mail at thirteen intermediate cities. A large number of covers were carried to and from all points.

Most cities applied regular postal markings, although covers handed in at the various air field offices were handstamped with the round air field canceller. All covers received a four line cachet as illustrated.

Several colors of inks were used. Cheyenne, Salt Lake City and Reno used the Post Office marker showing concentric circles between wings



with the words, "Via-U. S.-Air Mail." Cleveland, Chicago, Cheyenne, Salt Lake City and Reno backstamped most mail while the majority of other cities only backstamped some pieces. San Francisco cancellation reads July 1, 1929 instead of 1924 and the 1929 is inverted.

To the following prices add 10% for eastbound covers and 25% for air field cancellations:

|                          |       |
|--------------------------|-------|
| New York .....           | 3.50  |
| (a) Bellefonte .....     | 7.00  |
| (b) Cleveland .....      | 5.00  |
| (c) Bryan .....          | 10.00 |
| (d) Chicago .....        | 3.50  |
| (e) Iowa City .....      | 7.00  |
| (f) Omaha .....          | 6.00  |
| (g) North Platte .....   | 7.50  |
| (h) Cheyenne .....       | 5.00  |
| (i) Rawlins .....        | 10.00 |
| (j) Rock Springs .....   | 7.50  |
| (k) Salt Lake City ..... | 5.00  |
| (l) Elko .....           | 6.00  |
| (m) Reno .....           | 6.00  |
| (n) San Francisco .....  | 4.00  |



- 167 1924, September 5-6—First Landing in U. S. of World Fliers. The U. S. Round the World Fliers, after a slight delay, reached Boston, Mass. on Sept. 6, 1924. A combination official cachet and postmark, as illustrated, was applied to all covers deposited at the special Postal Station established at the Boston Air Mail Field on each of the two days, Sept. 5 and 6. The fliers completed their flight to Santa Monica by way of Seattle. The special air mail was dispatched by a special plane to New York to connect with the regular Transcontinental service at that point. None of this mail was carried by the World fliers.

Boston (black) ..... 25.00

- 168 1924, Oct. 2, 3, 4 - Dayton to Cleveland. During the three days of the International Air Races at Dayton, Ohio, special flights were made between Dayton, Ohio to Cleveland, Ohio to connect with the transcontinental airmail service. A special cachet in four lines was applied at the Post Office in Dayton in green or magenta reading "International Air Races - Dayton, Ohio - Oct. 2-3-4, 1924 - Connecting Service with - Transcontinental Air Mail". Also a second cachet was applied in magenta in large block letters reading "Via Air Mail". Covers mailed at the temporary post office at the Air Races bear the following cachet in five lines in black or magenta "McCook Air Field - Oct. 2-3-4-1924 - Dayton Ohio" and the flying wing cachet in magenta with "U.S." in center.

|                            |       |
|----------------------------|-------|
| Dayton, Ohio, Oct. 2 ..... | 25.00 |
| a. Oct. 3 .....            | 20.00 |
| b. Oct. 4 .....            | 20.00 |
| c. Air Mail Field .....    | 30.00 |





- 170 1925, March 25—Birmingham, Ala.—Chattanooga, Tenn. The Post Office Department authorized one round trip between these cities. Ordinary postal markings were used although Chattanooga applied the circular cachet illustrated above.

|                                 |       |
|---------------------------------|-------|
| Birmingham to Chattanooga ..... | 20.00 |
| Chattanooga to Birmingham ..... | 20.00 |

**Experimental Flight  
New Orleans to Chicago**

**AIR MAIL**  
via  
**New Orleans La**

- 171 1925, April 17—New Orleans, La.—Chicago, Ill. As an experiment the Post Office Department initiated a flight from New Orleans to Chicago, via Birmingham, Ala., Mobile, Ala., Montgomery, Ala., Nashville, Tenn., and Louisville, Kentucky.

It was intended that the mail would connect with the regular transcontinental run at Chicago, but due to weather the connection was late and mail was forwarded by train.

The rate was 2c per ounce to Chicago, 8c from Chicago to New York and 16c from Chicago to San Francisco. Covers bear a 2 line red cachet "Experimental Flight—New Orleans to Chicago." The Postmaster at New Orleans applied a stamp reading "Air Mail-via-New Orleans."

|                      |       |
|----------------------|-------|
| New Orleans .....    | 15.00 |
| (a) Birmingham ..... | 15.00 |
| (b) Mobile .....     | 20.00 |
| (c) Montgomery ..... | 15.00 |
| (d) Nashville .....  | 20.00 |
| (e) Louisville ..... | 20.00 |

- 172 1925, May 9-12—Experimental Round Trip Trans-Continental Flight. An experimental round trip flight was made over the Trans-Continental Route in order to speed up delivery of mail. Plane left Newark Air Field, May 9, 10 A. M., and arrived at San Francisco Air Field, May 10, 5 P. M., leaving promptly for the return trip, and arriving safely at New York Air Field in the record time of 56 hours.

- 173 1925, May 15—Birmingham, Ala.—Cleveland, Ohio. Special authorized feeder flight from Birmingham to connect with east and west transcontinental route: the connection was late and the covers were forwarded by train. The covers bear ordinary machine cancellation of Birmingham.

|                               |       |
|-------------------------------|-------|
| Birmingham to Cleveland ..... | 10.00 |
|-------------------------------|-------|



- 174 1925, July 1—Des Moines, Iowa. Des Moines was designated a stop on the transcontinental run on July 1, 1925. The event was commemorated by an official cachet applied in black or red as illustrated.

Des Moines, either direction ..... 10.00

- 175 1925, July 1—Sacramento, Calif. Like Des Moines, Sacramento was officially designated a stop on the transcontinental run on this date. However, no official cachet was applied. The covers bear only the ordinary city cancellation.

Sacramento ..... 10.00

## AIR MAIL

### First Overnight Flight

### New York to Chicago

- 176 1925, July 1—New York, N. Y.—Chicago, Ill. A new overnight mail service between New York and Chicago was inaugurated with mail being carried at 10c per ounce. Stops were made at Bellefonte, Penna., Bryan, Ohio and Cleveland, Ohio. The service started at both terminals.

Covers from the air field Post Offices of the various cities are somewhat scarcer than regular covers and are valued at 25% higher.

All covers were endorsed with the three line cachet illustrated.

|                      |      |
|----------------------|------|
| New York .....       | 5.00 |
| (a) Bellefonte ..... | 8.00 |
| (b) Bryan .....      | 8.00 |
| (c) Cleveland .....  | 7.00 |
| (d) Chicago .....    | 5.00 |



- 180 1927, June 11—Special Lindbergh Welcome flight. This was a special service from Washington to New York to connect with the Transcontinental plane. The authorities provided a special rectangular cachet with wings, date, and inscription as shown. Pilot: Wesley L. Smith.

|                        |      |
|------------------------|------|
| Washington (red) ..... | 1.50 |
| (a) (black) .....      | 3.00 |



- 182 1928, December 17—Special Flight from Kitty Hawk, N. C. To commemorate the twenty-fifth anniversary of the first successful aeroplane flight, the Post Office Department authorized a special flight of mail from Kitty Hawk, N. C., the scene of the Wright Brothers' experiments. Service was performed by the contractor for CAM Route #19 and an attractive official cachet, as illustrated, was applied to all mail. Dick Merrill, famous pilot, was at the controls of the ship which flew the 27,400 pieces of souvenir mail. Cachet was applied in black; some few covers bear the cachet applied in magenta.

Kitty Hawk (black) ..... 1.00  
 (a) (magenta) ..... 5.00



- 185 1929, July 15—Detroit, Mich.—Toronto, Ont. On the above date the Canadian Government inaugurated its route from Toronto via Hamilton and London to Windsor and Detroit. A series of official cachets were applied at each Canadian point and the U. S. authorities used an octagon shaped marking showing automobile and aeroplane to mail dispatched from Detroit and Dearborn by this service, under the reciprocal exchange arrangements. Pilot: G. S. Hicks.

Detroit (black) ..... 1.00  
 (a) Dearborn (black) ..... 2.00

- 186 1929, August 30—First Official Air Mail Pick-up and Delivery in U. S. This experimental service was by the Adams non-stop method to and from points on C. A. M. 11. Mail was picked up at Youngstown, Ohio and Pittsburgh, Pa. while letters cancelled at and dispatched by Air Mail Field, Cleveland, Ohio were delivered by this method. Covers bear a private cachet indicating the service given and some are signed by Harry Seivers, Pilot. Tests were continued in August and September, 1930 using Beaver Falls and New Castle, Pa. as exchange points for the mail.

Youngstown (Pick-up) ..... 10.00  
 (a) Pittsburgh (Pick-up) ..... 10.00  
 (b) Cleveland Airfield (Drop mail) ..... 10.00



- 190 1931, Sept. 23—Special flights—20th Anniversary—First official Air Mail flight in U. S. Special cancellations were furnished Los Angeles, Calif. and Mineola, N. Y. to be used on all air mail on the above date. Earl Ovington, the first sworn Air Mail Pilot, was at the controls on the regular service from Los Angeles on that date. A special plane was flown from Mineola to New York with the commemorative mail from that point, piloted by Dean C. Smith.
- |                                   |      |
|-----------------------------------|------|
| Mineola (violet)                  | 1.00 |
| (a) Los Angeles P.O. (violet)     | 1.00 |
| (b) Los Angeles Airfield (violet) | 2.50 |
- 191 1931, October 4—St. Louis, Mo. Twentieth Anniversary of Pioneer Flight. A special flight in commemoration of the Anniversary of Pioneer flights at St. Louis was authorized by the Department. Covers were flown from Lambert-St. Louis Airport to the old fairgrounds at St. Louis. .... 5.00
- 194 1935, April 3—St. Joseph, Mo.-Sacramento, Calif. Special Flight Honoring Diamond Jubilee of the Pony Express. Mail was flown from Airport by Pilot Shank of the Hanford Airlines. Covers were cancelled at St. Joseph on April 3 at 7 P. M. Total mail was 1956 pieces of which 250 bear a special privately applied cachet in purple.
- |            |      |
|------------|------|
| St. Joseph | 7.50 |
|------------|------|
- 195 1935, May 25—Experimental Autogiro Landing, Philadelphia Post Office Rooftop. Covers cancelled at Air Mail Field, Camden, N. J. and at Philadelphia, with suitably worded cachet to explain service.
- |                  |      |
|------------------|------|
| Camden Airfield  | 5.00 |
| (a) Philadelphia | 5.00 |
- 196 1935, June 22—Pre-regular Service from West Yellowstone, Mont. One month prior to the establishment of regular service by Contract Air Mail Revised Route #19, a special flight was made from Butte to Idaho Falls, via West Yellowstone to pick up mail on hand at West Yellowstone intended for first flight dispatch, originally scheduled for June 22. Mail was dispatched both north and south from West Yellowstone. An unofficial cachet in the form of a wheel was applied in black to all covers. A. S. Mooney, Jr. was the pilot of the Fokker Super-Universal plane which made the special flight.
- |                              |      |
|------------------------------|------|
| West Yellowstone - North     | 1.00 |
| (a) West Yellowstone - South | 1.00 |
- 198 1935, Oct. 2—Seattle, Wash.-Vancouver, B. C. This service is operated by the Canadian Post Office Department. An official cachet showing map of the District served was applied at Seattle and at Seattle Air Mail Field. Canada also applied an attractive cachet to the Vancouver mail. Pilot: E. P. H. Wells.
- |                                 |      |
|---------------------------------|------|
| Seattle (magenta)               | 1.00 |
| (a) Seattle Air Field (magenta) | 1.50 |





198



200

- 200 1937, October 12—Special Flight from Kitty Hawk. During North Carolina Air Mail Week a special flight was made from Kitty Hawk, N.C., and the Post Office Department authorized an official cachet similar to that used at other North Carolina points. The regular planes of Eastern Air Lines were too large for the airport near Kitty Hawk, so pilot Dick Fell flew a small plane to Raleigh, N.C., where the mail was transferred to scheduled flights.

Kitty Hawk (black) ..... 1.50



201

- 201 1938, May 19—Special Flight-20th Anniversary of the Inauguration of Regular Air Mail Service—Kitty Hawk, N. C.

During 1938, Charles P. Graddick then Superintendent of Air Mail Service promoted a nation-wide observance of the First National Air Mail Week. Appropriate exercises, field dedications and special flights occurred all over the United States and in the Philippines during the week of May 15th to 21st. A new bi-colored 6c Air Mail stamp was first placed on sale during this observance at the Annual Convention of the American Air Mail Society at St. Petersburg, Fla. and at Dayton, Ohio. Although Postmasters were urged to encourage local flights and dispatch mail thereby to nearest regular air mail dispatching Post Office, none of the many thousand of these flights can be considered official within the scope of this listing, with the exception of the flight of May 19th from Kitty Hawk, N. C., the scene of the Wright Brothers' early experiments to Dayton, Ohio, their home. Although Dayton was furnished with an official commemorative cachet which was applied to all air mail from that point, there was no special flight from Dayton. Covers from Kitty Hawk bore the illust-



## THE AMERICAN AIR MAIL CATALOGUE

rated official cachet. Two planes were used on the special flight from Kitty Hawk to Washington, D.C. in charge of pilots W. J. Griffith and John D. Driskill.

Kitty Hawk (purple) ..... 1.00



- 205 1938, October 10—Pre-regular Service from Albany, Ga. Service by Contract Air Mail Route #40 was inaugurated on the above date between Tampa, Fla. and Atlanta, Ga. Albany, Ga. was slated to be a stop on this route and an official cachet, as shown above, had been provided the Postmaster at Albany. However, the Airport at Albany was not suitable to permit landing of the large mail planes used in this service and service at Albany was ordered deferred. Despite this, the Postmaster at Albany made a special dispatch of mail on hand by a small shuttle plane to Atlanta and applied the official cachet to all covers carried. Albany did not receive regular contract air mail service until 1946. The pilot was A.M. #40's regular pilot: A. L. Laney.

Albany (green) ..... 1.00



- 210 1940, May 27, 28, 29—Demonstration Flights at Washington, D. C. For the edification of a Congressional Committee and for the public generally a series of demonstration flights involving the pick-up and delivery of mail non-stop and by autogiro service were held at Bolling Field, Washington, D. C. The Pick-up flights occurred on all three days while the autogiro service was only on May 28th. Official cachets as shown above were provided. The pilot of the Pick-up flights was Norman Rintoul of All American Aviation Co. The pilot of the autogiro was J. Paul Lukens of Eastern Air Lines.

|                                     |      |
|-------------------------------------|------|
| Pick-up, May 27 (magenta) .....     | 1.00 |
| (a) Pick-up, May 28 (magenta) ..... | 1.00 |
| (b) Pick-up, May 29 (magenta) ..... | 1.00 |
| (c) Autogiro, May 28 (green) .....  | 1.00 |



- 216 1941, June 16—Commemoration Flights. Opening of Washington National Airport. Although the new Washington National Airport was dedicated by President Roosevelt on September 28, 1940, the formal opening of this important field took place on June 16, 1941 at 12 A. M. The Post Office Department considered the event of National importance, and departing from well-established policy, provided an attractive official cachet to commemorate the opening and the special flights that coincided with it.

Washington (blue) (1500 peces) ..... 1.00

- 250 1946, February 15—Trans-continental Stratosphere Record Flights. In an effort to demonstrate the speed with which regularly scheduled air flights now traverse the United States, upon the occasion of the inauguration of Stratosphere flights via TWA Constellation planes, the Post Office Department announced that mail might be sent under cover to the Postmasters at New York and Los Angeles for specific dispatch by such first flights and that covers would be backstamped upon arrival at destination. Planes maintained schedules faster than ever heretofore provided. The covers dispatched to Los Angeles were received at General Delivery after hours on Saturday the 16th and were not backstamped until the 18th. Because of this circumstance the Department authorized the re-backstamping of such covers as were addressed to General Delivery with the February 16 date. An unofficial cachet, provided by the contractor, was applied in black to all such covers dispatched from New York. It reads: "TWA Constellation Transcontinental Flight, From New York to Los Angeles, February 1946." Pilots: Busch Voights from New York to Los Angeles, and Stanley M. Kasper from Los Angeles to New York.

|                                            |      |
|--------------------------------------------|------|
| New York, G. P. O., 10:30 A. M. ....       | 1.00 |
| (a) New York Airfield, 1:30 P. M. ....     | 1.00 |
| (b) Los Angeles, 9:30 A. M. ....           | 1.00 |
| (c) Los Angeles Airfield, 10:30 A. M. .... | 1.00 |

- 252 1946, June 22—First Jet Propulsion Air Mail Flights, Schenectady, N. Y. During Demonstration flights at the Air Research Laboratories of the General Electric Company, covers were accepted for dispatch via first jet air mail service to Washington, D. C. and Chicago, Ill. This service was announced by the Post Office Department in co-operation with General Electric and the Army Air Forces. As many more covers were received than could be carried in the planes which made the flights to Washington and Chicago, the surplus covers were carried by special flights in and around the Schenectady area. All covers received an oval unofficial cachet reading,

## THE AMERICAN AIR MAIL CATALOGUE

"First Jet Air Mail Flight — AAF — General Electric Research Demonstration — June 22, 1946, Schenectady, N. Y." applied in magenta.

|                                                                  |       |
|------------------------------------------------------------------|-------|
| Schenectady .....                                                | 1.00  |
| ( a ) Flown to, and postmarked Washington, D. C. (magenta) ..... | 10.00 |
| ( b ) Flown to, and postmarked Chicago, Ill. (magenta) .....     | 10.00 |



- 253 1946, June 30—Chicago, Ill.-London, Ont., Toronto, Ottawa and Montreal via Canadian Service. The above date saw the inauguration of regular air mail service by the Canadian Postal administration from Montreal and Ottawa to Chicago. The U. S. P.O.D. provided an official cachet, illustrated above, for the Chicago dispatches.

|                                                 |      |
|-------------------------------------------------|------|
| Chicago (black) (2663 pieces) .....             | 1.00 |
| (a) Chicago Airfield (black) (787 pieces) ..... | 1.50 |

- 254 1946, July 5—First Commercial Air Mail Delivery by Helicopter, Bridgeport, Conn. In connection with the celebration of the 20th Anniversary of regular Air Mail Service in New England, a Sikorsky S-51 Helicopter picked up mail from the Plaza of the Bridgeport Post Office and delivered it to regular planes at the adjacent Airport. A large number of covers were carried.

1.00



- 255 1946, July 8—Experimental Helicopter Service, Los Angeles Area. In co-operation with the Army Air Forces the Post Office Department operated a series of experimental helicopter flights during July and August in the Los Angeles, Calif. area. All flights originated or terminated at the Los Angeles Air Mail Field and were performed with six helicopters of the 62-11 Detachment of the 62nd AAF Base Unit, stationed at March Field, Calif. Thirty seven post offices received service by these experimental routes. An attractive cachet as illustrated was applied to all covers carried on the initial flights of the services, July 8. In addition a supplementary cachet reading "Operated by Army Air Forces" was applied to all covers. All first flight covers are backstamped at the point of delivery by helicopter.

|                                                         |      |
|---------------------------------------------------------|------|
| Los Angeles, Trans. Office, Air Mail Field (blue) ..... | 1.00 |
| (a) Any other point (no cachet) .....                   | 1.50 |



- 257 1946, August 1—Cleveland, Ohio-London, Ont. and Toronto via Canadian Service. On this date the Canadian Government service was extended to Cleveland, Ohio. An official cachet, as illustrated, was furnished the Cleveland post office by the U.S. P.O.D. for use on Cleveland dispatches to this route. Pilot: W. A. Lennie.

|                                                      |      |
|------------------------------------------------------|------|
| Cleveland (purple) (2688 pieces) .....               | 1.00 |
| (a) Cleveland Airfield (no cachet) (77 pieces) ..... | 2.50 |



- 260 1946, September 15—Duluth, Minn.-Fort William, Ont. via Canadian Service. Effective this date a new service between the above points was inaugurated by the Canadian Government. A special official cachet, as illustrated, was furnished the Duluth post office by the U.S.P.O.D. Pilot: W. T. Loftus.

|                                    |      |
|------------------------------------|------|
| Duluth (black) (2012 pieces) ..... | 1.00 |
|------------------------------------|------|



**261 1946, September 25—Demonstration Flight of the First Flying Post Office.**

In connection with the first day sale of a new 5c air mail stamp, made necessary by the reduction of the air mail rate to 5c per ounce, effective October 1, to any point in the U. S. and to and between its Island possessions, Canada and Mexico, the Post Office Department authorized a special demonstration flight of a new type cargo plane especially equipped for the sorting and handling of mail en route. Service was performed by T.W.A. On Sept. 25 the plane flew from Washington, D. C. via Dayton, Ohio to Chicago, Ill. and on the following day from Chicago via Pittsburgh, Pa. to New York, N. Y. An official cachet, as illustrated was applied at all points.

|                                                   |      |
|---------------------------------------------------|------|
| Sept. 25, Washington (magenta) .....              | 1.00 |
| (a) Sept. 25, Dayton (magenta) .....              | 1.00 |
| (b) Sept. 26, Chicago (magenta) .....             | 1.00 |
| (c) Sept. 26, Pittsburgh (magenta) .....          | 1.00 |
| (d) Sept. 26, Pittsburgh Airfield (magenta) ..... | 2.00 |



- 265 1946, October 1 - Flying Post Office, American Airlines.** The Government authorized American Airlines to operate its Flying Post Office from Los Angeles to Boston, with official cachets used at the following points on its transcontinental route: Los Angeles and Santa Monica (blue), Tucson, Ariz. (green), El Paso (purple), Ft. Worth (magenta), Dallas (purple), Little Rock (blue), Memphis P. O. and A.M.F. (green), Nashville P.O. and A.M.F. (purple), Washington P.O. and A.M.F. (green), Philadelphia P.O. and A.M.F. (black), New York (blue), and Boston A.M.F. (blue).

|                                                 |      |
|-------------------------------------------------|------|
| Covers from any post office .....               | 1.00 |
| a. Covers postmarked at an Air Mail Field ..... | 1.50 |





- 266 1946, October 1 - Flying Mail Car, United Air Lines. United Air Lines was the third air line to be granted permission to operate its Flying Mail Car — over its transcontinental Route #1 and from San Francisco to Seattle on its Route #11. Official cachets were used at most points, as follows: New York P.O. (green) and A.M.F. (purple), Cleveland P.O. and A.M.F. (purple), Chicago (red), Omaha (purple), Cheyenne (green), Denver (blue), Salt Lake City P.O. (purple) and A.M.F. (no cachet), San Francisco (red or purple), Sacramento (purple), Medford (blue), Eugene (green), Portland (purple), and Seattle P.O. and A.M.F. (purple).

|                                                 |      |
|-------------------------------------------------|------|
| Covers from any post office .....               | 1.00 |
| a. Covers postmarked at an Air Mail Field ..... | 1.50 |



- 267 1946, October 1—Experimental Helicopter Service, Chicago Area. After successful experiments in the Los Angeles area, a second experimental operation was inaugurated in the Chicago area, on the above date. A four-route schedule was started to 48 outlying points, nearly all of which used special cachets. The only official cachet was used on covers dispatched to all routes from Chicago Airfield.

#### NORTHERN ROUTE A

Army helicopter from Chicago Airfield - Berwyn - Oak Park - Park Ridge - Glenview - Evanston - Wilmette - Winnetka - Glencoe - Highland Park - Lake Forest - Waukegan - Libertyville - Barrington - Palatine - Arlington Heights - Des Plaines - Chicago Air Field. Chicago Airfield dispatched 3,607 pieces and received 10,716 from cities dispatching to Route A. Pilot: John de Blauw.

**WESTERN ROUTE B**

Army helicopter from Chicago Airfield - La Grange - Maywood - Elmhurst - Villa Park - Glen Ellyn - Wheaton - West Chicago - Elgin - St. Charles - Geneva - Batavia - Aurora - Naperville - Downers Grove - Hinsdale - Chicago Airfield. Chicago Airfield dispatched 3,746 pieces and received 7,992 from cities dispatching mail to Route B. Pilot: David J. Anderson.

**SOUTHERN ROUTE C**

Army helicopter from Chicago Airfield - Blue Island - Harvey - Whiting, Ind. - East Chicago, Ind. - Gary, Ind. - Hammond, Ind. - Lansing - Chicago Heights - Joliet - Lockport - Lemont - Argo - Chicago Airfield. Chicago Airfield dispatched 3,593 pieces and received 5,678 from cities dispatching mail to Route C. Pilot: John R. Halpin.

**SHUTTLE ROUTE**

The helicopter on the shuttle route was flown by a civilian, James Vines from Chicago Airfield to the Chicago Post Office roof, to the Merchandise Mart roof, then back to the Post Office roof, and the Airfield. Chicago Airfield dispatched 4,527 pieces and received 156 from Chicago P. O. and 86 from the Merchandise Mart Station. Pilot: Jimmy Viner.

|                                   |      |
|-----------------------------------|------|
| Chicago Airfield (purple) .....   | 1.00 |
| a. Chicago P.O. ....              | 1.00 |
| b. Chicago Merchandise Mart ..... | 3.00 |
| c. Other points .....             | 2.00 |



**270** 1947, January 6—Experimental Helicopter Service, New York Area. Due to the success of the experimental local helicopter service in the Los Angeles and Chicago areas, the Post Office Department decided to conduct a similar experiment in the New York area, to prove the feasibility of having helicopters transfer airmail from the Air Mail Fields at LaGuardia and Newark Airports to surrounding communities. Unlike the service at Los Angeles and Chicago, which was operated by the Army, these New York experiments were conducted by private helicopter organizations under contract to the U.S. Post Office Department.

Service on this helicopter experiment was divided into 8 circular segments, with five of these originating at LaGuardia Airport, and one being a shuttle segment between the two airports. Official cachets were applied only to covers at AMF New York (LaGuardia Airport) and AMF Newark (Newark Airport), but unofficial cachets were applied to covers at almost

every point. At some points where there was no unofficial cachet, the official cachet was applied when the covers were received at AMF Newark or AMF LaGuardia, but this was done without official authorization.

Here is a brief description of each segment and points served:

(A) NORTHERN WESTCHESTER COUNTY: Flown by New England Helicopter Service: From LaGuardia Airport via Mt. Vernon, Yonkers, White Plains, Pleasantville, Ossining, and Peekskill back to LaGuardia.

(B) WESTCHESTER - CONNECTICUT: Flown by Bell Aircraft Company: From LaGuardia Airport via New Rochelle, N. Y., Port Chester, N. Y., Stamford, Conn., South Norwalk, Conn., and Mt. Kisco to LaGuardia Airport.

(C) CENTRAL NEW JERSEY: Flown by Greyhound Skyways: From Newark Airport via Elizabeth, Staten Island (NY), Bayonne, Perth Amboy, New Brunswick, Bound Brook, Plainfield, and Summit back to Newark Airport.

(D) NORTHERN NEW JERSEY: Flown by Greyhound Skyways: From Newark Airport via Newark, Hackensack, Bergenfield, Ridgewood, Paterson, Passaic, Montclair, Glen Ridge, and East Orange back to Newark Airport.

(E) SOUTHERN LONG ISLAND: Flown by Firestone Aviation: From LaGuardia Airport via Jamaica, Far Rockaway, Long Beach, Rockville Center, Freeport, and Amityville back to LaGuardia Airport.

(F) NORTHERN LONG ISLAND: Flown by Helicopter Air Transport: From LaGuardia Airport via Great Neck, Port Washington, Glen Cove, Mineola, Hicksville, and Huntington Station back to LaGuardia Airport. Some covers were postmarked at the United Nations Post Office, Lake Success, New York (a branch of Great Neck) and received the Great Neck unofficial cachet.

(G) NEW YORK - NEWARK SHUTTLE: Flown by Sikorsky Aircraft Co.: From LaGuardia Airport via New York City GPO (23rd Street Skyport), over Hoboken and Jersey City to Newark Airport, then directly back to LaGuardia Airport. The helicopters did not stop at Hoboken or Jersey City, but parachuted mail to these postoffices while in flight. No mail was picked up at these offices. It is believed that this is the first time mail was ever officially parachuted from a helicopter.

(H) BROOKLYN - LONG ISLAND CITY: Flown by Helicopter Air Transport: From LaGuardia Airport via Long Island City and Brooklyn back to LaGuardia Airport.

There were 57,672 covers flown from LaGuardia Airport on all routes and 26,107 from Newark Airport. Quantities of covers from intermediate points range from 3,487 down to 150.

|                                      |               |      |
|--------------------------------------|---------------|------|
| New York Airfield — (magenta) .....  | (57,672 pcs.) | 1.00 |
| a. Newark Airfield — (magenta) ..... | (26,107 pcs.) | 1.00 |
| b. Other points .....                |               | 1.50 |



275 1948, May 15—30th Anniversary of U. S. Air Mail Service. On this date, the Post Office Department commemorated U. S. Air Mail's 30th anniversary with official cachets at three cities: Washington A.M.F., Philadelphia P.O. and A.M.F., and New York P.O. and A.M.F.

|                                      |      |
|--------------------------------------|------|
| Washington A.M.F. (blue, blue/black) | 1.00 |
| a. Philadelphia P.O. (green)         | 1.00 |
| b. Philadelphia A.M.F. (black)       | 1.00 |
| c. New York P.O. (purple)            | 1.00 |
| d. New York A.M.F. (magenta)         | 1.00 |



280 1950, March 1—Air Star Route, Honolulu - Kalaupapa. On the above date Air Star Route No. 80119 was inaugurated between Honolulu and Kalaupapa, Molokai. Official cachets were provided. Mail from Kalaupapa was fumigated for one hour before dispatch, since it originated at Hawaii's leper colony. The pilot was H. C. (Happy) Cockett, d.b.a. Cockett Airlines.

|                      |              |      |
|----------------------|--------------|------|
| Honolulu (purple)    | (4,348 pcs.) | 1.00 |
| a. Kalaupapa (green) | (4,012 pcs.) | 2.00 |

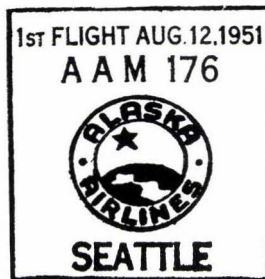


- 285 1951, February 15—25th Anniversary of First C.A.M. Service. Cachets were applied by the Post Offices at three cities, on this 25th anniversary of the first commercial air route in the United States.

|                            |            |      |
|----------------------------|------------|------|
| Cleveland (black) .....    | (362 pcs.) | 1.00 |
| a. Detroit (black) .....   | (225 pcs.) | 1.50 |
| b. Chicago (magenta) ..... | (195 pcs.) | 2.00 |

- 290 1951, July 1—Pacific Trust Islands Commercial Air Mail. Effective July 1, 1951 the U.S. Navy turned over administrative responsibility for the 96 islands and island groups in the Pacific Trust Territory to the U.S. Department of Interior. Post Offices were established on six islands effective July 1, and the Civil Aeronautics Board authorized Transocean Air Lines to carry mail between these points and Guam (using leased Navy PBV-5a aircraft). No cachets were provided; since Postal Bulletin notice was short, few covers were carried. Saipan postmarked covers July 2.

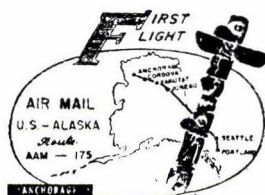
|                                   |       |
|-----------------------------------|-------|
| Yap, Caroline Islands .....       | 17.50 |
| a. Koror, Caroline Islands .....  | 17.50 |
| b. Truk, Caroline Islands .....   | 17.50 |
| c. Ponape, Caroline Islands ..... | 17.50 |
| d. Majuro, Marshall Islands ..... | 17.50 |
| e. Saipan, Mariana Islands .....  | 17.50 |





- 291 1951, August 12 - First Flight, Alaska Airlines, Seattle to Fairbanks. This service was designated as Alaska Air Mail 176. Covers are postmarked at the Air Mail Field in Seattle on August 12 and are backstamped at Fairbanks on August 18.

Seattle Airfield (purple) ..... 2.00



- 292 1951, October 1—Alaska Air Mail Route No. 175 inauguration. Effective this date, service was inaugurated from Portland and Seattle to Anchorage, Alaska, and return. Official cachets were provided for the covers, flown by Pacific Northern Airlines. Pilots: Northbound, J. E. Morris and southbound, Geo. W. McCracken.

Portland (black) .....(1188 pcs.) 1.00  
 a. Seattle P.O. (blue) .....(1101 pcs.) 1.00  
 b. Seattle Air Field (green) .....( 744 pcs.) 1.50  
 c. Anchorage (magenta) .....(1414 pcs.) 1.00



- 300 1953, May 30—U. S. Air Force Jet Mail. The Post Office authorized a special jet flight, from Dayton, Ohio, to Washington, D. C., flown by U.S. Air Force Jet planes from the American Air Mail Society Convention Station in Dayton. Special cachets and backstamps were used. .... 1.00



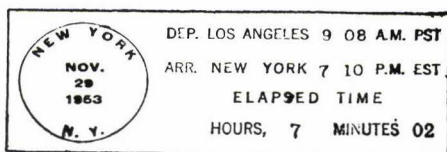
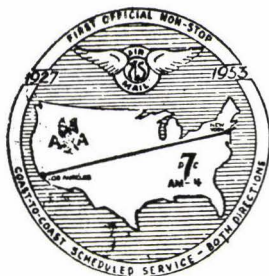
- 303 1953, October 6—First Class Mail by Air. The Post Office Department inaugurated an experiment, intended for a limited time, in which four air lines carried first class mail between New York, Chicago, and Washington. This experiment, designed to speed up delivery of the mail, was started October 6, 1953, by American, Capital, TWA, and United Air Lines. Official cachets were used.

Add 25% for 2c rate postal cards carried.

|                                                                          |      |
|--------------------------------------------------------------------------|------|
| New York - Chicago (green) TWA. Pilot: Howard E. Hall .....              | 1.00 |
| (a) Chicago - New York (purple) American. Pilot: P. Marvin Althaus ....  | 1.00 |
| (b) Chicago - Washington (blue) Capital. Pilot: Frederic F. Stripe ..... | 1.00 |
| (c) Washington - Chicago (magenta) United. Pilot: Arthur L. Lutz .....   | 1.00 |

- 304 1953, October 19 - First Scheduled Coast-to-Coast Non-Stop Service, Trans World Airlines. The first eastbound non-stop Coast-to-Coast Service was inaugurated on the above date by Trans World Airlines' flight #90. Souvenir covers were postmarked at Los Angeles Air Mail Field, and backstamped at New York's Idlewild airport. There were no official cachets.

Los Angeles Airfield (no cachet) ..... 1.00



- 307 1953, November 29—Coast-to-Coast, Scheduled Non-Stop Service. On the above date American Airlines inaugurated the "First Official Non-Stop Coast-to-Coast Scheduled Service", from New York to Los Angeles and return. Special official cachets and backstamps were used. Pilots: eastbound, Walter J. Hunter and westbound, Harry Clark.

## THE AMERICAN AIR MAIL CATALOGUE

|                                      |             |      |
|--------------------------------------|-------------|------|
| Los Angeles P.O. (magenta) .....     | (2678 pcs.) | 1.00 |
| a. Los Angeles Airfield (blue) ..... | (7655 pcs.) | 1.00 |
| b. New York P.O. (magenta) .....     | (3614 pcs.) | 1.00 |
| c. New York Airfield (blue) .....    | (9290 pcs.) | 1.00 |

## 315 1954, February 22—First Class Mail by Air, Chicago and New York to

Florida. On the above date, with only four days' notice in the Postal Bulletin, air service was given to first class mail between Chicago, Jacksonville, Tampa, Miami, Washington, Newark, and New York. No official cachets were provided, but an unofficial one was applied by Postal Officials at some points. Delta, Eastern, and National Airlines carried the souvenir mail which was properly backstamped by receiving points.

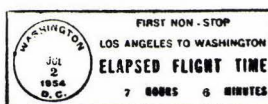
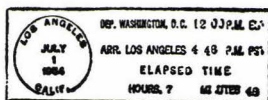
Add 25% for 2c rate postal cards carried.

|                                |             |      |
|--------------------------------|-------------|------|
| Chicago P.O. ....              | ( 253 pcs.) | 1.50 |
| a. Chicago Airfield .....      | ( 64 pcs.)  | 4.00 |
| b. Miami .....                 |             | 1.50 |
| c. Tampa .....                 |             | 1.50 |
| d. Jacksonville P.O. ....      |             | 1.50 |
| e. Jacksonville Airfield ..... |             | 4.00 |
| f. Washington .....            |             | 1.50 |
| g. Newark .....                |             | 1.50 |
| h. Newark Airfield .....       |             | 4.00 |
| i. New York .....              |             | 1.50 |
| j. New York Airfield .....     |             | 4.00 |



## 317 1954, June 1—Transcontinental Non-Stop Service, United Air Lines. United Air Lines inaugurated non-stop coast-to-coast service on the above date. Official cachets were applied at both San Francisco Post Office and Air Mail Field. Pilot: E. B. Gray.

|                                 |             |      |
|---------------------------------|-------------|------|
| San Francisco P.O. (blue) ..... | (7412 pcs.) | 1.00 |
| a. Airfield (red) .....         | (9148 pcs.) | 1.00 |



- 318 1954, July 1 - First Non-Stop Washington-Los Angeles Service, American Airlines. On this date the Post Office Department recognized American Airlines first Washington-Los Angeles service by applying special descriptive backstamps at both Los Angeles and Washington for westbound and eastbound services. Some specially cacheted envelopes were prepared by American Airlines. Pilot: eastbound, Cecil Hefner.

|                                                                     |      |
|---------------------------------------------------------------------|------|
| Washington to Los Angeles (no cachet) .....                         | 1.00 |
| a. Los Angeles Airfield to Washington (no cachet) ..... (2277 pcs.) | 1.00 |



- 325 1954, November 22-26—First Class Mail by Air, West Coast. First class mail was first carried between cities on the Seattle-San Diego routes of United, TWA, American, and Western Airlines, on the above dates. Official cachets were applied at these points:

|                                  |             |      |
|----------------------------------|-------------|------|
| Seattle (blue) .....             | (1091 pcs.) | 1.00 |
| a. Tacoma (magenta) .....        | ( 938 pcs.) | 1.00 |
| b. Portland (black) .....        | ( 840 pcs.) | 1.00 |
| c. Salem (purple) .....          | ( 881 pcs.) | 1.00 |
| d. Redmond (green) .....         | ( 875 pcs.) | 1.00 |
| e. Bend (blue) .....             | ( 910 pcs.) | 1.00 |
| f. Eugene (magenta) .....        | ( 787 pcs.) | 1.00 |
| g. Medford (purple) .....        | ( 945 pcs.) | 1.00 |
| h. Klamath Falls (green) .....   | ( 816 pcs.) | 1.00 |
| j. Oakland (blue) .....          | ( 906 pcs.) | 1.00 |
| k. San Francisco (magenta) ..... | (1068 pcs.) | 1.00 |
| l. Sacramento (black) .....      | ( 857 pcs.) | 1.00 |
| m. Stockton (purple) .....       | (1357 pcs.) | 1.00 |
| n. Modesto (green) .....         | ( 833 pcs.) | 1.00 |
| p. Merced (blue) .....           | ( 930 pcs.) | 1.00 |
| q. Salinas (magenta) .....       | ( 843 pcs.) | 1.00 |
| r. Fresno (black) .....          | ( 595 pcs.) | 1.00 |
| s. Visalia (purple) .....        | (1447 pcs.) | 1.00 |
| t. Bakersfield (green) .....     | ( 840 pcs.) | 1.00 |
| u. Los Angeles (blue) .....      | (1367 pcs.) | 1.00 |
| v. Long Beach (green) .....      | ( 258 pcs.) | 2.50 |
| w. San Diego (magenta) .....     | ( 933 pcs.) | 1.00 |



- 327 1955, May 6—United Air Lines, Non-Stop New York-San Francisco. On the above date United Air Lines inaugurated its first non-stop east-west service (started west-east on June 1, 1954). Official cachets were provided. Pilot: James E. Laubaugh.

|                       |             |      |
|-----------------------|-------------|------|
| New York P.O. (blue)  | ( 754 pcs.) | 1.00 |
| a. Airfield (magenta) | (1176 pcs.) | 1.00 |



- 330 1955, July 26—First U.S. Scheduled Turbo-Prop Service. Capital Airlines inaugurated turbo-prop service using British Viscount planes, on the above date. Special official cachets were applied to first flight covers.

|                                                                                                |             |      |
|------------------------------------------------------------------------------------------------|-------------|------|
| Norfolk (green)                                                                                | (1947 pcs.) | 1.00 |
| a. Washington P.O. ("Norfolk" cachet - red)                                                    | ( 431 pcs.) | 1.50 |
| b. Washington AMF ("Norfolk" cachet - blue)                                                    | ( 146 pcs.) | 2.50 |
| c. Washington P.O. ("Chicago" cachet - red)                                                    | ( 686 pcs.) | 1.00 |
| cA. Washington P.O. ("Norfolk" cachet - red), sent westbound in error (backstamped Pittsburgh) |             | 4.00 |
| d. Washington AMF ("Chicago" cachet - blue)                                                    | (6996 pcs.) | 1.00 |
| e. Pittsburgh P.O. (magenta)                                                                   |             | 1.00 |
| f. Pittsburgh AMF (blue)                                                                       |             | 1.50 |
| g. Chicago P.O. (magenta)                                                                      |             | 1.00 |
| h. Chicago AMF (blue)                                                                          |             | 1.50 |





- 355 1958, May 15 - Fortieth Anniversary of U.S. Air Mail.** On the above date the Post Office Department celebrated the May 15, 1918 inaugural flights with special ceremonies. Postmarks worded "40th Anniversary Air Mail Service, 1918-May 15-1958" were used at Washington and Philadelphia. Special cachets were also applied; covers were flown to and backstamped at La Guardia Airfield, New York. Pilot: Leon D. Smith.

|                               |      |
|-------------------------------|------|
| Washington (magenta) .....    | 1.00 |
| a. Philadelphia (green) ..... | 1.25 |

- 360 1958, October 10—Navy Jet Flight, San Francisco to Saint Louis.** To demonstrate the speed of future jet air mail service the U.S. Post Office Department in a unique experimental flight on October 10, 1958, carried 1,200 pounds of letters from San Francisco to Saint Louis. The Navy AD3 Douglas attack bomber piloted by Lcdr. Kopps landed at Lamber — Saint Louis Field two hours and 55 minutes after taking off from the Golden Gate. As a favor to collectors most of the 4c first day covers of the 1958 Overland Mail Stamp addressed to Saint Louis and points east were carried on this flight. A number of covers received unofficial cachets commemorating the flight.

|                     |               |      |
|---------------------|---------------|------|
| San Francisco ..... | (1200 pounds) | 1.00 |
|---------------------|---------------|------|



- 375 1959, May 16—Armed Forces Day Special Helicopter Flights, St. Louis, Missouri.** Cooperation between the Post Office Department, the U.S. Army, and the American Air Mail Society resulted in special helicopter flights between downtown St. Louis and the Airport Mail Facility on Armed Forces Day, May 16, 1959. Unofficial cachets were provided, in blue on covers from

## THE AMERICAN AIR MAIL CATALOGUE

the Post Office and in green from the A.M.F.

Postmaster Bakewell swore in the pilot, Army Captain Carl R. Anderson as a mail carrier for the day. The Army provided the helicopter. Commander R. W. Murch, then Vice President of the AAMS, was on hand to load out the mail cargo.

|                                    |               |      |
|------------------------------------|---------------|------|
| St. Louis Post Office—(blue) ..... | (3000 pieces) | 1.00 |
| (a) St. Louis A.M.F.—(green) ..... | ( 100 pieces) | 3.00 |



- 376 1959, June 8—First Official Missile Mail, USS Barbero. In this historic flight at approximately the speed of sound, carried a limited number of letters from the guided missile submarine USS Barbero (SSG 317) to the Naval Auxiliary Air Station at Mayport, Florida, near Jacksonville. Covers were on the Postmaster General's stationery with a picture of the Regulus I missile and "First Official Missile Mail . . . United States Post Office Department" in the printed cachet. These covers were initially difficult to locate, as most were sent only to high officials of the government, however a number have come onto the market.

|                      |        |
|----------------------|--------|
| U.S.S. Barbero ..... | 350.00 |
|----------------------|--------|



- 379 1961, September 17—50th Anniversary of First Transcontinental Flight, Brooklyn, N. Y. The Post Office Department authorized special cachets to commemorate the Fiftieth Anniversary of Cal Rodgers' first transcontinental flight, September 17 to November 5, 1911. The 1911 flight began at Sheepshead Bay (Brooklyn) N. Y., and ended at Pasadena, California. See PIONEER SECTION for detailed listings of the original flight. Cachets were applied to covers at Brooklyn on September 17, 1961 and at Pasadena on November 5, 1961.

|                        |      |
|------------------------|------|
| Brooklyn—(black) ..... | 1.00 |
|------------------------|------|



- 380 1961, September 23—50th Anniversary of First Air Mail Flight, Garden City, N. Y. In conjunction with the American Air Mail Society's 38th Convention the Post Office Department authorized a special cachet to be used at Garden City, N. Y. This commemorated the 50th anniversary of the first official air mail flight from Garden City Estates in 1911. A New York Airways 16-passenger helicopter carried over 15,000 pieces of mail from Roosevelt Field to La Guardia Airport, where it was backstamped. An account and listing of the original 1911 flight will be found in the U.S. PIONEER SECTION. Helicopter pilot: Paul H. Berkemose.

Garden City—(magenta) .....

1.00

- 381 1961, November 5—50th Anniversary of First Transcontinental Flight, Pasadena, California. To mark the arrival of Cal Rodgers at Pasadena, Calif. on November 5, 1911, the Post Office Department provided the same type of official cachet as used at Brooklyn on September 17,\* but the cachet was applied in magenta.

Pasadena—(magenta) .....

1.00

\* See No. 379.



- 385 1962, November 17—Opening of Dulles International Airport, Washington, D. C. The world's largest and most expensive airport designed especially for the jet age, was dedicated by President Kennedy and former President Eisenhower on November 17, 1962. This occasion was given recognition through official cachets used at Washington's Post Office and at Dulles

## THE AMERICAN AIR MAIL CATALOGUE

AMF. The AMF postmark was unusual in showing no city or state. Nearly ten thousand covers were cancelled at the post office and at the AMF combined.

|                                 |      |
|---------------------------------|------|
| Washington—(magenta) .....      | 1.00 |
| ( a ) Dulles AMF—(purple) ..... | 1.00 |



- 390 1964, July 5—Resumption of Service, Midway Airport, Chicago, Ill. After nearly two years of inactivity, air mail service was resumed on a limited basis at Chicago's Midway Airport on July 5, 1964. An official cachet was provided and applied to covers leaving on United Air Lines' First Flight to New York City. Covers were postmarked with Chicago's city postmark, as traffic did not warrant reopening the Airport Mail Facility.

|                       |      |
|-----------------------|------|
| Chicago—(green) ..... | 1.00 |
|-----------------------|------|



- 400 1968, May 15. Golden Anniversary of U.S. Air Mail Service. On the fiftieth anniversary of the first scheduled U.S. air mail between New York, Philadelphia and Washington, special cachets were authorized to commemorate this Golden Anniversary. The service on this date, widely publicized, was carried by different air lines from point to point; so we list them from each point to each point.

|                                                 |               |      |
|-------------------------------------------------|---------------|------|
| Washington to Philadelphia, TWA (magenta) ..... | ( 5,992 pcs.) | 1.00 |
| a. Washington to New York, EAL (magenta) .....  | (10,147 pcs.) | 1.00 |
| b. Philadelphia to New York (green) .....       |               | 1.00 |
| c. Philadelphia to Washington (green) .....     |               | 1.00 |
| d. New York to Philadelphia, AA (blue) .....    | ( 4,224 pcs.) | 1.00 |
| e. New York to Washington, EAL (blue) .....     | ( 5,770 pcs.) | 1.00 |

- 405 1969, July 20. First Official "Mail Run" to the Moon, The U.S. post office department authorized astronauts Neil Armstrong and Edwin Aldrin to carry one special "moon letter" to the moon and back on their space flight via Apollo 11. This cover was postmarked "Moon Landing U.S.A., July 20, 1969." After their return, the "moon letter" underwent a decontamination period, and later became part of an elaborate traveling exhibit, displayed through the nation and abroad. Other covers, carried unofficially on this flight, have also been reported.

|                           |  |
|---------------------------|--|
| Moon Landing, U.S.A. .... |  |
|---------------------------|--|

# JOIN THE

## AMERICAN AIR MAIL SOCIETY



**If you are interested in AIRPOSTS . . .**

**You should be a member of the**

**AMERICAN AIR MAIL SOCIETY.**

**Annual Dues (including Airpost Journal subscription) —**

**\$5.00**

•

The American Air Mail Society was organized in 1923 in the interest of aerophilately and aerophilatelists everywhere. During the past two decades airpost collecting has become the favorite hobby of thousands of persons.

You are cordially invited to join this group which includes

- SUBSCRIPTION TO THE AIRPOST JOURNAL
- LISTING IN THE AAMS MEMBERSHIP DIRECTORY
- ADVANCE AIRMAIL INFORMATION BULLETIN
- SALES AND EXCHANGE DEPARTMENTS
- REGIONAL MEETINGS AND CONVENTIONS



## PART TWO

**L**isted hereunder are covers carried with the official authorization of the Department to provide limited or emergency services under the following conditions:

(1) So-called **STAR ROUTE** Services. These are contracts made for the transportation of mail between post offices not served directly by normal rail, water or air transportation and which are dependent on an office so served for mail receipt and dispatch. In some instances, particularly in Alaska, the contracts **PROVIDED** that an aeroplane be furnished for service on the route; in other instances the contract **PERMITTED** the Contractor at his option to use such a method of mail transportation, while in still others the Department interposed **NO OBJECTION** to the use of this form of carriage, when occasion required. It is not contended that the listing herein details all instances of such use; it purports to record only covers from such services as have been noted and identified by collectors: **ALASKAN STAR ROUTE** covers will be found listed in the Alaskan Section.

(2) **EMERGENCY SERVICES**. These constitute special arrangements made for the conveyance of mail during periods of emergency, such as floods, severe storms, breakdown of rail transportation, strikes, and other conditions requiring the abnormal dispatch of mail.

As many borderline cases arise in the classification of covers between Official and Unofficial, the user should also consult the "Noteworthy Unofficial U.S. Historical Flights Section" to be found in a later Volume, for possible listing of covers for which identification is sought.

## STAR ROUTE SERVICES

|             |                                                                                                                                                                                                                                                                                                                                                                                     |       |
|-------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| <b>S-1</b>  | <b>1925, August 1. First Rural Free Delivery by Air.</b> Lieut. R. S. Fogg inaugurated the first R. F. D. Aerial mail service with a flight around Lake Winnepesaukee in New Hampshire. Covers are inscribed, "Carried by me, First R. F. D. Aerial Mail Service in America, Lake Winnepesaukee. R. S. Fogg, Pilot."                                                                | 15.00 |
| <b>S-4</b>  | <b>1926, April 6-30. Charlevoix to St. James, Beaver Island, Mich.</b> A total of eight trips were made between the above dates. A few covers, which may be identified by the dates of dispatch exist from most of the trips. Similar Star Route contract service was rendered in many subsequent years. Any date in 1926 from either point.                                        | 7.50  |
|             | a. Later dates                                                                                                                                                                                                                                                                                                                                                                      | 2.50  |
| <b>S-10</b> | <b>1929, October 1. Watertown to Milbank, South Dakota and Return.</b> Roy Liggett was the Pilot for this service which was contracted to Pionair Lines, Inc. Covers exist from Watertown on the above date, but none have been noted from Milbank.                                                                                                                                 | 7.50  |
| <b>S-12</b> | <b>1931, July 1. Port Clinton, Kelly's Island, Put-in-Bay and Middle Bass to Isle St. George, Ohio.</b> This service brought mail to ice-locked Islands in Lake Erie during the winter months. It was repeated in many subsequent years. Contractor, Erie Island Airways, Inc. Covers have been noted from Put-in-Bay on first date; they possibly exist from other points as well. | 5.00  |
|             | a. Later dates                                                                                                                                                                                                                                                                                                                                                                      | 2.50  |
| <b>S-13</b> | <b>1931, December 1. Boise to Atlanta, Idaho and Return.</b> First flight took place on the above date. A. A. Bennett was the sub-contractor and Robert King flew the mail.                                                                                                                                                                                                         |       |
|             | Boise to Atlanta                                                                                                                                                                                                                                                                                                                                                                    | 5.00  |
|             | Atlanta to Boise                                                                                                                                                                                                                                                                                                                                                                    | 7.50  |

|      |                                                                                                                                                                                              |      |
|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|
| S-17 | 1933, December 28. Saint Ignace to Mackinac Island, Mich. The service was terminated after the first flight due to faulty landing facilities.                                                |      |
|      | Saint Ignace .....                                                                                                                                                                           | 7.50 |
|      | Mackinac Island .....                                                                                                                                                                        | 7.50 |
| S-20 | 1934, December 25. S. Ashton, Island Park, Rea, Macks Inn and McGinnis to West Yellowstone, Idaho. Scenic Airways, Inc. held the contract for this service. F. H. Christensen was the pilot. |      |
|      | Ashton .....                                                                                                                                                                                 | 7.50 |
|      | West Yellowstone .....                                                                                                                                                                       | 5.00 |
| S-21 | 1935, January 4. Jackson to Pinedale, Wyoming. J. R. Riggan held the contract and the flights were made by Pilot A. A. Bennett. Some of the covers are endorsed by Contractor and pilot.     |      |
|      | Jackson .....                                                                                                                                                                                | 7.50 |
|      | Pinedale .....                                                                                                                                                                               | 7.50 |

## EMERGENCY SERVICES

|     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |      |
|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|
| E 1 | 1926, December 30-31; 1927, January 1-3. Emergency Flood Mail, Old Hickory Tenn. and Louisville, Ky. Service was performed by plane of the Tennessee National Guard. Two round trips were flown on each of the above dates.                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |      |
|     | Old Hickory .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 5.00 |
|     | Louisville .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 7.50 |
| E 2 | 1927, March 7-8—Emergency Air Service, Silverton, Colo. At the request of E. J. Holman, member of the House of Representatives from Silverton, Congress authorized an emergency Air Mail Service to the snow bound towns of Silverton and Ureka, Colo. After several attempts, Lt. Daniel Kearns, of the National Guard, flew from Denver to Silverton carrying mail and supplies to the snow bound towns. Covers bear no special cachets but are signed "Daniel F. Kearns, First Lt., Pilot. Lowry Field, Denver," "Sgt. Clyde C. Plank, Mechanic, 120th Observation Squad" and "Postmaster R. R. Shaw, Silverton, Colo."; cancelled Silverton, Colo., March 8, 1927, 1 P.M.                | 7.50 |
|     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |      |
| E 3 | 1927, April 21-24. Little Rock, Ark. to Memphis, Batesville and Clarksville, Tenn. and return. High water conditions required this service. Flights were made to Memphis on April 21, 22 and 23, to Batesville on the 22nd and 24th and to Clarksville on the 22nd. Only covers noted are to Batesville on the 24th.                                                                                                                                                                                                                                                                                                                                                                         |      |
|     | Little Rock to Batesville (April 24) .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 7.50 |
| E 6 | 1927, November 10. Concord, N. H., Montpelier and Burlington, Vt. Emergency Flood Service. High water in the Connecticut River disrupted service to various New England cities. Pilot Robert S. Fogg carried mail between Concord, Montpelier and Burlington during the period of the emergency for forty-four days until December 24th. Commencing on November 16 landings were made at Barre, instead of Montpelier whose airfield was poorly located. The first flights were made on November 10. Many of the covers have typewritten cachet reading, "Emergency Air Mail Route, Concord, Montpelier-Burlington" with the written inscription "Carried on first trip, R. S. Fogg, Pilot." |      |
|     | Concord .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 5.00 |
|     | Montpelier .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 5.00 |
|     | Burlington .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 5.00 |
|     | Barre .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 5.00 |
|     | a. Later dates .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 2.50 |
| E 9 | 1928, March 16-17. Sault Ste. Marie to DeTour, Mich. and Return. Heavy snows isolated certain parts of Northern Michigan. Army planes from Selfridge Field performed this emergency air service. Two flights were made from Sault Ste. Marie on the 16th and one on the 17th to DeTour and return. In addition to De Tour (Cedarville), Rudyard, Hessell, Stalwert and Drummond were served. Covers also exist dispatched from Pickford.                                                                                                                                                                                                                                                     |      |
|     | Sault Ste. Marie .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 5.00 |
|     | DeTour .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 5.00 |
|     | Pickford .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 5.00 |
|     | a. Later dates .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 2.50 |

- E11 1929, January 14. Emergency Windsled Service.** Due to severe winter conditions on the Great Lakes, a Windsled Service was authorized to connect with C. A. M. routes. The first trip was made between Baudette, Minn., to Oak Island, Minn. Covers are cancelled Baudette, Minn., Jan. 14, 1929 and backstamped Oak Island, Minn. Jan. 17, 1929. The return flight was made from Oak Island, Jan. 17, 1929.
- Baudette, Minn. .... 5.00  
Oak Island, Minn. .... 5.00
- E12 1929, March 15-25. Emergency Flood Service. Pensacola, Fla. to Cities in Alabama.** When regular air mail service was disrupted by a severe hurricane in Florida, the Pensacola Naval Air Station established communications by seaplane service to Mobile, Montgomery and Birmingham, Alabama. Covers have typewritten inscription, "Via Emergency Seaplane" and a magenta cachet, "Air Mail via ..... from Pensacola, Fla." They are cancelled at the Naval Air Station, Pensacola. Most covers seen are cancelled on the 25th and are backstamped the same date. Covers are also known from the 15th, 16th and 17th.
- Pensacola (March 15, 16 or 17) ..... 10.00  
Pensacola (March 25) ..... 7.50
- E15 1930, February 7. Emergency Service between Baudette and Penasse, Minn.** A round trip was made on February 7 to deliver mail delayed by storm conditions. On February 8 the plane crashed and the pilot, Harry Mitchell, was lost for several days. Covers are known carried on the first trip into Penasse, February 7.
- ..... 7.50
- E25 1933, December 28, January 1. Emergency Service, Wenatchee to Seattle, Wash. and Return.** Land slides which disrupted normal rail communications were responsible for this service which was performed by Northwest Airways. Flights were made during the above period. Mail from Wenatchee cancelled the 27th was flown on the 28th. First flown Seattle mail was cancelled the 28th. Seattle covers bear a small cachet applied by the airline.
- Wenatchee ..... 10.00  
Seattle ..... 7.50
- E27 1934, February 13-18, 28; March 1. Emergency Service Boston to Nantucket** Ice conditions prevented normal mail service on the dates shown. The emergency service was flown by a private carrier, John Shobe on the 13th, the 28th and on March 1st. The Army Air Corps flew the mail on February 14-18.
- Boston (Feb. 13) ..... 7.50
- E30 1934, February 19-21. Emergency Service by U. S. Army Over Contract Air Mail Routes.**
- See detailed listings in following Army Emergency Flights Section.
- E35 1935, February 10, 14, 15. Newell to Twilight, S. D. and Return.** Emergency service was authorized between these points via Stoneville and Fairport during snowbound conditions. George Hight was the pilot. The Postmaster at Newell dispatched some covers which he was holding for an Airport Dedication event by the first flight. They bear a typed notation across the end, "Emergency Air Mail - Newell, S. Dak. to Twilight, S. Dak." They are signed by George Hight, Pilot.
- Newell (Feb. 10) ..... 7.50
- E40 1938, September 28, October 1. Hurricane and Flood Mail.** The disastrous hurricane and flood which devastated most of the Eastern Seaboard and put Railroad lines out of commission for several weeks, necessitated emergency Air Mail arrangements. All first class mail between Boston and New York went by air between Sept. 22 and Oct. 1 and all first class mail between Albany and Boston was similarly carried between Sept. 24 and Oct. 1. No special markings.
- ..... 1.00

***Your Collection  
Should Be Working For You  
as a  
Sound Investment***

if you buy the right Flown Covers at the right prices  
from the right sources!

---

***We Pay — From \$10.00 to \$1000.00 each and upwards***

for Aero-Philatelic rarities, especially pioneer flown covers, early  
postcards, documents, etc.

\$5000.00 each will be paid for certain covers to complete more  
important collections.

---

**FRANCIS J. FIELD**

**Richmond Rd.,**

**Sutton Coldfield, England**



**R E A D**

---

**WESTERN STAMP COLLECTOR**

**EVERY WEEK**

**WILL ADD MORE ENJOYMENT  
TO YOUR STAMP COLLECTING**

Sample copy gladly sent.

Write to

---

**WESTERN  
STAMP COLLECTOR**

---

**Box 10**

**Albany, OR 97321**



**EMERGENCY SERVICE BY  
U.S. ARMY OVER CONTRACT  
AIR MAIL ROUTES,  
FEBRUARY 19-21, 1934**



**Edited by**

*Joseph L. Eisendrath, Chairman*





## ROUTE A. M. 1, BOSTON TO NEW YORK

|     |                                                           |      |
|-----|-----------------------------------------------------------|------|
| 1-A | Boston, Mass. South. 21—6:55 p.m. (20—8 p.m.) (21—6 p.m.) | 2.00 |
| 1-B | Hartford, Conn. South. 21—8:00 p.m. (21—2 p.m.)           | 2.00 |
| 1-C | Hartford, Conn. North. 21—6:45 a.m. (21—2 p.m.)           | 2.00 |
| 1-D | New York City, North 21—5:30 a.m. (20—1:30 a.m.)          | 2.00 |
|     | a. Newark air mail field (21—5 a.m.)                      | 2.25 |

Note: Two round trips daily. First flights did not take place until February 21st.

## ROUTE A. M. 3, CHICAGO TO DALLAS

|     |                                                                           |      |
|-----|---------------------------------------------------------------------------|------|
| 3-A | Chicago, Ill. South, 19—8:30 p.m. (19—7 p.m.) Lt. Walter K. Burgess       | 2.00 |
|     | a. Chicago air mail field (19—8:30 p.m.)                                  | 2.50 |
| 3-B | Kansas City, Mo. South, 29—12:50 a.m. (19—11:30 p.m.) Lt. Burgess         | 2.00 |
|     | a. Kansas City air mail field (20—12 a.m.) (1 a.m.) Lt. W. C. Dolan       | 2.25 |
| 3-C | Kansas City, Mo. North, 19—3:55 p.m. (19—11:30 p.m.) Lt. Thomas L. Mosely | 2.00 |
|     | a. Kansas City air mail field (19—3:30 p.m.) (5 p.m.)                     | 2.50 |
| 3-D | Wichita, Kans. South, 29—2:55 a.m. (20—12:30 a.m.) Lt. Burgess            | 2.00 |
| 3-E | Wichita, Kans. North, (20—12:30 a.m.)                                     | 2.00 |
| 3-F | Ponca City, Okla. South, 29—3:50 a.m. (20—12:30 a.m.) Lt. Burgess         | 2.25 |
| 3-G | Ponca City, Okla. North, 20—12:25 a.m. (20—12:30 a.m.)                    | 2.25 |
| 3-H | Oklahoma City, Okla. South, 20—5:05 a.m. (20—1:30 a.m.) Lt. Burgess       | 2.00 |
| 3-I | Oklahoma City, Okla. North, 19—11:10 p.m. (19—9:30 p.m.)                  | 2.00 |
| 3-J | Fort Worth, Tex. South 20—7:10 a.m. (19—9 p.m.) Lt. Burgess               | 2.00 |
|     | a. Fort Worth air mail field (19—8:00 p.m.)                               | 2.50 |
| 3-K | Fort Worth, Tex. North 19—9:95 p.m. (19—9 p.m.)                           | 2.00 |
|     | a. Fort Worth air mail field (19—8:00 p.m.) (19—8:30 p.m.)                | 2.50 |
| 3-L | Dallas, Tex. North, 19—9:30 p.m. (19—8:00 p.m.) Lt. Burgess               | 2.00 |

## ROUTE A. M. 4 SALT LAKE CITY TO SAN DIEGO

|     |                                                                     |      |
|-----|---------------------------------------------------------------------|------|
| 4-A | Salt Lake City, Utah, West 19—11:00 p.m. ( ) Lt. M. J. Griggs       | 2.00 |
|     | a. Salt Lake City air mail field (19—8:00 p.m.)                     | 2.25 |
| 4-B | Las Vegas, Nev. West, 20— 8:45 a.m. (7:30 a.m.)                     | 2.00 |
| 4-C | Las Vegas, Nev. East. 20—2:05 a.m. (1:00 a.m.)                      | 2.00 |
| 4-D | Los Angeles, Cal. West, 11:45 a.m. (19—9:30 p.m.)                   | 2.00 |
| 4-E | Los Angeles, Cal. East, 19—10:00 p.m. (19—9:30 p.m.) Lt. A. Jackson | 2.50 |
|     | a. Los Angeles air mail field (19—10:00 p.m.)                       | 2.25 |
| 4-F | San Diego, Cal. East, 19—5:45 p.m. (19—5:30 p.m.)                   | 2.00 |

Note: Two trips daily over Route 4 from Salt Lake City to Los Angeles, and only the first daily runs carry through to San Diego.

## ROUTE A. M. 5, SALT LAKE CITY TO SEATTLE

|     |                                                   |      |
|-----|---------------------------------------------------|------|
| 5-A | Salt Lake City, Utah, West, 6:30 p.m. ( )         | 2.00 |
|     | a. Salt Lake City air mail field (9:00 a.m.)      | 2.25 |
| 5-B | Ogden, Utah, West, 6:00 a.m. (10:00 a.m.)         | 2.00 |
| 5-C | Ogden, Utah, East. 11:30 a.m. (10:00 a.m.)        | 2.00 |
| 5-D | Pocatello, Idaho, West, 7:10 a.m. (11:00 a.m.)    | 2.00 |
| 5-E | Pocatello, Idaho, East, 10:30 a.m. (19—5:00 p.m.) | 2.00 |
| 5-F | Boise, Idaho, West, 9:00 a.m. (7:00 a.m.)         | 2.00 |
| 5-G | Boise, Idaho, East, 21—2:25 a.m. (11:30 a.m.)     | 2.00 |
| 5-H | Pasco, Wash., West, 11:05 a.m. (8:00 a.m.)        | 2.00 |
| 5-I | Pasco, Wash., East, 6:25 a.m. (12:30 a.m.)        | 2.00 |
| 5-J | Portland, Ore., West, 21—1:10 a.m. (5:00 a.m.)    | 2.00 |

## THE AMERICAN AIR MAIL CATALOGUE

|     |                                                |      |
|-----|------------------------------------------------|------|
| 5-K | Portland, Ore., East, 10:10 p.m. (5:00 a.m.)   | 2.00 |
| 5-L | Tacoma, Wash., West, 21—2:20 a.m. (11:30 a.m.) | 2.00 |
| 5-M | Tacoma, Wash., East, 9:30 p.m. (2:00 p.m.)     | 2.00 |
| 5-N | Seattle, Wash., East, 9:00 p.m. (11:30 a.m.)   | 2.00 |

Note: This route was flown by the Army Air Corps in two sections as follows:  
Morning trip, Salt Lake City—Ogden—Pocatello—Boise—Pasco—Portland;  
afternoon trip, Salt Lake City—Boise—Pasco—Portland—Tacoma—Seattle. The  
above listing is abridged to include only the first Army Dispatch from the  
town involved.

## ROUTE A. M. 9, CHICAGO TO ST. PAUL

|     |                                                                |      |
|-----|----------------------------------------------------------------|------|
| 9-A | Chicago, Ill. Northwest, April 8, Lt. J. E. Ohrbeck (8—4 a.m.) | 4.50 |
|     | a. Chicago air mail field (8—6:00 a.m.)                        | 6.00 |
| 9-B | Milwaukee, Wis. Northwest, (8—6 a.m.)                          | 8.00 |
| 9-C | Milwaukee, Wis. South, (8—6 p.m.)                              | 8.00 |
| 9-D | Madison, Wis. Northwest, (8— )                                 | 8.00 |
| 9-E | Madison, Wis. South (8— )                                      | 8.00 |
| 9-F | Rochester, Minn. South, (8— )                                  | 8.00 |
| 9-G | Rochester, Minn. North, (8— )                                  | 8.00 |
| 9-H | Minneapolis, Minn. West, (8— )                                 | 6.50 |
| 9-I | Minneapolis, Minn. East, (8—2:30 p.m.)                         | 4.50 |
| 9-J | St. Paul, Minn. East, 8, Capt. J. F. Malone (8—2 p.m.)         | 6.50 |
|     | a. St. Paul air mail field, 8—2:25 p.m. (8—2:00 p.m.)          | 8.50 |

Note: The only advance notice for Route 9 was a general press article several  
days before April 8th, and covers are very scarce. This was the first army  
flight on this route.

## ROUTE A. M. 11, WASHINGTON TO CLEVELAND

|      |                                                                           |      |
|------|---------------------------------------------------------------------------|------|
| 11-A | Washington, D. C. West, 20 (20—12 m.)                                     | 2.00 |
| 11-B | Pittsburgh, Pa. West, 20—1:00 a.m. (20—12:30 a.m.)                        | 2.00 |
|      | a. Pittsburgh air mail field (19—12:00 p.m.) (20—2:30 a.m.) (19—7 p.m.)   | 2.25 |
| 11-C | Pittsburgh, Pa. East, 20—3:10 a.m. (20—12:30 a.m.)                        | 2.00 |
|      | a. Pittsburgh air mail field, 20 (20—2:30 a.m. and 3:30 a.m.)             | 2.25 |
| 11-D | Akron, Ohio West, 2:40 p.m. (2:00 p.m.)                                   | 2.00 |
| 11-E | Akron, Ohio East, 3:05 p.m. (2:00 p.m.)                                   | 2.00 |
| 11-F | Cleveland, Ohio East, 20—2:08 p.m. (19—11:30 p.m.) 2nd Lt. Thayer D. Olds | 2.00 |
|      | a. Cleveland air mail field (20—1 a.m. and 2 a.m.)                        | 2.25 |

Note: Three trips daily with the omission of Akron on the westbound night  
trip and on the morning east-bound flight. Because of various route cancel-  
lations, all New Jersey and Pennsylvania air mails were diverted over Route  
11.

## ROUTE A. M. 12, CHEYENNE TO PUEBLO

|      |                                                      |      |
|------|------------------------------------------------------|------|
| 12-A | Cheyenne, Wyo. South, 5:15 a.m. (20—4:00 a.m.)       | 2.00 |
|      | a. Cheyenne air mail field (3:30 a.m.)               | 2.25 |
| 12-B | Denver, Colo. South, 6:15 a.m. (5.00 a.m.)           | 2.00 |
| 12-C | Denver, Colo. North, 4:00 p.m. (3:30 p.m.)           | 2.00 |
| 12-D | Colorado Springs, Colo. South, 7:30 a.m. (7:00 a.m.) | 2.00 |

# ARMY EMERGENCY FLIGHTS OF 1934

103

|      |                                                                                   |      |
|------|-----------------------------------------------------------------------------------|------|
| 12-E | Colorado Springs, Colo. North, 3:15 p.m. (1:00 p.m.)                              | 2.00 |
| 12-F | Pueblo, Colo. North, 2:40 p.m. (1:30 p.m.) Lt. Wm. F. Richmond, Lt. Thomas Algert | 2.00 |

## ROUTE A. M. 17, NEW YORK TO CHICAGO

|      |                                                                        |      |
|------|------------------------------------------------------------------------|------|
| 17-A | New York City, West, 20—5:00 a.m. (actual first flight) (19—7:00 p.m.) | 2.00 |
|      | a. Newark (19—3 p.m.) (20—p.m.)                                        | 3.50 |
|      | b. Newark air mail field, 20 (19—5:00 p.m.)                            | 2.50 |
| 17-B | Cleveland, Ohio, West, 20—1:00 a.m. (19—11:30 p.m.)                    | 2.00 |
|      | a. Cleveland air mail field 19—12:00 p.m.                              | 2.25 |
| 17-C | Cleveland, Ohio, East, 20—1:45 a.m. (19—11:30 p.m.)                    | 2.00 |
|      | a. Cleveland air mail field (19—12:00 p.m.)                            | 2.25 |
| 17-D | Toledo, Ohio, West, 5:15 a.m. (1:00 a.m.)                              | 2.00 |
| 17-E | Toledo, Ohio, East, 12:30 a.m. (1:00 a.m.)                             | 2.00 |
| 17-F | Chicago, Ill. East, 19—9:00 a.m. (19—7:30 p.m.) Lt. Geo. McGuire       | 2.00 |
|      | a. Chicago air mail field (19—8:00 p.m.)                               | 2.25 |

Note: Five trips in both directions daily. Trips 6a and 8a east and 8a west, cancelled on account of weather; all New York state and New England air mail was sent by train.

## ROUTE A. M. 18, CHICAGO TO SAN FRANCISCO

|      |                                                                      |      |
|------|----------------------------------------------------------------------|------|
| 18-A | Chicago, Ill. West, 19—7:08 p.m. (19—5:00 p.m.) Lt. Herman A. Schmid | 2.00 |
|      | a. Chicago air mail field (19—7:00 p.m.)                             | 2.25 |
| 18-B | Moline, Ill. West, 9:40 a.m. (19—7:30 p.m.)                          | 2.00 |
|      | a. Rock Island, Ill. dispatch (19—7:00 p.m.)                         | 2.00 |
|      | b. Davenport, Iowa, dispatch (19—5:00 p.m.)                          | 2.00 |
| 18-C | Moline, Ill. East, 6:05 p.m. (20—5:30 p.m.)                          | 2.00 |
|      | a. Rock Island, Ill. dispatch (20—3:30 p.m.)                         | 2.00 |
|      | b. Davenport, Iowa, dispatch (19—5:00 p.m.)                          | 2.00 |
| 18-D | Iowa City, Iowa, West, 5:30 (8:30 a.m.)                              | 2.00 |
| 18-E | Iowa City, Iowa, East, 20—12:30 a.m. (19—12:00 p.m.)                 | 2.00 |
| 18-F | Des Moines, Iowa, West, 6:45 a.m. (19—12:00 p.m.)                    | 2.00 |
| 18-G | Des Moines, Iowa, East, 11:20 p.m. (19—12:00 p.m.)                   | 2.00 |
| 18-H | Omaha, Nebr. West, 8:05 a.m. (19—5:30 p.m.) Edward N. Backus         | 2.00 |
|      | a. Omaha air field ( ) (19—8 p.m.)                                   | 2.25 |
| 18-I | Omaha, Nebr. East, 10:15 p.m. (19—7:30 p.m.)                         | 2.00 |
|      | a. Omaha air mail field (19—9 p.m.)                                  | 2.25 |
| 18-J | Lincoln, Nebr. West, 8:30 a.m. (7:00 a.m.)                           | 2.00 |
| 18-K | Lincoln, Nebr. East, 2:40 p.m. (10:00 a.m.)                          | 2.00 |
| 18-L | Grand Island, Nebr. West, 1:25 p.m. (12:00 m.)                       | 2.00 |
| 18-M | Grand Island, Nebr. East, 8:30 p.m. (3:00 and 8:30 p.m.)             | 2.00 |
| 18-N | North Platte, Nebr. West, 2:40 p.m. (2:00 p.m.)                      | 2.00 |
| 18-O | North Platte, Nebr. East, 12:50 p.m. (12:00 m.)                      | 2.00 |
| 18-P | Cheyenne, Wyo. West, 11:15 a.m. (19—4 a.m.)                          | 2.00 |
|      | a. Cheyenne air mail field (3:30 a.m.)                               | 2.25 |
| 18-Q | Cheyenne, Wyo. East, 6:15 a.m. (4 a.m.)                              | 2.00 |
|      | a. Cheyenne air mail field (3:30 a.m.)                               | 2.25 |
| 18-R | Rock Springs, Wyo. West, 1:00 p.m. (12:30 p.m.)                      | 2.00 |



|       |                                                                                                      |      |
|-------|------------------------------------------------------------------------------------------------------|------|
| 18-S  | Rock Springs, Wyo. East, 2:40 p.m. (2:00 p.m.)                                                       | 2.00 |
| 18-T  | Salt Lake City, Utah, West, 2:09 p.m. (9:00 a.m.) Lt. A. J. Arnason                                  | 2.00 |
|       | a. Salt Lake City air mail field (9:00 a.m.)                                                         | 2.25 |
| 18-U  | Salt Lake City, Utah, East, 20—6:45 a.m. ( )                                                         | 2.00 |
|       | a. Salt Lake City air mail field (8:30 a.m.)                                                         | 2.25 |
| 18-V  | Elko, Nev. West, 3:40 p.m. (3:30 p.m.)                                                               | 2.00 |
| 18-W  | Elko, Nev. East, 3:20 a.m. (19—6:30 p.m.)                                                            | 2.00 |
| 18-X  | Reno, Nev. West, 5:53 p.m. (12:30 p.m.)                                                              | 2.00 |
| 18-Y  | Reno, Nev. East, 19—8:35 p.m. (19—7:30 p.m.)                                                         | 2.00 |
| 18-Z  | Sacramento, Cal. West, 7:05 p.m. (6:30 p.m.)                                                         | 2.00 |
| 18-AA | Sacramento, Cal. East, 20—12:30 a.m. (19—10:30 p.m.)                                                 | 2.00 |
| 18-AB | San Francisco, Cal. West, 19—7:55 p.m. (19—6:00 p.m.)                                                | 2.00 |
| 18-AC | San Francisco, Cal. East, 19—6:30 p.m. (19—6:00 p.m. and 6:30 p.m.) 1st Lt. A. J. Kerwin. M. A. Long | 2.00 |
| 18-AD | Oakland, Cal. East, 19—6:30 p.m. (19—5:30 p.m.)                                                      | 2.00 |
|       | Oakland air mail field (19—5:30 p.m.)                                                                | 2.25 |

Note: three trips daily each way with different cities on the schedule. Trip 1a: Chicago—Moline—Des Moines—Omaha—Grand Island—North Platte—Cheyenne—Salt Lake City. Trip 2a: Return trip of 1a, but with additional stops at Rock Springs and Iowa City: stops at North Platte and Moline dropped. Trip 3a: Chicago—Moline—Des Moines—Omaha—Cheyenne—Salt Lake City—Reno—Sacramento—San Francisco—Oakland. Trip 4a: Return trip of 3a, but with Sacramento and Moline dropped. Trip 5a: Chicago—Iowa City—Des Moines—Omaha—Lincoln—Cheyenne—Rock Springs—Salt Lake City—Elko—Reno—Sacramento—San Francisco—Oakland. Trip 6a: Return trip of 5a, but with additional stops at North Platte and Moline, and Rock Springs and Iowa City dropped.

#### ROUTE A. M. 19, NEW YORK TO MIAMI

|      |                                                                              |      |
|------|------------------------------------------------------------------------------|------|
| 19-A | New York City, South, 19—3:55 p.m. (19—1:30 p.m.)                            | 2.00 |
|      | a. Newark (19—3 p.m.)                                                        | 3.50 |
|      | b. Newark air mail field 20 (20—3:30 p.m.)                                   | 2.50 |
| 19-B | Philadelphia, Pa. South, 19—4:40 p.m. (19—2:30 p.m.)                         | 2.00 |
|      | a. Camden air mail field (19—9:30 p.m.)                                      | 2.50 |
| 19-C | Philadelphia, Pa. North, 20—8:10 a.m. (19—4:30 p.m.)                         | 2.00 |
|      | a. Camden air mail field (19—9:30 p.m.)                                      | 2.50 |
| 19-D | Baltimore, Md. South, 5:45 p.m. (3:00 p.m.)                                  | 2.00 |
| 19-E | Baltimore, Md. North, 8:05 a.m. (12:30 a.m.)                                 | 2.00 |
| 19-F | Washington, D. C. South, 19—6:25 P.M. (19—5:30 p.m.) (20—12 m.)              | 2.00 |
| 19-G | Washington, D. C. North, 20 (20—12:00 p.m.)                                  | 2.00 |
| 19-H | Richmond, Va. South, 19—7:35 p.m. (19—6:00 p.m.)                             | 2.00 |
| 19-I | Richmond, Va. North, 20—1:25 a.m. (19—11:30 p.m.)                            | 2.00 |
| 19-J | Raleigh, N. C. South, 9:10 p.m. (19—11:30 p.m.)                              | 2.00 |
| 19-K | Raleigh, N. C. North, 4:40 a.m.                                              | 2.00 |
| 19-L | Florence, S. C. South, 19—10:35 p.m. (19—10:00 p.m.)                         | 2.00 |
| 19-M | Florence, S. C. North, 20—3:15 a.m. (19—11:00 p.m.)                          | 2.00 |
| 19-N | Charleston, S. C. South, 19—11:40 p.m. (19—10:00 p.m.)                       | 2.00 |
| 19-O | Charleston, S. C. North, 20—2:10 a.m. (19—10:00 p.m.)                        | 2.00 |
| 19-P | Savannah, Ga. South, 20—12:45 a.m. (19—9:30 p.m.)                            | 2.00 |
| 19-Q | Savannah, Ga. North, 20—1:05 a.m. (19—9:30 p.m.)                             | 2.00 |
| 19-R | Jacksonville, Fla. South, 20—2:20 a.m. (19—10:30 p.m.)                       | 2.00 |
| 19-S | Jacksonville, Fla. North, 19—11:45 p.m. (19—10:30 p.m.) 2nd Lt. J. L. Lambie | 2.00 |

|                                                                                                                                                                                                                            |                                                               |       |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|-------|
| 19-T                                                                                                                                                                                                                       | Daytona Beach, Fla. South, 20—3:30 a.m. (19—9:00 p.m.)        | 2.00  |
| 19-U                                                                                                                                                                                                                       | Daytona Beach, Fla. North, 19—9:55 p.m. (19—9:00 p.m.)        | 2.00  |
| 19-V                                                                                                                                                                                                                       | Miami, Fla. North, 19—7:45 p.m. (19—7:00 p.m.)                | 2.00  |
|                                                                                                                                                                                                                            | a. Miami air mail field (19—7:00 p.m.)                        | 2.25  |
|                                                                                                                                                                                                                            | (Parallel route to Atlanta)                                   |       |
| Note: New York, Philadelphia, Washington, and Richmond are also on this parallel but the above listing takes care of the first dispatches from each of those cities on Route 19, regardless of the leg of the route flown. |                                                               |       |
| 19-W                                                                                                                                                                                                                       | Greensboro, N. C. South, 20—3:00 a.m. (19—10:00 p.m.)         | 2.00  |
|                                                                                                                                                                                                                            | a. Winston-Salem, N.C. dispatch                               | 2.00  |
|                                                                                                                                                                                                                            | b. High Point, N.C. dispatch                                  | 2.00  |
| 19-X                                                                                                                                                                                                                       | Greensboro, N. C. North, 19—11:35 p.m. (19—10:00 p.m.)        | 2.00  |
|                                                                                                                                                                                                                            | a. Winston-Salem, N. C. dispatch                              | 2.00  |
|                                                                                                                                                                                                                            | b. High Point, N. C. dispatch                                 | 2.00  |
| 19-Y                                                                                                                                                                                                                       | Charlotte, N. C. South, 20—4:00 a.m. (3:30 a.m.)              | 2.00  |
| 19-Z                                                                                                                                                                                                                       | Charlotte, N. C. North, 19—19:35 p.m. (19—9:00 p.m.)          | 2.00  |
| 19-AA                                                                                                                                                                                                                      | Spartanburg, S. C. South, 20—4:45 a.m. (19—4:00 p.m.)         | 2.00  |
| 19-AB                                                                                                                                                                                                                      | Spartanburg, S. C. North, 19—9:45 p.m. (19—4:00 p.m.)         | 2.00  |
| 19-AC                                                                                                                                                                                                                      | Greenville, S. C. South, 20—5:15 a.m. (19—5:30 p.m.)          | 2.00  |
| 19-AD                                                                                                                                                                                                                      | Greenville, S. C. North, 19—9:15 p.m. (19—5:30 p.m.)          | 2.00  |
| 19-AE                                                                                                                                                                                                                      | Atlanta, Ga. North, 19—6:00 p.m. Lt. E. T. Gorman (5:30 p.m.) | 15.00 |
|                                                                                                                                                                                                                            | a. Atlanta air mail field (19—5:00 p.m.) Lt. E. T. Gorman     | 15.00 |

Note: The northbound plane out of Atlanta crashed at Greenville, N. C. For details, see Crash section, Volume I.

#### ROUTE A. M. 20, CLEVELAND TO FORT WORTH

|      |                                                                                                           |      |
|------|-----------------------------------------------------------------------------------------------------------|------|
| 20-A | Cleveland Ohio. West, 19—10:25 p.m. (19—8 p.m.) 175 philatelic covers                                     | 2.00 |
|      | a. Cleveland air mail field (19—10:00 p.m.) (19—12 p.m.) Lt. C. R. Springer                               |      |
| 20-B | Columbus, Ohio, West, 10—11:25 p.m.                                                                       | 2.25 |
|      | a. Columbus air mail field (20—Trip 2)                                                                    | 2.25 |
| 20-C | Columbus, Ohio, East, 8:20 a.m. (19—12 p.m.)                                                              | 2.00 |
|      | a. Columbus air mail field (20—Trip 2)                                                                    | 2.50 |
| 20-D | Cincinnati, Ohio, West, 19—11:30 p.m. (12:30 a.m.)                                                        | 2.00 |
| 20-E | Cincinnati, Ohio, East, 7:15 a.m. (12:30 a.m.)                                                            | 2.00 |
| 20-F | Louisville, Ky. West, 12:30 a.m. (19—12:00 p.m.)                                                          | 2.00 |
| 20-G | Louisville, Ky. East, 5:15 a.m. (19—12:00 p.m.)                                                           | 2.00 |
| 20-H | Nashville, Tenn. West, 2:00 a.m. (2:00 a.m.)                                                              | 2.00 |
| 20-I | Nashville, Tenn. East, 3:45 a.m. (2:00 a.m.)                                                              | 2.00 |
| 20-J | Memphis, Tenn. West, 3:50 a.m. (19—11:30 p.m.)                                                            | 2.00 |
| 20-K | Memphis, Tenn. East, 1:55 a.m. (19—11:30 p.m.)                                                            | 2.00 |
| 20-L | Little Rock, Ark. West, 1:55 a.m. (20—12:30 a.m.)                                                         | 2.00 |
| 20-M | Little Rock, Ark. East, 12:40 a.m. (20—12:30 a.m.)                                                        | 2.00 |
| 20-N | Texarkana, Ark. West, 6:25 a.m. (19—12:00 m.)                                                             | 2.00 |
|      | (Texarkana did not dispatch mail to the east, there being no stops at this point on the return flight.)   |      |
| 20-O | Dallas, Tex. West, 8:00 a.m. (19—8:00 p.m.) Lt. W. E. Davis                                               | 2.00 |
| 20-P | Dallas, Tex. East, 19—10:00 p.m. (19—8:30 p.m.)                                                           | 2.00 |
| 20-Q | Fort Worth, Tex. East, 19—9:30 p.m. (19—9:00 p.m.) Lt. W. E. Davis                                        | 2.00 |
|      | a. Fort Worth air mail field (19—8:00 p.m. and 9:30 p.m.) Lts. Lloyd H. Bidwell, John A. Way, W. E. Davis | 2.25 |

## ROUTE A. M. 23, ATLANTA TO NEW ORLEANS

|      |                                                  |      |
|------|--------------------------------------------------|------|
| 23-A | Atlanta, Ga. South, 7:30 a.m. (20—7 a.m.)        | 2.00 |
|      | a. Atlanta air mail field (7:00 a.m.)            | 2.25 |
| 23-B | Birmingham, Ala. South, 8:30 a.m. (7:30 a.m.)    | 2.00 |
| 23-C | Birmingham, Ala. North, 5:00 p.m. (20—7:30 a.m.) | 2.00 |
| 23-D | Mobile, Ala. North, 3:05 p.m. (2:00 p.m.)        | 2.00 |
| 23-E | Mobile, Ala. North, 3:05 p.m. (2:00 p.m.)        | 2.00 |
| 23-F | New Orleans, La. North, 1:55 p.m. (11:00 a.m.)   | 2.00 |
|      | a. New Orleans air mail field                    | 2.25 |

## ROUTE A. M. 27, TOLEDO TO DETROIT

|      |                                         |      |
|------|-----------------------------------------|------|
| 27-A | Detroit, Mich. 3:45 p.m. (20—1:00 p.m.) | 2.00 |
|      | a. Detroit air mail field (8:00 p.m.)   | 2.25 |
| 27-B | Toledo, Ohio, 6:20 a.m. (20—1:00 a.m.)  | 2.00 |

Note: Two round trips daily.

## ROUTE A. M. 30, CHICAGO TO JACKSONVILLE

|      |                                                                        |      |
|------|------------------------------------------------------------------------|------|
| 30-A | Chicago, Ill. South, 19—11:45 p.m. (19—10:30 p.m.) Lt. Beirne Lay, Jr. | 2.00 |
|      | a. Chicago air mail field (19—11:30 p.m.)                              | 2.25 |
| 30-B | Terre Haute, Ind. South, 1:29 a. m. (12:30 a.m.)                       | 2.00 |
| 30-C | Terre Haute, Ind. North, 6:10 a.m. (12:30 a.m.)                        | 2.00 |
| 30-D | Evansville, Ind. South, 2:20 a.m. (12:30 a.m.)                         | 2.00 |
| 30-E | Evansville, Ind. North, 5:10 a.m. (12:30 a.m.)                         | 2.00 |
| 30-F | Nashville, Tenn. South, 3:59 a.m. (2:00 a.m.)                          | 2.00 |
| 30-G | Nashville, Tenn. North, 3:40 a.m. (2:00 a.m.)                          | 2.00 |
| 30-H | Chattanooga, Tenn. South, 4:50 a.m. (20—10:30 a.m.)                    | 2.00 |
| 30-I | Chattanooga, Tenn. North, 2:40 a.m. (19—11:30 p.m.)                    | 2.00 |
| 30-J | Atlanta, Ga. South, 7:20 a.m. (20—5 a.m.)                              | 2.00 |
|      | a. Atlanta air mail field (7:00 a.m.) Lt. Elkins H. Hale               | 2.25 |
| 30-K | Atlanta, Ga. North, 1:35 a.m. (1:00 a.m.)                              | 2.00 |
|      | a. Atlanta air mail field (1:00 a.m.)                                  | 2.00 |
| 30-L | Macon, Ga. South, 8:10 a.m. (7:00 a.m.)                                | 2.00 |
| 30-M | Macon, Ga. North, 1:20 a.m. (12:30 a.m.)                               | 2.00 |
| 30-N | Jacksonville, Fla. North, 19—11:30 p.m. (19—10:30 p.m.) Lt. R. N. Read | 2.00 |

## ROUTE A. M. 34, NEW YORK TO KANSAS CITY

|      |                                                                           |      |
|------|---------------------------------------------------------------------------|------|
| 34-A | New York City, West, 19—9:30 p.m. (19—7:00 p.m.) Lt. E. R. Quesada        | 2.00 |
|      | a. Newark (19—8 p.m.)                                                     | 3.50 |
|      | b. Newark air mail field (19—5:00 p.m.) and (20—9 p.m.) Lt. E. R. Quesada | 2.50 |
| 34-B | Philadelphia, Pa. West, 19—10:25 p.m. (19—4:30 p.m.)                      | 2.00 |
|      | a. Camden air mail field (19—9:30 p.m.)                                   | 2.25 |
| 34-C | Philadelphia, Pa. East, 20—4:05 a.m. (19—4:30 p.m.)                       | 2.00 |
|      | a. Camden air mail field (19—9:30 p.m.)                                   | 2.25 |
| 34-D | Harrisburg, Pa. West, 19—11:30 p.m. (19—8:00 p.m.)                        | 2.00 |
| 34-E | Harrisburg, Pa. East, 20—2:55 a.m. (19—8:30 p.m.)                         | 2.00 |
| 34-F | Pittsburgh, Pa. West, 20—1:15 a.m. (20—12:30 a.m.)                        | 2.00 |
|      | a. Pittsburgh air mail field (20—2:30 a.m.)                               | 2.25 |
| 34-G | Pittsburgh, Pa. East, 1:19 a.m. (20—12:30 a.m.)                           | 2.00 |
|      | a. Pittsburgh air mail field (20—1:00 a.m. and 2:30 a.m.)                 | 2.25 |
| 34-H | Columbus, Ohio, West, 2:00 a.m. (19—12 p.m.)                              | 2.00 |
|      | a. Columbus air mail field (20—Trip 2)                                    | 2.25 |

|      |                                                                     |      |
|------|---------------------------------------------------------------------|------|
| 34-I | Columbus, Ohio. East, 11:25 p.m. (19—12 p.m.)                       | 2.00 |
|      | a. Columbus air mail field (20—Trip 2)                              | 2.25 |
| 34-J | Indianapolis, Ind. West, 3:55 a.m. (20—1 a.m.)                      | 2.00 |
| 34-K | Indianapolis, Ind. East, 19—8:30 p.m. (19—7:30 p.m.)                | 2.00 |
| 34-L | St. Louis, Mo. West, 20—6:20 a.m. (19—5:00 p.m.)                    | 2.00 |
|      | a. St. Louis air mail field (20)                                    | 2.25 |
| 34-M | St. Louis, Mo. East, 19—6:05 p.m. (19—5:00 p.m.) Lt. Frank H. Evans | 2.00 |
|      | a. St. Louis air mail field (19)                                    | 2.25 |
| 34-N | Kansas City, Mo. east, 19—3:40 p.m. (19—3:30 a.m.)                  | 2.00 |
|      | a. Kansas City air mail field (19—3:30 p.m.)                        | 2.25 |

When Army flying was resumed March 19, 1934, after a temporary suspension, old Route A. M. 3 was re-routed out of Chicago to go via St. Louis, Kansas City and on to Texas.

Covers are known as follows:

Chicago (March 19—10:30 p.m.) to Memphis  
 Chicago AMF (March 19—8:30 p.m.) to St. Louis  
 St. Louis (March 19—5:00 p.m.) to Chicago  
 St. Louis (March 19—5:00 p.m.) to Dallas  
 St. Louis AMF (March 1st—5:00 p.m.) to Dallas  
 Houston (March 19—1:30 p.m.) to Fort Worth  
 Amarillo (March 19—4:30 p.m.) to Kansas City  
 Fort Worth (March 19—9 p.m.) to Houston

Other covers on other routes, in a similar category are:

Amarillo (March 19—4:30 p.m.) to Los Angeles  
 Fort Worth (March 19—9:00 p.m.) to Brownsville  
 Brownsville (June 1—2:30 p.m.) to Fort Worth  
 Kansas City (March 19—11:30 p.m.) to Los Angeles  
 Wichita (March 20—12:30 a.m.) to Los Angeles

These and similar covers not yet seen by the editors do not come within the scope of this listing. The same applies to last day Army service and first civilian resumption covers.



**why do  
collectors  
dealers and  
accumulators  
turn our way  
when it's  
time to sell?**

**We buy for cash or  
sell on commission at Public Auction**

**Earl P.L. Apfelbaum Inc.**



**1420 Walnut Street • Philadelphia, Pa. 19102 • 215-985-1550**



# EARLY FOREIGN FLIGHTS

Commonly Called

## Foreign Pioneer Flights



Edited by: *Dr. Max Kronstein*, Chairman, *Dr. Jon Boesman*,  
*R. Jennekens*, *Ernest Kehr*, *F. Lemos de Silveira*, *Herman W.*  
*Sieger*, *Dr. Tomas A. Terry* and the late *Arthur Schmidli* and  
the late *John Watson*.



## FOREWORD

For about 50 years the section editor has been cooperating with various catalogues in efforts to achieve a listing for the initial period of air services in the various countries of the globe and between these countries. In areas where aviation began before the first World War, covers from that time are generally referred to as Pioneer Flight covers. From this early period the collector can follow the development of service even before the actual earliest postal dispatches by collecting special cards and vignettes which were issued at the early aviation meetings and circuits. After the end of the First World War efforts were made to establish regular services in various countries and over extended areas.

This Section attempts to list the period of the initial experimental flights up to the beginning of regular air services, wherever possible. It is very regrettable that there still are areas where it was again not possible to obtain enough cooperation to accomplish our goal world wide. It is just as regrettable that from many countries it was not possible to get enough cooperation in attempts to obtain the present catalogue valuations in such countries. We have tried to give fair estimates. Where from certain countries this might not have been successful, we hope to obtain more cooperation there in the future.

Special Reports on Pioneer Flights before World War I have been included in many issues of the **Airpost Journal**, official journal of the **American Air Mail Society**. These appeared between 1961 & 1969. An index covering these flights may be found in the August, 1969 issue. This series is continuing and covers flights since the end of 1918.

Besides members of the editorial committee of this Section, many others have rendered valuable help in this compilation.

## ABYSSINIA

A new government owned plane was flown by a French Pilot from Djibouti (Fr. Somaliland) to Addis Ababa on August 16, 1929. The delivery was scheduled to take place August 16. Special stamps were issued, overprinted: "Yeh: Me. Aeroplane 10 Nahasie 1921" (Aeroplane of the Ethiopian Government, 16 August 1929) and a rectangular cachet was prepared similarly worded for use on special air mail letters. However, no mail was carried on this flight.

- 1 1929, September 5—First Air Mail Flight in Abyssinia, Dirre Doua-Addis Ababa. On this occasion the special cachet prepared for the August 18 flight was used but with date changed to "30 Nahasie 1921". European mail comprised the bulk of the cargo. .... 20.00
- 2 1929, December 26—First Air Service Flight, Addis Ababa-Dirre Doua and Harrar. A special cachet reading "Addis Ababa-Dirre Doua—1er Service" was used. .... 20.00  
On the return flight some mail originating in Egypt was flown to Addis Ababa with special cachet applied to the reverse thereof.
- 3 1931, June 18—Flight Addis Ababa-Djibouti. A set of special airport stamps was issued for this occasion. Covers were backstamped. .... 8.00
- 4 1931, November 26/27—Round trip Addis Ababa-Dessie. Special flight covers were backstamped. .... 8.00  
(Other flights on the same route were made on April 25/26, 1932 and on May 11/12, 1932)

(See also "EGYPT", this Section)

Between 1936 and 1942 this country was under Italian occupation. Air mail was flown to Rome by the Ala Littoria, first as a military service (first flight, May 18, 1936), then as civilian service (first flight, September 10, 1936). Since the liberation of the country during World War II, air services were developed in cooperation with British and American concerns.

## ALBANIA

- 1 1917, May-June—Military Service Flight, Valona-Brindisi. Covers bear one line cachet "Valona Posta Aerea". .... 40.00
- 2 1925, May 30—Inaugural Service, Adria Aero Lloyd. Regular air mail service was inaugurated by Adria Aero Lloyd between Tirana and Valona on this date. .... 12.50
- 3 1925, June 1—Special "Red Cross" Flights from Tirana to Scutari and to Koritza. Covers bear corner card of Albanian Red Cross and also an appropriate cachet. about 250 covers flown. .... 18.00
- 4 1928, April 21—First Civilian Flight Across the Adriatic from Valona to Brindisi, Italy. Special stamps were used on mail carried by this flight. ....
- 5 1931, July 6—First Flight, Tirana-Rome. Special stamps were also used for this service. .... 10.00

## ALGERIA

- 1 1922, April 22—First Trial Service between Algiers and Biskra (Soc. du Réseau Aérien Transafricain). An official courier of the French President was flown on the April 22 flight. Public service was operated between April 26th and June 1, 1923. No special cachets were used. ....
- 2 1922, October 6—Inaugural Latacoere Air Service, Oran-Fez-Casablanca. Covers have oblong framed cachet reading "Poste Aérienne" in black or green. This service was operated until December 31, 1927. .... 20.00
- 3 1924, March 18—Inaugural Latacoere Air Service, Oran-Alicante. This service connected with planes flying between France and French North Africa. It was discontinued on December 31, 1927. .... 10.00

- 4 1926, November 20—Special Air Mail Flight of the Aero Club de Provence from Algiers to Marseilles. This was a trial flight carrying mail franked with the same semi-official air stamps as used on first flight from Marseilles to Algiers. There was no regular service on this route until August 22, 1928. .... 15.00  
(See also "FRANCE", this Section)
- 5 1930, April 20—Inaugural Flight, Algiers-Paris. The special cachet applied to covers of this flight reads "Premier voyage—Inauguration Alger-Paris—en douze heures." ..... 7.50

ANTIGUA

See "United States F.A.M." Section for Listings.

ARGENTINA

- 1 1910, December 16—First Flight Across The Rio Plata from Palermo, Argentina, to San Juan - Colonia, Uruguay. PILOT: B. Cattaneo. No airmail was flown outbound, but for the scheduled return flight, special mail was accepted in Uruguay. ....
- 2 1911, June 25—I. Overland Flight Rosario-San Nicolas-Buenos Aires. B. Cattaneo carried three official letters. ....
- 3 1912, September—Demonstration Flights For Military Aviation: A semi-official 5 centavos air stamp was issued for the benefit of the Aero-Military-Flotilla. There are imperforate cardboard proofs in different colors and a regular perforated blue issued stamp (perf. 11). It was used for flights on September 14, 20, 26, and 30. Since no air cancellation and no special postal dispatches have been seen it is difficult to know where flights came down. The air stamp was used later for ordinary mail. ....



- 4 1917, September 2—Experimental Flight, Buenos Aires-Montevideo. About 157 covers were flown by Pilot T. Fels, each bearing a black cachet reading "Primer Correo Aéreo Internacional" ..... 100.00
- 5 1919, February 23—Experimental Flight, Buenos Aires-Montevideo. Capt. P. Zanni flew the same route on the above date. Covers bear printed label in black reading "Per Aeroplano Piloto Militar Captain Pedro Zanni, Febrero 23 de 1919" and have flight cancellation of Buenos Aires ..... 75.00
- 6 1919, July 22—First Air Mail Flight Across the Andes. Pilot Antonio Locatelli flew from Buenos Aires via Rio Blanco-Uspallata and Mendoza to Valparaiso, Chile on the above date. It is said the pilot carried a small mail from Buenos Aires but no details are known. On the return flight mail from Chile was carried and marked "Correo de Chile—Via Aerea—Buenos Aires, Agosto 5, 1919". .....  
(See also "CHILE", this Section)

- 7 1921, December 17—Inaugural Bi-Weekly Air Service, Buenos Aires-Montevideo by Compañía Rioplatense de Aviación. During the first month ten special flights were made in addition to the inaugural one. On the first return flight 1,270 covers were flown from Uruguay bearing a specially overprinted "Correo Aéreo" stamp. .... 30.00  
(See also "URUGUAY", this Section)
- 8 1923, March 18—Inaugural Flight, Buenos Aires-Montevideo by Aéreos Servicios Sociedad Argentina. The Argentine Post Office accepted mail daily for this service to Montevideo, charging a surtax of 30 centavos for every 20 gr. or fraction thereof. .... 15.00
- 9 1924, January 2-March 27—Regular Service, Buenos Aires-Montevideo. On the first flight about 380 covers were marked with the three line cachet "Servicio Postal—Buenos Aires-Montevideo".  
First flight ..... 30.00  
a. Later dates ..... 10.00
- 10 1924, December 3—Special Flight, Buenos Aires-Mendoza. A two line cachet reading "Servicio Postal Aéreo" was applied in red to about 300 covers ..... 20.00
- 11 1925, January 7—Round Trip Service, Córdoba-Villa Dolores by Junkers Aero Lloyd de Córdoba. The first flight was made on the above date. About 50 flights were made between then and January 9, 1926. All mail received a one line cachet reading "Vía Aéreo".  
First flight ..... 15.00  
a. Later flights ..... 10.00
- 12 1925, January 21—Survey Flight by Latecoere Company, Buenos Aires-Rio de Janeiro. Covers received a cachet reading "Buenos Aires—Vía Aérea—Enero de 1925". .... 18.00  
Regular service was inaugurated on February 23, 1926 and was extended to Natal, Brazil on November 22, 1927, from whence mail was sent on by ship to points overseas.
- 13 1925, May 8—Inaugural Flight, Córdoba-Rio Cuarto. Mail received an oval cachet reading "Correos y Telégrafos—Vía Aérea Córdoba". .... 10.00
- 14 1925, September 22—Additional Special Flight, Buenos Aires-Mendoza. Covers carried on this flight were cacheted in red brown with the two-line cachet reading "Servicio Postal Aéreo". .... 10.00
- 15 1926, February 26—Inauguration Regular Service by Latecoere, Buenos Aires-Rio de Janeiro ..... 8.00
- 16 1926, March—Experimental Service between Buenos Aires and Montevideo by the German Junkers Mission. Three flights weekly were made, first by seaplanes, later by Junkers G-24's. In the first month 28 trips were made carrying 570 kilos of mail. There were no special markings. .... 15.00  
(See "URUGUAY", this Section, for listing of return flight covers)
- 17 1927, November 22—Extension Latecoere Service via Rio de Janeiro to Natal, Brazil. On this date the service was extended to Natal, Brazil, from which point mail was dispatched by ship to points overseas. .... 10.00
- 18 1928, March 1—First Latecoere Flight, Buenos Aires-Paris. The "Vía Aérea" cancellation was applied in Buenos Aires. Covers were backstamped in Paris on March 14. .... 15.00
- 19 1929, September 12—Inaugural Service by Aeroposta Argentina, Mendoza-Buenos Aires. The pilot on the inaugural service was H. Guillaumet. .... 10.00

## AUSTRALIA

- 1 1894, November 12—Experimental Balloon Flight by Lawrence Hargrave. This flight was celebrated in 1965 by a commemorative postage stamp. ....





AUSTRALIA (*Continued*)

On February 26, 1920 the Australian Post Office Department issued a special vignette for delivery of covers flown by Sir Ross Smith from England to Melbourne, at which point he arrived on the above date. Both the vignette and a special cancellation were applied to the mail received by this flight.

(See "Trans-Oceanic Record Flights" Section for details of this dispatch.)

- |                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| 7                                                                                                                                                                                 | 1920, July 30—Emergency Air Mail, Melbourne-Traralgon. Due to a railway strike, air mail service was performed between the above cities and six intermediate points through the efforts of the "Herald and Weekly Times". A total of 796 flown covers were carried which bear a yellow vignette, showing the badge of the Australian Air Force and text "Herald Aerial Delivery". A special cachet was also applied to all mail. At some intermediate points the mail was dropped by parachute. .... | 50.00          |
| 8                                                                                                                                                                                 | 1920, August 10—Trial Flight for a Proposed Weekly Air Service, Melbourne-Hamilton. Also under the auspices of the same newspaper, a trial flight was made on the above date. Approximately 700 covers bear a special vignette reading "Herald Air Mail". ....                                                                                                                                                                                                                                       | 50.00          |
| 9                                                                                                                                                                                 | 1920, August 27—"Peace Loan" Flight from Serpentine to Melbourne. In order to promote Australia's "Peace Loan", mail was collected from special pillar boxes. Flown covers bear a special cachet reading "Carried by 2nd Peace Loan Aerial Mail" and are postmarked at Melbourne. ....                                                                                                                                                                                                               | 50.00          |
| 10                                                                                                                                                                                | 1921, December 4—Official Experimental Air Mail Service, Perth-Derby by Western Australian Airways. This experimental flight was made on the above date. The return flight including six intermediate stops left Derby on December 20, 1921. Covers bear a circular cachet reading "Perth-Derby Aerial Mail, W. A." and date.<br>Perth-Derby .....<br>a. Return flight .....                                                                                                                         | 55.00<br>50.00 |
| Note: Regular weekly service on part of the route (Geraldton-Pt. Hedland) was inaugurated on February 22, 1922; the full route to Derby was placed in operation on April 6, 1922. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                |
| 11                                                                                                                                                                                | 1924, January 14—Extension of the regular services of the West Australian Airways from Perth to Derby, completing a 1500 miles regular flight route between Derby and Perth. ....                                                                                                                                                                                                                                                                                                                    | 25.00          |
| 12                                                                                                                                                                                | 1929, June 2—Inauguration of official air service between Adelaide and Perth via intermediate stops at Ceduna, Ferrest and Kalgoorlie. ....                                                                                                                                                                                                                                                                                                                                                          | 10.00          |
| 13                                                                                                                                                                                | 1930, January 1—Inauguration of the Australian National Airways Service between Sydney and Brisbane and return. Covers were back-stamped. ....                                                                                                                                                                                                                                                                                                                                                       | 10.00          |
| 14                                                                                                                                                                                | 1931, April 4 to April 28—First London-Australia Air Mail by Imperial Airways. When the plane crashed in Dutch East Indies the mail was picked up by Kingsford-Smith with his "Southern Cross" and was flown to Darwin where it was taken over by Q.A.N.T.A.S. (15,000 covers from Europe, 200 from Various intermediate places. ....                                                                                                                                                                | 10.00-40.00    |
| 15                                                                                                                                                                                | 1931, April 23-May 14—First return Australia-England. Carried from Darwin to Akyab by Kingsford-Smith and from there by Imperial Airways. (32,000 covers) .....                                                                                                                                                                                                                                                                                                                                      | 10.00          |
| 16                                                                                                                                                                                | 1931, April 30-May 19—First KLM flight from Amsterdam, Holland via Batavia-Australia with airplane "ABEL TASMAN" with special Dutch airport stamps. Backstamped on arrival. First return flight left Melbourne on May 22 with 5,000 covers. ....                                                                                                                                                                                                                                                     | 20.00          |
| 17                                                                                                                                                                                | 1931, November 17—First All-Australian Airmail to England with 52,000 covers. Arrived in London on December 17. ....                                                                                                                                                                                                                                                                                                                                                                                 | 10.00          |

## AUSTRIA

- 1 1898-1900—First Austrian Balloon Mail. The first air mail in Austria was carried by balloonists attached to the Austrian Army between 1898 and 1900. Cards, the earliest dated 1898, have manuscript notation by the balloonists. .... 30.00
- 2 1908-1914—Balloon Mail. During this period mail was carried by free balloons. Ordinary and frequently specially printed balloon cards were carried, the latter bearing instructions to the finder to mail at the nearest post office. The better known balloons from which mail exist include the "Tirol", "Cattaro", "Ragusa", "Bussard", "Uhu", "Sirius" and the "Wien II".
  - a. Cards flown in 1908 or 1909 ..... 25.00
  - b. Cards flown in 1910 or 1911 ..... 25.00
  - c. Cards flown in 1912-1914 ..... 15.00
- 3 1912, May-June—First International Aviation Exhibition, Vienna. Special vignettes and cards were printed for this Exhibition which bear a four line cachet in black reading "I. Internationale Flug-Ausstellung in Wien, 1912" and date. Although postmarked and dispatched, none of this mail was flown. The week of June 23-30 was designated "Flight Week" and a special cachet was used on mail at the Aspern Airport. A cachet also marked the arrival of planes from Berlin for the competition. None of this mail was flown.
  - a. May-June, black cachet, "I. Internationale, etc." ..... 20.00
  - b. June 23-30, round black cachet reading "Flugwoche—23-30—Juni—1912—Flugfeld, Wien". ..... 20.00
  - c. June 23-30, round black cachet reading "Wettflug-Berlin-Vienne—Juni—date". ..... 20.00
- 4 1912, September 25-29—Aviation Meet at Innsbruck. Specially printed cards, not flown, bear a three line cachet in violet reading: "Offizielle Postkarte-Innsbrucker Flugtage-Verein für Luftschiffahrt i. T." ..... 20.00
- 5 1913, June 15-22—Aviation Meet at Vienna. Specially printed cards were issued for this meet and bear a double circle cachet in black or violet reading "Offizielle Postkarte—Flugfeld Aspern—15, 22, VI, 13. They were not flown ..... 20.00
- 6 1913, October 20-November 9—Flights of the Zeppelin "Sachsen" to Haida. At the request of the German Sports Club at Haida the Zeppelin "Sachsen" paid a visit to the Aviation Camp at Haida. The flight of October 20 was interrupted by bad weather, the ship returning to Leipzig. The second attempt was made on November 2 but the ship was forced down at Liegnitz. It finally arrived at Haida on November 9. Several different cachets exist. .... 30.00 to 35.00  
(See "Zeppelin" Section for detailed listing).
- 7 1914, April 19-26—Circuit through Austria and Hungary, for the Schicht Prize. Vienna-Prague and Vienna-Budapest-Vienna. A special vignette was issued. .... 10.00



AUSTRIA (*Continued*)

- 8 1914-1915—Flights During the Siege of Przemyśl. During the two Russian sieges of this city a number of flights carried mail by air from the besieged bastion. About 100 messages were carried on October 6, 1914 by Pilots Taussig and Raabl to Jaslo. These covers bear the cachet shown at left above and censor markings. During the second siege twelve flights were made, the first on November 23, 1914. Covers on this flight are noted bearing the double circle cancellation "K. U. K. Feldpostamt 152, Nov. 20, 1914". Covers carried on flights made during 1915 bear various military postmarks and cachets reading "Fliegerpost Przemyśl" in a straight line in various sizes and styles, some with year date added and some with month and year added. On January 20, 1915 five unmanned balloons were released, carrying 600 cards each. These cards were blue in color and bore the straight line marking "Ballonpost Przemyśl—1915". Two of these balloons were captured by the Russians.
- |                                          |       |
|------------------------------------------|-------|
| October 6, first siege .....             | ..... |
| a. November 29, second siege .....       | 25.00 |
| b. Later flights .....                   | 20.00 |
| c. January 20, 1915, Balloon cards ..... | 20.00 |
- 9 1915-1918—Austrian Army Seaplane Service across Adriatic Sea. During World War I official and civilian mail was frequently flown to and from various seaplane bases maintained by the Austrian Army along the Adriatic Sea. It is said these planes also delivered mail to submarines patrolling between Pola and Durazzo. A number of markings exist, both straight line and circular. In general they include the words: "K.U.K. Seeflugstation" or "K.U.K. Seeflugstutzpunkt" and location or other variations of the military description of the sending post office. .... 35.00
- Cachets are known from Pola, Sobenico, Rogoznica Curzola, Kumbor (Cattaro) and Durz. Some cards have the cachet of the Austrian Naval Air Station and an inscription "Flown by Coastal plane "Swallow".
- 10 1918, March 20—Military Courier Air Service, Vienna via Cracow to Lemberg. A military air service was placed in operation on this date and continued through November of 1918. Covers have a two line cachet reading "K.u.K. Fliegerkurierlinie-Wien-Kiew-Flugstation Krakau (or Lemberg or Kiev)". On March 30 civilian mail was accepted for carriage by this route and regular Austrian stamps were overprinted "Flugpost" and new values. Special postal cancellations were also employed reading "Flugpost" and city name and date.
- |                                           |       |
|-------------------------------------------|-------|
| March 20, military service .....          | ..... |
| a. March 30, regular postal service ..... | 10.00 |
- 11 1918, July 11—Vienna-Budapest Military Service. Although operated by the military civilian mail was carried between these cities until September when the service was discontinued. The specially overprinted stamps and special cancellation brought into use in March were employed on this service as well. .... 10.00
- 12 1923, October 31, Inauguration of the French sponsored Trans European Air Service between Paris, Prague and Vienna. (Austria) and its extension to Budapest. A second set of airport stamps was issued with denominations of 300 kronen to 4800 kronen, indicating the progressing inflation. .... 10.00
- 13 1925, April 27 —First flight Vienna-Cracow-Lemberg-Warsaw, Poland: Rectangular cachet "ERSTPOSTFLUG WIEN-WARSZAWA-PREMIER AVION WIEN-VARSOVIE) 466 covers flown. .... 6.00



# BAHAMAS BARBADOS

See "*Trans-Oceanic Record Flights and United States F.A.M.*" Sections for Listings.

## BELGIAN CONGO

- 1 1920, April 1—Inaugural Service by Sabena Airline between Kinshasa and Gombe. Flown covers carried by this route were marked "EXPRESS" in block letters. Air mail stamps for use in the Congo were issued on July 1, 1920. .... 50.00
- 2 1921, March 1—Extension of Sabena Service, Gombe to Lisala. No special markings were employed. .... 50.00
- 3 1921, July 1—Sabena Service Extended to Stanleyville. On the above date a further extension of service was made. No special markings have been noted. .... 50.00
- 4 1926, February 9—Inaugural Roi Albert Air Line, Leopoldville-Luebo-Kanda-Bukana-N'Gube. Covers bear an "Avion" marking. On the return flight which was made on February 12 a special cover was used, imprinted in four lines "Inauguration de la Ligne Aerienne Roi Albert, Katango-Bas Congo—12-13 Fevrier 1926".  
 Dispatched from Leopoldville ..... 50.00  
 a. Return flight, special envelope ..... 13.50
- 5 1930, December 16—Experimental Flight, Congo-Belgium by Van der Linden and Fabry. The plane met with an accident at Fort Lamy and mail was redispached by regular means. Covers bear a special cachet reading "Liaison Aerien Belgique-Congo." ..... 20.00
- 6 1934, March 31—Additional Attempt by Guy Hansez, Congo-Belgium. Covers bear the cachet "Liaison Aerienne Belgique-Congo—Mars 1934" and are back-stamped Antwerp, April 11. .... 12.50
- 7 1935, March 4—Inaugural Regular Air Service by Sabena, Congo-Belgium. Regular service between the Congo and Brussels was inaugurated on the above date. Covers bear a cachet reading "Inauguration du Service Aerien regulier Congo-Belgique par avion Sabena" and date. .... 12.50

## BELGIUM

- 1 1909, September 5-14—AIR MEET AT TOURNAI. Special cards were issued with red or black inscription; they were posted, but not flown. Posted, no cachet. .... 15.00  
 a. with special violet cachet ..... 150.00
- 2 1909, September 20-October 3—GRANDE QUINZANE D'AVIATION AT SPA. Special cards were issued but not flown. .... 15.00
- 3 1909, October 23-November 3—Aviation Meeting at Antwerp. Special official cards were sold at this Meet and received a round cachet reading "Anvers Aviation" in both French and Flemish. None of these cards flown. .... 175.00
- 4 1910, July 23-August 4—Aviation Meeting at Stockel. Covers and special cards (not flown) received a special round cachet (in two styles) reading: "Stockel Aviation-Stockel Luchtvaart" ..... 75.00
- 4A 1910, September 10-19—Aviation meeting at Braine le Comte. Special cards and vignettes were issued and are rare. ....



BELGIUM (*Continued*)

- 5 1911, August 6-15—**TOUR DE BELGIQUE**. Started at Kiewitt-Hasselt airfield. Special cards with colored poster design, posted locally, were not flown. .... 10.00  
     a. with special vignette ..... 25.00
- 6 1912, September 7-16—**HYDROPLANE COMPETITION AT TAMISE**. Special cards were issued and posted, but not flown ..... 15.00  
     a. Vignettes were issued in French ..... 35.00  
     b. and in Flemish ..... 40.00



- 7 1913, May-August—Special Flights in Connection with Ghent Exposition. Between May 1 and August 5 a number of experimental mail-carrying flights were made between Ghent, Brussels, Aeltre, Selzaete, Ostend, Blankenberghe, Mons and Nieuport. Special cards showing plane in flight and textual description were sold for 1 franc each; however, ordinary stationery could also be used. A special postmark of the type illustrated as well as a special cachet was applied to all mail.
- |                                                     |        |
|-----------------------------------------------------|--------|
| May 1, Ghent Brussels Ghent .....                   | 150.00 |
| a. May 17, Ghent-Antwerp-Ghent .....                | 150.00 |
| b. May 21, Ghent-Tournai-Ghent .....                | 150.00 |
| c. May 25, Ghent-Mons-Ghent .....                   | 200.00 |
| d. May 29, Ghent-Ostende-Ghent .....                | 150.00 |
| e. June 21, Ghent-Selzaete-Ghent .....              | 150.00 |
| f. July 15, Ghent-Bruges-Ghent .....                | 150.00 |
| g. July 21, Ghent-Ostende-Blankenberghe-Ghent ..... | 350.00 |
| h. July 31, Ghent-Blankenberghe-Ghent .....         | 150.00 |
| i. August 6, Ghent-Ostende .....                    | 250.00 |
| j. August 6, Blankenberghe Airport-Ghent .....      | 250.00 |
| k. August 8, Ghent-Aeltre-Ghent .....               | 250.00 |

- 7A 1914, April 15—**TOUR DE MONACO**. Special cards flown and cancelled with Monaco cachet at BRUSSELS. .... 60.00

During World War I a number of Military Courier Flights were made between the Belgian Front Line and the Coast as well as to England. Covers received only military postal markings and are difficult to identify as having been carried by this service.

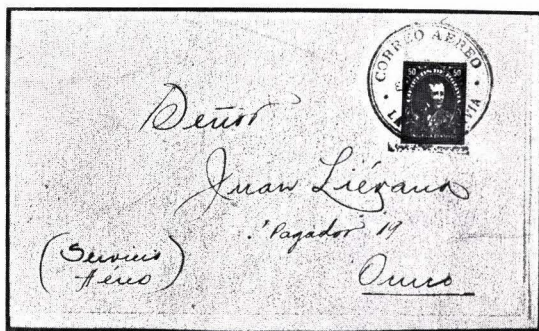
BELGIUM (*Continued*)

- 8 1919, January 15-31—Military Experimental Flights, Brussels-Paris. A series of flights was made between the above dates. Covers are found with several types of markings including an oval cachet with the words "Par Avion" in the center and a round cachet reading "Aviation Militaire Belge, Service Postal Aerien".
- |                            |        |
|----------------------------|--------|
| With oval cachet .....     | 100.00 |
| a. With round cachet ..... | 250.00 |
- 9 1920, July 19—Inaugural Service, Brussels-London. This service was performed by the SNETA Company using Handley Page equipment. A surtax of Fr. 0.75 was charged on all mail. There were oval markings .....
- 10 1922, June 23-25—Aviation Meeting at Brussels. Covers posted at the Exhibition received a special cachet reading "Bruxelles Aviation—Brussel-Vliegplein". ....
- 11 1923, July 1—Inaugural Service, Brussels-London by SABENA. This service was by way of Ostend. ....
- |       |        |
|-------|--------|
| ..... | 125.00 |
| ..... | 125.00 |
| ..... | 85.00  |

## BERMUDA

See "*Trans-Oceanic Record Flights, United States F.A.M.*"  
and "*Zeppelin Flight*" Sections for Listings.

## BOLIVIA



- 1 1913, April 13-15—Demonstration flights at La Paz, by Napoleon and Miquel Rapini in their Bleriot monoplane. A green circular cachet "Correo Aero Expensio - La Paz, Bolivia" was put over the stamps. Covers addressed to various cities in Bolivia were redispached by ordinary means. No dated postmark or backstamp was applied. ....
- |       |        |
|-------|--------|
| ..... | 100.00 |
|-------|--------|

## BOLIVIA (*Continued*)

- |   |                                                                                                                                                                                                                                                                                                                                                                  |                                  |
|---|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|
| 2 | 1924, March 8—First Flight, Santa Cruz-Cochabamba. Covers have oval violet cachet reading "Correo Aéreo—date—Santa Cruz-Cochabamba".                                                                                                                                                                                                                             | 30.00                            |
| 3 | 1924, August 12—Attempted Flight, Cochabamba-Buenos Aires. The plane crashed after leaving Oruro and the flight was abandoned. Covers have oval green cachet reading "Oruro—I Correo Aéreo—Capital".                                                                                                                                                             | 50.00                            |
| 4 | 1925, August 5-14—Inaugural Junkers' Flights between Cochabamba, Sucre, Oruro and La Paz. Overprinted semi-official air stamps were used on the flown covers.<br>August 5, First flight to Sucre .....<br>a. August 7, First return flight, Sucre to Cochabamba .....<br>b. August 11, First flight to Oruro .....<br>c. August 14, First flight to La Paz ..... | 50.00<br>20.00<br>20.00<br>20.00 |
| 5 | 1925, October 2—Inauguration Air Service between Santa Cruz and Cochabamba. A special cachet was applied to all mail. ....                                                                                                                                                                                                                                       | 20.00                            |
| 6 | 1925, October 21—Special Flight, Sucre-Cochabamba. Stamps with a semi-official overprint were used on the flown covers. ....                                                                                                                                                                                                                                     | 25.00                            |
| 7 | 1928, March 24—Doolittle Flight, La Paz to Santiago, Chile. A special cachet was provided for this first experimental flight and all covers carried were back-stamped on arrival. ....                                                                                                                                                                           | 10.00                            |

(For later flights see "United States F.A.M." Section  
and "Zeppelin" Section)

## BRAZIL

During 1919 a service was projected between Pernambuco and Rio de Janeiro. Post cards exist which have been overprinted "Correio Aereo—Handley Page Ltd.—500 Reis". According to best information none of these cards were flown.



- |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |       |
|---|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 1 | 1925, January 14—Survey Flight, Rio de Janeiro-Monteideo. This flight was undertaken by the French Latecoere Company which issued specially printed envelopes as per the illustration. Stops were made at Sao Paulo, Florianopolis and Porto Alegre en route. The special postmark which was used to cancel the mails reads "Servico Aereo—Rio de Janeiro Brazil" and date. A special receiving marking was applied to the face of the covers upon arrival at Buenos Aires, January 15 ..... | 50.00 |
|---|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
- (See "ARGENTINE REPUBLIC", this Section, for listing of return flight dispatches).

BRAZIL (*Continued*)

- 2 1925, February 5—Survey Flight, Rio de Janeiro-Pernambuco. This was an additional survey flight by the Latecoere Company made by Pilot Paul Vachet. Stops were made en route at Victoria, Caravellas and Bahia. Due to an accident the flight terminated at Bahia. Special envelopes similar to those used for the January 14 flight, but with different text, were used and the same postmark was applied at Rio de Janeiro. A rectangular cachet inscribed "Servico Aereo—4a Seccao Bahia" was applied in purple at Bahia and an appropriately inscribed circular cachet was used at Pernambuco as a received marking.
- Dispatched from Rio de Janeiro ..... 30.00  
a. Dispatched from Bahia ..... 30.00
- 3 1925, March 6-10—Second Survey Flight, Rio de Janeiro-Pernambuco and Return. This flight marked the second survey flight to be undertaken by the Latecoere Company. An intermediate stop was made at Bahia. The return flight was made on March 9. Cachets at Rio de Janeiro and Bahia were the same as those used previously. Pernambuco used an oval cachet reading "Servico Aereo—Brazil—4: Seccao—O.R.D. Adm. Correios—Pern" which was applied to incoming mail and to the mail dispatched on March 9.
- March 6, Rio de Janeiro-Pernambuco ..... 25.00  
a. March 7, Bahia-Pernambuco ..... 25.00  
b. March 9, Pernambuco-Rio de Janeiro ..... 15.00  
c. March 10, Bahia-Pernambuco ..... 20.00
- 4 1927, March 28—Trial Flight, Porto Alegre-Rio Grande do Sul. This service was rendered by the German CONDOR Company. There was an intermediate stop at Pelotas. Covers were franked with special stamps issued by this company and were marked with a special propaganda cachet and the legend "Correio-Aereo" ..... 15.00
- 5 1927, June 3—Trial Flight, Porto Alegre-Rio de Janeiro. On this date a trial service was opened from Porto Alegre to Rio de Janeiro, thus providing continuous service from Rio Grande do Sul to Rio de Janeiro. A special circular cachet was applied in violet to all such mail. A total of 286 pieces were flown by plane of the CONDOR Syndicate. .... 15.00
- 6 1927, June 15—Inaugural Service, Porto Alegre-Rio Grande do Sul. Competing for the available air routes, on this date the VARIG Company opened a route between Porto Alegre and Rio Grande do Sul with an intermediate stop at Pelotas. All covers received a triangular propaganda marking of the Varig company in which was incorporated the fee paid for the carriage of the mail by air. This marking was withdrawn in November 1927 with the issuance of special Varig stamps. .... 10.00
- 7 1927, November 9—Inauguration Regular CONDOR Service, Southern Route. On the mentioned date the CONDOR Company inaugurated regular service between Rio de Janeiro and Rio Grande do Sul with intermediate stops at Santos, Florianopolis, Porto Alegre and Pelotas. This mail was franked with special CONDOR air stamps. .... 10.00
- 8 1927, November 15—Inauguration Regular CONDOR Service, Northern Route. Six days later the CONDOR Company inaugurated service between Rio de Janeiro and Recife with intermediate stops at Victoria and Bahia. Mail was franked with the special CONDOR air stamps. .... 10.00
- 9 1928, March 2—Inauguration Regular Air Mail Service, Natal to Europe via French Service. First flight covers dispatched by this service were backstamped at Paris on March 14. An intermediate stop was made at Dakar, Senegal. .... 10.00
- 10 1929, June 17—Inaugural Service, Rio de Janeiro-Sao Paulo. This service was performed by the ETA Company and there was an intermediate stop at Campos. Inaugural flight covers were franked with special ETA air stamps. On October 8, 1929 a special double circle cachet inscribed "Correio Aereo" was brought into use. .... 10.00



BRAZIL (*Continued*)

- 11 1930, February 5—Inauguration Regular CONDOR Service, Rio de Janeiro-Natal. On this date the existing service from Rio de Janeiro to Recife was extended to Natal to connect with the French service to Africa and Europe. Covers bear a rectangular four line cachet reading "Inauguracao-Linha Rio-Natal—5 Fev. 1930—Servicio Aereo Condor". The first return flight was made from Natal on February 5-9 and covers were marked with a similar cachet.  
 February 5, Rio de Janeiro-Natal ..... 6.00  
 a. February 9, Natal-Rio de Janeiro ..... 6.00
- 12 1930, February 7—Inaugural Service by NYRBA, Rio de Janeiro-Buenos Aires. On this date the above company established service between Rio de Janeiro and Buenos Aires.  
 Rio de Janeiro-Buenos Aires ..... 10.00  
 a. Rio de Janeiro-Any intermediate point ..... 15.00  
 (See also "United States F.A.M." Section).
- 13 1930, February 20—First Northward Dispatch by NYRBA. On this date dispatches were made by planes of the NYRBA Company from Rio de Janeiro, Campos, Victoria, Caravella, Bahia and Pernambuco to Miami and intermediate points on this route. ..... 15.00 - 25.00  
 (See "United States F.A.M." Section for detailed listing and pricing).
- 14 1930, March 22—Experimental CONDOR Flight to S.S. "Cap Arcona" Departing Fernando Noronha Island. In an attempt to expedite Brazilian mail the CONDOR Company made a number of experimental flights from Brazil to the Island of Fernando Noronha connecting with the S.S. "Cap Arcona" en route to Europe. The first such flight was made on the above date. Additional flights were made on June 14 and August 16, 1930 and November 8, 1931. Return flights were made on April 18 and July 1 and July 15, 1930 and on September 11, 1931. ..... 15.00
- 15 1930, April 29-May 1—Inaugural Flights, Companhia Aeronautica Brasileira, Recife-Natal. This company commenced service on the above dates. Covers were marked with a special cachet.  
 April 29, Recife-Natal ..... 10.00  
 a. May 1, Natal-Recife ..... 10.00  
 During May of 1930 the "Graf Zeppelin" made the first of its many flights to Brazil. The Zeppelin "Hindenburg" some years later also made commercial flights to Brazil. Mail was dispatched from Brazil on most of these flights and bore many special stamps, markings and cachets. All of these dispatches will be found listed in detail in the Zeppelin Section, this Volume.
- 16 1930, June 7—First South Atlantic Flight, Rio de Janeiro-Europe by Jean Mermoz. The famous Jean Mermoz carried the first air mail to be flown directly from Rio de Janeiro to Europe on the above date. Covers were marked with a special cachet reading "1. Mala Aerea Transatlantica Para a Europa, Rio 7 June 1930" and backstamped on arrival at Paris on June 16. .... 10.00
- 17 1930, August 29—Inauguration Regular Service, Rio de Janeiro-La Paz, Bolivia. This service was performed by the CONDOR Company and covers received a special cachet reading "Syndicato Condor Ltd.—Lloyd Aereo Boliviano—Primeira Mala Aerea Brazil-Bolivia—29.8.30". They were backstamped at La Paz on arrival. .... 6.00  
 On November 10, 1930 Pan American Airways instituted its first service to Brazil. For a detailed listing of this service and all subsequent dispatches by this company see "United States F.A.M." Section, this Volume
- 18 1931, June 21—Special Flight by German Dornier Plane "Do-X". During a transoceanic flight of the giant Dornier "Do-X" a stop was made in Brazil and Brazilian mail was dispatched to the United States by this plane. Covers were marked with a special cachet reading "Do-X Primeiro Voo Europa-America do Sul-Estados Unidos 1931".  
 Any Brazilian City-United States ..... 40.00  
 (See also "Trans-Oceanic Record Flights" Section, for detailed listing).



## BRITISH GUIANA

See "United States F.A.M." Section for Listings.

## BRITISH HONDURAS

See "United States F.A.M." Section for Listings.

## BULGARIA

- |   |                                                                                                                                                                                                                                                                               |       |
|---|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 1 | 1916-18—Military Mail by German Naval Air Forces Stationed in Bulgaria. Covers bear Fieldpost marks and cachet "Kaiserliche Marine Seeflugstation Bulgarien-Briefstempel". There is no assurance the mail was actually flown. ....                                            | ..... |
| 2 | 1926, September 26—Trial Service, Sofia-Rustchuck-Varna. Covers bear a circular cachet in red with arms and inscription "Vasdouchna Pochta 1926". All covers were backstamped. ....                                                                                           | 15.00 |
| 3 | 1927, November 7-11—Trial Service over Same Route by "Buenavad" Company. Specially overprinted postal air stamps were issued and a special air label reading "Par Avion" and Bulgarian equivalent was used. Covers bear a special cachet reading "Sofia I're Poste Aerienne". |       |
|   | November 7, Sofia-Varna .....                                                                                                                                                                                                                                                 | 10.00 |
|   | a. November 11, return flight, Varna-Sofia .....                                                                                                                                                                                                                              | 10.00 |

Note: Another trial flight was made on April 15, 1928 and two more special air stamps were brought into use on this occasion.

In 1932 Sofia became a stop on the German and French air mail services between Western Europe and Salonica. No special flight cachets were used in connection with these services.

## CANADA

See Special Section for a Specialized Listing of this Country.

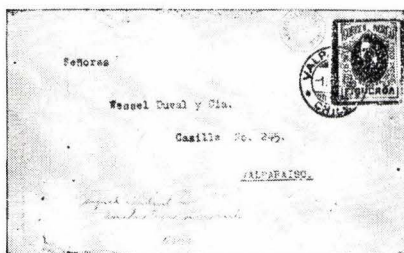
## CANAL ZONE

See "United States Possessions" Section, and "United States F.A.M." Section.

## CASTELROSSO

Listings Will Be Found under GREECE.

## CHILE



- 1 1919, January 1—Special Flight Valparaiso-Santiago. Under the auspices of the Aero Club of Chile, 900 special semi-official 5 pesos stamps were issued, picturing aviator Cl. Figueros, and honoring his 1913 efforts to fly across the Andes. An ordinary 10 centavos postage stamp was also required. A round violet cachet of the Aero Club of Chile was applied. .... 200.00
- 2 1919, August 5—Locatelli Flight, Santiago-Valparaiso-Mendoza-Buenos Aires. A bag containing 30 kilos of mail was flown. Covers bear a three line cachet in blue reading: "Correo de Chile—Vía Aérea—B. Aires, Agosto 5, 1919", .....  
(See also "ARGENTINA", this Section).
- 3 1921, August 20—First International Air Mail, Santiago, Chile to Mendoza, Argentina by Clodomiro Figueroa. Covers were franked with the same semi-official air stamp as for the January 1, 1919 flight. ....
- 4 1923, December 31—Survey Flights for Proposed Regular Air Service, Santiago-Buenos Aires. The flights were made by Pilot Hansen and covers are cancelled Santiago and backstamped at Buenos Aires, January 2, 1924. .... 20.00
- 5 1924, February-March 1—Inauguration Regular Service from Valparaiso to Iquique. Covers bear a double line cachet in blue reading: "Vía Aéreo Iquique, Chile—Administración Gral. de Correos y Telégrafos". .... 7.50
- 6 1927, May 3—Inauguration Regular Service from Valparaiso to Santiago. Service was performed by the airplane "El Cóndor". In particular foreign mail was flown from this port to the capital. The service was later extended to Puerto Montt in the South and to Arica in the northern part of Chile. .... 10.00  
(See also "United States F.A.M." Section)
- 7 1929, March 5—Official service Santiago-Arica (A trial flight preceded this service on February 26, 1929) .... 8.00
- 8 1929, July 18—Inauguration of service between Chile and Argentine. Rectangular cachet "PREMIER-COURRIER AERIEN-CHILE-ARGENTINE." 514 covers flown. .... 15.00
- 9 1929, August 15—First flight Chile-Paris by Compagnie Generale Aéro-postale. Four line purple cachet "PRIMER CORREO AEREO DIRECTO-CHILE-EUROPA-AGOSTO de 1929." 125 covers flown. .... 20.00
- 10 1931, June 4—First Flight Valparaiso-Buenos Aires by the aviator Mer-moz. Rectangular red cachet "PRIMER SERVICIO ENTERAMENTE AEREO AMERICA DEL SUD-EUROPA CIE GLE AEROPOSTAL." .... 10.00  
(A second Transatlantic flight took place on July 3, 1931; covers were backstamped in Paris on July 16.)

## CHINA

- 1 1920, May 7—First Flights between Tientsin and Peking. Covers bear a rectangular cachet in Chinese and English reading: "Chinese Post Office, Dispatched by Aeroplane, Peking to Tientsin" or reverse and a receiving cachet in Chinese and English reading: "Received by Aeroplane". .....
- 2 1921, July 1—Inaugural Service, Tsinan-Peking. The mail for this flight arrived in Tsinan by rail from Shanghai. Covers bear a cachet in Chinese which translated reads "Mail Carried by First Flight of the Aerial Postal Service Established by China". A set of five air mail stamps was issued for the flight. .... 50.00
- 3 1921, August 12-September 23—Trial Service between Peking and Peitaiho Beach. Covers bear no special cachet. .... 10.00

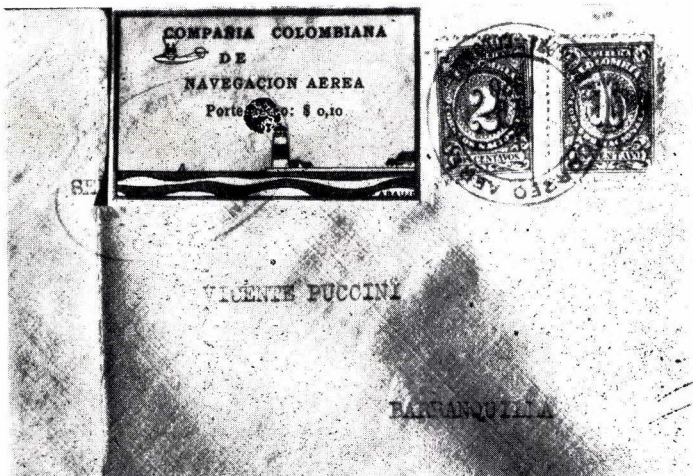
This service was reopened from August 4 to September 11, 1922, and also was operated for a short time in 1923.



- 4 1923, May 28—Inauguration Experimental Service, Peking-Tientsin. Covers bear a time stamp cachet in English and Chinese reading "28 5 23—Aeroplane Service, Tientsin, G.P.O. (or Peking)" with inscription in Chinese and English "To be dispatched by Aerial Service". .... 25.00  
The service was suspended October 31, 1923.
- 5 1924, April and May—Experimental Flights in Manchuria. During the above months trial service was inaugurated between Mukden and Newchang. Regular postal cancellations appear on all covers. ....
- 6 1925, September 12—De Pinedo Courier Flight, China-Japan. A small air mail was taken by the Italian pilot De Pinedo on his world flight. A blue cachet reading "First Air Mail, China-Japan" was applied to all mail. Some mail was dispatched to the Philippines. .... 45.00  
See also "Philippine Islands" Section
- 7 1928, December 18—Covers flown on the return trip of a goodwill Tour of the Nationalistic Government from Shanghai to Peking and Canton (471 covers) and backstamped in Canton. Cachet "SPIRIT OF CANTON" "FIRST AERIAL TRIP-SHANGHAI-CANTON." .... 25.00
- 8 1929, July 8—Inauguration of regular air services of the China National Aviation Co. between Shanghai and Nanking. Special cachet in propeller form (200 covers from Shanghai and 1000 covers on return flight). .... 10.00  
Further services were inaugurated between Nanking and Hankow (Oct. 21) and extended from Hankow to Ichang (March 31, 1931) and on to Chungking (Oct. 21, 1931) and to Hankow (Oct. 24, 1932)
- 9 1931, May 31—Inaugural flight of the Chinese-German "EURASIA AVIATION" service from Shanghai to Manchouli and return, with special cachets. 3000 special covers were issued by the company and used for dispatches which were further forwarded from Manchouli by air or by Siberian trains to Germany, 909; England, 317; France, 171; Holland, 46; Austria, 65; and Switzerland, 151. .... 25.00
- 10 1932, September 25—"Round the World Flight" of Captain von Gronau (Dornier Wal). 111 covers were flown from Shanghai to Hongkong, others to Manila (Sept. 27) and to Warnemunde (Germany) (arriving Jan. 2, 1933). .... 30.00

## COLOMBIA

- 1 1919, June 18—Experimental Flight, Barranquilla-Puerto Colombia. This flight was made by Aviator Knox Martin, during negotiations for the establishment of regular air service in Colombia. A special 2c stamps overprinted "1er Servicio Postal Aéreo, 6-8-19" was used on the 160 covers flown. Dangerous counterfeits exist. ....



- 2 1920, February 22—Inaugural Service, Barranquilla-Cartagena by the French "Compañía Colombiana de Navegación Aérea". Colored poster type stamps were issued and used on mail carried by this company. .... 500.00

For service between Cartagena and Barranquilla these stamps received an overprint "30 cvs" during March 1920. In April these were replaced by a lithographed series of five \$0.10 stamps. Some exist with additional surcharges of 20 centavos or 30 centavos.

- 3 1920, October 20—Inaugural 'Scadta' Service between Barranquilla and Girardot. Covers bear an oval cachet showing bird in flight and wording. "Servicio Postal Aero". .... 250.00

New lithographed stamps were issued for this service with overprints "Valor 10 Centavos" or "Valor 30 ctves-S.C.A.T.A." Other overprints were issued and used in September and October, 1921 when the service covered five different routes connecting Barranquilla with Cartagena, Puerto Berria and Medellin as well as Bucaramanga, Puerto Wilches, Puerto Berrio, Girardot, Bogota, and Neiva.

- 3A 1920, December 25—Medellin-Cartagena; covers surcharged with ordinary postal markings. .... 350.00

- 4 1921, December 19—The reorganized SCADTA service issued a series of eleven stamps and sold them in ten foreign countries to be used on mail to be redispached by SCADTA aipost to destinations in Colombia. These stamps are overprinted indicating the country of origin. In 1923 this series was reprinted in Berlin. The foreign countries were increased to 13 and a larger overprint was used. The value of flown covers varies with the airstamps used on the covers, according to stamp used. .... 25.00 to 150.00



COLOMBIA (*Continued*)

- 4A 1923, June—SCADTA airmails were accepted for 13 foreign countries and airport stamps were supplied with machine overprint of a capital letter indicating the particular country. ....
- These overprinted stamps were made available until end of May, 1929 for airmails to be flown in Colombia.
- 5 1925, June 1—Inauguration of Service between Bogota, Colombia and La Guaira, Venezuela and on June 27 between Barranquilla, Colombia and Maracaibo, Venezuela. For the second group there was a special cachet: "Primer Correo Aereo-Colombia-Venezuela-27 Junio 1925" ..... 40.00
- 6 1925, August 10 to September 19—Extension flights between Colombia and various Central American Countries. Cachet reads "Primer Correo Aereo-Colombia-America Central 10.8.25". The service was extended to Canal Zone, Aug. 12; Costa Rica, Aug. 15; Nicaragua, Aug. 17; Honduras, Aug. 20; Guatemala, Aug. 22; and British Honduras, Aug. 24. First flight covers. .... 50.00
- 7 1928, June 10—Inaugural flight Barranquilla-Guyaquil, Ecuador with cachet: "Primer Correo Aereo-International-Colombia-Ecuador" ..... 50.00
- 8 1928, October 20—Inaugural flight: Barranquilla, Colombia-Paita, Peru with cachet: "Primer Correo Aereo-Colombia-Ecuador-Peru" .... 50.00  
(See also "UNITED STATES F.A.M." Section Volume 3)
- 9 1929, April 3—Colombia-Cristobal C.Z. (cachet: Primer Correo Aereo-Colombia-Cristobal C.Z.) ..... 15.00
- 10 1929, July 22—First flight Girardot-Bogota. Service extended to Cali on August 1. .... 20.00
- 11 1931, June 17—First direct service Bogota-Barranquilla-Kingston-Miami-New York. Special commemorative cachet. .... 15.00
- 12 1933, July 3, Medellin-Turbo-Aruba. Inaugural flight of the Central Airways Co. Red round cachet ..... 25.00
- 13 1933, July 15—First direct Scadta service Medellin-Bogota as Trans-Andean Service. Green circular cachet. .... 20.00

## COSTA RICA

- 1 1921, April 15—First Flight from San José to Managua, Nicaragua. About 600 covers were flown by the Pilot Vendetti from San José, bearing a semi-official air stamp as well as regular postage. Covers were cancelled at San José, Costa Rica, April 10, 1921. The flight destination was Managua but the plane descended near Puerto Limón, Costa Rica. The mail was redispached by rail. .... 25.00
- 2 1924, January 5-13—Emergency Service Flight by U. S. Army Pilots to France Field, Canal Zone. During suspension of railway communication between San José and Puerto Limón owing to floods, emergency mail was flown by U. S. Army pilots. Covers have double circle violet cancellation reading "Correo Aéreo, San José-Limón, Ene. 5, 1924". .... 15.00



COSTA RICA (*Continued*)

- 3 1924, May 1—Experimental Air Service, San José-Limón. Five overprinted air stamps are known to have been issued for this flight. Covers bear a circular postmark reading "San José-Limón, Correo Aéreo—Mar. 1 A 1924". ..... 10.00
- 4 1925, January 4—Air Mail Flight by U. S. Army Planes, Costa Rica-Canal Zone. Returning from a flight, Canal Zone to Costa Rica. U. S. Army planes carried 522 covers from San José bearing a blue green cachet reading "Correo Aéreo—Costa Rica-Canal Zone, Jan. 4, 1925". ..... 10.00
- (See "U. S. Possessions" Section, Volume 3, for details of Canal Zone to Costa Rica flight.)
- 5 1925, August 15—"Scadta" Flight, Puerto Limón-Managua, Nicaragua. Covers flown on this survey flight bear Scadta stamps, cancelled at Puerto Limón, August 15 and are backstamped at Managua August 17. ....
- 6 1926, January 2—Courier Flight by U. S. Army Planes on a Round Trip Flight, Cristóbal, Canal Zone-Costa Rica and Return. Costa Rica dispatches bear cachet reading "Correo Aéreo—Costa Rica-San José (Date)" and are backstamped at the Canal Zone. .... 10.00
- 7 1928, November 30 to December 24—Emergency Service by U. S. Army Planes between San José and Puerto Limón. Fourteen trips were made during this period. Covers bear a double circle cachet reading "Correo Aéreo (date) Costa Rica".
- November 30, first flight ..... 10.00
- a. Later dates ..... 8.00

(For later services, see "United States F.A.M." Section.)

## CUBA

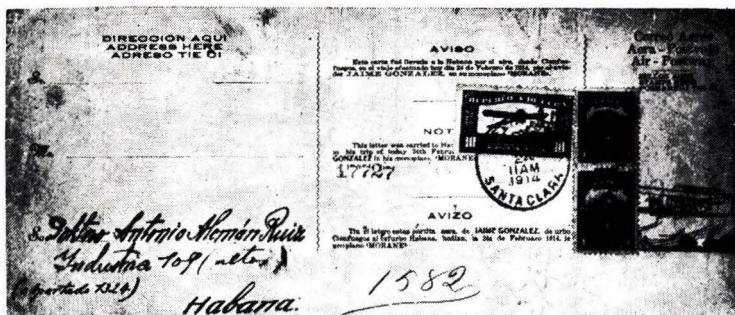
Well documented records maintained by the **Club Filatélico de la República de Cuba** and individual members of that organization, attest to the fact that the following mail carrying flights were made by various pioneer fliers, but as yet none of the covers carried has been located; therefore, as there is no certainty that these covers still exist, they cannot be catalogued herein:

1913, July 21—Mariel-Habana, flight by Pilot Agustin Paris. (4 letters carried).

1914, February 25—Pinar del Río-Habana, flight by Pilot Domingo Rosillo. (5 letters carried, bearing an oval cachet reading "Correo Aéreo Rosillo").

## CUBA (Continued)

- |   |                                                                                                                                                                                                                                                                     |        |
|---|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| 1 | 1913, May 17—Rosilio Flight from Key West, Florida to Havana, Cuba: The aviator received a £2000 prize for this flight from the Habana authorities, but no mail was flown. Cuban cards show Rosilio in flight in that period, some autographed by the aviator. .... | 200.00 |
|---|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|



- 2 1914, February 24—Pioneer Attempt by Pilot Jaime González from Cienfuegos to Habana. The pilot's plane which had been christened "MORANE" crashed on the take-off. The specially prepared envelopes, as illustrated, which were franked at the regular postage rate of 2c per ounce, were dispatched by regular means. Only a few covers are known to exist.

|                         |        |
|-------------------------|--------|
| Cienfuegos-Habana ..... | 200.00 |
|-------------------------|--------|

- 2A 1914, May 20—Successful Completion of the Jaime Gonzales Flight from Cienfuegos To Habana. The return attempt on February 24th failed. On May 20 he returned successfully. Some mail was carried, as described under No. 2 ..... 150.00

On November 1, 1920, Aeromarine Airways, Inc. made a first flight from Key West, Florida to Habana, Cuba carrying out the terms of United States F.A.M. Contract Route No. 4. This dispatch will be found listed in "United States F.A.M." and "Trans-Oceanic Record Flights" Sections. There is no evidence that there was any return dispatch of mail from Cuba.



1ER VIAJE HABANA-K.W.  
SERVICIO POSTAL AEREO



## PRIMER VIAJE HABANA - KEY WEST

- 3 1927, October 28—First Regular Service, Habana to Key West. Pan American Airways F.A.M. No. 4 the return flight carrying the first regular airmail dispatch by Cuba, Pilot Captain Edwin C Musick. Covers received either a black machine cancellation or a handstamp in varying colors, including magenta, blue and violet ..... 1.50

CUBA (*Continued*)

Col. Charles A. Lindbergh, following his epochal flight from New York to Paris, made a Good Will Tour of Latin America and arrived at Habana in his plane, the "Spirit of St. Louis" on February 8, 1928. He brought official mail from Port au Prince, Haiti, the first and only official mail ever carried in that plane. A number of air mail covers were mailed on that day carrying a private welcoming cachet. These are souvenirs only and are not first flight covers. The Cuban Post Office Department issued a special air mail stamp overprinted appropriately to welcome the famous flier and covers bearing this stamp were mailed on February 13, the day of his departure. These are first day covers but not first flight covers. NO CUBAN MAIL WAS CARRIED BY LINDBERGH ON THIS OCCASION.

- 4 1928, February 23-25—Experimental Flights, Habana-Santiago de Cuba and Return. This was an experimental service performed by Pilots C. B. Collyer and Grant Mason, Jr. The rate was 5c per ounce and special cachets were applied to most of the mail. Intermediate stops were Santa Clara and Camaguey.

|                                                                   |       |
|-------------------------------------------------------------------|-------|
| February 23, Habana-Santa Clara .....                             | 7.50  |
| a. February 23, Habana-Camaguey .....                             | 7.50  |
| b. February 23, Habana-Santiago de Cuba ..... (1500 pieces) ..... | 1.50  |
| c. February 25, Santiago de Cuba-Habana ..... (460 pieces) .....  | 4.50  |
| d. February 25, Santiago de Cuba-Camaguey .....                   | 10.00 |
| e. February 25, Santiago de Cuba-Santa Clara .....                | 10.00 |



- 5 1928, February 24—Flights by West Indian Aerial Express Company, Santiago de Cuba to Haiti, Dominican Republic and Puerto Rico. Establishing service between Cuba, Haiti, Dominican Republic and Puerto Rico, Pilot Basil L. Rowe flew the plane "SANTA MARIA" from Santiago de Cuba on the above date. The special cancellation shown was used at Santiago de Cuba and was applied in purple. The five lines at right were separately applied to cancel the stamps. A special rate of 5c per ounce was required. The West Indian Aerial Express Company was later absorbed by Pan American Airways and Pilot Rowe became the Chief Pilot of the latter organization.

|                                         |                 |      |
|-----------------------------------------|-----------------|------|
| Santiago de Cuba-Port au Prince .....   | (12 lb. 14 oz.) | 2.50 |
| a. Santiago de Cuba-Santo Domingo ..... | (9 lb. 8 oz.)   | 4.00 |
| b. Santiago de Cuba-San Juan .....      | (9 lb. 12 oz.)  | 3.00 |

Note: Some letters to San Juan are backstamped February 26 in error.

(See WIAE Sub-Section, "United States F.A.M." Section for additional information and listings).

- 6 1929, January 10—First Dispatch, Habana to Miami via United States F.A.M. Route No. 6. Effective with flights of January 9 from both Miami and San Juan Pan American Airways, Inc. inaugurated service between those two points via Cuba, Haiti and the Dominican Republic. Because no contract had been signed by the Cuban government, Cuba dispatched only from Habana to Miami. This mail was not specially marked. The pilot was R. H. Fatt.

|                    |      |
|--------------------|------|
| Habana-Miami ..... | 3.75 |
|--------------------|------|

(See also "United States F.A.M." Section).

*(Continued)*

- 7 1929, December 5—Change of U.S.A. Terminal, F.A.M. No. 4, from Key West to Miami. On this date, the Contractor started flying Cuban mail directly to Miami, discontinuing the service to Key West.

Habana-Miami ..... (600 pieces) ..... 3.00

(See also "United States F.A.M." Section).

- 8 1930, April 26—Habana Added to United States F.A.M. Route No. 5. Effective with the flights from Miami on April 26 and from Cristobal, C. Z. on May 1, a new express service via Cuba and Puerto Cabezas, Nicaragua, was inaugurated on this route, supplementing the existing service which was via Belize, British Honduras, Tela, Honduras and Managua, Nicaragua. The first flight via this service was made by Col. Charles A. Lindbergh acting as special pilot for Pan American Airways. Habana dispatched to Cristobal only and covers carried were not officially marked in any way.

Habana-Cristobal ..... (2 ounces) ..... 18.00

(See also "United States F.A.M." Section).

On July 2, 1930 Camaguey was substituted for Habana as a point of call on United States F.A.M. Route No. 6, thus providing a faster and more direct service. However, as a contract for carrying Cuban mails had not been negotiated with the Cuban Post Office at that time, no mail was dispatched from Camaguey until March 1, 1931.

NOTE:—Cuban flights previously listed after No. 8 are not eligible for listing in this Section, as we no longer consider them as pioneer flights.

## CURACAO

*(Dutch West Indies)*

- 1 1925, April 8—Scadta Survey Flight from Willemstad to La Guaira, Venezuela. Covers have a special cachet in green reading "Curacao, April 8, 1925. Eerste Briefzending—Per Luchtpost". 180 covers were flown. .... 60.00
- 2 1927, March 17—Scadta Survey Flight, from Willemstad to Barranquilla, Colombia. Covers bear Scadta stamps and are backstamped. 50 covers were flown. .... 100.00
- 3 1929, June 23—First Air Mail Via Pan American Airway from Willemstad to Cristobal and Miami ..... 10.00
- 4 1930, May 6—Extension Pan American Airway Service from Willemstad to Puerto Cabello and Maracaibo, Venezuela. .... 6.00
- (For last two flights, see "United States F.A.M." Section for detailed listings.)
- 5 1934, December 24—Extension of the first Transatlantic "SNIP" KLM flight from Holland to Willemstad and on to Oranjestad ..... 20.00
- a. Return flight Oranjestad to Willemstad the same day ..... 20.00
- 6 1935, January 29—KLM "SNIP" Extension flight from Willemstad to Aruba. (Special cachet) ..... 15.00
- a. Return flight the same day (Special cachet) ..... 15.00
- 7 1938, August 11—First Dutch KLM flight from Curacao to Miami (USA) Special cachet in violet or black ..... 10.00



## CYRENAICA

- 1 1912, February 22—Military Flight. Cards are known with a circular red cachet reading "Corpo-d'Ata Sie. Commando Flottiglia Aviatori Volontari" and military postal cancellation. It has not been definitely determined whether these cards were flown. ....

## CZECHOSLOVAKIA

- 1 1920, October 5—Inauguration French Air Service, Prague-Paris. October 5, 1920. Stamps used were the regular first issue of Czechoslovakia overprinted with an airplane and new values. The rates were: 14 Kc. on 200h, Prague to Strasbourg; 24 Kc. on 500h, Prague to Paris and Warsaw; 28Kc. on 1000h, Prague to London. The stamps were issued imperforate on August 15, 1920 and line perforated 13¾ and comb perforated 13¾ by 13½ on Sept. 14, 1920. Inverted overprints exist on all imperforate values but only on the 28 Kc. of the perforated stamp, both line and comb perforation. Forgeries of the overprints, basic stamps and even entire covers are known.

The "Compagnie Franco-Roumaine de Navigation Aérienne" contracted with the postoffice to carry mail on a daily basis. Only 31 flights were made and only 26 completed between Oct. 5, 1920 and March 31, 1921. Letters bearing airmail stamps were often sent by surface mail. Actual flights were on October 5, 9, 14, 19, 20, 23, 26, 30, November 2, 9, 19, 20, 25 in 1920 and February 7, 19, 24, 26, March 3, 5, 8, 10, 12, 15, 17, 19, 22, 24, 26, 29, 30, 31 in 1921. All flown covers carry a bilingual destination label in Czech and French, reading "Air Mail, Prague-Strasbourg, Prague-Paris. Prague-Warsaw or Prague-London". No flights to Warsaw were made. Covers to Paris or London are usually backstamped. Some flown covers are rubber stamped "Compagnie Franco-Roumaine de Navigation Ariennne." Air mail was accepted at any Postoffice and sent by surface mail to Prague. Some flown covers are therefore cancelled a day or two before the actual flight.

- |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |        |
|---|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
|   | 1920, Oct. 5, First flight to Paris. .... (about 12 flown)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 100.00 |
| 2 | 1920-21, Oct. 9 to March 31. Any flown cover. .... (about 400 exist).<br>On April 1, 1921 the airmail rates were lowered to 1.50Kc. for Strasbourg and Warsaw and 3Kc. for Paris and London. Although the use of airmail increased considerably because of the lower rates, covers generally have ordinary stamps. Unless covers have airmail markings or backstamps to show delivery two or three days sooner than possible by surface mail, they are not airmail covers. An airmail postoffice was opened in Prague on April 1, 1921 and a handstamp reading "Praha-Letiste" (Prague-Airfield) was made. No mail was accepted there before April 21, 1921. By that time another handstamp reading "Letecka-Posta-Poste-Arienne" was available. | 30.00  |
| 3 | April 1, 1921 to June 15, 1922. Flown cover prepaid with ordinary stamps. ....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 20.00  |
| 4 | 1921, April 23—Extension of French Air Service from Prague to Warsaw, Poland. ....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 25.00  |

On June 15, 1922 a second provisional set appeared, consisting of 50, 100 and 200 heller values overprinted on the regular Agriculture and Science issue. These were used for airmail until the first definitive set came out on Dec. 16, 1930.



## CZECHOSLOVAKIA

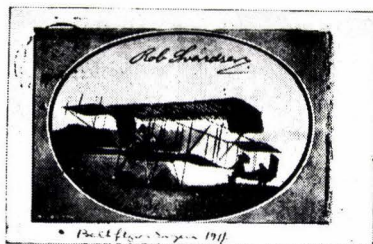
*(Continued)*

|     |                                                                                                  |       |
|-----|--------------------------------------------------------------------------------------------------|-------|
| 5   | 1922, August 14—Prague to Vienna .....                                                           | 15.00 |
| 6   | 1922, September 22—Prague to Bucharest .....                                                     | 25.00 |
| 7   | 1922, October 29—Prague to Constantinople .....                                                  | 25.00 |
| 8   | 1923, June 1—Prague to Sofia .....                                                               | 15.00 |
| 9   | 1923, June 1—Prague to Belgrade .....                                                            | 15.00 |
| 10  | 1923, June 1—Prague to Athens .....                                                              | 25.00 |
| 11  | 1923, September 1—Prague to Morocco .....                                                        | 25.00 |
| 12  | 1923, October 29—Prague to Bratislava .....                                                      | 10.00 |
| 13  | 1924, May 10—Inauguration Internal Air Service in Czechoslovakia,<br>Prague to Kosice .....      | 10.00 |
| 14  | 1925, June 1—Prague to Marienbad .....                                                           | 10.00 |
| 15  | 1925, June 1—Marienbad to Prague .....                                                           | 10.00 |
| 16  | 1925, June 1—Prague to Brno .....                                                                | 10.00 |
| 16A | 1925, July 1—PRAGUE-BUDAPEST (Special red cachet) Backstamped in<br>Budapest. ....               | 25.00 |
| 17  | 1926, July 7—Prague to Casablanca, Dakar. ....                                                   | 25.00 |
| 18  | 1926, September 10—Prague to Nuremburg, Breslau. ....                                            | 10.00 |
| 19  | 1927, March 21—Inauguration of German Air Service, Prague to<br>Dresden, Berlin. ....            | 10.00 |
| 20  | 1927, April 19—Prague to Munich, Salzburg, Geneva, Zurich, Cop-<br>hagen, Malmo, Stockholm. .... | 10.00 |
| 21  | 1927, May 2—Prague to Peking. ....                                                               | 20.00 |
| 22  | 1927, May 9—Brno to Vienna. ....                                                                 | 10.00 |
| 23  | 1927, November 2—Brno to Krakau and Warsaw, Poland .....                                         | ..... |
| 24  | 1929, May 6—Uzhorod (Karpatho-Ukraine)-Prague .....                                              | ..... |
| 25  | 1929, May 6—Kaschau (Slovakia)-Ushorod .....                                                     | ..... |

## DANZIG

- 1 1920, October 1—Danzig-Koenigsberg Air Service. A set of 3 German stamps were overprinted as Danzig air stamps and were issued on September 29. The first flight took place on October 1. Flown covers are often found backstamped with German air cachets. The service was suspended on October 15, 1920 for the winter season. .... 7.50
- 2 1921, April 14-September 1—Inaugural Air Service between Danzig-Koenigsberg-Memel and Danzig-Berlin. Special air mail stamps were also issued for this service. Letters were also accepted for places beyond the terminal of the route.  
April 14, first flight ..... 6.00  
a. Later dates ..... 3.00
- 3 1921, June/July—Services inaugurated to the East (to Poland June 6, to Lithuania July 26, and Latvia July 29, 1921) ..... 8.00
- 4 1925, July 20—Extended air service Danzig-Berlin-Munich-Innsbruck (Austria). Covers were backstamped. .... 8.00
- 5 1927, September 1—Inauguration of air service Danzig-Riga-Welikye Luki-Moscow ..... 8.00

## DENMARK



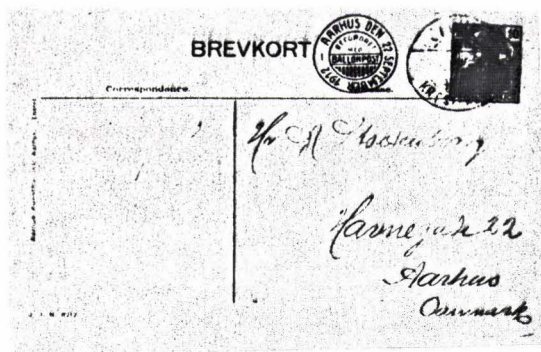
- 1 1911, September 2—Demonstration Flight, Middelfart-Frederica by Pilot Robert Svendsen. This flight constituted the first postal flight in Europe. Some 150 postcards, showing plane in take-off, were prepared which were cancelled "Belt-flyvingen 1911" and which were autographed by the pilot. They were back-stamped at Frederica, September 2. .... 100.00
- a. Return flight from Frederica to Middelfart. 80 cards were flown .....  
 (The same day German aviator Robert Thelen flew from Aarhus to Copenhagen, without mail).



- 2 1912, July 29—Demonstration Flight at Hareskov. During the High Summer Festival at Hareskov cards were prepared and were marked with a double oval cachet in violet reading "Flyvepost No. 1, Ulrich Birch." These were not flown. .... 50.00
- 3 1912, September 19—Visit of German Zeppelin "Hansa". Danish mails were officially authorized for this flight which was from Hamburg to Copenhagen and return to Hamburg. Mail with Danish stamps affixed was cancelled in Copenhagen upon arrival of the Zeppelin. These covers received a circular cachet in violet reading "An Bord des Zeppelin Luftschiffes Hansa, 19 Sep 1912". .... 200.00

(See also "Zeppelin" Section).

## DENMARK (Continued)



- |    |                                                                                                                                                                                                                                                                                                                                |       |
|----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 4  | 1912, September 22—First Balloon Dispatch at Aarhus. Three specially printed cards were used for mail dispatched by balloon from Aarhus on "Barnens Dag". They received a special cachet in red or violet reading "Aarhus Den 22 Sept 1912 Befoerdet med Ballonpost".                                                          | 40.00 |
| 5  | 1914, May 12—Special Flight, Copenhagen-Roskilde. Some 3000 cards received a violet cachet reading "Besorgert med Danmarks—12 Maj 1914—1 ste Flyvepost" and a magenta cachet with the legend "Bornehjaelps Dagen" and date.                                                                                                    | 50.00 |
| 6  | 1919, September 11—Special Flight, Copenhagen-Aarhus. A special vignette was issued on this occasion and some covers were flown by Capt. D'Or and Krause Jensen. They bear a rectangular cachet reading "Goliath-Kobenhavn-Aarhus—Sept. 11, 1919".                                                                             | 50.00 |
| 7  | 1919, September 13—Special Flight, Naestved-Storehedinge. A black on red semi-official air stamp was issued for this flight. Covers were cancelled at Naestved and backstamped at Storehedinge the same day.                                                                                                                   | 40.00 |
| 8  | 1919, September 18—Special Flight, Storehedinge-Copenhagen. Pilot Otto Reichert flew 190 covers from Storehedinge to Copenhagen on the mentioned date, each bearing a special semi-official air stamp with the inscription "Flyvepost Maerke 50 ore".                                                                          | ..... |
| 9  | 1919, September 21—Special Flight, Fakse-Copenhagen. The same pilot flew from Fakse to Copenhagen three days later.                                                                                                                                                                                                            | ..... |
| 10 | 1920, September 15—Inauguration Regular Service, Copenhagen-Berlin and Copenhagen-Amsterdam. On this date regular service was inaugurated to Germany and to the Netherlands. Covers reaching German destinations received the "Luftpost" arrival cachet of those cities. Hamburg was a point of call on the Netherlands route. | ..... |
|    | Copenhagen-Berlin                                                                                                                                                                                                                                                                                                              | 10.00 |
|    | a. Copenhagen-Hamburg                                                                                                                                                                                                                                                                                                          | 10.00 |
|    | b. Copenhagen-Amsterdam                                                                                                                                                                                                                                                                                                        | 15.00 |
| 11 | 1922, February 8-25—Ice Period Emergency Service. Special flights were made during the above period between Kalmedborg, Samso and Aarhus. At Samso a special oval cachet reading "Flyvepost-Samso" was in use.                                                                                                                 | ..... |
| 12 | 1925, July 7—Inauguration Regular Service, Copenhagen-London. Covers dispatched by this first flight received a special cachet reading "Kobenhavn-Luftpost".                                                                                                                                                                   | 9.00  |



# DOMINICAN REPUBLIC

- 1 1923, November 14-15—Military Mail Flight, Santiago, D. R. to the U. S. Marine Corps Camp at Santo Domingo, D. R. Mail for personnel of U. S. M. C. Observation Squadron One was flown from an incoming steamer which had docked at Santiago thus expediting the mail by four days. ....

A similar flight was made on November 17 and on subsequent days but on these occasions the mail was picked up at Port-au-Prince, Haiti. By the end of 1924 a total of 894 similar flights had been made.

(See "Haiti", this Section, for listings of these later flights.)

- 2 1927, July 14—Experimental Service, West Indian Aerial Express Company. This experimental service was between Barahona, D. R. and Port-au-Prince, Haiti. But a few pieces of mail were carried which received a special marking on the face upon arrival at Port-au-Prince. These covers were postmarked at Barahona on July 8. The return flight from Port-au-Prince was made on July 18. ....

30.00

(See "United States F.A.M." Section for detailed listing of this flight; see also "Haiti", this Section, for return flight.)

- 3 1927, December 3-6—Inauguration Regular Service, West Indian Aerial Express Company, Dominican Republic to Puerto Rico and Haiti. A mail consisting of 605 pieces was carried on the first flight to San Juan, P. R. from Santo Domingo on December 3. The first flight to Port-au-Prince, Haiti took place on December 6 and consisted of 1,022 pieces. Covers for the first flight to San Juan are postmarked December 2 and those for the first flight to Haiti on December 5. A special cachet was applied to this mail.

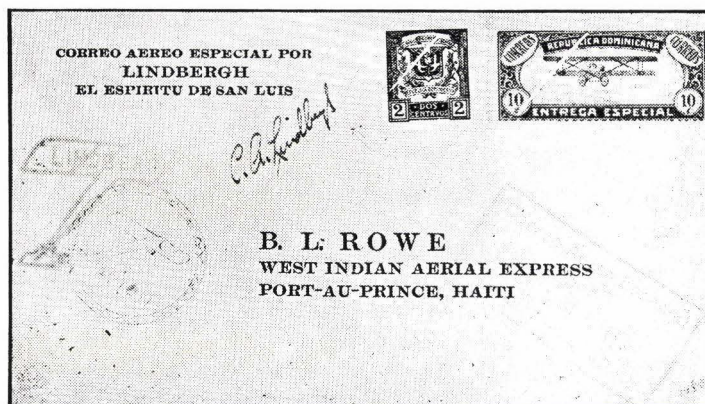
Santo Domingo to San Juan .....

10.00

a. Santo Domingo to Port-au-Prince .....

10.00

(See "United States F.A.M." Section for detailed listings of these flights.)



- 4 1928, February 6—Caribbean Flights by Charles A. Lindbergh. On his Good Will Tour following his famous flight to Paris, Col. Lindbergh carried mail in his original plane, the "Spirit of St. Louis" between the Dominican Republic, Haiti and Cuba.

Santo Domingo to Port-au-Prince .....

25.00

a. Santo Domingo to Havana .....

25.00

(See "Trans-Oceanic Record Flights" Section for detailed listing of these flights.)

- 5 1928, February 20—Extension of West Indian Aerial Express Service to Santiago de Cuba, Cuba. On this date the W. I. A. E. service was extended to include a flight from Santo Domingo to Santiago de Cuba. The return flight from Cuba was made on February 24. ....

10.00

## DUTCH EAST INDIES



- 1 1920, April 28-August 24—Experimental Air Mail Flights between Weltevreden and Various Cities. A special postal cancellation was applied to all covers carried on these flights.
 

|                                                                   |        |
|-------------------------------------------------------------------|--------|
| April 28, Weltevreden-Telkabetong, South Sumatra and return ..... | 75.00  |
| a. May 7, Weltevreden-Cheribon and return .....                   | 100.00 |
| b. June 9, Weltevreden-Billiton .....                             | 75.00  |
| c. June 19, Return flight, Billiton-Weltevreden .....             | 90.00  |
| d. July 19, Weltevreden-Medan-Riouw .....                         | 125.00 |
| e. July 20, Return flight, Riouw-Medan-Weltevreden .....          | 125.00 |
| f. August 24, Weltevreden-Soerabaja .....                         | 90.00  |
- 2 1921, April 20—Additional Experimental Air Mail Flights between Weltevreden, Semarang and Soerabaja. A similar special postal cancellation was applied to covers carried by these trips, the first of which occurred on April 21.
 

|                             |        |
|-----------------------------|--------|
| April 20 first flight ..... | 120.00 |
| a. Later dates .....        | 80.00  |
- 3 1923, July 28-August 12—Flights between Bandoeng and Batavia. A total of sixteen flights was made between the above cities starting July 28 and ending on August 12. A special postal cancellation was applied to this mail.
 

|                             |       |
|-----------------------------|-------|
| July 28, first flight ..... | 35.00 |
| a. Later dates .....        | 20.00 |
- 4 1926, November 18—Experimental Service, Bandoeng-Weltevreden-Tandjong Karang. No special postal cancellation was applied to mail carried by this service.
 

|       |       |
|-------|-------|
| ..... | 20.00 |
|-------|-------|
- 5 1927, April 2—Special flight by four Dornier Wal Flying Boats. Soerabaja-Sabang (with mail for Holland) ..... 15.00
- 6 1927, July 9—KLM flight. Batavia-Bangkok-Rangoon-Calcutta-Bagdad-Amsterdam. .... 100.00
 

|                                                      |       |
|------------------------------------------------------|-------|
| a. KLM covers, but not as official post flight ..... | ..... |
|------------------------------------------------------|-------|
- 7 1927, October—Official Post Flight "POSTDUIF" Batavia-Amsterdam, Special cachet ..... 25.00
- 8 1928, November 6—First Return Postal Test Service Flight. Bandoeng-Batavia-Medan-Amsterdam (Pilot Smirnoff) ..... 10.00



## ECUADOR



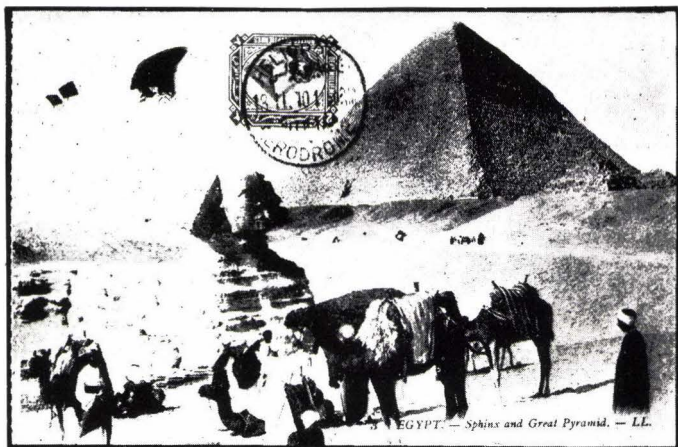
- 1 1920, November 4—First Flight Guayaquil-Cuenca by an Italian pilot, Elia Liut, in the aircraft TELEGRAFO I, sponsored by the newspaper "EL TELEGRAFO".—About 500 cards were carried bearing a 2 Centavos stamp overprinted in three lines with "Primer Correo Del Ecuador, Guayaquil" postmarked on November 2nd. Flown covers have backstamp of Cuenca dated November 4th. Covers without Cuenca marking were sent by train. 150.00  
Cards without Cuenca Postmark 50.00
- 2 1920, November 19—First Flight Cuenca-Riobamba—20 cards were carried by Ferruccio in the aircraft TELEGRAFO I. These show the airplane in the Jerico Airport at Cuenca, Cuenca applied postmark November 11th, although flight was delayed until November 19th, because of weather conditions 300.00
- 3 1920, November 28th—First Flight Riobamba-Quito by aircraft TELEGRAFO I, flown by Elia Liut, two types of cards. Cards were printed in the Post Office of Quito with inscription: "DIRECCION GENERAL DE CORREOS DEL ECUADOR-Primer correo aereo salido de Riobamba el domingo 28 de Noviembre de 1920, a las 8 y 50 min. a.m. y llegado a Quito a las 10 a.m." Flown cards show receiving postmark of Quito dated November 28, 50 cards flown 125.00
- 4 1921, March 6—First regular airmail flight in South America between Tulcan, Ecuador and Pasto, Colombia. Ferraccio Guicciavdi carried 800 pieces, postmarked March 6, backstamped Pasto same date. Only a few covers known to collectors. 400.00
- 5 1922, September 10—Flight of Hydroplane "Macchi 18", between Italian Mission, Guayaquil-Salinas-Manta-Esmeraldas piloted by Campagnoli, Lodi and Ceccovilli. Cargo consisted of newspapers privately overprinted by linotype in 6 lines: Correo Hidro-Aereo Guayaquil-Salinas-Esmeraldas-10 de Septiembre de 1922-Piloto, Campagnoli-Observador Lodi-Mecanico Ceccovilli". Upon receipt stamps and postmark were cut off of the newspaper "El Telegrafo". These newspapers were delivered as a courtesy and never went through the mails. Fractions of brown paper with the 1 centavo stamp and overprint 200.00
- 5 A 1923, July 15th—Aircraft "La Syrie". Piloted by Captain Antonio Eolo Faulin on the Centennial of the Battle of Ibarra, 827 covers and regular air mail flown, with privately overprinted stamps with

ECUADOR (*Continued*)

- small aircraft and the word Ecuador in black or red, postmarked Quito July 15; all covers were lost, no receipt postmark, few remaining extremely rare ..... 125.00
- 6 1928, June 16—First Flight Guayaquil-Colombia by SCADTA - Experimental flight by hydroplane Atlantic 29, piloted by Herbert Boy. Special official Government postmark in a double margined rectangle in blue or violet in 4 lines: "Primer Correo Aereo/ Internacional/del-Ecuador/Junio 16 de 1928" Backstamps applied at Buenaventura, Cartagena, Barranquilla, Medellin, and Cali. (covers sent by employees of SCADTA had an additional private postmark in a violet rectangle: "Primer Correo Aero/Internacional/Ecuador-Colombian) 300 covers, 27 newspapers and 21 registered letters ..... 50.00
- 7 1928, July 17th—Guayaquil-Lima. Peru-Aircraft Keystone owned by Huff Dalland Dusters was piloted by Dan E. Tobin. Lima backstamped on the same date. 50 covers flown. .... 125.00
- 8 1928, July 30th—First Flight of SCADTA charging special rate between Ecuador and Colombia—Flown in hydroplane Junkers F-13W "Boyace" piloted by Herbert Boy. Cachet in violet in five lines "Primer Servicio Aereo/de la/SCADTA/EN EL ECUADOR/Julio 30 de 1928" Mail had Ecuador stamps only. A violet square was marked in pencil to show payment of extra postage, headed "Pago Porte" .... 50.00
- 9 1928, August 28th—First Flight of SCADTA with the PROVISIONAL overprinted on the Colombian stamps. Special SCADTA rubber postmark in violet 28.ago.1928 with Barranquilla backstamp in black dated 30 VIII 1928 - 82 covers had an essay stamp "50 Cts". There were 207 covers to Buenaventura and 143 to Barranquilla. Of the "50 Cts 50" covers, 27 were registered for a total of 231 covers flown; almost all covers were lost in a fire at Buenaventura, and very few returned from Barranquilla. Covers without CTS essay. .... 150.00  
Covers with "50 Cts 50" essay ..... 500.00
- 10 1928, September 7—Quito-Bahia de Caraquez by SCADTA - Covers sent by train to Guayaquil and then flown by SCADTA hydroplane Junkers F-13W' to Bahia de Caraquez ..... 60.00
- 11 1928, October 22rd—Guayaquil-Paita (Peru) with SCADTA-Covers have 1.50 Sucres in PROVISIONAL stamps of SCADTA and 10 cts of Ecuador regular postage. Scadta used double circle rubber blue postmark reading, "Servicio de transportes Aereos" in the center between two lines 22 Oct 1928 and in lower part Guayaquil. PAITA applied receiving mark in black on reverse, dated "Oct 22.28" ..... 200.00

## EGYPT

- 1 1910, February 6-13—Aviation Week at Heliopolis, suburb north of Cairo. During the entire week. cards of which one type is illustrated, were sold at the field and were obligingly postmarked, "Heliopolis Aerodrome;" some participants in the contest took these souvenirs aloft as personal favors, whereupon they had an official black, red and yellow label affixed to the cards; these also are postmarked at Cairo.
- Souvenir Card ..... 50.00  
a. With label & Cairo postmark ..... 85.00

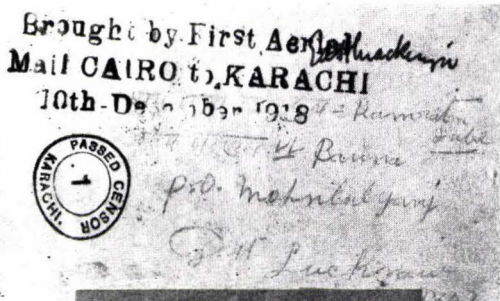
EGYPT (*Continued*)

- 2 1913, December 28-29. Arrival of first plane flown to Egypt from France. Aviator Vedrine, after completing the 2,800-mile tour flight from France to Turkey, added a leg from Jaffa (Palestine) to Cairo. No covers are known. ....
- 3 1914, January 1. French aviator Bennier completed air tour from France and Germany to Turkey. He extended the flight from Jerusalem to Port Said and Cairo. No covers known. ....
- 4 1914, January 3-20—Under the auspices of the National Aerial League, French pilot Marc Pourpe left Heliopolis for the first flight to Khartoum, with intermediate fuel and rest stops along the Nile. Covers aboard were given a violet handstamp cachet with appropriate inscription. The plane reached Khartoum on Jan. 12, with a single letter that made the entire flight from Cairo. On the return, covers were carried to Cairo and intermediate stops.
 

|                                      |        |
|--------------------------------------|--------|
| January 3, Cairo-Khartoum .....      | 500.00 |
| a. Intermediate stops-Khartoum ..... | 250.00 |
| January 20, Khartoum-Cairo .....     | 200.00 |
| a. Intermediate stops-Cairo .....    | 250.00 |
- 5 1914, January 14—French aviator Vedrine made courier flight from Cairo to Zagazig, with a message from the Secretary of the Egyptian Council of Ministers to the Pasha of Sharkish Province. Not handled by the Post Office, this is not a "cover." .....
- 6 1914, February 17—First flight, Suez-Port Said, made by Marc Pourpe after return from Khartoum. Covers imprinted with blue cachet, "Poste Aerienne/Suez-Port Said/Marc Pourpe" and French Consulate cachet at Suez ..... 200.00
- 7 1915—War time operations at Heliopolis. It is understood that the British Royal Air Force used the aerodrome for some military dispatches which were handstamped, "Military Camp. . . (date) . . Aero-drome/Heliopolis," but there is no record of how many covers exist and whether they were actually carried by air. ....



## EGYPT (Continued)



- 8 1918, December 1 to 10—First air mail, Cairo to Karachi by Military plane at time Capt. Ross Smith carried two generals to India via Damascus, Baghdad and Basra. Forty-three covers carried and hand-stamped, "Brought by first aerial mail-Cairo to Karachi-10th Decem-  
bre 1918;" with circular censor marking on arrival. On continuing  
flight to Delhi, another cachet added on arrival. "Carried by first  
Aerial Mail, Cairo-Delhi-Dec. 1918."  
Flown cover of either kind ..... 200.00
- 9 1919, March 17—Commencement of Military RAF Emergency Mail  
Flights between Alexandria by automobile to Aboukir and then flown to  
Heliopolis near Cairo. Service flights were made by two Bristol  
fighters. There also were air mail flights by the squadron of Squadron  
Leader Welch between Palestine and Cairo as well as flights between  
Heliopolis and Suez, and to Abu Suweir. (with surface connection  
to Port Said.) Special cachets were used in Alexandria (Type I):  
"AERIAL POST E E F" and in Cairo (Type II): CIRCULAR CACHET  
"AERIAL POST E E F." These cachets were replaced on April 5 by  
a rectangular cachet with border (Type III) "AERIAL POST E. E. F."  
These were applied in Cairo in mauve ink and at Alexandria in black  
ink. The latest of these covers is dated May 4, 1919. The origin of such  
covers can be identified by the circular postmarks. Alexandria used a  
circular cachet "BASE ARMY POST OFFICE — date — Z," the Ad-  
vanced Base Army Post Offices used the cachet "ARMY POST OF-  
FICE (date) SZ . . ." (with number of the post, like SZ 2 Cairo or  
SZ 8 Ramieh-Lyddah, Palestine). Various Army Post Offices, such as  
Brigade Post Offices, used the cachet "FIELD POST OFFICE — (date)  
— SM . . . (number of the group," like SM 2 (Romani) ..... 85.00
- 10 1921, October 13—Inaugural flight, Cairo-Baghdad. Military operations  
began carrying mail all over the Middle East from Cairo to Palestine,  
Syria, Mesopotamia. Most covers consisted of the usual military  
dispatch envelopes with "re-use" labels and normal military hand-  
stamps. .... 25.00  
Beginning in 1922, letters, if urgent, could be given to the mil-  
itary for transport, in which case a violet, boxed "By Air Service,"  
was handstamped.
- 11 1925, October 27—Military flight, Cairo to Kano, by British planes  
across Central Africa, to Nigeria, where landing was made on Nov-  
ember 19, after intermediate re-fueling stops. A few pieces of private  
mail were carried but neither these nor the military ones received  
special markings .....

EGYPT (*Continued*)

|    |                                                                                                                                                                                                                                                                                                                                                                     |                  |
|----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| 12 | 1925, December 18—As part of Sir Cobham's London-Capetown experimental flight for Imperial Airways, he made stops at Cairo, Luxor, Aswan and Wadi Halfa. As far as is known, the four cards Sir Alan mailed to his wife from these stops are the only ones dispatched from Egypt. Each has a semi-official label and signature.                                     | 500.00           |
| 13 | 1926, January 9—Contemplating permanent air-mail service, three deHaviland planes were sent to Abu Suwer for service to Khartoum via Luxor, Aswan and Wadi Halfa. Covers (fewer than 50) on the first southbound flight were franked with 5m King Fouad I stamps, and given a crude "Special Flight/Cairo to Khartoum" cachet in violet. ....                       | 250.00           |
|    | Those dispatched at Khartoum on January 15, were cacheted, "By Return of/Special Flight/Cairo to Khartoum," but were not franked with adhesive stamps. ....                                                                                                                                                                                                         | 250.00           |
| 14 | 1926, April 5—First public air-mail service to Baghdad. Covers carried by military planes and franked with normal Egyptian stamps plus the 27-millieme air-mail, issued for the purpose on March 10. (no cachet)                                                                                                                                                    | 15.00            |
| 15 | 1927, January 18,—Announcement of military flight to Basra via Jerusalem was made only on previous day. Only 20 covers were carried, 18 from Cairo, two from Jerusalem. Those addressed to Baghdad were carried on the following day.<br>Cairo-Basra or Baghdad .....<br>Jerusalem-Baghdad .....                                                                    | 100.00<br>300.00 |
| 16 | 1928, November 27—Major J. E. Carberry flight in a Fokker mono-plane, from Amsterdam to Nairobi, via Khartoum and Mongolia. These were franked with black on orange-pink and black on pale green labels inscribed, "First Flight/Holland/Egypt/Kenya/Miss Africa." Forty covers were carried from Amsterdam; 20 destined for Egypt, the remainder for Nairobi. .... | 200.00           |

## ESTHONIA

|   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                |
|---|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| 1 | 1920, February 9-March 15—Emergency Air Service across Baltic, Reval-Helsingfors, Finland. These flights were made because ice in the Baltic had interrupted normal exchange of mails, and were carried out by Esthonian and by Finnish Military airplanes. See the Airpost Journal, June 1964. Flown covers bear a cachet reading "Ohupost" or "Ohupostig" and were backstamped at Helsingfors (Helsinki) on arrival.<br>February 9 first flight .....<br>a. Later flights ..... | 20.00<br>15.00 |
| 2 | 1921, July 29—First Service, Reval-Riga (Latvia)-Kovno (Lithuania). This was a connecting service with the Kovno-Koenigsberg (Germany)-Danzig air route. Regular postal cancellations were used on this mail. ....                                                                                                                                                                                                                                                                | 15.00          |
| 3 | 1923, October 1—Inaugural Flight of Regular Service, Reval-Riga-Helsingfors. This route was flown by planes of the Aeronaut Company. A series of 5 specially overprinted air stamps was issued for the service. ....                                                                                                                                                                                                                                                              | 20.00          |
| 4 | 1928, May 1—Finnish Aero Service Riga-Helsingfors .....                                                                                                                                                                                                                                                                                                                                                                                                                           | 5.00           |

## FAR EASTERN REPUBLIC

|   |                                                                                                                                                                                   |       |
|---|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 1 | 1923, July 29—First Flight from Vladivostok. Special stamps were issued for this service about which little is known. Sixteen varieties, including four imperforates, exist. .... | ..... |
|---|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|



## FINLAND

- 1 1920, February 7-March 21—Emergency Air Service across Baltic, Helsingfors-Reval. These flights were made because ice in the Baltic had interrupted the normal exchange of mails between Finland and Esthonia.  
     February 7, first flight ..... 25.00  
     a. Later dates ..... 15.00  
         (See also "ESTHONIA", this Section, for listing of reverse direction service).
- 2 1923, February 13—Inauguration Regular Air Service, Helsingfors-Reval. This service was performed by the Aerónaut Company. Covers received a special air post cachet, applied at Helsingfors. .... 20.00  
     (See also "ESTHONIA", this Section, for listing of reverse direction service, October 1, 1923).  
     This service was suspended from October, 1923 until April, 1934.
- 3 1924, June 16—Inauguration Regular Service, Helsingfors-Koenigsberg. This service was a German air route which also called at Riga, Latvia. No special markings were used on the mail. The service was discontinued on August 23 but was resumed the following summer. .... 10.00
- 4 1925, May 15—Inauguration Regular Service, Helsingfors-Stockholm. This service was performed by the Finnish Aero Association. The route was suspended on September 1, but was resumed in the summer of 1926. .... 9.00
- 4A 1925, April 20-September 1—Helsingfors-Reval ..... 5.00
- 5 1926, March 2-20—Emergency Ice Period Air Service, Abo-Stockholm. A small violet cachet was applied to the mail which was carried during this period from Finland to Sweden. .... 15.00
- 6 1929, May 30—Helsingfors-Stockholm (Sweden) connecting to Stockholm Hamburg Night flights (Service ended June 29, 1929) ..... 5.00  
     a. Similar connecting flights were made from Abo to Stockholm. ....
- 7 1929, July 3—Helsingfors-London service ..... 5.00

## FRANCE

See Special Section for listing of Siege of Paris

- 1 1902, May 12—Flight Over Paris by Dirigible Balloon "PAX". The Brazilian Aeronaut Augusto Severo went aloft in his balloon "PAX" and dropped a few leaflets over Paris with text in both French and Portuguese. The leaflets bore crossed French and Brazilian flags and the text consisted of a complimentary salute to France from Brazil. The balloon exploded while over Paris and was destroyed. .... 150.00
- 2 1905, July 22—Pigeon Post Dispatches. Under the auspices of the Paris newspaper "Le Matin" thin paper messages were dispatched in small tubes attached to the legs of carrier pigeons. Upon arrival at the cote the messages were removed from the legs of the pigeons and forwarded in small printed envelopes bearing the legend "Message par Pigeon". These envelopes were in turn attached to a commemorative postal card as illustrated inscribed "La Poste Par Pigeons". .... 75.00

# EARLY FOREIGN FLIGHTS

## FRANCE (Continued)

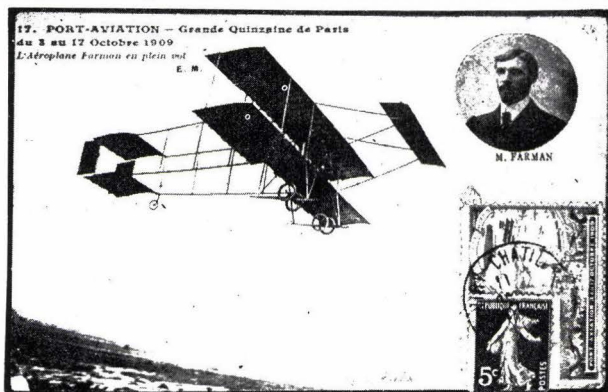
145



Between 1909 and 1912 numerous aviation meetings were held at a number of cities in France to promote interest in heavier-than-air flying, which was then in its infancy. A number of interesting special vignettes or semi-official stamps were issued for these meetings and in some cases special cards were produced to which the vignettes were frequently attached. Special cancellations were often furnished to the officials in charge of these meetings for use in the postal stations established at the various air fields. These postal cancellations and the use of special cards do not necessarily indicate that the items in question were actually flown in a plane. As a matter of fact very few such items were flown at all. They are, nevertheless, interesting souvenirs of an early period in the history of aviation as we know it today.

- 3 1909, August 7-29—Aviation Meeting at Betheny. This was the first Aviation meeting to be held in France. The covers and special cards bear a hexagonal postal cancellation reading "Betheny-Aviation, Marne" and date. They sometimes bear an air vignette. ....

15.00



- 4 1909, October 3-17—Aviation Meeting at Paris. Covers from this meeting and the specially prepared cards are found with either round or hexagonal cancellations reading "Port-Avion, (Seine-et-Oise)" and the date. There are also red or blue special cachets at the airfields. The cards are found with special vignettes for the occasion: .....

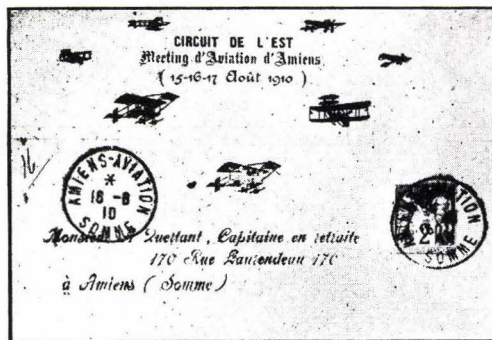
20.00

# THE AMERICAN AIR MAIL CATALOGUE

## FRANCE (Continued)



- |    |                                                                                                                                                                                                                                                                                                                                                                  |                |
|----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| 5  | 1910, April 15-25—Aviation Meeting at Nice. The special cards, one type of which is illustrated, are found with an official postmark "Nice-Aviation Meeting 1910" and date and generally bear a red circle cachet applied by the organizing committee. ....                                                                                                      |                |
| 6  | 1910, May 7-15—Aviation Meeting at Lyon. A similar hexagonal postal cancellation was used for this meeting. The wording reads "Lyon-Aviation, Rhone" and date. ....                                                                                                                                                                                              | 25.00          |
| 7  | 1910, June 16-30—Second Aviation Meeting at Paris. During the above dates a meeting similar to that held in 1909 was again held at Paris. The same two postal cancellations as used the previous year were brought into use but with changed dates.<br>Round cachet .....<br>Hexagonal cachet .....                                                              | 30.00<br>35.00 |
| 8  | 1910 June 19-26—Aviation Meeting at Rouen. The official postal cancellation used at this meeting is hexagonal in shape and reads "Rouen-Aviation, Seine Inf." and date. ....                                                                                                                                                                                     | 20.00          |
| 9  | 1910, July 3-10—Second Aviation Meeting at Betheny. For the second time an aviation meeting was held in the vicinity of Rheims and postal cancellations in both round and hexagonal form were brought into use. The wording in the cancellations was the same as that included in the hexagonal cancellation used the previous year but with changed dates. .... | 15.00          |
| 10 | 1910, July 16—Aviation Meeting at Quimper. A round postal cancellation reading "Quimper-Aviation, Finistere" and date was in use for this meeting. Cards or covers with this cancellation are very uncommon. ....                                                                                                                                                | 70.00          |
| 11 | 1910, July 27-August 2—Aviation Meeting at Caen. Special vignettes issued for this aviation meeting and a special postal cancellation hexagonal in form, reading "Caen-Aviation, Calvados" and date was brought into use. ....                                                                                                                                   | 30.00          |



FRANCE (*Continued*)

- 12 1910, August 7-21—Special Aviation Competition in the East of France. During August of 1910 a competition was organized which involved flights at various airports in the east of France. ("Circuit de l'Est"). The following listing gives data as to the special cancellations and vignettes used between the dates indicated:

| Date            | Place  | Vignette | Special Cancellation |       |
|-----------------|--------|----------|----------------------|-------|
| August 7-9      | Troyes | Yes      | Hexagonal.....       | 30.00 |
| a. August 14-21 | Nantes | Yes*     | Circular .....       | 25.00 |
| b. August 15-17 | Amiens | No       | Circular .....       | 20.00 |

\*The special vignette issued for Nantes is considered to be the first semi-official air mail stamp of France. It seldom is found cancelled on flown covers. The special cancellation was applied to the stamp.

Note: The official cancellation at Troyes reads "Troyes-Aviation" and date. The Nantes special cancellation was inscribed "Nantes-Aviation" and date. The circular Amiens cancellation has the legend "Amiens-Aviation, Somme" and date. Paris used the same cancellations as for its June 16-30 meeting.

- 13 1910, August 25-September 6—Aviation Meeting at Le Havre and Trouville-Deauville. This meeting was known as the "Grande Quinzaine d'Aviation" and a special vignette was issued for the occasion. Two official postal cancellations, hexagonal in form, were used reading "Le Havre-Aviation, Seine Intr." and date and "Trouville Deauville Aviation" and date. .... 20.00
- 14 1910, September 11-18—Aviation Meeting at Bordeaux. The round special cancellation authorized for this meeting bore the legend "Bordeaux-Aviation, Beau Desert" and date. .... 20.00
- 15 1910, September 22-25—Aviation Meeting at Dijon. A special round postal cancellation inscribed "Dijon-Aviation, Cote d'Or" and date was in use during this meeting, also a blue circular cachet and a vignette .. 15.00
- 16 1912, April 7-8—Aviation Meeting at Nancy. Covers and cards from this meeting are rather scarce. They bear a round postal cancellation reading "Nancy-Aviation" and date. .... 50.00
- 17 1912, June 16-17—Aviation Meeting at Angers. Mail posted during this meeting was cancelled with a round marking inscribed "Angers-Aviation" and date. .... 60.00
- 18 1912, July 31—Experimental Flight, Nancy-Luneville. This flight was made by Lt. Nicaud and a 25c semi-official air mail stamp was issued for the occasion. It is inscribed "Poste Par Avion—27.28 Juillet 1912—Nancy". Upon arrival the mail was backstamped at Luneville and redispached by ordinary means. .... 35.00
- 19 1913, October 15—Experimental Flight, Villacoublay-Panillac. Mail carried by this flight bore a special cachet reading "Par Avion". Upon arrival the mail was transferred to a ship leaving for the Antilles. .... 70.00
- 20 1918, August 17—Experimental Flights Between Paris and St. Nazaire. On this date the first of a series of 65 flights was made between Paris and St. Nazaire. Covers were marked with a two line cachet reading "Ligne Postale Aerienne de Paris a St. Nazaire". They bore a special round postal cancellation inscribed "Paris-Aviation" and date. Covers exist from intermediate stops at Mans and Escoubiac which bear appropriate cachets. These are very scarce. .... 60.00
- 21 1918, September 15—Round Trip Flight Between Nice and Calvi, Corsica. Covers carried on this special flight bore the regular cancellation of Nice and were backstamped on arrival at Corsica. Some official covers were carried and bear a red cachet reading "Commission Interministerielle L'Aeronautique Civile". .... 70.00



FRANCE (*Continued*)

- 22 1919, March 4—Military Flight, Paris-London. Special cards printed in a design suggesting the Mulready envelope of Great Britain were flown on this date from Paris to London. They were privately prepared. No special cachet was used. .... 12.50
- 23 1920, October 10—Aviation Meeting at Buc. Special overprinted air vignettes were issued for this meeting. The special postmark which was used bore the legend "Buc S. et O.—Meeting Aéronautique" and date. Some covers were flown to Brussels or to London and received the black or violet cachet of the Royal Aero Club—London, or of the Aero Club Belgique, upon arrival. .... 15.00
- 24 1921, October 1—Aviation Meeting at Villesauvage. A special postal cancellation was in use on this date. It was inscribed "Villesauvage-Aviation, Seine et Oise" and date. .... 7.50
- 25 1922, June 4-6—Aviation Meeting at Bourges. A set of five semi-official stamps was issued on this occasion. Covers were cancelled "Bourges-Aviation" and date. Regular postal cancellations were used on some of the mail. .... 10.00
- 26 1922, September 2-3—Second Aviation Meeting at Rouen. A set of six semi-official air stamps was issued for this meet. Flown covers received a cachet reading "Rouen-Aviation". .... 10.00
- 27 1922, September 2-11—Aviation Meeting at La Baule. Continuing the practice of issuing semi-official air stamps, the officials in charge of this meeting brought out eight such stamps on this occasion. Covers were flown to St. Nazaire and Le Bourget but received only the regular postal cancellation of La Baule. .... 10.00
- 28 1923, September 2—Aviation Meeting at Montpellier. A special postal cancellation was provided for this meeting reading "Montpellier-Aviation" and date. Six semi-official air stamps were issued for this meet. .... 12.50
- 29 1923, September 23—Third Aviation Meeting at Rouen. Six additional semi-official air stamps were issued for this meeting. Covers received the special circular postal cancellation reading "Rouen-Aviation" and date. .... 10.00
- 30 1923, October 7—Second Aviation Meeting at Amiens. Covers bearing any of the five semi-official air stamps issued on this occasion were flown to Beauvais and have a special circular postal cancellation reading "Amiens-Aviation" and date. .... 10.00
- 31 1924, June 9—Aviation Meeting at Vincennes. Mail on this occasion was flown to Le Bourget Field outside of Paris. Eight semi-official air stamps were issued by the Committee in charge of this meeting. A special postal cancellation, reading "Vincennes-Aviation" and date, was in use. .... 10.00
- 32 1926, November 17-20—Round Trip Flight Between Marseilles and Algiers. Covers carried on this flight bear three semi-official air stamps issued for the occasion and a postal cachet reading "Journée Aeropostale Marseille (or Alger)" and date; also various cachets of the committee. .... 12.00



- 33 1926, November 25—First Flight, Antibes-Tunis. Covers carried by this first flight were cancelled at Antibes on November 24. Some of the covers received the illustrated cachet. .... 40.00



## FRENCH CONGO

(French Equatorial Africa)

- 1 1925, December 3—First Flight from Brazzaville to Pointe Noire. Covers were flown from Brazzaville to the seaport of Pointe Moire and were sent on from there by the steamer "Asia". They bear a special cachet reading "Par Avion" and are backstamped. .... 50.00
- 2 1930, March 22—Special Courier Flight Brazzaville-Paris. Mail for this flight was postmarked March 20 and bears a special cachet reading "Postes de l'A.E.F. Par Avion Cap. Goulette—Brazzaville-Paris". The plane was forced down several times en route and did not reach Paris until May 4th. Some additional mail was taken aboard at Gao. The plane was piloted by Capt. Goulette. .... 25.00
- Mail originating in the French Congo and bearing French Congo stamps and cancellations was dispatched through Leopoldville in the Belgian Congo and carried by special flight Leopoldville to Brussels, by pilots Van der Linden and Fabry, which departed Leopoldville on December 17.

(See "Belgian Congo", this Section, for listing of this flight.)

## FRENCH GUIANA

- 1 1921, July 8—Experimental Air Service between Cayenne and St. Laurent du Maroni, Inini and the Interior. This service was operated under authorization of the colonial administration by the Societe des Transports Aeriens Guyanais (TAG). By special decree a 75c surtax for air transportation was collected in the form of special stamps which were generally cancelled with the word "Avion". There were several different types of stamps. The first three types showed an allegory of flight, the value and the initials T.A.G. Several other types were later used during the life of the service which continued through November, 1922. The use of the special stamps was discontinued in October, 1921.
- First flight, with special stamp ..... 300.00
- a. Later flights, with special stamps ..... 150.00
- b. Later flights, with ordinary stamps ..... 15.00
- 2 1931, January 8—Inauguration Regular Service by Pan American Airways. Covers were marked with a special cachet in two lines reading "Premier Service Par Avion—Guyanais Francaise 1e Janvier 1931". .... 10.00

(See "United States F.A.M." Section for detailed listing of this flight)

## FRENCH LEVANT



# FRENCH LEVANT

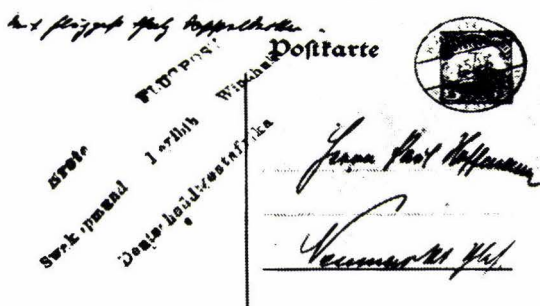
(Continued)

- 1 1919, August-September—Military Flights Constantinople-Bucharest. During the summer of 1919 flights were made by French Military planes from Constantinople to connect with the Orient Express railroad line at Bucharest, Roumania. Covers bear a boxed two line cachet reading "Armees Allies en Orient—Poste Aerienn". In September the same wording was incorporated into an oval cachet. Mail for France was redispached at Bucharest by the express train.

With boxed oblong cachet .....

35.00

# GERMAN SOUTHWEST AFRICA



- 1 1914, May 18-27—Special Flight for Windhoek Exhibition. During an exhibition held at Windhoek, Pilot Buechner made a mail carrying flight from Swakopmund to Windhoek by way of Usukos, Karibib and Okahandja. A special air mail cachet was used at each dispatch point. This constituted the only official airmail flown in any of the German colonies.

May 18, Swakopmund; one line black cachet reads "Erster Flugpost-versuch in D.S.W.A." .....

300.00

a. May 19, Usakos; three line violet cachet reads "Luftpost Usakos-Karibib 1; Flugzeug in Suedwest" .....

300.00

b. May 19, Karibib; three line blue green cachet reads "Erste Flugpost—Swakopmund, Karibib, Windhoek-Deutsch-Sudwestafrika" .....

350.00

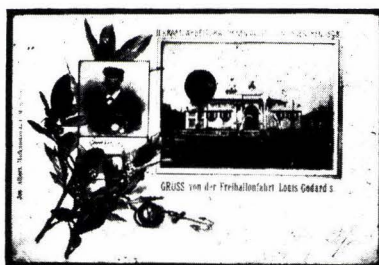
c. May 23, Okahandja; three line cachet reads "Erste Flugpost Deutsch-Sudwestafrika-Okahandja-Windhoek". .....

300.00

- 2 1914, June 14—Cards flown by the German aviator, Willy Truck, on his flights from Swakopmund to Windhoek and Karibib are known .....

## GERMANY

- 1 1896, September—Berlin Industrial Exhibition: Demonstration Flights of the WOLFERT-BAUMGARTEN AIRSHIP: Special cards received a rectangular cachet: "Transportiert per Luftfahrt in dem lenkbaren Motorballon-Dr. Wolfert - in Jahre 1896 anlaesslich der Berliner Gewerbe Ausstellung". Redispached by Berlin local postal delivery. ....
- 1A 1897, June to October—Leipzig, Saxonian-Thuringian Industry and Trade Exhibition: Cards were posted from a captive balloon moored at the exhibition. They bear an oval violet cachet of the "Aerial Station of the Captive Balloon." Special cards have a circular cachet with the "Flight Number" of the captive balloon. They were redispached at the exhibition post office. .... 50.00
- Later, on October 19, the Balloonist Capt. L. Goddard made a distance flight in the Balloon "Aug. Polich" from Leipzig to Tarnow. postmark. .... 75.00
- Souvenir cards with a French cachet on the picture side and an imitation of the Tarnow cachet, were not flown.
- Flown Card ..... 75.00

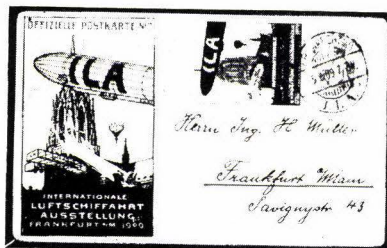


- 2 1898, August 15-31—Balloon Flights at Munich Power and Industrial Exhibition. These flights were also made by Capt. L. Godard but this time in the balloon "Europa". Covers carried on the August 15 flight bear the same cachet as used the previous year at Leipzig but with the words "Aug. Polich" removed and "Europa" inserted in manuscript. On later flights a new boxed four line cachet was brought into use.
- 2A 1899, Summer and Fall various dates—MUNICH General Sports Exhibition: Cards posted on captive balloon have a violet single line cachet "300 meters above Munich dispatched in the captive balloon". .... 50.00
- 2B 1903, Summer, Various Dates—DRESDEN, German City Exhibition: Special cards of the captive balloon "Bussard Brillant" are inscribed: "Aerial Station of the German City Exhibition Dresden 1903-Captain and Constructor Louis Godard. Paris-Director Engle". Redispached at the exhibition post office. .... 50.00
- 2C 1907, May 1-October 20—MANNHEIM, International Art and Horticultural Exhibition: Special cards used on the captive balloon have imprint "Only valid with the cachet of the balloon captain". They have a circular imprint. "Captive balloon-Mannheim 1907 - Altitude up to 500 meters". The "Confirmation of Ascent" has the cachet of balloon captain Gruschke. Redispached at the exhibition post office. .... 40.00
- 3 1908, October 8-11—Flight from International Balloon Races, Berlin. Mail posted at the field received a special reading "Internationale Ballonwettfahrten, Berlin-Schmargendorf" and date. .... 25.00

GERMANY (*Continued*)

- 4 1908-15—Balloon Mail. During this period many balloon flights and races took place from various cities in Germany, sponsored by Aero Clubs and on some occasions by the military. On a great many of these flights souvenir mail was carried. It is known from the balloons "Augusta", "Dresden", various balloons of von Abercron and perhaps others.

|                                  |       |
|----------------------------------|-------|
| Mail flown in 1908 or 1909 ..... | 45.00 |
| a. Mail flown in 1910 .....      | 35.00 |
| b. Mail flown in 1911-1912 ..... | 30.00 |
| c. Mail flown in 1913-1915 ..... | 25.00 |



- 5 1909, July 13—International Aerial Navigation Exhibition, Frankfurt. At this Exhibition, which continued through October, a number of flights were made from the adjacent airfield.

Several different types of "official" cards were issued, one of which is illustrated, and mail posted at the exhibition received a special cancellation, circular in form, reading "Frankfurt (M)—I.L.A." and date. No mail flown .....20.00

Commencing in July of 1909 the "Zeppelin Z-II (or LZ-5)" made flights to various points in Germany. One such visit was to the Berlin-Tegel airfield on August 29, 1909 at which point a special postal marking was applied to the mail. For details of these flights and all subsequent Zeppelin flights see "Zeppelin" Section, (Volume I.)

Between 1909 and 1914 numerous aviation meetings were held at a number of cities in Germany to promote interest in flying, especially heavier-than-air flying which was then in its infancy. A number of interesting special vignettes and semi-official stamps, as well as special cards and covers, were issued for these meetings. Special official cancellations were often furnished to the officials in charge of these meetings for use in the postal stations established at the various airfields. These cancellations and the use of special cards or covers do not necessarily indicate that the items in question were actually flown. As a matter of fact, only a few of such items were flown. They are, nevertheless, interesting souvenirs of an early period in the history of aviation as we know it today.

- 6 1909, September 26-October 3—First Aviation Week, Berlin-Johannisthal. Specially printed cards bearing the legend "Erste Deutsche Flieger-Woche 26. Sept.—3. Okt. 09 Flugplatz Berlin-Johannisthal" are found with the postmark of Johannisthal. ....50.00
- 7 1909, October 3—International Flying Week, Cologne. Special cards with an imprinted vignette in green were issued for this meeting. ....150.00



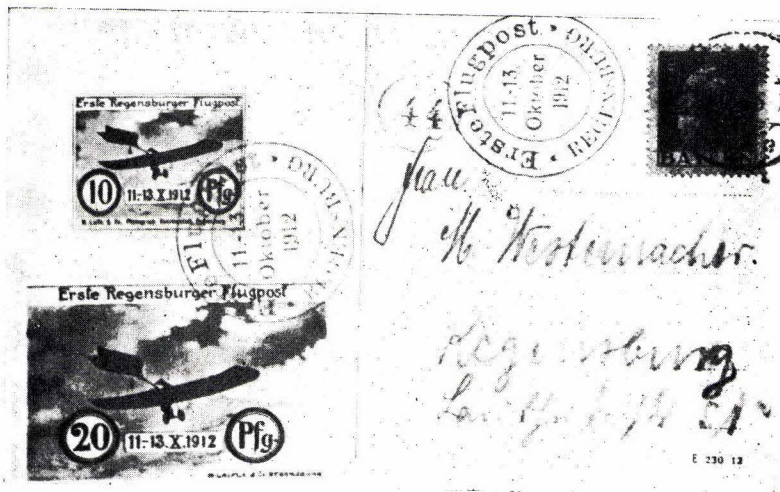
GERMANY (*Continued*)

- 8 1910, September 4—Drop Mail over Munich by Major Parseval's Dirigible. Cards, as illustrated, and carrying a greeting from a Munich illustrated magazine were dropped over Munich on the above date. They bore a special cachet, circular in shape, reading "Dropped from the Parseval—October Festival 1910." in German. .... 35.00
- 9 1911, May 17-23—Aviation Week at Kiel. The special cancellation used during the entire week was inscribed "Kiel, Flugwoche, Bundesschiessen". .... 25.00
- 10 1911, May 20-29—Aviation Meeting at Chemnitz. Covers are found with a special cancellation reading "Chemnitz Flugplatz". .... 20.00
- 10A 1911, November 11—CIRCUIT FLIGHTS AROUND BERLIN. Commemorative cards of the BERLIN FLUGSPORT VEREIN (oval) cachet with monoplane in center and Coat of Arms of Berlin) were flown from Johannisthal airfield to the Schulzendorf airfield (circling Berlin to the south) or on the return flight circling Berlin to the north. They were posted and cancelled at arrival. .... 100.00
- 11 1912, February 18 to 1913, June 25—Experimental Flights between Bork and Nearby Places by Grade Planes. These experimental flights continued over a period of 16 months. Different types of semi-official stamps were issued for the various flights during that period. The first such stamp was used in imperforated form (90) (said to be proofs), on the February 18 trial flight. For the regular service on February 26, 1000 perforated stamps were issued. A second stamp, showing a winged letter with the words "Durch die Luft-Verk. Ver. Bork" was issued on March 3, both in black imperforate and more commonly perforated 12 in violet. A third design with a bicycling mailman and an airplane was issued in May.
- |                                                           |        |
|-----------------------------------------------------------|--------|
| Cover with the imperforated stamp dated February 18 ..... | 500.00 |
| Cover with first perforated stamp .....                   | 200.00 |
| Cover with second, imperforated black stamp .....         | 500.00 |
| Cover with second, perforated violet stamp .....          | 300.00 |
| Cover with third airstamp .....                           | 300.00 |
- 12 1912, May 18—Flights between Leipzig and Lindenthal. In connection with the Margarentenvolksfest, special flights were made between Leipzig and Lindenthal on this date. A special semi-official stamp was issued for the service which was cancelled with an oval marking reading "Durch Flugpost, 18-5-12".
- |                          |       |
|--------------------------|-------|
| Leipzig-Lindenthal ..... | 35.00 |
|--------------------------|-------|



GERMANY (*Continued*)

- 13 1912, May 19—First Flight, Mannheim-Heidelberg and Return. Special cards were dispatched for these flights and were postmarked with a circular marking reading "Flugpost-Mannheim-Heidelberg-(or Heidelberg-Mannheim)" and the date.
- |                              |       |    |
|------------------------------|-------|----|
| Mannheim-Heidelberg .....    | 15.00 | 60 |
| a. Heidelberg-Mannheim ..... | 20.00 | 75 |
- 14 1912, June 10-23—Rhine and Main Air Mail Week. This week was marked by flights of the Zeppelin "Schwaben" and the airplane "Gelber Hund". Special cards and semi-official stamps were issued for these flights. Cards for the "Gelber Hund" flights were yellow or red and a 1 M adhesive stamp was issued for use on these cards. Special cancellations were employed. Flights were made between Darmstadt, Frankfurt, Mainz, Offenbach and Worms. Further details and listing and pricing of the stamps, and covers and cards carried by the "Schwaben", will be found in the "Zeppelin" Section,
- |                                                          |       |
|----------------------------------------------------------|-------|
| Dispatched by "Gelber Hund", any city, yellow card ..... | 40.00 |
| red card .....                                           | 50.00 |
- 15 1912, June 16-23—Aviation Week at Kiel. Covers posted at the airport during this week received a special marking reading "Kiel Nordmarkflug-1912" and date. 15.00
- 16 1912, June 30—Experimental Flight, Pforzheim-Karlsruhe. 5400 special cards were issued for this experimental flight postmarked with a cancellation reading. "Luftpost Pforzheim-Karlsruhe" and date. .... 20.00
- 17 1912, July 25—Experimental Flight, Gotha-Erfurt. A semi-official adhesive was issued for this flight and was cancelled by the facsimile signature of the pilot, E. Schlegel. The covers were posted on arrival and the regular postage stamps was cancelled at Erfurt. .... 120.00
- 18 1912, September 28 thru October—Air Mail Flights Sponsored by the Aero Club of Bavaria. Most of these flights were made between Oberweissenfeld and Schliessheim, near Munich. There were three more flights in 1912. A special card was used on June 14-16, 1913 during the Circuit Of Munich. Final flight was on July 26, 1914. 10,500 copies of a special 25 pfennig semi-official stamp were issued. The same stamp impressed on 4000 special cards with imprinted 5 pfennig postage stamp. The air-stamp is inscribed "Luftpost" with the letters "BAEC" within a circle. Postmark at Munich consisted of a milled edge circle with the words "Flugpost-Munchen" and date. There were 5,597 cards flown from Munich on October 5 and 9500 on October 26.
- |                                     |       |
|-------------------------------------|-------|
| Cards with airstamp .....           | 75.00 |
| Cards with imprinted airstamp ..... | 15.00 |

GERMANY (*Continued*)

- 19 1912, October 11-13—Special Flights at Regensburg. Three types of air stamps in two separate designs were issued for these flights, as illustrated.
- |                                                                                 |        |
|---------------------------------------------------------------------------------|--------|
| Card with 10 pfg airstamp. "Regensburger Fliegetage" .....                      | 150.00 |
| 10 pfg airstamp. "Erste Regensburger Flugpost" .....                            | 150.00 |
| 20 pfg airstamp. "Erste Regensburger Flugpost" (issue: 200) on flown card ..... | 250.00 |
- Cancellations also are found reading "Erste Regensburger Flugtage".
- 20 1912, October 13-26—Experimental Flights, Wiesbaden-Frankfurt and Return. Two special cards with imprinted stamps were issued for these flights. The 50 pf card was for use on the Zeppelin "Viktoria Louise" and the 1 M card was for mail to be carried by a Euler biplane. Regardless of the franking, most of the mail was actually carried by the Zeppelin. Cards were cancelled with an oval marking reading "Wiesbaden-Frankfurt (Main)—Luftpost" and date or reverse routing.
- |                                                                 |       |
|-----------------------------------------------------------------|-------|
| Wiesbaden-Frankfurt, any date franked with 50 pf stamp .....    | 20.00 |
| a. Frankfurt-Wiesbaden, any date franked with 50 pf stamp ..... | 20.00 |
| b. Wiesbaden-Frankfurt, any date franked with 1 M stamp .....   | 25.00 |
| c. Frankfurt-Wiesbaden, any date franked with 1 M stamp .....   | 25.00 |
- 21 1912, October 15-18—Aviation Meeting at Nuernberg. In connection with the South German Flight originating at Munich and during the Aviation Meeting at Nuernberg, a special post card, similar to the BAEC card previously described but with center of stamp reading "NUERN-BERG" instead of "BAEC" was issued. The same type of milled edge cancellation as used at Munich was supplied Nuernberg with name of city changed. ....
- |                                                                                                                                                                                                                           |       |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| On April 20-22 the Zeppelin "ERSATZ Z-11 (LZ-9)" made a special flight from Dusseldorf to Cologne. Special cards and a semi-official air stamp was prepared for the benefit of the Children's Aid Day at Dusseldorf. .... | 50.00 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
- See "Zeppelin" Section Volume I for details.

GERMANY (*Continued*)

- 21A 1912, October 27—**STUTTGART**, International Gordon Bennett Balloon Races: Special vignettes and cards were issued with imprinted stamp. A small circular cachet was used at the airfield reading "Gordon Bennett Wettfliegen-Festplatz Cannstatter Wiesen-29. Okt. 1912" ..... 50.00
- 22 1913, May 10-17—**Aviation Meeting at Giessen**. This meeting was held under the patronage of Prince Henry. Special cards and vignettes inscribed "Prinz Heinrich Flug Giessen 1913" were issued. The special postal cancellation used at the airport was inscribed "Prinz Heinrich Flug 1913—Nebenetappo Giessen" and date. .... 35.00
- 22A 1913, May 12—**Same aviation competition, landing at Coblenz**. Special cards were issued and a postal cancellation was used "COBLENZ-date-PRINZ HEINRICH FLUG." ..... 60.00
- 23 1913, July 12—**Aviation Meeting at Kiel**. Although the official cancellation found on cards from this meeting reads "Kiel Flugwoche 1913", indicating a full week's meeting, only cards cancelled July 12 have been noted. .... 20.00
- 24 1913, September 10-13—**Special Flight, Mulhausen-Feldberg and Return**. A special 25 pf red semi-official stamps was issued for this flight. On the 10th the aviator flew from Mulhausen to Friberg; on the 11th from Friberg to Feldberg and on the 12th from Feldberg to Mulhausen. The cards were postmarked and placed in the mails at Mulhausen on their return. The semi-official stamps were cancelled with a circular marking reading "Erste Flugpost Feldberg-Muehlhausen, 11 Sep 1913". .... 150.00
- 25 1913, October 31—**Aviation Meeting at Dresden**. This meeting was held at the Kaditz field near Dresden. A special circular cancellation reading "Dresden Neust-Flugplatz Kaditz" and date was applied to all mail. .... 15.00
- 25A 1913, between November 5 and 9 the Zeppelin "Sachsen" made a special flight from Dresden to Liegnitz on the occasion of the dedication of the new Zeppelin base at that point. A special semi-official stamp, special cards and a special cancellation were employed. .... 175.00  
See "Zeppelin" Section. Volume I for details.



GERMANY (*Continued*)

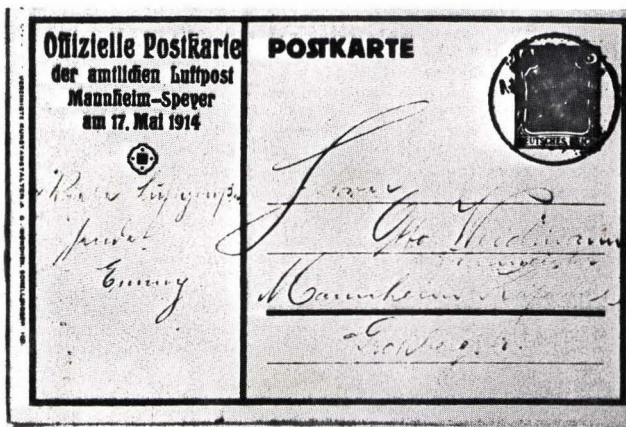
- 26 1914, May 10-11—Special Flight, Dresden-Leipzig and Return. A special card with a semi-official 25 pf air stamp imprinted on the back of the card was issued on the occasion of these flights. Cards also received a special oval cancellation reading "Flugpost Dresden-Leipzig" and the letter "a" around the edge and the word "Dresden" or "Leipzig" and date in the middle. A few cards had imprinted postage stamp and imprint: "Flugpost Karte-Zur Beförderung auf dem Luftwege am 10. und 11. Mai 1914 zugelassen"

|                                  |                        |       |
|----------------------------------|------------------------|-------|
| May 10, Dresden-Leipzig .....    | (22,603 carried) ..... | 12.00 |
| a. May 11, Leipzig-Dresden ..... | (11,314 carried) ..... | 12.00 |



Under the patronage of Prince Henry of Prussia, Aviation Meetings were held simultaneously at Darmstadt and at Hamburg. On the opening day, May 17, a special flight was made from Mannheim to Speyer and return.

- 27 1914, May 17-25—Aviation Meeting at Darmstadt. A special circular cancellation was used on mail from the airport reading "Darmstadt-Prinz-Heinrich-Flug 1914" and date. .... 30.00
- 28 1914, May 17-25—Aviation Meeting at Hamburg. The special postal cancellation used at Hamburg was inscribed "Fuhlsbüttel-Flugplatz" and date. .... 30.00





GERMANY (*Continued*)

- 29 1914, May 17—Special Flight, Mannheim-Speyer and Return. Special cancellations were assigned both of these cities for this flight. The one used at Mannheim was round and was inscribed "Flugpost—Mannheim-Speyer" and date. The Speyer cancellation was a mill edged circle similar to that used previously at Munich and Nuernberg reading "Flugpost—Speyer-Mannheim" and date.
- |                          |       |
|--------------------------|-------|
| Mannheim-Speyer .....    | 25.00 |
| a. Speyer-Mannheim ..... | 75.00 |
- During June of 1914 special semi-official stamps and postmarks were prepared for use in connection with flights to be made from a projected air meetings to open June 20 at Breslau. Although the stamps are known unused, the meeting and flights did not take place.
- During World War I, 1914-18, many special flights were made by military planes both to expedite mail to and from troops and for propaganda purposes. Many leaflets were dropped over Allied lines. The number of these items is legion and they do not come within the scope of this listing. Users should bear in mind that every military air service group had a cachet for marking officers' and soldiers' mail for post free dispatch. These markings do not necessarily indicate air mail dispatch and should not be mistaken for such.
- 30 1915, May to June 19—Mail cancelled on the German aircraft mother ship F. S. GLYNDWR at the Baltic Sea dispatched to coastal stations. Oval cachet: "1915 - (rising sun),-Marine Flug-Post F. S. Glyndwr" also with inscription: "Libau-Memel-Libau"). On June 20, the ship was damaged by action of war. ....
- 31 1918, February 15-June 15—Military flights between Berlin (Adlershof)-Hannover and Cologne. Western front military mail was usually flown without postage stamps but has special cachets, usually with postal cancellation from the point of redispatch.
- |                                                                     |       |
|---------------------------------------------------------------------|-------|
| Covers with special cachet "Luftpost .... (Date) Adlershof" .....   | 35.00 |
| a. Covers with special cachet "Luftpost .... (Date) Hannover" ..... | 35.00 |
| b. Covers with special cachet "Luftpost .... (Date) Coln" .....     | 35.00 |
- 32 1918, May to November—German Military courier flight services at the eastern front from Baltic Sea to the Crimea (1700 miles) subdivided into "Air Service Districts" There is special air cancellation on covers. An official vignette (2¼ x 2½ in) was issued at the Kiev Air District in black and red in strips of five. Kiev was the center of the Kiev-Litowsk services.
- |                                                                                  |       |
|----------------------------------------------------------------------------------|-------|
| First flight in May south to the Black Sea .....                                 | ..... |
| a. June 22, For Austrian K. and K. Military flights from Kiev, see Austria. .... | ..... |
- 33 1919, February 5—Inauguration Regular Service, Berlin-Weimar. On this date regular service was inaugurated between Berlin and Weimar, the seat of the National Assembly. Letters were marked with postal cancellations of "Berlin Flugpost" or "Weimar Luftpost" or "Weimar Nation. Vers. Luftpost". This regular service was later extended to all of Germany and throughout Europe.
- |                        |       |
|------------------------|-------|
| Berlin-Weimar .....    | 35.00 |
| a. Weimar-Berlin ..... | 35.00 |
- 34 1919, February-March. Official military courier Air service in Bavaria between Munich-Nurnberg-Furth and Bamberg for official service mail. No postage stamp was used. Violet or red cachet is circular, showing an eagle over a posthorn reading "BAYERISCHER KURIER-FLIEGER DIENST". ....
- |       |        |
|-------|--------|
| ..... | 150.00 |
|-------|--------|



GERMANY (*Continued*)

- 35 1919, April 15—Inauguration of official airpost service between Berlin and Gelsenkirchen. A circular postal cancellation was used "Berlin (postoffice) - date-LUFTPOST": Berlin Mail. .... 25.00
- a. Gelsenkirchen Mail, two lines 'Luftpost-Gelsenkirchen' ..... 30.00
- b. Gelsenkirchen, larger cachet same wording, with dove & post-horn ..... 35.00
- c. Gelsenkirchen, oval cachet with dove & same wording ..... 35.00
- 36 1919, June 15—Inaugural service from Braunschweig Airfield: Large cancellation "Durch Luftpost - Befordert". A circular cancellation reads "Braunschweig-(date) Luftpost". This remained in use after the inauguration day ..... 35.00
- 37 1919, June and July—Airpost Hannover: Box-type cancellation "LUFT-POST-HANNOVER". Covers were flown Gelsenkirch-Hannover-Berlin. Air service was discontinued on July 31 because of lack of fuel. It was resumed in Spring 1920. .... 30.00
- 37A 1919, August 24 to December 5—Regular Flights between Berlin and Friedrichshafen by the Zeppelin Airship "Bodensee". See Zeppelin Section in Vol. I of the Catalogue. The service was used as an emergency service during a railway strike in November. .... 60.00-150.00
- 38 1920, February 28-March 7—First temporary service between Berlin and International Trade Fair in Leipzig (64 flights). In Leipzig the oval marking of the 1912 flights between Leipzig and Lindenthal was applied without date. Regular airport cancellations used in Berlin and Leipzig. .... 20.00
- 39 1920, August 10—First Airpost Service From Warnemunde, Germany To Malmo, Sweden: by seaplane: Mail from "Berlin Luftpost" back-stamped at Stockholm ..... 20.00
- a. August 12 Return flight. 250 Swedish covers have a red on blue airmail label and are backstamped Berlin. .... 30.00
- This service was discontinued for the winter on October 17.

## GREAT BARRIER ISLAND



## THE AMERICAN AIR MAIL CATALOGUE

# GREAT BARRIER ISLAND

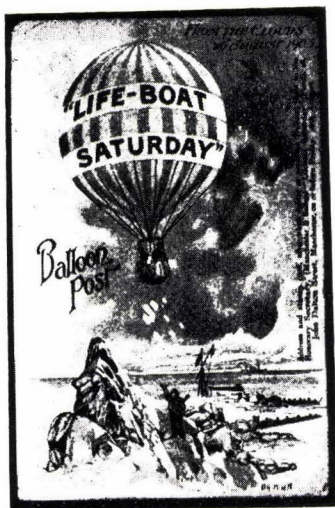
(Continued)

- 1 1898, October 27—Carrier Pigeon Service of the "Original Great Barrier Pigeon-gram Service" between Auckland, N. Z., and Great Barrier Island. Great Barrier Island is located about 65 miles northwest of Auckland, New Zealand. Because of the lack of regular means of communication between the Mainland and the Island, in 1898 a special carrier pigeon was organized for the transmission of messages between the two points. Later the carrier pigeon service was extended to Marotiri and Hen and Chickens Islands. The messages were written on sheets of thin tissue paper which were sealed with a special 1/- stamp, indigo in color, and inscribed "Great Barrier Island—Special Post". The original stamp was replaced in January 1899 by another type, bluish green in color. In May 1899 the words "Special Post" were obliterated by the printed word "Pigeongram", some 960 copies of the bluish green stamp being so overprinted. This overprint was made to meet the objections of New Zealand postal authorities to the use of the words "Special Post". In July 1899 a final issue of stamps was brought into use with the word "Pigeongram" replacing the former words "Special Post". This stamp was printed in pale blue. Three types of obliterations were used. The first was circular and inscribed "Original Barrier Pigeon Service" and was applied in blue ink. The second consisted of a two line cachet applied in either violet or black inscribed "The Original Great Barrier Pigeongram Service" and date. Flown messages are especially rare. The following prices refer to used stamps which may have parts of the flown message attached:
 

|                                                      |        |
|------------------------------------------------------|--------|
| First issue stamp, indigo .....                      | 50.00  |
| a. Second issue stamp, bluish green .....            | 30.00  |
| b. Third issue overprinted stamp, bluish green ..... | 150.00 |
| c. Fourth issue stamp, pale blue .....               | 30.00  |
  - 2 1899, July 16—Carrier Pigeon Service of the "Great Barrier Pigeongram Agency" between Auckland, New Zealand and Great Barrier Island. This was a rival service and issued triangular stamps, a 6 d in dull blue and a 1/- in carmine. The stamps were cancelled with a rubber stamp obliteration bearing the inscription "GBA NZ" within a single line in rectangle. The date was added in red ink. .... 40.00
  - 3 1899, August—Additional Service by the "Marotiri Copper Syndicate". This service was between Marotiri and Hen and Chickens Islands and Auckland. The first stamp of this service was manufactured by overprinting the second issue stamp of the "Original Great Barrier Island Pigeongram Service" with the words "Marotiri Pigeongram" in two lines. In September 1899 a definitive stamp of this service was issued consisting of a 1/- bright red inscribed "Marotiri Pigeongram Mines-Copper". .... 150.00
- The services were discontinued around the turn of the century and communication between the Islands and the Mainland was again rather sporadic until the opening of the Government Cable in September of 1908.

# GREAT BRITAIN

- 1 1902, August 9—"Coronation" Balloon Post at Beckenham. On the occasion of the Coronation of King Edward VII 300 souvenir cards bearing the legend "dispatched from the Clouds by Balloon Post" were sold at 3 d each and flown in a large balloon piloted by M. Gaudron and Dr. F. A. Barton. One third of the cards were dropped over Leeds Castle, another one third near Canterbury and the final 100 cards near Dover. Six pieces have been located, one postmarked Leeds, one Canterbury and the remaining four are postmarked at Dover on November 4 as the mail bag was not found until some three months later. Some of these latter cards show signs of exposure. .... 100.00
- 2 1902, September 20—First "Life Boat Saturday" Balloon Post. To aid the Royal National Life Boat Institution the same balloonists went aloft in a balloon named the "Life Boat Saturday". The ascent was made from Manchester and the flight terminated near Barras. Although several bags of mail were dropped containing more than 4,000 postcards, only one such card is extant. Naturally, it is extremely rare. ....

GREAT BRITAIN (*Continued*)

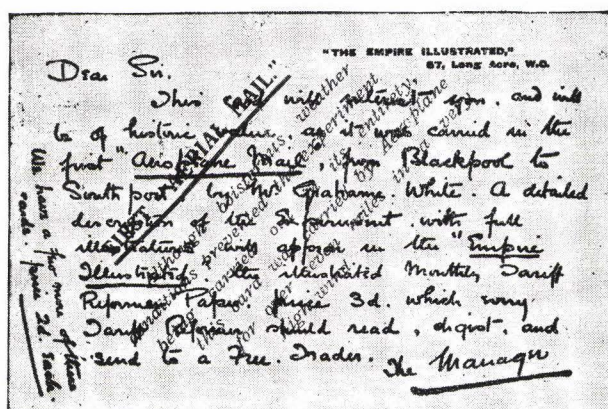
- 3 1903, September 5—Second "Life Boat Saturday" Balloon Post. In the following year an additional flight for the benefit of the Life Boat Institute was undertaken by same pilots. The ascent was originally scheduled for August 29 but was postponed until September 5. Numerous cards, as illustrated, were carried aloft, of which six are known to be in collections today. Three unflown cards are also extant. .... 150.00
- 4 1905, July 12—Balloon Post from the Beckenham Flower Show. It is believed that two and possibly more balloons participated in the ascensions made in connection with the Beckenham Flower Show. One of the balloons was the "Vivienne III" piloted by Leslie Bucknill. The name of the other balloon, or balloons, is not available. A large number of picture cards were imprinted on the reverse with the words "Dispatched from the Clouds by Balloon Post from the Beckenham Flower Show, Wednesday, July 12, 1905", in six lines. The seven flown cards which have been located to date are postmarked at various points in and near Chislehurst. .... 100.00
- 5 1907, October 14—International Balloon Flight. This flight was organized by the newspaper "Daily Graphic" and it was intended that the flight should break the then existing distance record for flights of free balloons. Elaborate arrangements were made by the "Daily Graphic" and the public was invited to send in special cards which were inscribed "A Message From Mid Air" to be dropped along the route. Some 15,000 cards were dropped before the balloon finally landed near Tosse, Sweden. Although many thousands of cards were prepared and dropped, flown cards are today very scarce. .... 75.00



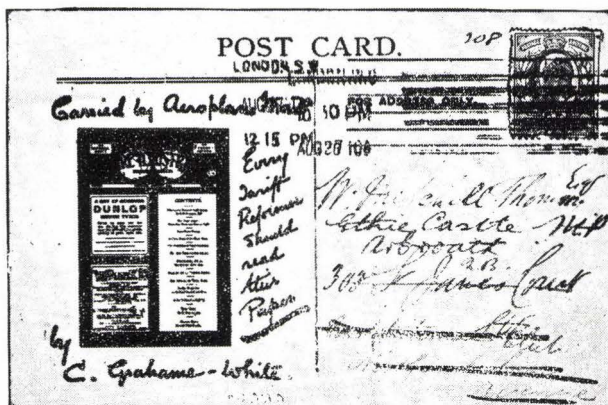
GREAT BRITAIN (*Continued*)

- 6 1910, August 6-13—Aviation Meeting at Lanark. Special cards were issued for this meeting and were cancelled at the Fair Grounds in Lanark, Scotland, where the meeting was held. A special cancellation reading "Lanark Grand Stand" and date was in use, which is the first airfield cancellation ever to be used in Great Britain. ....

60.00



### GREAT BRITAIN (*Continued*)



- 7 1910, August 17—First Aeroplane Mail in Great Britain. On this occasion the first mail ever to be carried by heavier-than-air craft in Great Britain was transported from Blackpool on a flight about seven miles toward Southport. Bad weather caused the flight to be abandoned at that point. The cards were overprinted as illustrated and posted at London on August 26. The pilot was C. Grahame White.

75.00





GREAT BRITAIN (*Continued*)

- 8 1911, September 9-16—Official Coronation Aerial Post Between London and Windsor. In honor of the coronation of King George V the Postmaster General officially authorized flights to be made between London and Windsor carrying specially printed cards and envelopes, as illustrated. The rate for a card was 6½d and for an envelope 1/. Flights from London to Windsor were scheduled daily September 9 and 15. Heavy rains made flights impossible on September 13 and 15. Late mail which had already been accepted was flown on subsequent days. On the return flights from Windsor official documents were flown. A special return flight mail left Windsor on September 16 and again on Sept. 18. Cards for the return flight were inscribed "Windsor-London" rather than "London-Windsor", but cards inscribed "London-Windsor" are found used on the September 17 flight. The violet cards and envelopes were not sold to the public but were reserved for official invitations use. Of the various colors the yellow brown, brown or olive green cards and envelopes are the scarcest, the violet cards and envelopes being the rarest of all.

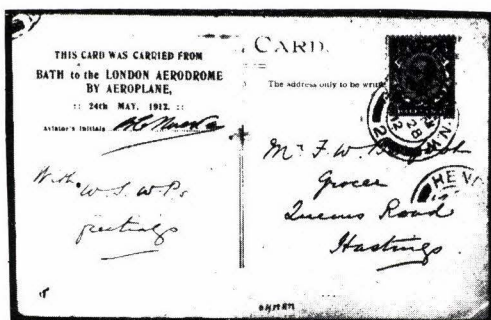
|                                                  |       |
|--------------------------------------------------|-------|
| London-Windsor, any date, common colors .....    | 15.00 |
| a. London-Windsor, any date, scarce colors ..... | 25.00 |
| b. London-Windsor, any date, violet .....        | 35.00 |
| c. Windsor-London, common colors .....           | 20.00 |
| d. Windsor-London, scarce colors .....           | 25.00 |
| e. Windsor-London, violet .....                  | 35.00 |

- 9 1911, October 13-14—Experimental Flight, Freshfield-Southport. Cards were marked with a special circular cachet reading "First Aerial Post—Freshfield to Southport". The flights were made on both days by G. Higginbottom.

|                                           |       |
|-------------------------------------------|-------|
| October 13, Freshfield-Southport .....    | ..... |
| a. October 14, Freshfield-Southport ..... | ..... |

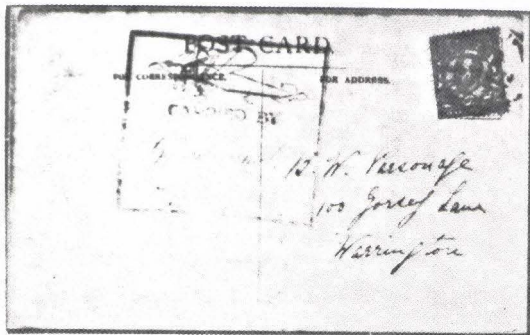
- 10 1911, October 17—Experimental Flight, Northampton-Hendon. This flight was organized by a Northampton firm and constituted the first aerial parcel post ever flown in England. The firm delivered packages containing boots to its customers and included a souvenir certificate certifying that the delivery had been made by air. ....

125.00



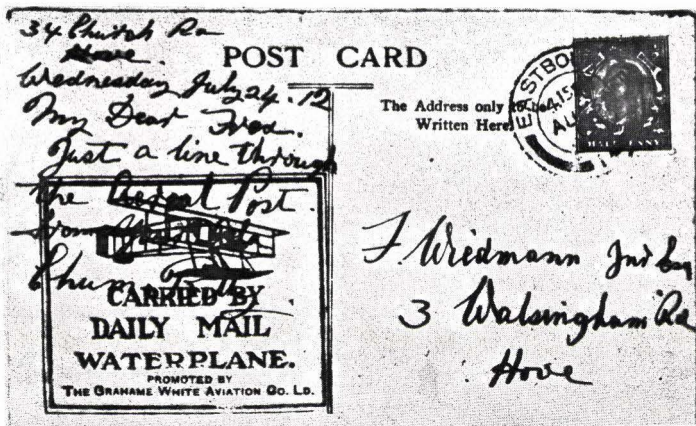
GREAT BRITAIN (*Continued*)

- 11 1912, May 25—Experimental Flight, Bath-Hendon. Pilot B. C. Hucks carried this experimental mail from Bath to Hendon Aerodrome near London. Covers received a special label as illustrated. They were postmarked at Hendon May 28. Some cards from the Hendon Handicap air race were also flown on this flight. ....



- 12 1912, June-August—Circuit of Britain Flights, Organized by the "Daily Mail". The newspaper "Daily Mail" organized a number of flights which were made by Aviators H. Salmet, B. C. Hucks, W. H. Ewen and Gustave Hamel. Pictorial cards were carried on all these flights and generally received a box type cachet showing plane and name of flyer. Flights were made as follows:

|                                                                                                                     |       |
|---------------------------------------------------------------------------------------------------------------------|-------|
| June and July, flown by H. Salmet, violet cachet or red imprint. Postmarked at Falmouth or near by places. ....     | 75.00 |
| a. July, flown by B. C. Hucks, violet cachet postmarked at Nottingham or near by places. ....                       | 75.00 |
| b. July and August, flown by G. Hamel, violet cachet postmarked in the Midlands, Isle of Man or nearby places. .... | 60.00 |
| c. July and August, flown by W. H. Ewen and G. Hamel postmarked in Yorkshire. ....                                  | 75.00 |



# GREAT BRITAIN (*Continued*)

- 13 1912, July-August—Waterplane Tour Organized by the "Daily Mail". The same newspaper organized a waterplane tour in connection with the Grahame Aviation Co., Ltd. Cards show a photo of Aviator Farman and his waterplane, and bear a three line inscription reading "Daily Mail Waterplane Tour 1912. Organized by the Grahame Aviation Co. Ltd.—70 H.P. Henry Farman Waterplane" and a box cachet. The Postmaster General officially prohibited the carrying of these cards but permitted those already accepted and postmarked to be placed in the mails. Dangerous forgeries are known to exist. .... 50.00
- 14 1913, February 11—Aviation Week at Gosforth. During the aviation week at Gosforth the R. Sinclair Tobacco Co. caused parcels of tobacco to be flown by Pilot B. C. Hucks from Gosforth to Blyth and other places. These parcels received a green aerial vignette which was cancelled at Gosforth Park on the date flown. ....
- In 1917 and 1918 during World War I numerous flights were made by the British Royal Air Force between England and France as well as over the German lines where numerous leaflets were dropped. Some official mail was flown by military planes in 1916 on "His majesty's Service." Official mail was flown from France by the "Service de l'Aviation Navale Anglais."
- 15 1918, December 10—Military Flight, Lypmne-Marquise. Special cards in the form of a reproduction of the Mulready envelope were carried by military planes on this date from Lypmne to Marquise. They bear a circular double lined cachet reading "Army Post Office—S. 20. Dec. 10. 1918". ....
- 16 1918, December 13—First Flight, London to Karachi, India. On this date a military plane flew from London to Karachi, India. Covers bear a three lined cachet reading "First through Aerial Mail—Great Britain to India—Karachi, 17.1.1919." applied upon arrival at Karachi. .... 150.00
- 17 1919, January 15—Daily military service between London and Paris carried official correspondence during the Peace Conference. This mail is cancelled as on No. 15 ....
- 18 1919, March 1—Inauguration of Military Airmail Service between England and the British occupation headquarters at Cologne, Germany. (6114 bags of mail were flown between March and the end of July 1919). Covers have the circular cancellation of the Field office. They are quite scarce. .... 25.00
- Flown items ..... 35.00
- a. The first return flight from Cologne to England, (with 75 bags of mail, was made on March 18. It carried official mail of the occupation forces.)
- Flown items ..... 35.00
- 19 1919, May 14-15—First experimental civilian airpost service between London and Paris, without fee and without special markings. Regular commercial service by the Aircraft Transport and Travel Ltd, began on August 26. ....
- 20 1919, July 2—Flight of the Dirigible "R-34" from East Fortune, Scotland to Canada and U. S. A. A few letters were carried on the crossing of the Dirigible R-34 from Scotland to Canada and Roosevelt Field, New York. Some mail was delivered in New York upon arrival while several bags were dropped over Grand Banks, Newfoundland and Selmar, Nova Scotia. The mail which was dropped over Newfoundland was never recovered but the bag dropped near Selmar was recovered some months later. ....

(See "Zeppelin" Section for additional details).

GREAT BRITAIN (*Continued*)

- 21 1919, September 30-October 6—Emergency Flights during Railway Strike Between Leeds and London. During the British railway strike a number of emergency flights were made between principal cities of England. Letters flown between Leeds and London bear an oval cachet reading "The North Sea Aerial Navigation Co., Ltd. Leeds". A special fee of 2/- per ounce was charged on the mail carried between London and Bristol, Birmingham, Newcastle, Manchester and Glasgow.
- |                                        |       |
|----------------------------------------|-------|
| September 30, Leeds-London .....       | 30.00 |
| a. October 1-6, London-Any point ..... | 15.00 |
| b. October 1-6, Any point-London ..... | 25.00 |
- 22 1919, November 10—Public mail service inauguration at an airmail fee of 2/6s per ounce, reduced in July, 1920 to 2 pence. Flown covers can be identified by the proper rate. Many have various airport cachet markings. ....
- 23 1919, November 12—England-Australia Flight by Captains Ross and Keith Smith. Mail was carried from London and other places enroute to Australia by this epic flight. Upon arrival in Melbourne, February 26, 1920, an official stamp was affixed to the mail and officially cancelled with a special arrival postmark. .... 450.00
- (See "Trans-Oceanic Record Flight" Section for further details).
- 24 1920, April—Organization of aerial postal service between England and Amsterdam, Holland, with flights on alternate days after May 17. Connection was later made at Amsterdam with IATA Europe-North-West flights to Hamburg and Copenhagen. Flown flight covers are scarce before July 8 ..... 150.00
- |                        |       |
|------------------------|-------|
| a. Later flights ..... | 15.00 |
|------------------------|-------|
- 25 1921, October 13—Official Airmail service London-Cairo-Baghdad. First flight. .... 25.00
- 26 1923, August 14—Airmail services London to Bremen-Hamburg-Berlin and Moscow. First flight. .... 25.00
- 27 1925, May 15—Regular service London-Malmö-Sweden. First flight ..... 20.00
- 28 1929, March 30—Airmail service London-Rome-Athens-Gaza-Baghdad-Karachi, India. Arrival April 6. First flight ..... 20.00
- 29 1929, November 2—Altered air route London-India via Paris-Nürnberg-Vienna-Athens by land plane and by seaplane from there ..... 20.00
- 30 1930, September 24—British Mail dispatch for Dutch KLM. Amsterdam (Sept. 25) to Batavia, Dutch East Indies. Arrived Oct. 4. .... 30.00
- 31 1931, April 4—Experimental flight London-Sydney, Australia. 15,000 covers were flown by Sir Charles Kingsford-Smith in his "Southern Cross," arrived Sydney April 29 ..... 20.00
- 32 1932, January 20—Inauguration of regular air service London-Nairobi-Johannesburg-Cape Town (Arrived Feb. 2) ..... 15.00

## GREECE

- 1 1920, March 20—Return Flight of Italian Army Planes, Athens to Brindisi. The planes arrived from Brindisi on March 5, carrying some covers, bearing a special bi-lingual cachet in four lines. On the return flight a similar cachet was used but it was privately applied. The mail was not handled officially by the Greek post office. .... 15.00
- (See "Italy", this Section, for listing of Brindisi-Athens flight.)



GREECE (*Continued*)

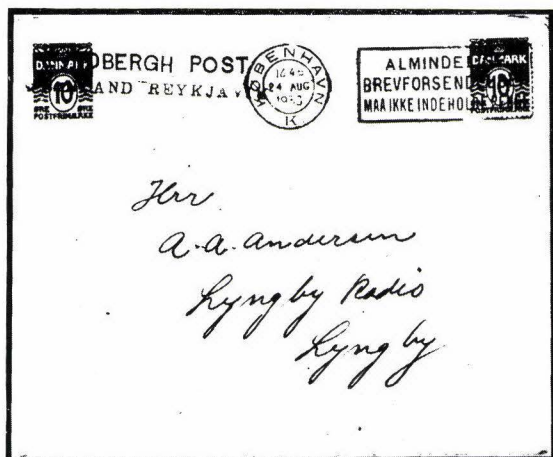
- 2 1926, August 6-October 15—Inaugural Service, by Soc. An. Aero Expresso Italiana. On the first flight but a small mail was flown bearing regular Greek postal markings. On October 20 a special set of air stamps was issued for the service which by then had been extended from Athens to Constantinople, Turkey effective October 15, 1926.
- August 6, Athens-Brindisi .....  
a. October 15, Athens-Constantinople ..... 8.00
- 3 1929, April 2—Inaugural Flight by Imperial Airways, Athens-Alexandria, Egypt. Mail by this flight was cancelled with the special Athens on mail cancellation. .... 8.00
- 4 1929, April—Imperial Airways Service England-Greece-India with first dispatches to the various stops on this service ..... 8.00
- 5 1929, June 8—Inaugural flight Air Union Line, Athens to Beyrouth ..... 10.00
- 6 1929, June 10—Inaugural Flight, Castelrosso-Athens. The first dispatch took place on the above date. Some covers bear cachet of a flight Athens-Marseilles. .... 15.00
- 7 1929, November 9—First flight Athens-London across Budapest-Vienna-Nurnberg-Cologne. .... 15.00
- 8 1930, January 15—First flight Athens-Gaza, Palestine-Baghdad, Iraq .... 20.00
- 9 1930, July 30—First Airmail Athens-Rio de Janeiro and Buenos Aires by Compania Aeropostale. .... 15.00
- 10 1931, May 1—First KLM flight from Athens to Siam and Netherland Indies. Special red cachets. .... 15.00

## GREENLAND

Greenland has been an intermediate point of call of many attempted trans-Atlantic and world flights. The U. S. Army Round the World Flight made a stop in Greenland in September, 1924. In August 1925 the Arctic Explorer Donald B. MacMillan, accompanied by Admiral Richard E. Byrd, attempted to fly over the North Pole using Etah, North Greenland, as a take-off point. Although the flight was abandoned after several attempts, some souvenir mail was carried. The German Round the World Flier, Captain Wolfgang Von Gronau, made a stop in Greenland in August 1930 and again in August 1931. No mail was carried on the 1930 flight but mail originally posted in Germany bears a cachet reading "Koloniel Godthaab" among others indicating the stop in Greenland.

(For details of these flights see "Trans-Oceanic Record Flights" Section).

- 1 1925, August 1—Mac Millan Arctic Expedition. Covers bear circular cachet in blue reading "Etah, North Greenland, Navy Polar Flight Expedition, 1925" or oval cachet bearing violet cachet reading "U. S. Navy Polar Expedition".
- Large cover, blue cachet ..... 125.00  
a. Small cover, violet cachet ..... 75.00
- (See also "Trans-Oceanic Record Flight" Section).
- 2 1932, July 31—Greenland Expedition Flights in Umanak District. Pilots Ernest Udet and S. Schriek, operating with the Universal Greenland Expedition under the direction of Dr. Arnold Franck, carried some mail which was postmarked upon arrival in Copenhagen. This mail was franked with an imperforate red brown semi-official air stamps, designed by the American artist Rockwell Kent, inscribed "Gronlandske Luftpost" and letters received a double line oval cachet reading "Universal—Dr. Franck Greenland Expedition". The covers also bore ordinary Danish postage stamps. ....

GREENLAND (*Continued*)

- 3 1933, August 23—North Atlantic Survey Flight by Charles A. Lindbergh. A small amount of mail carried by Mr. and Mrs. Lindbergh was postmarked on arrival at Copenhagen. It was flown from Holstenberg, Greenland. .... 250.00  
(See "Trans-Oceanic Record Flights" Section for additional details).

## GRENADA

See "United States F.A.M." Section for Listings.

## GUATEMALA

1. 1924, February 16—GUATEMALA CITY-BALBOA, CANAL ZONE. A squadron of three U.S. Army planes, two De Havillands and one Martin bomber, flew from France Field, Canal Zone, across Central America on an official trip to demonstrate the possibilities of air communications. On their return, at the request of the U.S. minister in Guatemala City, a pouch of mail was carried. Letters bore Guatemalan stamps. The covers received a three-line cachet: "CORREO INTERNATIONAL Feb. 16, 1924 — GUATEMALA — C.A." and were backstamped "BALBOA HEIGHTS, FEB. 25TH." Only 28 were carried; more were prepared, but reached the Guatemala City post office too late to be included in the pouch. .... 30.00

# GUATEMALA (Continued)

2. 1926, May 28—GUATEMALA CITY-FLORES. PETEN. Stampless covers — official envelopes of the General Staff of the Guatemalan Army, are franked with a circular seal about an inch in diameter, reading "CUERPO DE ESTADO MAYOR DEL EJERCITO — GUATEMALA." In addition there is a rectangular cachet in violet, inscribed "PRIMER CORREO AEREO." It has two circular postal cancellations, one reading "CORREOS DE GUATEMALA 1926" and dated "MAY 28 — 6 PM," and the other reading "CORREOS INT GUATEMALA, C.A.," and dated "MAY 29 1926." Both are in violet and 23 mm. in diameter. 24 covers carried. .... 35.00
  3. 1926, August 3—GUATEMALA-ESQUIPULAS. Cancelled on July 30, 11 A.M. at Guatemala City, backstamped at 3 P.M. August 3 in Guatemala City (indicating that it did not fly until that date) and cancelled at Esquipulas on August 3, 1926. Covers have a rectangular black cachet "PRIMER CORREO AEREO" and a three-line cachet in violet or red, evidently privately made, reading "Via — Primer Correo Aereo — GUATEMALA-ESQUIPULAS," with decorative type at the beginning and end of the second line. 140 covers carried. .... 20.00
  4. 1926, August 3—ESQUIPULAS-GUATEMALA CITY. Return flight. Cancelled at Esquipulas on August 2 and backstamped "REGIBIDA EN GUATEMALA" at 7 P.M. August 3 (also 3 P.M.). The three-line cachet in violet reads: "primer correo Aereo — Esquipulas — a GUATEMALA." 20.00
  5. 1926, August 29—GUATEMALA-SANTA ROSA. Violet 35½ mm. double circle cachet reading: "CORREO AEREO" and "GUATEMALA," separated by stars, used as a cancel with insertion of date in center. Cancelled in black at Guatemala on August 29, 11 A.M., and at Santa Rosa in blue on the same date and also A.M., no hour given. Also carried a three-line cachet, "Via-primer correo aereo — GUATEMALA STA ROSA," sometimes with hyphen between "STA" and "ROSA". 160 covers carried. .... 20.00
  6. 1926, August 31—SANTA ROSA-GUATEMALA, return flight. Red three-line cachet, sometimes with name of the capital misspelled, reads "primer correo aereo — STA — ROSA — CUATEMALA (or GUATEMALA)." Cancelled at Santa Rosa in the A.M. on August 31 and received, as stamped on the back, at 7 P.M. in Guatemala. 160 to 180 covers carried. .... 20.00
  7. 1926, November 19—GUATEMALA-QUICHE. Cancelled at Guatemala 7 P.M., November 19, received in Quiche the following date, as stamped on front of cover in blue. Some covers backstamped at destination with date of arrival. Rectangular violet cachet reads, "PRIMER CORREO AEREO — GUATEMALA-QUICHE." The plane, the "Benito Juarez," was destroyed in a crash on landing, and the pilot, Jacinto Rodriguez Diaz, was hurt. 147 covers carried. .... 20.00
- NOTE: The International Society of Guatemala Collectors has graciously cooperated on supplying these listings.

## HAITI

- 1 1919, September 18—Trial Air Mail Flight at Port au Prince. Reliable information indicates that a mail bag was dropped over Port au Prince on this date but no further details are known. ....
- 2 1923, November 17—Military Mail Flight, Port au Prince to the U. S. Marine Corps Camp at Santo Domingo, D. R. Mail for personnel of U. S. Marine Corps Observation Squadron One was flown from an incoming steamer thus expediting the mail by several days. ....

A similar flight was made on November 14-15 from Santiago, D. R. but all subsequent flights were made from Port au Prince. By the end of 1924 a total of 894 such flights had been made.

(See "Dominican Republic", this Section, for listing of the earlier flight).

- 3 1925, May 2—Inaugural Service, Port au Prince-Cap Haitien. On this date regular air mail service was inaugurated between the above cities. Covers were marked with a cachet showing airplane design and the word "Avion" below the design. This cachet was applied in either black or red. Late in August an additional cachet with the word "Avion" above the design was brought into use. .... 30.00
- 4 1926, June 3—Inaugural Service, Port au Prince-Gonaives. Covers carried on this flight bear each of the cachets previously described and were backstamped upon arrival. .... 20.00
- 5 1927, April 19—Inaugural Service, Port au Prince-Port de Paix. Covers carried on this flight bear each of the cachets previously described, generally in red but sometimes in blue or black. .... 15.00



- 6 1927, July 12-19—Experimental Flights. Using a new plane just arrived from the United States, flights were made between Port au Prince and Jeremie, between Cap Haitien and Gonaives and between Port de Paix and Jeremie on the dates listed. All covers received the marking illustrated.
  - a. July 12, Port au Prince-Jeremie ..... 20.00
  - b. July 14, Cap Haitien-Gonaives ..... 20.00
  - c. July 19, Port de Paix-Jeremie ..... 20.00
- 7 1927, July 18—Experimental Service, West Indian Aerial Express Company. On July 14 the West Indian Aerial Express Company made an experimental flight from Barahona, Dominican Republic to Port au Prince. The return flight was made on July 18 and mail was carried to both Barahona and Santo Domingo. Covers were marked with the same cachet as was used on the July 12-19 flights.
  - a. Port au Prince-Barahona ..... 25.00
  - b. Port au Prince-Santo Domingo ..... 15.00

(See "United States F.A.M." Section for detailed listing).
- 8 1927, December 13—Inauguration Regular Service, Port au Prince Santo-Domingo and San Juan. Regular service was established between Port au Prince and the above points on this date. Covers received a new type cachet showing plane and the word "Avion" within circle, applied in blue.
  - a. Port au Prince-Santo Domingo ..... 7.50
  - b. Port au Prince-San Juan ..... 7.50

(See "United States F.A.M." Section for detailed listing).
- 9 1928, February 7—Air Mail Flight by Col. Charles A. Lindbergh. On his goodwill flight to the Caribbean, Col. Lindbergh carried mail from Port au Prince to Havana in his famous plane the "Spirit of St. Louis". .... 25.00
 

(See "Trans-Oceanic Record Flights" Section for detailed listing).
- 10 1928, February 28—Extension West Indian Aerial Express Service, Port au Prince-Santiago, Cuba. On this date mail was flown from Port au Prince to Santiago de Cuba, Cuba. Covers received a special cachet applied in blue. .... 10.00
 

(See "United States F.A.M." Section for detailed listing).



## HONDURAS

- 1 1925, January—Experimental Flight, Tela-Tegucigalpa. For the purpose of securing a contract from the Honduran Government, the Central American Airlines of Honduras was formed by a promoter named T. C. Pounds. This experimental flight was made in the single plane owned by the company, flown by Sumner B. Morgan. Covers were marked with a double line oval cachet. ....
- 2 1925, May 1—Inaugural Service, Puerto Cortez-Tegucigalpa. For this service letters were franked with regular postage stamps overprinted with the words "Aereo Correo" in two lines. The service continued on an irregular basis for about six months when the breakdown of the plane caused its suspension. The stamps used on this service are very rare and covers must be evaluated according to the stamps used thereon. ....
- 3 1926, December 19—Resumption of Service by Central American Airlines. On this date flights were resumed and at the same time a special 50c semi-official air mail stamp printed in violet and carmine on blue was issued for use on the mails. .... 15.00
- 4 1929, September 21—Inaugural Service by Pan American Airways, Tela to Miami. On this date Tela made its first dispatch via United States Foreign Air Mail Route No. 5 to Miami, Florida. A special 25c stamp, overprinted on the regular issue, appeared simultaneously with the inauguration of this service. Covers were also dispatched to Belize, British Honduras and Havana, Cuba.
 

|                      |       |
|----------------------|-------|
| Tela-Belize .....    | 20.00 |
| a. Tela-Havana ..... | 20.00 |
| b. Tela-Miami .....  | 10.00 |

(See "United States F.A.M." Section for detailed listing).
- 5 1929, September 27—Inaugural Service Tegucigalpa-Tela. On this date a connecting service was established between Tegucigalpa, the capital, and Tela, the port located on United States Foreign Air Mail Route No. 5. .... 10.00

## HUNGARY

- 1 1898-1900—Military Balloon Mail. Between 1898 and 1900 mail was carried by balloonists attached to the Austrian Army. Some of these covers bear manuscript notations that the letter was flown, the earliest known being dated in 1898. .... 35.00
- 2 1901-1914 —Balloon Mail. During this period mail was carried on free balloons manned either by military or private pilots. Mail is known from the balloon "Hergesel" as well as from the Austrian balloons "Tirol", "Cattaro", "Ragusa", "Bussard", "Uhu", "Sirius" and the "Wien II". .... 25.00
- 3 1910, June 5-15—International Air Meeting at Budapest. During the great air meeting held on the above dates, mail was dispatched from the Rakos airfield and received a green vignette reading "Nemzetközi Repuloverseny Budapest 1910, Junius 5-15", and a large round postmark with the legend "Budapest Repulo Versenyek" and date. These cards were souvenirs of the meeting and were not flown. .... 15.00
- 3A 1917, June 30—Airplane Mail flown during Army Flying Exhibition at Budapest. Cancellation of Budapest-HAIN-REPULO-KIALLITAS .....
- 4 1918, July 4-23—Military Air Service, Budapest-Lemberg. A military service was established serving Budapest, Vienna, Cracow and Lemberg. Regular postage stamps were officially overprinted in red or blue for this service. On the first flight 530 letters were carried. During the period July 4 to 14 the regular postal cancellation was in use. From July 15 to 23 a special cancellation was used reading "Repulo Post-Budapest" and date.
 

|                            |       |
|----------------------------|-------|
| July 4, First Flight ..... | 15.00 |
| a. Later Flights .....     | 10.00 |
- 5 1920, November 7/April 9, 1921—Air Service by the Magyar Aeroforgalmi Company between Budapest and Szombathely with drop mail over Gyor, Sopron and Veszprem. For this service official overprinted air stamps were used. First flight covers have special oval cachet .....
- 5A 1920, Early December—Air Service by the same group between Budapest and Szeged. The same overprinted stamps were used and air cancellation "LEGI POSTA-SZEGED 1." .... 12.00
- ..... 20.00

HUNGARY (*Continued*)

- 6 1922, June 28—Budapest added to Paris-Bucharest Service. On this date Budapest was made a stop on the Paris-Bucharest service of the "Franco Roumanian" Company. Covers dispatched from Budapest bear a two line boxed cachet applied in red reading "Par Avion" in French and its Hungarian equivalent. .... 10.00
- 6A 1923, July 15/September 30—Seaplane service of the Aeroexpress Co. between Budapest and Vienna. (On 124 trips, a total of 86 lbs. of mail was carried) The service was resumed in 1924 on a daily basis and with connections to Munich and by Trans Europa Union to Berlin. 1800 lbs. of mail flown in 1924. ....
- 7 1924, April 30-May 6—Inaugural Services of the Franco-Roumanian Air Service from Budapest to various cities in Europe. On the dates shown below regular service was inaugurated between Budapest and points indicated. Covers bear a boxed cachet showing plane and legend "LEGI-POSTA," together with destination point. The services were discontinued in November, 1924.
- |                                     |      |
|-------------------------------------|------|
| April 30, Budapest-Vienna .....     | 8.00 |
| a. May 6, Budapest-Belgrade .....   | 8.00 |
| b. May 6, Budapest-Paris .....      | 8.00 |
| c. May 6, Budapest-Strasbourg ..... | 8.00 |
| d. May 6, Budapest-Warsaw .....     | 8.00 |
- 8 1924, September 23—Special Flight, Budapest-Estergon. On this date a special flight was made in honor of the first Hungarian Philatelic Congress. Specially prepared flown cards bear a cachet reading "Magyar Filatelista Nap" and date. .... 8.00
- 8A 1925, Spring—Resumed services of the Franco-Romanian Air Services as "CIDNA" over a new route. (Bucharest-Belgrade)-Budapest-Vienna-Innsbruck-Zurich-Basle-Paris. 2775 lbs. of mail were flown from Budapest in 1925. ....
- |                                                                                                                               |       |
|-------------------------------------------------------------------------------------------------------------------------------|-------|
| a. Later in the year the service was extended to Constantinople with branch service between Budapest, Prague and Warsaw. .... | ..... |
|-------------------------------------------------------------------------------------------------------------------------------|-------|
- 9 1925, April 13—Inaugural flight of the domestic air service Budapest-Szeged. Regular boxed cachet "LEGIPOSTA-BUDAPEST-ESTTERGOM." On the first day philatelic mail has a label AERO SZEGED-BUDAPEST" ....

## ICELAND

- 1 1928, June 4-9—Inaugural Service, between Reykjavik and Interior Points. On the dates indicated air mail service was rendered between Reykjavik, the capital, and the listed points. An official airport stamp was issued in connection with these flights. Return dispatches were made from most of the points served but definite information as to these is lacking:
- |                                           |       |
|-------------------------------------------|-------|
| June 4, Reykjavik-Isafjordur .....        | 15.00 |
| a. June 4, Reykjavik-Siglufjordur .....   | 15.00 |
| b. June 4, Reykjavik-Akureyri .....       | 15.00 |
| c. June 8, Reykjavik-Stykkisholmur .....  | 15.00 |
| d. June 9, Reykjavik-Vestmannaeyjar ..... | 15.00 |
- 2 1929, July 3—Extension of Regular Service, Reykjavik-Reydarfjordur. There were seven intermediate stops on this route. ....
- 3 1929, July 7—Iceland Dispatches by Swedish Seaplane "Sverige". Enroute from Stockholm to New York, under command of Captain Alvin Ahrenberg, the Swedish seaplane "Sverige" took on 65 letters at Reykjavik. These covers were especially cacheted; however, when the flight was abandoned at Greenland the covers were dispatched onward to the United States by boat. .... 20.00
- 4 1931, July 3—First Flight of "Graf Zeppelin" to Iceland. Special Zeppelin stamps were issued for the return flight of the "Graf Zeppelin" and a special cachet, furnished by the German Government, was applied to all mail dispatched. ....
- (See also "Zeppelin" Section).

## THE AMERICAN AIR MAIL CATALOGUE

ICELAND (*Continued*)

- 5 1933, July 7—Iceland Dispatches by Balbo Squadron Flight. In connection with the mass flight of Italian planes under the command of General Italo Balbo, Iceland issued three air mail stamps for the flight and dispatched 298 letters to the New York franked with one or more of these stamps. Value depends on number of stamp on cover. ....
- (See also "Trans-Oceanic Record Flights" Section).
- 6 1934, September 4—Iceland Dispatches by Round the World Flight of Dr. Richard Light. On his Round the World Flight Dr. Richard Light carried some air mail letters on the sea leg from Iceland to Edinburgh, Scotland. Covers bear Iceland air mail stamps and an appropriate cachet. Those mailed at Reykjavik are dated September 4, while a few letters taken on at Thorshaven are dated September 5. All were backstamped on arrival at Edinburgh on September 6.
- September 4, Reykjavik-Edinburgh ..... 25.00
- a. September 5, Thorshaven-Edinburgh ..... 25.00
- 7 1935, August 8—Iceland Dispatches by Thor Solberg's Trans-Atlantic Flight. 235 letters were carried on this flight from Reykjavik to Bergen, Norway. They were postmarked at Reykjavik on August 8 and bear an appropriate cachet applied in green. .... 20.00
- (See "Trans-Oceanic Record Flights" Section for additional details).
- 8 1939, July 30—First Glider Flight at Sandsken Island. Specially prepared cards were flown by glider on this occasion. They have a round cachet reading "Svifflughandskeid-Sandsken Island—1939" and a rectangular cachet reading "Fyrsta Postsvifflugid A Islandi—30 Juli 1939—Sandskeid-Reykjavik" ..... 10.00

## INDIA



- 1 1911, February 18—World's First Official Air Mail Flight, Allahabad. In connection with the United Provinces Industrial and Agricultural Exhibition at Allahabad, a number of exhibition mail carrying flights were arranged through the cooperation of the Postmaster General. About 6500 letters and cards were flown by the French Aviator, M. Pequet, from the Exhibition Grounds at Allahabad to Naini Junction, about five miles away. Covers were marked with a large magenta cachet showing a plane within a double lined circle, inscribed "First Aerial Post—1911—U.P. Exhibition Allahabad". About 40 larger sized cards were signed by the pilot.
- Regular card or cover ..... 40.00
- a. Large sized card, signed by pilot ..... 80.00



## INDIA

- 2 1913, January 8—Special Flight by French Aviators at Calcutta Exhibition. Special cards were prepared and flown which bear the inscription "Great Aerial Exhibition—8th January 1913—Messrs. G. Verminck & M. Pourpe—A Souvenir from 20,000 feet-above Calcutta—Price Re. 1." ..... 100.00
- 3 1920, January 23-March 11—Experimental Service, Bombay-Karachi and Return. In order to expedite mail arriving from or leaving for England a special airport service was inaugurated between Bombay and Karachi. The first flight was made on January 23. Fourteen trips were made and about 3730 pieces of mail were flown. Covers were marked with a special double circle cachet showing airplane and inscribed "Bombay (or Karachi)-Airpost" and date. Flights were made from Karachi to Bombay on January 23, 30, February 6, 15, 22, 27 and March 5. From Bombay to Karachi on January 25, February 4, 11, 17, 24, March 2 and 11. Many of these dispatches are scarce.
- January 23, 1920—First Flight ..... 30.00  
 a. Other flights ..... 20.00-25.00
- Between 1920 and 1926 India served as a crossroad for many important survey and sport flights made by various British, Dutch, French, German and other pilots. Largely due to the activity of the "Indian Air Mail Society" a limited amount of mail was carried privately through the courtesy of these pilots. This mail certainly served to record the history of the development of aviation as it applied to India during the period in question, but space does not permit a detailed listing of these items. Such mails were usually flown between two or more airports inside of India or Burma and on some occasions between points in India and other countries. Letters are found marked with special inscriptions, cachets and labels, generally privately prepared, but bearing postal cancellations from the point of re-dispatch by regular mail. During the same period a number of emergency and demonstration flights were made in India by units of the Royal Air Force and again through the industry of the "Indian Air Mail Society" mail was frequently carried on these flights.
- Flown covers of these early long-distance flights over their Indian sections ..... 30.00 to 50.00
- During the same period a number of emergency and demonstration flights were made in India by units of the Royal Air Force and again through the industry of the "Indian Air Mail Society" mail was frequently carried on these flights.
- Flown covers ..... 15.00 to 25.00
- 4 1927, January 23—First Official Dispatch, Karachi-Cairo. Effective the above date a fortnightly service between Cairo and India via Basra and Baghdad was inaugurated. A special air fee was charged for mail carried by this service. Covers bear an official cachet reading "Air Mail Service—Basra-Cairo-(Karachi G.P.O.)"
- January 23, First Flight ..... 20.00  
 a. Later Dates ..... 10.00
- 5 1927, February 14—Official Dispatch by Light Airplane, Karachi-Delhi. Covers carried by this flight were officially marked with a cachet reading "Air Mails—India—By Light Aeroplane—Karachi G.P.O.". About 900 letters were flown. .... 20.00
- 6 1929, April 7—Inaugural Service, Karachi-London via Imperial Airways. On this date Imperial Airways inaugurated through service from Karachi to London. First flight covers were marked with a black circular cachet reading "By Air" and bear the official Indian etiquette. Covers dispatched from other parts of India were postmarked a few days earlier than those from Karachi.
- April 7, First Flight ..... 10.00  
 a. Later Dates ..... 6.00



# THE AMERICAN AIR MAIL CATALOGUE

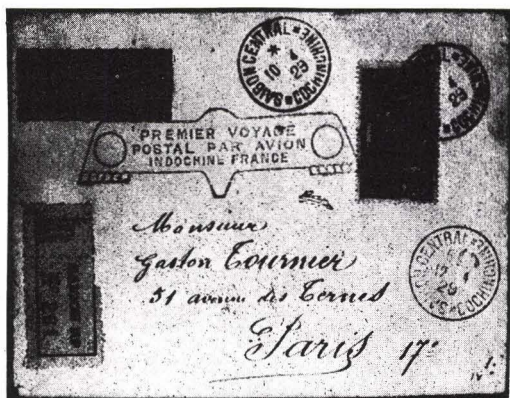
## INDIA (Continued)



- 7 1931, April—Indian dispatches on the first experimental service between London and Australia and back.
- a. April 13—First Air Mail-Burma-Australia ..... 15.00
- b. First return flight-Australia-Rangoon-London ..... 15.00
- 8 1932, October 15—First flight Calcutta-Bombay-Madras and return, Oct. 17. Flown covers ..... 10.00

## INDO-CHINA

- 1 1921, April 21-May 2—Experimental Flight, Luang-Prabang and Vientiane to Saigon. Covers were flown by military planes. Those posted at Luang have ordinary postmark of April 20. A rectangular cachet reading "Par Avion—Vientiane-Saigon—27 April 1931" was applied to mail dispatched from Vientiane.
- April 21, dispatched from Luang.....
- a. April 27, dispatched from Vientiane .....
- 2 1923, January 2—Military Flight, Sonla (Haut-Tonkin)-Hanoi. Covers have the regular postal cancellation and were backstamped the next day. They bear a rectangular cachet reading, "Par Avion—Sonla-Hanoi". ..... 50.00
- 3 1923, April 11—Military Flight, Bienhoa (Saigon)-Hanoi. Covers have the regular postal cancellation and were backstamped on arrival. In addition, covers received a circular cachet reading, "Escadrille de Cochinchine—No. 2" ..... 40.00



# INDO-CHINA (*Continued*)

- 4 1929, April 12—Experimental Flight, Saigon-Paris. Covers carried by this service were impressed with the cachet and postmarks illustrated. Some covers were also dispatched from Hanoi by ordinary route to Saigon for redispach by this flight. They bear a red label reading "Service accelere". ..... 20.00

## IRAN

Listings Will Be Found Under PERSIA.

## IRAQ



POSTAL SERVICE M. E. F.

AERIAL POST-BAGHDAD-DELHI

PER

HANDLEY-PAGE AEROPLANE

- 1 1919, January 3—Military Flight, Baghdad-Delhi. This flight was made by planes of the British Middle East Forces. A total of about 50 covers were carried from Baghdad to Basra and Delhi. Covers were marked with a magenta cachet, as illustrated. They were backstamped on arrival at Delhi with a round cachet reading "Carried by Aerial Mail, Baghdad-Delhi, Jany, 1919". ..... 150.00
- 2 1919, February 25—Military Flight, Baghdad-Cairo. This flight was also made by planes of the Middle East Forces and received a cachet similar to that used previously but with text altered to read "Postal Service M.E.F.—Aerial Mail—Baghdad-Cairo—By 31 St. Wing R.A.F. Mesopotamia". Only a few covers were carried on this flight. .... 100.00
- 3 1921, October—Trial Trip, Regular Military Service, Baghdad-Cairo. Only official air mail was carried by this service which was established some time during October on a regular basis. Letters bear a circular cachet applied in violet reading "General Head Quarters—AIRMAIL—British Forces in Iraq". ..... 35.00

This service was continued upon an irregular basis through and including the year 1923. Covers flown in 1922 and 1923 received a rectangular cachet in black reading "By Air Service, Baghdad-Cairo".

- 4 1923, October 1—Military Flights from Hinaidi Aerodrome to Forces in the Field. Covers carried by this service received a double line oval cachet in violet reading "Air Mail Centre—Hinaidi—Royal Air Force—1 Oct. 1923". ..... 40.00
- This service was continued through and including January, 1924. Some covers on the inaugural service and on later dates bear manuscript inscription and pilot autographs instead of the special cachet.
- 5 1926, September 27—Flight by Sir Alan Cobham, Baghdad-London. Returning from his flight to Australia the noted pilot Sir Alan Cobham carried 110 covers from Baghdad to London. These were marked by a special cachet reading "BY AIR—Iraq to Great Britain with Alan Cobham". ..... 00.00

IRAQ (*Continued*)

- |    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |       |
|----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 6  | 1926, December 21—Special Flight, Baghdad-Karachi. A flight of De Haviland Moth planes carried 465 covers from Baghdad to Karachi-India on the above date. They were marked with a special cachet reading "IRAQ TO INDIA—by Light Aeroplane with Messrs. Stack and Leete".                                                                                                                                                                                                                                         | 20.00 |
| 7  | 1928, September 14—Inauguration Regular Air Mail Service by Dutch Planes, Baghdad-Batavia. Baghdad was made a stop on the through route from Amsterdam, Netherlands to Batavia, Dutch East Indies, effective the above date. No special cachets were used on mail taken on at Baghdad but such letters bear air labels of Iraq inscribed in both English and Arabic.                                                                                                                                               | 20.00 |
| 8  | 1929, January 3—Special Flight Baghdad-Karachi by French Planes. On the above date Vct. and Vctess. J. de Sibour en route from Baghdad to Karachi took a special mail of 50 letters from Baghdad. These letters were marked with a cachet reading as follows: "IRAQ TO INDIA—By Light Aeroplane—with Vct. and Vctess. J. de Sibour".                                                                                                                                                                               | 50.00 |
| 9  | 1929, April 3—Inauguration Regular Service via London-Karachi Route. Three points in Iraq were made stops on this through service, namely Rutbah, Baghdad and Basra. Special cachets, differently inscribed for each point, were used on the first flight mail from the three Iraq cities. The first return flight dispatches from these points to London were made on April 9; however, these return flight dispatches did not receive any special markings. This service was performed by Imperial Airways, Ltd. |       |
|    | April 3, Iraq-India                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 15.00 |
|    | a. April 9, Iraq-London                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 10.00 |
| 10 | 1929, April 11—Trial Flight, Baghdad-Persia. No special cancellation was used on the limited number of letters carried on this trial flight.                                                                                                                                                                                                                                                                                                                                                                       |       |
| 11 | 1929, August 26—Inauguration Regular Service, Baghdad-Persia. A regular service from Baghdad to Persia was established on this date. The mail was not specially marked.                                                                                                                                                                                                                                                                                                                                            | 15.00 |
| 12 | 1930, April 30—Inauguration Regular French Service, Baghdad-Marseilles. This service was performed by Air-Orient with an intermediate stop at Beyrouth, Syria. Inaugural flight covers were marked with a double circle cachet reading "Baghdad-Syrie-Liban—Voie A.U.L.—Premier courrier arien".                                                                                                                                                                                                                   | 15.00 |

## IRELAND

During 1923 official experiments were made by the Post Office Department in connection with the speeding up of deliveries of incoming United States mails arriving at Belfast for delivery in British cities. Experimental flights were made on April 27, May 9, September 12 and September 15 of that year. Some official covers are believed to exist.

- |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |       |
|---|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 1 | 1924, May 2—Experimental Service, Belfast-Liverpool. Fog delayed the first flight which was scheduled for May 1. Covers were marked with a one line blue cachet reading "Belfast-Liverpool, First Trip". The experiments continued until June 2.                                                                                                                                                                                                                                     | 15.00 |
| 2 | 1928, September 24—Experimental Service, Belfast-Liverpool. In this year experiments intended to expedite mail between Belfast and Liverpool were re-instituted. A private vignette was issued and is found on covers carried on this service which were also marked with a two line cachet reading "By Flying Boat—Belfast-Liverpool" or with an alternative cachet inscribed "Experimental Air-mail—Belfast-Liverpool". Mail postmarked in Dublin was actually flown from Belfast. | 10.00 |
| 3 | 1929, August 26—Experimental Service, Galway-London. This service was specifically arranged to connect with the "S. S. Karlsruhe" arriving with United States mails at Galway. However, a limited amount of Irish mail was also flown. Covers were marked with a special oval cachet applied in red reading "First Air Mail—Galway-London" and date.                                                                                                                                 | 10.00 |

IRELAND (*Continued*)

- 4 1932, October 22—Inaugural Service, Dublin-Berlin. Mail arriving by boat at Galway was flown to Dublin; thence it was transferred to a Dutch airliner and flown to Berlin with intermediate stops at Croydon and Rotterdam. Some thousand pieces flown from Galway to various points on the route were marked with an oval cachet which reads in Irish characters "Air Post—22nd October 1932—Galway-London (or Berlin)". ..... 10.00
- 5 1934, August 20—Inaugural Service, Belfast-Glasgow and Belfast-Manchester. This service was under contract to Railway Air Services, Ltd. Special covers and special labels were issued for this service. .... 10.00

## ITALY

Between 1908 and 1912 numerous aviation meetings were held at a number of cities in Italy to promote interest in heavier-than-air flying which was then in its infancy. In some cases interesting special vignettes, semi-official stamps and/or special cards were issued for these meetings. Special cancellations were often used. These postal cancellations and the use of special vignettes and/or cards do not necessarily indicate that the items in question were actually flown in a plane. As a matter of fact very few such items were flown at all. They are, nevertheless, interesting souvenirs of an earlier period in the history of aviation. A special card is said to have been flown by Pilot Delegrange during experimental flights in May and June of 1908. Further information on these cards is lacking.

- 1 1906, September 1-10—"Parco Aerostatico" at the Aeronautical Congress of the Milan Exhibition: Special cards were issued and cancelled ESPOSIZIONE INTERNAZIONALE-MILANO FERROVIA" ..... 40.00
- 1A 1908, May 24/July 15—FIRST AIRPLANE FLIGHTS IN ITALY By the France aviator Louis Delagrange in Voisin Biplane at Rome, May 24/June 1; Milan, June 11/13; and Torino, July 6/15: A very rare colored special card was issued for these flights, postmarked at these places during the flights. .... 60.00
- 1B 1909, April 15/26—Demonstration and Schooling Flights by Wilbur Wright in Rome. Afterwards the student-flyer Lt. Calderara received the first Italian Brevet. Commemorative card. .... 25.00
- 2 1909, September 5-20—Demonstration Flights at Brescia. Two such flights were made by the American flyer Glenn Curtiss, the first on September 10 and the second on September 20. Special cards issued for the September 10 flight bear the legend "Primo Circuito Aero Breicio Castenedolo Del Montichiari". Those issued for the second flight were cancelled as follows: "Brescia Staze Circuito 20 Sept. 1909". Cards with the cancellation of the Circuito ..... 50.00
- 3 1909, November 25—Aviation Exposition at Milan. Special cards were issued for this event which were cancelled with a black cachet reading "Esposizione D'Aviazione Milano Impostazine" and date. ....
- 4 1910, March 28-April 7—Aviation Meeting at Florence. A special vignette was issued for cards mailed during this week. The cards have been noted bearing two cachets reading "Campo d'Aviazione Firenze" and date in black and "Comitato per un esperimento di Aviazione in Firenze" in red. .... 50.00
- 5 1910, May 20-30—Aviation Meeting at Verone. A special card and two vignettes were issued for this meeting. They have been noted with a cachet reading "Verone—Circuito Aereo" and date. .... 45.00
- 6 1910, May 22-30—Aviation Meeting at Bologna. Cards posted during this meeting have been noted with a marking reading "Campo d'Aviazione—Bologna" and date. ....
- a. A large vignette (1 3/4 x 3") was issued in different colors ..... 20.00



ITALY (*Continued*)

- 7 1910, September 19 to October 3—**International Aviation Exhibition at Milan**, transalpine air competition between Brigue, Switzerland across the Simplon Pass to Milan. The only aviator, George Chavez, to succeed in crossing the Alps, crashed at Domodossola, Italy.
- a. Several different cards were issued for the Chavez flight ..... 20.00
  - b. Four different stages of the international competitions at Stresa and Milan, several special cards and vignettes were issued. Such cards were inscribed "Milano Circuito Aereo Internazionale, 24 Settembre-3 Ottobre. 1910." They also bear the marking "Milano-dal Campo d'Aviazione" and date ..... 20.00-40.00
- There is also a circular cachet of the International event on the special cards.
- 7A 1910, **November—Aviation Days in Torino**. Special card and circular cachet (dia. 1 1/2") of the "Comitato Organizzazione-Aviazione-1910-Novembre-Torino." ..... 25.00
- 8 1911—**First Aviation Week in Florence on the 50th anniversary of Italy's independence**. Special card in color was issued, as well as a vignette in the same design, existing in more than 12 colors. The same cachet was used as on No. 4.
- Vignette ..... 20.00
  - a. With cachet ..... 50.00
- 8A 1911, **May 28—early June**: Arrival of the competitors of a race between Paris-Nice, France-Genoa, Italy-Pisa-Rome. (Continuation to Torino had been planned, but was abandoned.) There are several types of vignettes issued in Pisa and a French issue for the Paris-Rome-Turin flight. Photocards were issued in Genoa on arrival of the plane from Paris ..... 20.00
- 8B 1911, **July 25—Aviation Days at Taledo**. A special vignette was issued. .... 15.00
- 9 1911, **July 30-August 6—Aviation Meeting at Zaule Airdrome near Trieste**. At this time Trieste was a part of Austria but the airdrome was actually in Italy. A circular violet cachet inscribed "Flugwoche Trieste—30.VII.-6.VIII. 1911." was applied to the special card issued for this meeting. .... 40.00
- 9A 1911, **August 10/15—AVIATION DAYS AT SPEZIA**. A special card was issued and posted from the "Gare Aviatore," as well as a vignette in the same design. .... 40.00
- 10 1911, **August 27-September 3—Aviation Meeting at Rimini**. Special cards were issued for this meeting inscribed "Grande Riunione Aviatoria—Rimini—27./31. Agosto-3. Settembre 1911". .... 15.00
- 11 1911, **September 19—Military Aviation Meeting at Bologna**. Cards and covers are found with a circular postmark reading "Campo d'Aviazione—Bologna" and date. .... 40.00
- 12 1911, **October 30-31—Experimental Flights, Milan-Turin and Return**. These flights were organized by the Aero Club of Milan. Special cards were issued inscribed "Primo Raid Nazionale Aero Milano-Torino e Ritorno, 29-30-31 Ottobre, 1911" and "1. Servizio postale aereo Milano-Torino-Milano". Cards posted from Milan bear a special cancellation reading "Milano—Posta Aerea" and date applied in black. Those posted for the return flight were cancelled at Turin and bear markings reading "Posta Aerea—Raid Aviatorio Milano-Torino-Milano—29-31 Ottobre 1911" applied in violet. The first flight was scheduled for October 29 but did not take place until the following day.
- October 30, Milan-Turin ..... 50.00
  - a. October 31, Turin-Milan ..... 50.00
- 12A 1912, **January 26—Circuito Area at Livorno**: Special cards with poster design and boxed cachet "DAL CAMPO D' AVIAZIONE" and local postal cancellation .....

ITALY (*Continued*)

- 12B 1912, July 13/15—Aviation Day at the Adria. A vignette was issued in different colors ..... 15.00
- 13 1912, August 5—Aviation Meeting at Reggio. A special vignette was issued on this occasion. .... 15.00
- 13B 1911-1912—FIRST MILITARY AVIATION PARTICIPATION IN THE WAR BETWEEN ITALY AND TURKEY IN NORTH AFRICA: Special military field post cards were used with cachets of groups of the Armì d'Aeronautica or with military postal cancellation of the IV Division in Tripolitania. Special cards were issued for the "AVIAZIONE MILITARE" plus cards showing groups of the aviators participating in the fighting. .... 30.00-40.00
- 14 1912, October 2—Aviation Meeting at Siena. Cards posted at this meeting received a cachet reading "Ufficio Campo d'Aviazione". .... 20.00
- 14A 1913, April 18—Flight of Giovaini Widmer from Trieste to San Marino: autographed cards are known postmarked at San Marino. A monument was created at San Marino to honor the Aviator. ....
- 15 1913, May—Aviation Meeting at Vercelli. A special vignette was issued for this meeting ..... 15.00
- 15A 1913, August - September: Hydroplane Flights at Venice. Special cards are inscribed "SOC-AN. ITALIANA NAVIGAZIONE AEREO-STAGIONE AGOSTO-SETTEMBRE-VOLISULLO LAGUNA SULLIDO SO VENEZIA" ..... 10.00
- 16 1913, August 10-11—Aviation Meeting at Parma. Special cards inscribed "Ricordo Delle Giornate Aviatorie A Sala Bogonza (Parma), 10-11 Agosto 1913" and a special vignette were issued for this meeting. .... 20.00
- 17 1913, August 18—Experimental Flight by MILITARY DIRIGIBLE "M-1". Un-addressed souvenir cards were dropped from the Dirigible. They bear the legend "Saluti Dabordi Aeronave M-1", and a black double circle cachet reading "Marina Aeronave M-1". .... 60.00
- 17A 1913, October 9-10—Hydroplane races over the UPPER ITALIAN LAKES: Special cards with poster design for the "CIRCUITO INTERNAZIONALE D'IDROAVIAZIONE COMO-PAVIA-PALLANZA-OTTOBRE 1913" with regular local cancellations. .... 30.00
- 17B 1914-1918—During the first World War on various occasions 5 cent vignettes were issued with the inscription "PRO FLOTTA AEREA," used on correspondence. These were field post cards or aeroplane groups. 10.00-30.00
- 18 1917, May 18—Military Flights Between Brindisi and Valona, Albania. Several such flights were made during May and June. Letters were marked with a special cachet reading "Brindisi Posta Aerea". .... 35.00
- 19 1917, May 22-27—Experimental Flights, Turin-Rome and Return. For this experimental service a special official airport stamp overprinted on a special delivery stamp was issued, constituting the first official airport stamp ever to be issued. Special cards as illustrated were also used. Cancellation at Turin was inscribed "Posta Aerea Da Torino A Roma, Maggio 1917" and that at Rome carried the legend "Posta Aerea—Roma-Torino" and date.
- May 22, Turin-Rome ..... 10.00
- a. May 27, Rome-Turin ..... 10.00

# THE AMERICAN AIR MAIL CATALOGUE

## ITALY (*Continued*)



- 20 1917, June 28—Experimental Flight, Naples-Palermo and Return. This flight was made by a hydroplane. A second official air mail stamp was brought into use for this service and special cards were also employed. The cancellation at Naples consisted of a double circle reading "Posta Aerea—Napolo-Sicilia" and date, and that used at Palermo was inscribed "Posta Aerea—Palermo Continente" and date.

|                         |       |
|-------------------------|-------|
| Naples-Palermo .....    | 10.00 |
| a. Palermo-Naples ..... | 10.00 |



- 21 1918, May 11—Inaugural Military Service, Terranova-Civitavecchia. An intermediate stop was made at Pausania in Sardinia. The services continued until October 29 of the same year. Covers were marked with a two line cachet at Terranova reading "Post Aerea—Civitavecchia". Return flight mail from Civitavecchia was stamped "Posta Aerea" and received the regular cancellation.

|                                          |       |
|------------------------------------------|-------|
| May 11, Terranova-Civitavecchia .....    | 75.00 |
| a. May 11, Civitavecchia-Terranova ..... | 75.00 |
| b. Later dates .....                     | 50.00 |

- 22 1918, November 23—Trans-Adriatic Naval Airpost Service. During World War I, Italian Naval planes made numerous flights to occupied territory across the Adriatic Sea. Covers bear several types of cachets: violet box cachet with five line inscription, "Aviazione Ra Marina Venezia 23 Nov. 1918, Posta Aerea Trans-Adriatica, Novembre, 1918". This cachet was used for the following cities: Venice, Trieste, Fiume, Zara, Pola and Sebenico. A smaller violet box cachet was also used which bears inscription "R. Marina Posta Aerea, and name of

ITALY (*Continued*)

city". A third cachet in black is also known having three line inscription "Aviazione Marina Posta Aerea Trans-Adriatica, Novembre, 1918" and double circle cachet with Italian Coat of Arms and inscription "Direzione dei Servizi Aeronautici Venezia". The service was inaugurated Nov. 21, 1918 and remained in operation until the latter part of 1919. Large and small cachets are occasionally found on the same cover. Complete covers are extremely rare, as the cachets on piece are more frequently found. ....

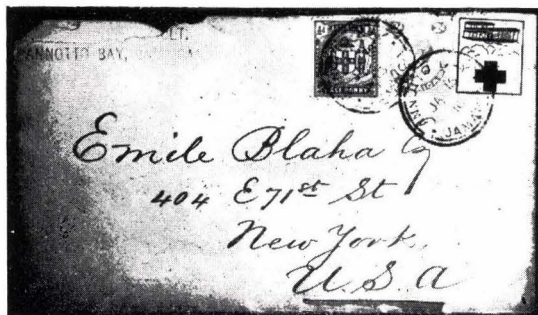
During the progress of World War I, 1918-1919, Italian military planes made many flights to and from the front lines both for the purposes of expediting military mail and for propaganda purposes. The number of these flights are legion and their listing does not come within the scope of this section.

- 22A 1919, June 22—Passenger flights of the Navy Airship "M 1" near Tivoli: Card shows the airship on the front. On the address side is imprinted "CARTOLINA AEROPOSTALE PER IL DIRIGIBILE DELLA R. MARINA "M.1." A circular cancellation was applied "R. MARINA - (DATE) - AERONAVE "M.1." ..... 100.00
- 23 1920, January 26—Emergency Flight during Railway Strike, DIRIGIBLE "M-1", Venice-Milan. Letters carried by this service received the postmark "Venezia POSTA AEREA" and are dated either January 25 or 26. .... 50.00  
(See "Zeppelin" Section for additional details).

Mail was also carried by airplane during the period January 20 to 30 and flown letters are known carried between Milan and Pisa, Roma, Naples, Foggia, Brindisi, Turin and Trapani. These letters can generally be identified by the postmark and date.

- 24 1920, March 5—Military Flight, Brindisi-Athens and Return. No special air mail cachet was used on letters carried on this flight. ....  
(See "GREECE", this Section, for details of return flight dispatch).
- 25 1921, July 17-September 10—Flight by Military DIRIGIBLE "F 6", Milan-Venice and Return. But 26 letters were carried on this flight which bear a two line cachet reading "POSTA AEREA—DIRIGIBILE F 6". The return flight was made on September 10 at which time 15 covers were carried.  
July 17, Milan-Venice ..... 50.00  
a. September 10, Venice-Milan ..... 50.00  
(See "Zeppelin" Section for additional details).

## JAMAICA





# JAMAICA (Continued)

On December 1, 1915 the Jamaica Patriotic Stamp league was given permission to issue so-called Red Cross labels which were sold at the Post Office in Jamaica for  $\frac{1}{2}$ d each. These labels could be used on the face of letters during the period December 1915-March 1916 but their use was entirely optional and they had no franking power whatsoever.

- 1 1,020,000 labels were printed by the Dennison Manufacturing Co., Framingham, Mass. in four different forms: .....
- a. As received from the printers showing a heavy black cross and plane in red.
  - b. (December 12, 1915) overprinted locally JAMAICA in red
  - c. (January 15, 1916) overprinted locally JAMAICA in black
  - d. (March 11, 1916) same, but with additional "halfpence" in black.

These labels are quite common in unused form but are quite scarce used on cover. None of these letters was flown. .... 25.00

# JAPAN



- 1 1912, June 2—Round trip between Shibaura (Tokyo) and Yokohama Harbor by H. B. Atwater in a Curtiss Hydroplane. Mail included an official letter of the Mayor of Tokyo to the Mayor of Yokohama and 10,000 picture postcards (weighing about 100 pounds). On the return flight was the answer of the Mayor of Yokohama and 600 picture



JAPAN (*Continued*)

postcards, which were delivered to the Edobashi post office in Tokyo. All cards were cancelled "JAPANESE AERIAL POST" 45 (45th year of Meiji, -1912) - 6 (June) - 2 (date)". In the center were Japanese inscriptions.

These cards are very scarce. .... 150.00  
Dangerous counterfeits have been reported.

- 2 1914, June 13 National Air Meeting at Narno—With three Japanese Aviators participating. A special cancellation consisted of a double circle with a monoplane in the center, giving both dates of the demonstration flights and Japanese characters. .... 100.00  
Dangerous counterfeits exist.
- 3 1919, October 3—Attempted Flight, Tokyo-Osaka. Two regular postage stamps were specially overprinted for this flight. Special cards were issued and a special cancellation was in use. This latter consisted of a biplane in circle with appropriate Japanese characters and figures. The flight failed and covers were dispatched by rail. Dangerous counterfeits exist. .... 40.00
- 4 1919, October 20-23—Experimental Flight, Tokyo-Osaka and Return. On this date the flights between Tokyo and Osaka were again attempted, this time with success. The same cards and stamps, as were produced for the previous attempt, were used but the date and the cancellation was changed accordingly. The return flight was made on October 23 and a special cachet was applied in purple or brownish-red to all mail dispatched from Osaka.  
 October 20, Tokyo-Osaka ..... 25.00  
 a. October 23, Osaka-Tokyo ..... 25.00
- 5 1920, August 20—Special Flight, Kyoto-Osaka. During an aeronautical exhibition held at Kyoto the American pilot, Y. Gold carried a limited number of cards which were signed by the pilot. A special cachet was used on this mail. .... 50.00
- 6 1920, November 21—Experimental Flights, Osaka-Kuruma. Intermediate points on this flight were Zentsuji and Oita. A special cachet showing a six cylinder engine and Japanese characters was used on this mail. .... 25.00
- 7 1920, December 14—Special Flight, Kanazawa-Toyama. Covers carried by this flight are very scarce. They were marked with a round cachet consisting of Japanese characters. ....
- 8 1921, October—Experimental Flight, Kanazawa-Hiroshima. These covers are also scarce. They bear a cachet showing a seven cylinder motor and Japanese inscription which was applied in red, brown or black. .... 35.00
- 9 1922, November 3-11—Experimental Service, Tokyo-Osaka. Daily air mail service was established for a period of one week between these two cities; however, no flights were made on November 8 or November 10. Covers bear special cancellations and Japanese characters meaning "Aerial Post" applied in red. A total of 3,603 pieces was carried from Tokyo to Osaka and 5,381 pieces from Osaka to Tokyo.  
 November 3, Tokyo-Osaka ..... 10.00  
 a. November 3, Osaka-Tokyo ..... 10.00  
 b. Tokyo-Osaka, any other date ..... 10.00  
 c. Osaka-Tokyo, any other date ..... 10.00  
 Emergency service was established in September 1923 following an earthquake. As no special markings were applied to these letters, they can only be recognized by the dates.
- 10 1923, August 22—Special Flight, Taihoku-Heito. This flight was to the Island of Formosa. Covers were marked with an oval cachet applied in violet or black showing an aeroplane propeller and Japanese characters. .... 20.00
- 11 1925, April 20—Special Flights, Osaka-Tokyo and Osaka-Fukuoka. Small official cachets were utilized for covers carried on each of these services. They were generally applied in red brown on the face of the cover and in purple on the back.  
 Osaka-Tokyo ..... 10.00  
 a. Osaka-Fukuoka ..... 10.00

JAPAN (*Continued*)

|    |                                                                                                                                                                                                                                                                                                                                                                             |       |
|----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
|    | b. Tokyo-Osaka .....                                                                                                                                                                                                                                                                                                                                                        | 10.00 |
|    | c. Fukuoka-Osaka .....                                                                                                                                                                                                                                                                                                                                                      | 10.00 |
| 12 | 1925, July 25—Special Flight, Tokyo-Paris. Two Japanese aviators, Captains Abe and Shinohara, left Tokyo on July 25 and flying by easy stages reached Le Bourget Field, Paris on September 28. They carried 82 letters which have a special circular cachet showing plane and Japanese characters and bear the postmarks of Tokyo, Strassbourg and Le Bourget, France. .... | 40.00 |
| 13 | 1926, September 12—Special Flight, Osaka-Darien. This flight was made under the auspices of the Japanese Aeronautical Society and was by way of Keijo. Some 2,000 letters were carried from Osaka to Keijo and an additional 2,000 from Keijo to Darien. On the return flight 4,500 covers were carried from Keijo to Osaka but only 739 from Darien to Keijo.              |       |
|    | Osaka-Keijo .....                                                                                                                                                                                                                                                                                                                                                           | 10.00 |
|    | a. Keijo-Darien .....                                                                                                                                                                                                                                                                                                                                                       | 10.00 |
|    | b. Darien-Keijo .....                                                                                                                                                                                                                                                                                                                                                       | 10.00 |
|    | c. Keijo-Osaka .....                                                                                                                                                                                                                                                                                                                                                        | 10.00 |

## JUGOSLAVIA

During 1914 an aeronautical event was held at Belgrade. A red circular cachet was applied to mail, including the word "Beograd" in both Slav and Latin characters around edge, the date in center, and an airplane between the top line and the date. No further details of this event are known. It is not believed that this mail was flown.

|   |                                                                                                                                                                                               |       |
|---|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 1 | 1923, April 15—First Flight, Belgrade-Venice. On this occasion the same cachet was again used. ....                                                                                           | 25.00 |
| 2 | 1924, May 6—Inaugural Flight, Trans-European Service, Belgrade to Budapest Leg. A similar cachet was again used on the mail which connected at Budapest with routes to Prague and Paris. .... | 15.00 |
| 3 | 1928, February 15—Special Service, Belgrade-Zagreb and Return. Special triangular cachets reading "Belgrade (or Zagreb)—date—Avionom—Par Avion" were used at both dispatch points. ....       | 10.00 |

Regular service on this route commenced on October 9, 1939, with the inauguration of a service between Belgrade and Vienna via Zagreb.

## KENYA

|   |                                                                                                                                                                                                                                                                                                                        |       |
|---|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 1 | 1927, February 15—Inaugural Flights, Kisumu via Jinja and Khartoum to Cairo. The first flight mail was marked with a round cachet appropriately inscribed and the legend "1st Air Mail". ....<br>On the second flight of this service the plane crashed and regular service was not resumed until several years later. | 10.00 |
| 2 | 1931, March 17—First Flight Kisumu, Kenya to London by Imperial Airways. ....                                                                                                                                                                                                                                          | 10.00 |

Also inauguration of service to Capetown.

## LATVIA

|   |                                                                                                                                                                                                                                                                            |       |
|---|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 1 | 1920, October 18—Trial Flight, Riga-Libau (Koenigsberg). This was a through service performed by a German Air Line. One official bag of mail was flown. ....                                                                                                               | ..... |
| 2 | 1921, July 31—Special Flights, Riga-Reval and Riga-Memel-Koenigsberg. A series of special flights were made between Riga and Reval, Esthonia and Memel and Koenigsberg during a National Industrial Exhibition. Special air mail stamps were issued for this service. .... | 10.00 |
| 3 | 1925, May 1—Inaugural Service, Riga-Helsingfors. This was the inauguration of the first service from Riga to Finland. Covers did not receive any special cachet or cancellation. ....                                                                                      | 15.00 |

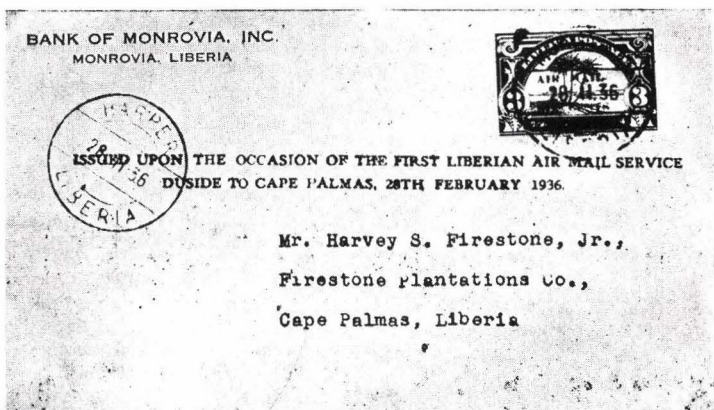
## LATVIA (Continued)

- 4 1927, September 1—Inaugural Service, Riga-Moscow. This service was by way of Weliky-Luki. Covers were marked with the ordinary cancellation of Riga and were backstamped on arrival at destination. .... 15.00
- 5 1928, May 1—Inaugural Service, Riga-Berlin via Koenigsberg and Riga via Smolensk to Moscow. On the above date these two new services were inaugurated. Three new airport stamps were issued for the occasion. .... 10.00
- 6 1928, June 7—Inaugural Service Riga-Leningrad. In connection with the inauguration of this service no special markings were used but covers were backstamped on arrival at Leningrad the following day. .... 10.00
- 7 1932, August 17/18—Service from Riga to Tallinn, Estonia ..... 10.00

## LEBANON

- 1 1924, January—Trial Flights, Beyrouth-Lattaquie. During January of 1924 trial flights were made between Lebanon and Syria. Four air mail stamps were issued for this service; however, no special cancellations were used on this mail. ....
- 2 1927, October 15—Trial Flight, Beyrouth-France. Mail was carried from Beyrouth by this trial flight; however, the plane was delayed at Naples and did not reach Berre, France, until October 26. The letters were not marked in any special manner and received the regular cancellation of Beyrouth. They were backstamped on arrival. ....
- 3 1929, June 10—Inaugural Service, Beyrouth-Marseilles. This service was by "Air Union" with an intermediate stop at Athens. Covers were marked with an official rectangular cachet reading "Premier Vol Aeropostal-Beyrouth-Marseilles" in two lines. .... 15.00
- 4 1930, April 3—Inaugural Service, Beyrouth-Baghdad. Covers carried by this first flight were marked with a double line circular cachet reading "Baghdad-Syrie-Liban—Voie A.U.L.—Premier Courier Aerien". .... 10.00
- 5 1931, January 20—Inauguration Regular Service, Beyrouth-Saigon, China. This service was performed by the Air-Orient Co. Covers received a triangular cachet reading "Premier Courier Aeropostal-francais—Liban-Syrie-Indochine" and were backstamped at Saigon on January 27. ....

## LIBERIA





## THE AMERICAN AIR MAIL CATALOGUE

# LIBERIA *(Continued)*

- 1 1936, February 28—Special Flight, Duside (Monrovia) to Cape Palmas. This flight was made by a plane owned by the Firestone Tire and Rubber Company. Special provisional air stamps were issued and special covers were provided as illustrated. The number of covers carried was considerably greater than the number of available special air mail stamps; consequently, covers exist franked with ordinary postage stamps. A total of about 4,000 pieces was carried.
 

|                                               |       |
|-----------------------------------------------|-------|
| Flown cover with provisional air stamps ..... | 35.00 |
| a. Flown cover with ordinary stamps .....     | 10.00 |
- 2 1937, March 2-6—Inaugural Service Monrovia-Cotonou and Monrovia-Dakar. On these dates Monrovia was made a stop on the Dakar-Cotonou route which was flown by the French Aeromaritime Company. Covers were dispatched from Monrovia to the points shown below and each was marked with a special cachet reading "West Coast of Africa—Aeromaritime—1st Voyage—March 1937".
 

|                                       |      |
|---------------------------------------|------|
| March 2, Monrovia-Abidjan .....       | 6.00 |
| a. March 2, Monrovia-Takoradi .....   | 6.00 |
| b. March 2, Monrovia-Lome .....       | 6.00 |
| c. March 2, Monrovia-Cotonou .....    | 6.00 |
| d. March 6, Monrovia-Conakry .....    | 6.00 |
| e. March 6, Monrovia-Ziguinchor ..... | 6.00 |
| f. March 6, Monrovia-Dakar .....      | 6.00 |

# LIECHTENSTEIN

- 1 1930, August 31—First Flight, Vaduz-St. Gallen. A set of six air mail stamps was issued prior to this flight which was from the capital to adjoining Switzerland. Covers received a rectangular cachet reading "1. Postflug—Vaduz-St. Gallen—31 August 1930" in three lines. .... 15.00  
(See also "Zeppelin" Section).

# LITHUANIA

- 1 1921, July 26—Inaugural Service, Kovno-Memel-Danzig (Koenigsberg). This flight was originally planned to take place on June 25 and seven air mail stamps were issued on the occasion. Ordinary postal cancellations appear on the covers which were backstamped on arrival. .... 15.00
- 2 1921, August 2—Inaugural Service, Kovno-Riga-Reval. This flight was also planned for June 25 but was postponed. Ordinary postal cancellations appear on the mail which was backstamped on arrival. .... 15.00
- 3 1922, July 22—Inaugural Service, Kovno-Moscow. Three additional air mail stamps were issued for this service. Covers were backstamped on arrival and bore the ordinary postal dispatch cancellations. .... 10.00

# LUXEMBURG

- 1 1910, June 5-12—Aviation Meeting at Mondorf les Bains. Official cards were issued by the Aero Club of Luxemburg for this Aviation Meeting. They bear a special octagonal cachet reading "MONDORF-les-BAINS Champ d'Aviation, 12, Juin, 1910" in three lines. None of these cards was flown, but the cancellation is rare. ....
- 2 1927, September 8—First Balloon Flight from Luxemburg. On the occasion of a philatelic exhibition a Balloon Flight was made from Luxemburg. The flown cards were marked with the following cachet: "Par Balloon—Exj. Phil. Luxemburg—8. Sept. 1927". The cards were backstamped at Roodt where the balloon landed. .... 15.00

During May, 1931, Luxemburg issued its first air mail stamps and dispatched air mail from the Duchy; however, the actual flight was made from a landing field located in an adjacent country.

## MACAO

- 1 1926, May 13—Madrid-Manila Flight. The Spanish Aviators Gallarza and Loriga carried 59 letters from Macao to Manila which, upon arrival at the latter point, received a special cachet in the form of an aeroplane appropriately inscribed. .... 25.00
- See "Philippine Islands" Section listings for further details of this flight. For Macao dispatches via trans-Pacific planes of Pan American World Airways, see "United States F.A.M." Section,

## MADAGASCAR

- 1 1926, December 9—First Flight by French Pilots Bernard and Bougault from Majunga to Paris. A few official letters were carried by these pilots on their return flight from Majunga to Paris. These covers were marked with the ordinary postal cancellation of Majunga and arrived in Paris on June 12, 1927. ....
- 2 1927, June 15—Special Flight Tananarive-Majunga. On this date mail was flown from Tananarive by pilot Dagnaux to connect with the steamship "Leconte de Lisle" which was leaving for France. The thus expedited mail arrived at Paris on July 9 and some of the covers bear the Paris backstamp for that date. .... 15.00
- 3 1927, November 27—Experimental Service, Majunga-Tananarive. This trial service was performed by pilot Hannebicque. Ordinary postal cancellations were used but the covers were backstamped at Tananarive on arrival the next day. .... 15.00
- An additional trial flight was made on January 31, 1928.

## MANCHUKUO

- 1 1932, November—Inaugural Flight, Manchuko-Japan. Covers were marked with a special cachet showing an airplane in a double circle together with Japanese characters. The plane bears the letter "M" on its fuselage. ....

## MALTA

During April, 1928, this country issued a special stamp for air mail use by overprinting one of its regular stamps with the words "Air Mail". There was no air mail service from Malta at this time and all mail destined for air carriage was sent by regular service to some point on the London-Cairo-Baghdad-India air route.

- 1 1931, June 18—First Flight, Malta-Tripoli. Covers which were carried by this service bear regular postal cancellations and a violet cachet reading "Air Mail—Date—Malta". .... 15.00
- 2 1931, June 19—First Flight Malta to Italy. On the above date service was inaugurated to Italy. Letters were marked with a double line circular air mail cachet and received supplementary markings indicating how far the cover was to be flown such as "By Air—to Genoa only" (or "to Rome only", etc.)
- Malta-Genoa ..... 10.00
- a. Malta-Syracuse ..... 10.00
- b. Malta-Naples ..... 10.00
- c. Malta-Rome ..... 10.00

## MEMEL

- 1 1921, April 1—Inaugural Service, Memel-Koenigsberg-Danzig. For the inaugural flight ordinary stamps and regular postal cancellations were employed. Covers received air post cachets in transit at German points or at Danzig. On July 6 specially overprinted air post stamps were brought into use. .... 20.00
- 2 1921, July 26—Inaugural Service, Memel-Kovno. On this date the first flight to Lithuania was made. No special markings were used. .... 20.00
- 3 1921, July 31—Special Flights, Memel-Riga and Memel-Reval. On the occasion of the Latvian National Industrial Exhibition, special flights were made to Riga, Latvia and Reval, Esthonia. Regular postal cancellations were employed to mark this mail. .... 15.00

# THE AMERICAN AIR MAIL CATALOGUE

## MEMEL (*Continued*)

- |   |                                                                                                                            |       |
|---|----------------------------------------------------------------------------------------------------------------------------|-------|
| 4 | 1925, May 1—Inauguration Regular Services between Memel-Riga-Reval-Helsingfors, Finland. The covers were backstamped. .... | 10.00 |
| 5 | 1926, April 26—Resumed air service Memel-Konigsberg-Berlin. The covers were backstamped. ....                              | 6.00  |

## MEXICO



- |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |       |
|---|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 1 | 1917, July 6—Experimental Flight, Pachuca-Mexico City. This was an experimental flight under Government auspices. The pilot was C. Horacio Ruiz. One bag of mail, containing 618 pieces, was carried. A special cachet was applied in red. Covers were also stamped "PRIMER Correo Aéreo" in red. Mail was carried for 10c per letter. ....                                                                                                                                                                                                                                                              | 50.00 |
| 2 | 1921, August 30-September 3—Experimental Flight, Mexico City-Tampico and Return. This service was an additional Government experimental flight by Cia. Mexicana de Transportes Aereos, Pilot C. V. Pickup. Three bags of mail were carried. A special rubber stamp, reading "SERVICIO POSTAL AEREO", was struck twice in magenta on each cover. Covers were postmarked at various dates before the flight. The return flight was started September 3rd. Two other round trips were made on the 21st and 24th. Rates: 50c per 20 grammes except the flight of the 24th for which 1.00 peso paid the rate. |       |
|   | August 30, Mexico City-Tampico .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 22.50 |
|   | a. August 30, Tuxpan-Tampico .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 25.00 |
|   | b. September 3, Tampico-Mexico City .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 25.00 |
| 3 | 1921, October 3-4—Inauguration Regular Service, Mexico City-Tampico and Return. On this date a contract service was inaugurated by Lloyd Winship and Harry J. Lawson. The contract called for two round trips a week with stops at Vera Cruz and Tuxpan, but on the initial flight no stop was made at Tuxpan. Service was erratic and the route was discontinued in April of 1922. Rates: 1.00 peso per 20 grammes but reduced to 50c with flight of October 24th.                                                                                                                                      |       |
|   | October 3, Mexico City-Tampico .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |       |
|   | a. October 3, Vera Cruz-Tampico .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |       |
|   | b. October 4, Tampico-Mexico City .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |       |
| 4 | 1921, December 23-26—Experimental Flight, Guadalajara-Mazatlan and Return. This experimental flight was made by Pilot Dick Leferink. The return flight was made on the 26th. Mail was delivered and picked up at Tepic. Six bags of mail were carried.                                                                                                                                                                                                                                                                                                                                                   |       |
|   | December 23, Guadalajara-Mazatlan .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |       |
|   | a. December 23, Tepic-Mazatlan .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |       |
|   | b. December 26, Mazatlan-Guadalajara .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |       |

MEXICO (*Continued*)EXPERIMENTAL FLIGHT—MEXICO CITY-GUADALAJARA  
April 12, 1923.

On the above date an experimental flight was conducted under the auspices of the Secretary of War. Four planes, each with a crew of four, took off from Mexico, D. F. at 7:15 A. M. Reporters from the newspapers "El Universal" and "Demócrata" accompanied them. One plane, piloted by Ramón Alcalá, arrived safely the same day. The other three were delayed for various reasons but finally completed the journey. NO MAIL OF ANY KIND WAS CARRIED.

WARNING: About 100 covers were mailed on April 14, 1923 in Mexico, D. F. They were all backstamped "Tepic, April 18, 1923." They were not flown and are only worth the value of the stamp used thereon.

NOTE:—Mexican flights previously listed after No. 4 are not eligible for listing in this Section, as we no longer consider them as pioneer flights.

## MIDDLE CONGO

Listings Will Be Found Under FRENCH CONGO.

## MONACO

- 1 1914, April 1-15—Aerial Rally at Monaco. The International Sporting Club of Monaco sponsored an aerial rally and arranged for planes to start from several different countries on a flight to Monaco, each flight to be a distance of about 1,200 km. Each plane was to carry 1,000 cards constituting a souvenir mail. Attached to the special cards was a special vignette showing an airplane in flight and inscribed "Rallye Aerien". Only three of the mail couriers arrived at their destination, namely those from Brussels, Madrid and Paris. Cards carried by these couriers had an ordinary 5c stamp of Monaco applied upon arrival and received the cancellation of Monaco.

|                                                |       |
|------------------------------------------------|-------|
| Flown card, carried by Brussels Courier .....  | 40.00 |
| a. Flown card, carried by Madrid Courier ..... | 40.00 |
| b. Flown card carried by Paris Courier .....   | 25.00 |
| c. Flown from other cities .....               | 25.00 |

## MOROCCO

- 1 1911, September 13—Experimental Flight, Casablanca-Fez. This flight was sponsored by the newspaper "Le Petit Journal". The plane left Casablanca on September 13 and arrived at Rabat the same day. On September 18 it flew to Meknes and on September 19 took off for Fez where it arrived on September 20. Covers received a circular cachet reading "Poste Aérienne au Maroc—Le Petit Journal" (Arabic characters). They also received the cancellation of the Military Post Office in Morocco. An additional cachet in three lines reading "Aeroposte-du 'Petit Journal'-Breguet Militaire No. 40" was also applied to the mail. .... 75.00
- 2 1919, March 12—Trial Service, Casablanca-Toulouse. Covers carried on this trial service, Morocco to France, received a rectangular cachet reading "Premier Courier Par Avion-Casablanca-Toulouse-Mon. G. Latecoere" and the postal cancellation of Casablanca. .... 75.00
- 3 1919, September 3—Inaugural Regular Service, Casablanca-Toulouse. Regular service between Morocco and France was inaugurated on this date. The flight was made by way of Rabat and all letters were marked with the regular postal cancellation. .... 30.00



## THE AMERICAN AIR MAIL CATALOGUE

# MOROCCO (*Continued*)

- |   |                                                                                                                                                                                                                                                                                                    |       |
|---|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 4 | 1922, April 6—Inaugural Service, Casablanca-Mogador. This service was by way of Saffi. Covers were franked with the 1922 air mail stamps and were back-stamped on arrival. A few of the covers dispatched from Saffi bear a special cachet reading "Inauguration Avion-Saffi-Casablanca-Toulouse". | 30.00 |
| 5 | 1922, October 6—First flight Casablanca-Rabat-Meknes-Fez-Oudjda-Oran and return. Backstamped in Oran on Oct. 7. Special first day cachets. This service continued to December 31, 1927.                                                                                                            | 20.00 |
| 6 | 1923, May 3-5—Special flight Casablanca-Dakar, Senegal, about 1700 miles, organized by the AERO CLUB DU MAROC. 250 covers were flown with four-lined red box cachet; other covers were flown without cachet. With cachet                                                                           | 40.00 |
| 7 | 1925, June 1—Inauguration of regular service Casablanca-Dakar with 1900 covers dispatched in France and 500 covers dispatched in Casablanca. These have the cachet "Par Avion-ouverture de ligne-Latecoere-Toulouse-Dakar."                                                                        | 30.00 |

## NETHERLANDS

- |    |                                                                                                                                                                                                                                                                                               |        |
|----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| 1  | 1909, July 15-August 8—Art and Industrial Exhibition, Tilburn: Vignettes showing a man and a lady in the car of a balloon (different colors). No flown mail.                                                                                                                                  | .....  |
| 2  | 1911, April 29-May 8—Aviation Week in Rozenoord airfield near Amsterdam. A violet vignette was issued. No flown mail.                                                                                                                                                                         | 35.00  |
| 3  | 1911, June 21, 25—Aviation Events, Groningen airfield as part of the Great European circuit: A blue vignette was issued. No flown mail.                                                                                                                                                       | 25.00  |
| 3A | 1912, April 28—Dortrecht: Flight during a football game. A "LUCHT-POST" vignette was issued by the A. Driessen Company. Used also as imprint on card                                                                                                                                          | 25.00  |
| 4  | 1913, June 18-August 18—Demonstration Flights at Tilburn: A special vignette was issued. No flown mail.                                                                                                                                                                                       | .....  |
| 5  | 1913, July 1-August 31—Aeroplane Vignette at the Travel Exhibition in the Hague. No flights took place.                                                                                                                                                                                       | .....  |
| 5A | 1916, March 6—Dutch Circuit at "Vliegamp Swesterborg." Special box type cancellation at airfield.                                                                                                                                                                                             | 40.00  |
| 6  | 1919, September—Aeroplane Vignette for the Elta Exhibition in Amsterdam. No flown mail.                                                                                                                                                                                                       | 20.00  |
| 7  | 1920, July 5—Inaugural Flight, Amsterdam-London. This service was performed by the Handley Page Company in a British plane. About 300 letters were flown. Service was suspended on October 30 but was resumed on April 18 of the following year and continued until November 19 of that year. | 150.00 |
|    | Inaugural Flight: Flown Cover                                                                                                                                                                                                                                                                 | 20.00  |
|    | a. Later flights                                                                                                                                                                                                                                                                              | .....  |
| 8  | 1920, September 3—Amsterdam-Bremen-Hamburg (KLM AND DLR) Air fee 15 cts.                                                                                                                                                                                                                      | 80.00  |
|    | First Flight                                                                                                                                                                                                                                                                                  | 60.00  |
|    | a. Service Extended to Copenhagen (Denmark) 25 cts air fee                                                                                                                                                                                                                                    | .....  |
|    | First Flight                                                                                                                                                                                                                                                                                  | .....  |

NETHERLANDS (*Continued*)BRIEFKA  
CARTE POSTALE

M. P. Mainhard

63 Rue des Coteaux

Schaerbeek  
Bruxelles.

Afsender: (Aussender)

Dr. A. van Eldik.  
Haarlem.

- |    |                                                                                                                                                                                                                                                                                                                                                                               |        |
|----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| 9  | 1921, May 4—Inaugural Flight Amsterdam-Brussels-Paris (Air fee 10 cts to Belgium 15 cts to France). This service was rendered by the SNETA Company and special air mail stamps were issued about this time for use in connection with such service. ....                                                                                                                      |        |
|    | First flight .....                                                                                                                                                                                                                                                                                                                                                            | 40.00  |
| 10 | 1922, January 6—Emergency Flights in the Wadden Island Region. Due to ice conditions, emergency flights were made in this region commencing January 6. No special cancellations have been reported. ....                                                                                                                                                                      | 40.00  |
| 11 | 1924, July 15—Rotterdam-Brussels-Basel: A Belgian SABENA service<br>First flight cover .....                                                                                                                                                                                                                                                                                  | 40.00  |
| 12 | 1924, October 1—Experimental Flight, Amsterdam-Batavia, Java. This was an 11,000 mile flight and 5,276 covers were carried at a special fee of 10 gulden each. A special cachet consisting of a double circle and the words "Vliegtocht Nederland-India—X.24. 8V." was applied to all mail. ....                                                                              | 150.00 |
| 13 | 1926, May 28—Special Flight, Amsterdam-Marseilles. This flight was made to expedite mail destined for the Indies which connected with the S.S. "Indrpoera" at Marseilles. A similar flight was made on March 8, 1927 and also a return flight from Marseilles to Amsterdam on April 2, bringing mail which had arrived from the Indies.<br>May 28, Amsterdam-Marseilles ..... | 30.00  |
|    | a. Later Flights .....                                                                                                                                                                                                                                                                                                                                                        | 20.00  |
| 14 | 1927, June 25—Amsterdam-Calcutta - Rangoon-Bangkok-Batavia: Only official commemorative covers were flown .....                                                                                                                                                                                                                                                               | 80.00  |
| 15 | 1927, October 1—Inauguration Regular Service, Amsterdam-Batavia, Java. Covers carried on this inaugural flight received a double lined circular cachet showing design of plane and the wording "Postvlucht Nederland-Ned. Indie—1 Oct. 27—Amsterdam". ....                                                                                                                    | 40.00  |
| 16 | 1928, April 23—First Czech air service from Rotterdam to Kassel, Germany to Prague Czechoslovakia .....                                                                                                                                                                                                                                                                       | 20.00  |
|    | a. Return flight on April 30, 1928. ....                                                                                                                                                                                                                                                                                                                                      |        |

# NEWFOUNDLAND

See Special Section in Later Volume for a Specialized  
Listing of this Country.

(See also "*Trans-oceanic Record Flights*" Section in Later Volume)

# NEW GUINEA

SEE PAPUA AND NEW GUINEA

# NEW HEBRIDES

- 1 1929, July 19—Special Flight, Port-Vila to the French Cruiser "Tourville". This flight was to expedite mail for European destinations. About 800 covers were flown bearing the legend "Par Avion" generally applied over the stamp. They were backstamped en route at Noumea, New Caledonia, on July 20. ....

# NEW ZEALAND

- 1 1919, December 6—"First Aerial Mail Delivery In New Zealand"  
Souvenir envelopes (without postage) were dropped over Christchurch  
by the Canterbury N.Z. AVIATION CO. LTD. addressed "To the  
Citizens of Christchurch". ....
- 1A December 16—First Official Airmail—by the "Walsh Bros. and Dexter  
Ltd." from Auckland to Dargaville and return. This flight was made  
by pilot George B. Bolt, in order to investigate the practicability of  
regular air mail service. Some 825 letters were flown from Auckland and 1,220  
letters were carried on the return flight which was made on the same date.  
Covers bear regular postal cancellations.
- |                              |       |
|------------------------------|-------|
| Auckland-Dargaville .....    | 75.00 |
| a. Dargaville-Auckland ..... | 75.00 |
- 2 1920, February 24-April 3—Experimental Service between Auckland, Thames,  
Whangarei and Dargaville. Flights were made to Thames on February 24 and  
March 16; to Whangarei on March 1, 4, 19 and April 14 and 16; to Dargaville  
on March 8, 11 and 31. Return flights from Dargaville were made on March 8,  
11 and April 3. Bags of mail were dropped on Whangaparoa on March 4, over  
Ruawai on March 8, 11 and 31 and over Kaiwaka and Matakohu on March 31.  
Covers for the most part bear only manuscript inscription but occasionally are  
found with a purple cachet reading "Per Seaplane".
- |                                       |       |
|---------------------------------------|-------|
| Auckland-Any point, any date .....    | 40.00 |
| a. Any point-Auckland, any date ..... | 40.00 |

NEW ZEALAND (*Continued*)

- 3 1920, March 12-15—Experimental Flight, Auckland-Opotiki and Return. This flight was sponsored by the Roman Catholic Bishop of Auckland. Mail was dropped over Port Charles and delivered to Tauranga and Whakatane, as well as to Apotiki. On the return flight 100 letters were carried from Opotiki, 67 pieces from Whakatane and 240 pieces from Tauranga.
- |                                                    |       |
|----------------------------------------------------|-------|
| March 12, Auckland-Opotiki .....                   | 25.00 |
| a. March 12, Auckland-Any intermediate point ..... | 35.00 |
| b. March 15, Opotiki-Auckland .....                | 25.00 |
| c. March 15, Any intermediate point-Auckland ..... | 40.00 |
- On this flight the mail was dispatched without charge by arrangement with Bishop Cleary of Auckland.
- 4 1920, April 9-10—Experimental Flight, Auckland-Awanui and Return. Mail by this service was delivered at Russell, Whangaroa and Mangonui. Some mail was re-dispatched at Unahi by motor to Awanui and Kaitia at which latter point the Postmaster applied a cachet in black reading "Via Seaplane". On the return flight mail was dispatched to Auckland from Awanui, Kaitia and Russell.
- |                                       |       |
|---------------------------------------|-------|
| April 9, Auckland-Any point .....     | 35.00 |
| a. April 10, Any point-Auckland ..... | 40.00 |
- 5 1920, April 12-13—Experimental Flight, Auckland, Kawhia and Return. On this flight mail consisting of 32 pieces was dropped over Raglan. On the return flight a stop was made at this point and mail consisting of 158 letters was picked up. From Auckland to Kawhia a total of 45 covers was flown; on the return flight 187 covers were carried.
- |                                       |       |
|---------------------------------------|-------|
| April 12, Auckland-Any point .....    | 25.00 |
| a. April 13, Any point-Auckland ..... | 25.00 |
- 6 1920, June 17—Experimental Flight, Gisborne-Tokomaru Bay. This flight was made by Pilot R. Russell. Covers were marked with a purple cachet reading "Per Aeroplane".
- |       |       |
|-------|-------|
| ..... | 50.00 |
|-------|-------|
- 7 1920, June 19-20—Experimental Flight, Gisborne-Napier. Pilot G. B. Bolt made this flight. Covers were marked with the purple cachet reading "Per Aeroplane".
- |       |       |
|-------|-------|
| ..... | 50.00 |
|-------|-------|
- 8 1920, July 21-24—Experimental Flight, Auckland to Whangape and Return. On this flight the plane made a forced landing at Opononi and had to be towed to Rawene where mail was delivered for that point and Kohukohu. The plane then resumed its flight to Whangape and brought back mail from the same points. Special envelopes were prepared for this flight at both Rawene and Kohukohu.
- |                                      |       |
|--------------------------------------|-------|
| July 21, Auckland-Any point .....    | 20.00 |
| a. July 24, Any point-Auckland ..... | 20.00 |
- Mail was flown without charge by arrangement with Bishop Cleary of Auckland.
- 9 1920, August 25-28—Experimental Flight between North and South Island. This flight was made by Captain Dickson who carried some mail flown from Christchurch to Trentham from whence it was dispatched by motor to Wellington. Return mail from Wellington has cachet reading "Aerial Post" and was flown to Blenheim.
- |                                                     |       |
|-----------------------------------------------------|-------|
| August 25, Christchurch-Trentham (Wellington) ..... | 40.00 |
| a. August 28, Wellington-Blenheim .....             | 25.00 |
- 10 September 4-6—Experimental Flight, Blenheim-Christchurch. On this date Captain Dickson continued his flight from Blenheim to Christchurch by way of Kaikura. Covers were marked with a cachet reading "Per Aerial Post" applied in purple at Blenheim and in green at Kaikura.
- |                                            |       |
|--------------------------------------------|-------|
| September 4, Blenheim-Christchurch .....   | 20.00 |
| a. September 6, Kaikura-Christchurch ..... | 20.00 |
- 11 1920, October 19—Experimental Flight, Wanganui-Hastings. This flight was made by Pilot R. Russell and covers were marked with a one line cachet reading "Per Aeroplane" applied in magenta.
- |       |       |
|-------|-------|
| ..... | 50.00 |
|-------|-------|



# THE AMERICAN AIR MAIL CATALOGUE

## NEW ZEALAND (*Continued*)



PER AERIAL POST.

F.C.B. Bishop Esq.,  
Cramer Square  
CHRISTCHURCH.

- 12 1921, January 31-April 7—Experimental Service between Christchurch and Timaru. This service was performed by the Canterbury Aviation Company and flights were made by Captain Dickson of that company. A special air fee of 6 d was charged for all letters. Some of the mail was marked with special cachets reading "Aerial Mail" or "Aerial Post" applied in purple or purple-black.
- |                                |       |
|--------------------------------|-------|
| January 31, First Flight ..... | 20.00 |
| a. Later Dates .....           | 10.00 |
- 13 1921, May 9-July 30—Experimental Service Between Auckland and Whangarei. This service was performed by Pilot G. B. Bolt and a special air fee of 4 d was charged. Covers were generally marked with a purple cachet reading "Per Aerial Post".
- |                           |       |
|---------------------------|-------|
| May 9, First Flight ..... | 25.00 |
| a. Later Dates .....      | 12.50 |
- 13A 1921, Nov. 18—Special Flight of Lt. H. N. Hawker between Nelson and Wellington: with permission of the Postmaster General 120 specially addressed letters were carried. The aviator made an emergency landing at Blenheim.
- 14 1922, May 31—Special Flight, Helensville-Auckland. Only official letters were carried on this flight. They bear a red manuscript inscription reading "Per Seaplane". The flight was made by Pilot G. B. Bolt. Covers have the rubber stamp franks of the Postmaster General and Minister of Public Works.
- |  |       |
|--|-------|
|  | 50.00 |
|--|-------|

## NICARAGUA

Available records indicate that during July 1919 it was announced that weekly air mail flights would be made between Nicaragua and Honduras. However, no other details of this service have come to light. In September 1923 records indicate that an air mail flight took place between Managua and Bluefields. While there is no question that the flight did take place, no letters carried by this service have come to light.

- 1 1925, August 17—Experimental Flight, Managua-Tegucigalpa and Managua-La Libertad. This service was performed by the SCADTA Company and connected Nicaragua with the neighboring Republics of Honduras and Salvador. All covers were franked with special SCADTA stamps and bore the cancellations of that company.
- |                              |       |
|------------------------------|-------|
| Managua-Tegucigalpa .....    | 25.00 |
| a. Managua-La Libertad ..... | 25.00 |

NICARAGUA (*Continued*)

- 2 1929, May 15-16—Inaugural Flight, Managua-Miami and Managua-Cristobal. A special set of air mail stamps was issued for this service which marked the start of regular service by Pan American Airways. A special cancellation was also used on all mail.
- |                                    |       |
|------------------------------------|-------|
| May 15, Managua-Miami .....        | 10.00 |
| a. May 16, Managua-Cristobal ..... | 12.00 |
- (For illustration of cachet and listing of intermediate dispatches  
see "United States F.A.M." Section).

## NIGERIA

- 1 1925, November 11—Military Flight, Kano-Cairo. On the return trip of a survey flight made by Royal Air Force planes some covers were carried from Kano to Cairo. .... 15.00
- 2 1925, December 28—Trial Service, Niamey-Bamako. This service consisted of a combination of auto, plane and rail facilities and provided a through expedited dispatch of mail from Zinder to Dakar, Senegal. Mail was sent from Zinder to Niamey by automobile, then flown to Bamako and finally dispatched by rail from there to Dakar, arriving January 10, 1926. This mail was marked with a special red cachet in six lines reading "Par Avion—Premier Voyage D'Essai—de Liaison Postale Rapide—Chemin de Fer-Avion-Auto-Zinder-Dakar". .... 17.50
- Four additional trips of this nature were made prior to the suspension of the service on February 26, 1926. Covers carried on the later trips bear the same cachet but with the word "Premier" eliminated.
- 3 1931, November 5—Military Flight, Lagos-Warri and Return. This flight was via Port Harcourt and was performed by a military plane. No special markings were used. .... 10.00
- 4 1936, February 15—Inauguration Regular Service, Kano-Khartoum. On the above date regular service was inaugurated between Kano and Khartoum in the Egyptian Sudan, connecting with Imperial Airways' service to London. Covers bear ordinary postage stamps and postal markings. .... 8.00

## NORWAY

- 1 1911, October 2—Dropped Mail over Trondheim. In the course of a flying meet at Trondheim, Baron Cederstrom dropped copies of the newspaper "Tidens Tegn", in addressed wrappers, over the airfield. These bore notations to the effect that this was the first air mail in Norway and requested the finder to deposit same in the nearest letter box. They had been flown from Heiskden. .... 100.00
- 2 1920, June 19—Experimental Flights between Oslo and Kristiansand by Christofferson. During the reunion of the Norwegian Farmers Association at Kristiansand, the newspaper "Nationen" established an airline between that town and Oslo, the capital. Letters franked with ordinary stamps were received from the public at special offices and after being flown were turned over to the post office for forwarding. Several thousand letters and about 10,000 copies of the newspaper were carried. Flown pieces received a cachet in five lines reading "Be-fordest per-Nationen-Flyveost-Kr-sand-Kr-a-19-21 Juni 1920". It was applied in red at Oslo and in violet at Kristiansand. Counterfeits are known.
- |                              |        |
|------------------------------|--------|
| Posted at Kristiansand ..... | 100.00 |
| a. Posted as Oslo .....      | 50.00  |

## NORWAY (*Continued*)

- 3 1920, August 16—**Experimental Flight, Bergen-Stavanger.** The intermediate point on this service was Haugesund. The inaugural flights were made on the above date but service continued until October 15, 1920. Covers were marked with the word "Luftpost". A special air mail fee of 40 ore was charged. About 3,703 pieces were carried on all the flights. Only four letters have come to light carried on the first flight.
- August 16, Any city ..... 100.00  
 a. Later dates, Any city .....
- 4 1925, May 21-June 15—**Amundsen-Ellsworth Polar Expedition.** Special cards were carried stamped with so-called North Pole stamps and which were post-marked at Kings Bay on return. .... 15.00  
 (See "Trans-Oceanic Record Flights" Section for additional details).
- 5 1926, May 11-14—**Amundsen-Nobile-Ellsworth Polar Expedition.** On the flight from Kings Bay over the North Pole to Teller, Alaska, special cards were carried which were marked with a round cachet and received the Polar vignette of the Expedition.
- Oslo-Teller ..... 25.00  
 a. Kings Bay-Teller ..... 45.00  
 (See "Zeppelin" Section for additional details and listing of other dispatches).
- 6 1926, July 3—**Special Flight, Oslo-Bodo.** This flight was sponsored by the newspaper "Aftenposten". A special red cachet was applied to the 900 flown covers. The cachet reads: "AFTENPOSTEN'S FLYVEPOST-OSLO-BODO- 3 dr. JULI 1926" ..... 50.00
- 7 1927, February 28—**First Flight, Horten-Harwich, England.** A special machine postal cancellation showing the words "Luftpost-Horten-Harwich" between wavy lines was applied at Horten. The mail consisted of 258 letters. .... 20.00
- 8 1927 July 18—**Inaugural Service, Oslo-Stettin, Germany.** The intermediate points were Goetborg and Copenhagen and the mail was carried in a Junkers G-27 plane. There were no special cancellations used but letters received arrival cachets at German cities of destination. .... 10.00

## PALESTINE

- 1 1919, March 17—**Start of British Military RAF Emergency Mail Flights** between Palestine and Cairo: The cachets correspond to those listed under Egypt No. 9. British headquarters were in Palestine at Bir el Salem near Ramleh (cachet SZ 32), at Mount Carmel (Haifa) (cachet SZ57) and at Jerusalem (cachet SZ 2) ..... ..
- 2 1921, June 23—"Desert Air Service Flights" between Heliopolis (Cairo) and Baghdad with stops at Ismalia, Gaza, Jericho and further stops in Transjordan. No flown covers are known from Palestine ..... ..
- 3 1925—**First public mailing for this RAF line from Jerusalem; Official** one line cachet in black or violet. The airport was at Gaza. .... ..
- 4 1927, April 5—**Gaza-Basra via Baghdad; Special Imperial Airways Flight.** Mail backstamped Baghdad (April 7) and Karachi (April 15) .. ..
- 5 1929, April 2-11—This is Number 1 of the Old Catalogue ..... ..
- 6 1931, April 14—This is Number 2 of the Old Catalogue ..... ..
- 7 1935, August 23—**First Official Acceptance of Mail by the domestic MISR AIRWORK** between Cairo-Lydd and Cyprus (Discontinued Oct. 20), resumed in 1936 ..... ..
- 8 1936, June 28—**Inauguration of Dutch K L M service between Gaza and Amsterdam** ..... 15.00
- 9 1937, April 7—**First K L M Airmail Lydda-India** ..... 15.00

## PANAMA

See "United States F.A.M." Section for Listings.

## PAPUA &amp; NEW GUINEA

*This New Listing was prepared by the late John Watson.*

- 1 1927, April 16—First flight by Captain Muster of a Junkers transport plane from Lae to the new goldfields near Wau ..... 60.00
- 2 1927, July—Establishment of the Guinea Airways to operate in the same area. Mail in the beginning carried at the same rate as the gold (9 pence per pound) ..... 35.00
- 3 1928, June—On flown covers from the goldfields regular New Guinea postage stamps are found with typewritten inscription "BY AIR." The covers are sometimes signed by the pilots (Pard Muster or Allan Cross). The stamps were cancelled on arrival at Edie Creek, New Guinea. Flown cover ..... 35.00
- 4 1929, August 27—Mail was flown in Papua, with Papua stamps, to Port Moresby and carried by boat to the Australian continent and were re-forwarded by air in Australia. These covers have stamps of both areas, each cancelled in its country. .... 35.00
- 5 1930, August/September—Two Guinea Airways flights from Wau, Papua, to Rabaul, New Britain: First flight on August 18. Second flight on September 22. Both have a circular cachet of the Airways and postal cancellation of the Post Office at Wau. Each ..... 30.00
- 6 1931, May—Early flights by light planes of the Papua Airways carried mail from places in New Guinea and in Papua without postage stamps to Port Moresby, where the stamps were applied and cancelled. Such mail was forwarded to Australia by boat. (Line cachet: PAPUAN AIRWAYS) ..... 20.00
- 7 1931, October 12—Beginning of regular airpost dispatches from the Post Office, Wau to the goldfields and to other locations. Cachet "GUINEA AIRWAYS WAU" plus the postal cancellation ..... 25.00
- 8 1931, November 17—New Guinea postal dispatch "BY FIRST AIR MAIL SERVICE FROM NEW GUINEA" to England: Carried by the Kingsford-Smith "First All Australian Airmail" to England, arriving December 17. 100 covers were flown from New Guinea ..... 20.00
- 9 1932, March 15—First Official Airpost Flights from the goldfield post office at Bulolo to the port of Salamaua. 25 covers flown on the first day ..... 25.00
- 10 1932, September 28—First Guinea Airways Airpost flight from Port Moresby on the coast of Papua to Kokoda, high in the Owen Stanley range. 159 covers. On the return flight the next day there were 107 covers. Each way ..... 20.00
- 11 1932, October 1-3—First official mail contract flight from Port Moresby to Salamaua and Wau, New Guinea. Flown covers were backstamped .... 25.00
- 12 1933, August 22-27—Inaugural Seaplane Service from Port Moresby (Rabaul Airways) to Samarai and beyond along the north shore of New Guinea. Pilot A. Collins ..... 25.00
- 13 1934, July 23—First Official airmail arriving from New Zealand and from Sydney, Australia, carried by pilot C. T. P. Ulm ("FAITH IN AUSTRALIA") was further flown by him from Port Moresby to Lae, New Guinea, (arriving July 26) The covers bear special cachets ..... 30.00
  - a. Round trip mail is known ..... 30.00



# PAPUA & NEW GUINEA

(Continued)

|    |                                                                                                                                                                                                                                                                                                                                                                                           |       |
|----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 14 | 1934, July 26—Return flight mail by the same plane from New Guinea and from Papua to Australia. Cachet "PAPUA-AUSTRALIA - JUNE - FIRST OFFICIAL MAIL" .....                                                                                                                                                                                                                               | 20.00 |
|    | a. Round trip mail .....                                                                                                                                                                                                                                                                                                                                                                  | 30.00 |
| 15 | 1935, April—On his return from an air race in England Ray Parer carried about 50 covers from Lutwyche, Queensland, to Port Moresby, Papua, and to Wau, New Guinea. Cachet "PER PACIFIC AERIAL AERIAL TRANSPORT LTD." On reverse guaranty cachet of the Queensland Airmail Society with three signatures .....                                                                             | 25.00 |
| 16 | 1935, August 15/17—Extended GUINEA AIRWAYS services from Wau to Madang in the Northwest. Backstamped covers. Autographed by pilot O. Denny. 50 covers were flown and 95 on the return flight on August 26/30 .....                                                                                                                                                                        | 30.00 |
| 17 | 1935, August 30—First flight from Ioma on the Solomon Sea to Port Moresby, postmarked and backstamped. 54 covers flown, signed by pilot O. Denny .....                                                                                                                                                                                                                                    | 30.00 |
| 18 | 1935, August 31—First seaplane flight from Daru on the Gulf of Papua, up the Fly River to new police camp of Oroville, near border of Dutch New Guinea. 81 covers flown and inscribed by the officer in charge of the camp .....                                                                                                                                                          | 30.00 |
| 19 | 1935, September 7/November 27—Exploratory flight of the R.A.A.F. Southampton Flying Boat A 11-1 from Port Moresby along the northern shores of Australia to Port Darwin. Backstamped there and signed by Squadron Leader A. E. Hempel .....                                                                                                                                               | 30.00 |
| 20 | 1935, November 4/9—First seaplane flight from Port Moresby along Gulf of Papua and up the Upper Fly River to the Oroville Police Camp. Inscribed by commanding officer. 89 covers flown. The return flight (with 117 covers) took place on November 27-December 1. At the start the postage stamp was inscribed by commanding officer. Backstamped at Daru, Papua. Either direction ..... | 30.00 |
| 21 | 1937, October 11-24—Amphibian Plane flight of the Archbold Expedition from Daru to the Mount Blucher Police Camp during oil exploration. The cover has two signatures of the pilots and confirmation of the police officer. Postal cancellation of Daru .....                                                                                                                             | 35.00 |
| 22 | 1937, October 11/24—First flight from Port Moresby to the newly discovered large inland lake of Kutubu. Covers flown from Port Moresby, signed by pilot A. A. Koch and inscribed by officer of Police Camp at the lake. Similar covers were flown on the return flight October 24/October 31 to Port Moresby. Each Way .....                                                              | 25.00 |
| 23 | 1938, May 18—Survey Flight of the new Carpenter Airlines from Rabaul, New Britain to Salamaua, New Guinea. 100 covers were flown .....                                                                                                                                                                                                                                                    | 20.00 |
| 24 | 1938, May 30/31—Inaugural flight Carpenter Service from Sydney, Australia to Port Moresby, Papua-Salamaua, New Guinea, Rabaul, New Britain. Five mail bags were flown .....                                                                                                                                                                                                               | 15.00 |
|    | a. Round trip covers were flown both ways. Some signed by Captain R. O. Mant. First return flight on June 3 .....                                                                                                                                                                                                                                                                         | 20.00 |
| 25 | 1939, March 13—Extended service to the far northern part of Territory of New Guinea and the end of New Ireland, at Kavieng .....                                                                                                                                                                                                                                                          | 15.00 |
| 26 | 1941—War Time Front Line Air services during Second World War: All civilian covers have the cachet "AUSTRALIAN IMPERIAL FORCE-PASSED BY CENSOR 362." These covers were addressed to Australia and Tasmania .....                                                                                                                                                                          | 25.00 |

## PARAGUAY

*Per a aerea**St. O. A. N. J. 1930**Castilla 1930**Buenos Aires*

- |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |       |
|---|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 1 | 1929, January 2—Inaugural Flight, Asunción-Buenos Aires. Specially overprinted stamps were issued for this flight. All covers were marked with a box cachet bearing the Paraguayan seal and the legend "Correo Aéreo—Rep. del Paraguay". They were backstamped at Buenos Aires the same day. ....                                                                                                                                                     | 10.00 |
| 2 | 1929, February 26—First Dispatch by Connecting Service to Europe. Three specially overprinted air mail stamps were issued on this occasion. The letters were forwarded by air to the coast of South America, thence by steamer to Europe, then by plane to destination. ....                                                                                                                                                                          | 8.00  |
| 3 | 1930, May 19—Special Air Mail Dispatch to Connect with "Graf Zeppelin". On this occasion 198 cards and envelopes were flown to Rio de Janeiro and re-dispatched by the Zeppelin which was then on its Europe-Pan American flight. The covers were marked with a rectangular cachet reading "Por 'Zeppelin'—Primer Vuelo—América del Sud-Norte América-Europa—mayo 1930—República del Paraguay". ....<br>(See "Zeppelin" Section for further details). | ..... |
| 4 | 1930, June 8—Special Connecting Dispatch for Mermoz trans-Atlantic flight. Covers were marked with a special cachet reading "Primer Cruce del Atlántico—República del Paraguay-Sudamérica-Africa—Correos por el Aviator Mermoz—8 Junio 1930". However, the mail failed to connect with the Mermoz flight and was forwarded by ocean steamer. ....                                                                                                     | 7.00  |
| 5 | 1931, August 1—Reopening of the air service Asuncion-Buenos Aires (A series of 5 air stamps was issued for the occasion) .....                                                                                                                                                                                                                                                                                                                        | 5.00  |

## PERSIA

- |   |                                                                                                                                                                              |       |
|---|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 1 | 1924, December 14—First Flight, Teheran-Enzeli. Letters carried on this flight were marked with the ordinary postmark and were backstamped at destination upon arrival. .... | ..... |
| 2 | 1925, February 15—First Flight, Teheran-Meched. On this occasion letters were marked with a special two line cachet reading "Premier Vol Postal—Teheran-Meched". ....        | 20.00 |
| 3 | 1925, March 6—First Flight, Ispahan-Teheran. Inaugural flight covers received a black two line cachet reading "Par Avion Premier Vol—Ispahan-Teheran". ....                  | 10.00 |
| 4 | 1925, March 15—First Flight, Teheran-Bushire. Covers received a cachet in black reading as follows: "Premier Vol Postal—Teheran-Ispahan-Chiraz, Boushire". ....              | 10.00 |
| 5 | 1925, April 6—Special Flight, Teheran-Khamikin. This was a special service and covers were marked with a black cachet inscribed "Premier Vol Postal—Teheran-Khamikin". ....  | 10.00 |

# PERSIA (Continued)

|   |                                                                                                                                                                                                                                                    |       |
|---|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 6 | 1927, February 12—Inaugural Service, Teheran-Pehlevi. On this date the regular service was inaugurated by the Junkers Persian Air Service. Special airport stamps were issued and all mail received a rectangular cachet reading "Poste Aérienne". | ..... |
| 7 | 1928, February 12—First flight Teheran-Baku (Bilingual cachet)                                                                                                                                                                                     | 5.00  |
| 8 | 1928, June 28—Isfahan-Teheran-Moscow-Berlin. Covers were backstamped in Berlin                                                                                                                                                                     | 8.00  |
| 9 | 1929, April 4—Bushire-Karachi and Bushire-London. Effective the above date Bushire was made a stop on Imperial Airways' London-Karachi service. Three different special cachets were used for these dispatches.                                    | 8.00  |

# PERU

|                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                              |       |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 1                                                                                                                                                                                                               | 1920, September 15—Experimental Flight, Lima-Tunabes. This experimental flight was made by way of Trujillo, Chiclayo and Paita. Letters were marked with an oval violet cachet reading "Servicio Postal Aéreo—Trujillo" or name of other dispatch points. Those dispatched from Chiclayo received a round cachet reading "Aviador Nacional Herbert Tweedle". | 70.00 |
| During 1921 and 1922 a number of experimental flights were made between Trujillo and Lima by the Italian pilot Rolandi. It is believed that mail was carried on these flights but no further details are known. |                                                                                                                                                                                                                                                                                                                                                              |       |
| 2                                                                                                                                                                                                               | 1927, December 29 to 1928, January 9—Special Flight by U. S. Naval Air Mission. On the above dates special flights were made between Iquitos and Bermúdez via Croya and Puerto and between Iquitos and Lima. The mail carried was franked with a stamp specially overprinted with the words "Servicio Aéreo".                                                | 20.00 |
| 3                                                                                                                                                                                                               | 1928, January 12—Inaugural Flight, San Ramón-Lima. A special air mail stamp of the value of 50c was issued for this service.                                                                                                                                                                                                                                 | 10.00 |
| 4                                                                                                                                                                                                               | 1928, February 25—Trial Flight, Lima-La Paz. A total of 800 covers were carried on this flight and each received a special cachet reading "First Experimental Flight—Lima-La Paz".                                                                                                                                                                           | 10.00 |
| 5                                                                                                                                                                                                               | 1928, July 13—Experimental Flight, Lima-Guayaquil. This was a survey flight made by Pan American Grace Airlines. About 50 letters were carried which received regular postal markings and were backstamped on arrival.                                                                                                                                       | 10.00 |
| 6                                                                                                                                                                                                               | 1928, September 13—Inaugural Flight, Lima to Paita. The same 50c air mail stamp previously issued was employed on mail carried on this flight. Covers also received a one line cachet reading "Servicio Aéreo".                                                                                                                                              | 10.00 |
| 7                                                                                                                                                                                                               | 1928, October 22—Special Flight, Paita-Barranquilla. This survey flight was made by the SCADTA Company and was by way of Guayaquil, Ecuador. Covers bear the special SCADTA stamps and received a blue cachet reading "Primer Correo Aéreo—Perú-Ecuador-Colombia". They were backstamped at Guayaquil, Ecuador or Barranquilla, Colombia on arrival.         | ..... |
|                                                                                                                                                                                                                 | Paita-Guayaquil                                                                                                                                                                                                                                                                                                                                              | ..... |
|                                                                                                                                                                                                                 | a. Paita-Barranquilla                                                                                                                                                                                                                                                                                                                                        | ..... |
| 8                                                                                                                                                                                                               | 1929, May 3—Trial Flight, Lima-Cristóbal. This was a survey flight made one week before the inauguration of regular service by F.A.M. 9. The flight was made by a plane of the Pan American Grace Airways, the contractor for this route. At Cristóbal connections were made for through service to Miami.                                                   | 9.00  |

(See F.A.M. Section for later flights via F.A.M. 9).

# PHILIPPINE ISLANDS

See *Philippines Section*, this volume, "*United States F.A.M. Flights*" Section, and "*Trans-Oceanic Record Flights*" Section



# POLAND

- |   |                                                                                                                                                                                                                                                                                                                |       |
|---|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 1 | 1918, November 24—Special Service, Lwow-Warsaw. This was a special service operated to the besieged city of Lwow during the war in the Ukraine. Covers bear ordinary postmark but no special cachet. ....                                                                                                      | 30.00 |
| 2 | 1919, September 18—Military Flight, Poznan-Warsaw. A special air mail fee of 1 mk was charged for covers flown on this flight. ....                                                                                                                                                                            | 20.00 |
| 3 | 1921, April 12—Inaugural Service, Warsaw-Prague. On this date regular service was inaugurated. A special air fee was collected which was stamped on the face of the cover. A special "Par Avion" cachet in a rectangular box was also applied. At Prague connections were made with all points in Europe. .... | 12.50 |



- |   |                                                                                                                                                                                                                                                                                                                                                                                            |       |
|---|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 4 | 1921, May 29-June 10—Special Flights during the Poznan Fair. Special vignettes were issued for these flights and were cancelled with a special winged cachet bearing the letters P.K.P. as illustrated.<br>Flights were organized by the Aero-Targ from the Poznan Fair to Lodz, Warsaw or Danzig. Vignettes were issued by the Society "T.A.B.R.O.M.I.K." perf. 11.<br>Flown covers ..... | 15.00 |
| 5 | 1925, April 25—First Flight Warsaw-(Cracow)-Vienna (450 covers).....                                                                                                                                                                                                                                                                                                                       | 10.00 |
| 6 | 1925, June 16—First Flight Warsaw-Zurich; Trial Flight of the French Cidna Air Service; 40 Cards flown. Boxed cachet "By First flight Warsaw-Zurich "(In Polish and French). Backstamped Zurich Flugpost June 17. ....                                                                                                                                                                     | 70.00 |
| 7 | 1927, November 3, First Flight Warsaw (Cracow-Lwow)-To Brno (CZECHOSLOVAKIA) ..... (240 covers)                                                                                                                                                                                                                                                                                            | 15.00 |
| 8 | 1928, January 27—First Flight Warsaw-Sofia, Bulgaria .....( 85 covers)                                                                                                                                                                                                                                                                                                                     | 15.00 |
| 9 | 1928, September 18—Inauguration of Services to Vienna, Italy and Spain and Service to Holland and London .....                                                                                                                                                                                                                                                                             |       |



POLAND (*Continued*)

- 10 1930, May 29—First Dispatch from Warsaw to Connect to the U.S.  
F.A.M. Services to the U.S.A.: Official circular cachet ..... 25.00
- 11 1930, June 7—First Airpost Dispatch from Poland via Vienna to the  
Imperial Airways Service to India: Official oval cachet ..... 25.00

Many special flights were arranged in the years following by the League For Air Defense (L.O.P.P.) Semi-official stamps and special cachets were used on such occasions.

## PORTUGAL

- 1 1926, September 18—Earthquake Relief Flight, Alverca-Tangiers. This flight was made by the Latecoere Company and a special air fee of 3 escudos was charged, which was donated to the relief fund for the earthquake sufferers in the Azores. A total of 250 covers were flown to Tangiers. They bear a hexagonal cachet reading "Correio Aereo—Lat. 17", and date. .... 25.00
- 2 1928, June 10—Inaugural Service, Lisbon-Seville. An intermediate stop was made at Madrid. Covers bear ordinary postal markings. .... 25.00
- 3 1928, June 28—Attempted Flight, Portugal to the United States. This attempt was made by an English aviator, F. T. Courtney, in a Dornier Wal flying boat. The plane was forced down in the Atlantic, 680 miles from Newfoundland, and the pilot and mail were picked up by a passing steamship. Covers received a special cachet at Lisbon. .... 75.00  
(See also "Trans-Oceanic Record Flights" Section for further details).
- 4 1930, September 4—Flight by British Flying Boat "Iris", Lisbon to Plymouth, England. Some covers were carried by this flight bearing a cachet of the British Consular Office at Lisbon as well as Portuguese and English postage stamps. They were backstamped at Plymouth on arrival. .... 25.00
- 5 1931, January 28—Portuguese Dispatches via German "Do-X" Flying Boat. On its flight from Germany to the United States the giant plane "Do-X" paused at Lisbon for extensive repairs. Some mail was flown from Lisbon and was cancelled January 28, 1931. These bear the rectangular special cachet applied to all "Do-X" mail. .... 25.00
- 6 1934, October 20—Inaugural flight by Cie Aero Portuguesa between Lisbon and Tanger, Morocco, pilot Jean Denis ..... 25.00  
(This was a return flight of an earlier trip from Tanger to Lisbon on October 14, 1934) Flown covers besides the regular Lisbon cancellation carry the special cachet "AVION" across the stamps. They were backstamped at Tanger the same afternoon. The airline extended service from Lisbon to Angola and to Guinea.
- 7 1946, September 19—Inaugural Service of the TAP International Service Lisbon-Madrid, Spain (twice weekly service by DC-3 Dakotas). (First return flight on September 20) ..... 20.00
- 8 1946, December 31—Inaugural Service of the TAP International Airline of Portugal from Lisbon to Luanda and Lourenco Marques with Douglas DC airplanes (First return flight from Lourenco Marques on January 11, 1947 and from Luanda, Angola, on January 14, 1947) ..... 20.00
- 9 1948, August 17—Inaugural TAP Air service from Lisbon to Paris, following a trial run on August 10, 1948. Flown covers have no special cachet but are backstamped on arrival. The first return flight was on August 18, 1948 ..... 20.00

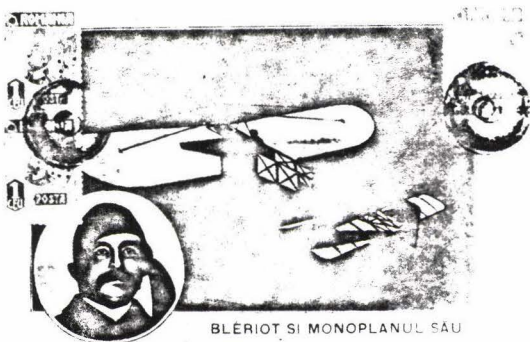
## REUNION

- 1 1929, December 2—First Flight, Sainte Marie-Madagascar. The French pilot Goulette en route to Europe carried some mail bearing ordinary postal markings from Sainte Marie, Reunion, dated from November 28-30. This mail also had the cachet of the Mayor of Sainte Marie. The pilot reached Madagascar on December 2 but on attempting to leave on December 8 the plane was wrecked and he was forced to abandon the flight. The mail was re-dispatched by boat. ....
- 2 1933, November 10-15—First Flight, Reunion-Maurice and Return. Approximately 1100 covers were carried by this flight bearing a cachet reading "1er Liaison Postale Aerienne-Reunion-Maurice-Raid Samat-Escadrille de 3 avions". The return flight was made on November 15 and covers were marked with a similar cachet.
 

|                                       |       |
|---------------------------------------|-------|
| November 10, Reunion-Maurice .....    | 15.00 |
| a. November 15, Maurice-Reunion ..... | 27.50 |
- 3 1937, January 25—First Flight Reunion-Paris. This flight was made by pilots Laurent, Touge and Lenier in the aeroplane "Roland Garros". A special air stamp, without surtax, was issued for this flight and covers were marked with a four line cachet reading "Premiere liaison aeropostale—Reunion-France—(Sans surtaxe)—Equipage: Laurent-Touge-Lenier". ....

20.00

## ROUMANIA



BLÉRIOT SI MONOPLANUL SĂU

- 1 1909, October 24-31—First Roumanian Aviation Week at Bucharest. Special cards were issued at the airfield. ....

During the summer of 1922 an air service was established by the French CIDNA company between Bucharest and Paris by Strassbourg. It is believed that letters were carried by this service bearing ordinary stamps and cancellations; however, no other details are known.

- 2 1922, September 30—Trial Flight, Bucharest-Constantinople. This service was also performed by the French CIDNA Company. Ordinary postal cancellations and markings were used. ....
- 3 1926, June 24—Inaugural Service, Bucharest-Chisinau and Bucharest-Galatz-Jassy. For these flights covers were marked with a special cachet reading "Bucuresti-Avion-(date)" and an additional cachet reading "Bucuresti-Galati-Chisinau" (or Bucuresti-Galati-Jasi"). ....

15.00

(See also "Zeppelin" Section).

## RUSSIA

Listings Will Be Found under  
UNION OF SOCIALISTIC SOVIET REPUBLICS.

## SAAR

- 1 1928, September 20—Special Service, Saarbruecken-Frankfurt and Saarbruecken-Paris. This service was effective the above date and continued until October 13 of the same year. Two special air mail stamps were issued for the occasion and these are found cancelled from Saarbruecken 2 (B.H.E.) with date and "Luftpost" in cancellation. A special cachet was also applied to mail received by this service and airpost labels were also made available to users of the service. .... 10.00
- 2 1929, May 21—Inaugural Regular Service, Saarbruecken-Munich. On the above date service was inaugurated between Saarbruecken and Munich by Karlsruhe and Stuttgart. The special air stamps and labels previously issued were used on this service. .... 10.00

(See also "Zeppelin" Section).

## ST. KITTS

See "*United States F.A.M.*" Section for Listings.

## ST. LUCIA

See "*United States F.A.M.*" Section for Listings.

## SALVADOR

See "*United States F.A.M.*" Section for Listings.

## SAN MARINO

- 1 1913, April 18—Experimental Flight, San Marino-Venice. A card autographed by the Aviator Gianni Widmer, cancelled at San Marino on the 18th and back-stamped at Venice the same day is extant and is believed to have been flown between these points. ....

## SARAWAK

- 1 1926, July 18—First Flight, Sibü-Kuching. About 70 covers were carried on this first flight and were marked with a large inscription reading "By Air Mail" at the Sibü post office. .... 50.00
  - 2 1926, August 17—First Flight, Kuching-Singapore. Covers carried on this flight received a round postal cachet reading "Kuching Air Mail—date". About 100 letters were flown. .... 40.00
- An additional trial flight to Singapore was made on July 13, 1929, at which time the same cachet was again used.

## SENEGAL

- 1 1923, May 11-22—First Flight, Dakar-Casablanca. This dispatch was made by the return flight of a group of French airplanes which had flown from Casablanca to Dakar. One sack of mail was carried. Covers bear the blue seal of the Mayor of Dakar and ordinary postal markings. .... 20.00
- 2 1925, February 7—Special Flight, Dakar-Paris by Arrachi and Lemaitre. The French aviators, Arrachi and Lemaitre, on their return flight from Dakar to Paris carried 200 letters which were marked with a special five line cachet reading "Par Avion—Raid Dakar-Paris via Timbuctoo—Mission Lemaitre-Arrachart". They also received the round cachet of the French West Africa Mission. Covers were backstamped at Casablanca on March 20 and at Versailles, France on March 24. .... 15.00
- 3 1925, June 6—Inaugural Service, Dakar-Casablanca by Latecoere Company. Some covers carried on this flight bear a special cachet reading "Par Avion—Ouverture ligne Latecoere—Dakar-Toulouse". They were backstamped at Casablanca on June 8. .... 10.00
- 4 1925, December 29—Trial Service, Dakar-Niamey, Nigeria. Covers were dispatched by rail from Dakar to Bamako and flown from there to Niamey, Nigeria. At this point they were redispached by auto to Zinder reaching that point on January 6, 1926. Covers bear regular postal cancellations and a five line cachet applied in black. Five such dispatches were made between December 29 and February 23, 1926 at which time the service was discontinued.
  - December 29, First dispatch ..... 10.00
  - a. Later dates ..... 6.00
 (See "NIGERIA", this Section, for listing of dispatches from that country).
- 5 1925, December to 1926, March 11—Experimental Flights by Count de La Vaulx. Sets of covers were flown over the twelve steps of this 13,000 km. route. They bear regular cancellations and backstamps. ....
- 6 1934, March 5-24—Experimental Service, Gao-Colomb Bechar and Return. Between the above dates a number of trial flights were made across the Sahara Desert. Covers bear regular postal markings and a five line cachet. Regular service began on October 21, 1934. .... 10.00
- 7 1934, September 21, Inaugural Service, Gao-Paris, France. This service was by way of Algiers. The inaugural mail arrived in Algiers on September 23 and in France on September 24. .... 10.00

## SIAM

- 1 1919, February 17-26—Experimental Flight, Bangkok-Chandhaburi. Covers carried by this flight were marked with a special black cachet, tying the stamps to the cover.
  - February 17, Bangkok-Chandhaburi ..... 50.00
  - a. February 26, Chandhaburi-Bangkok ..... 75.00



- 2 1920, June 30—Experimental Flight, Korut-Bangkok. Covers carried on this experimental service bear the large rectangular cachets illustrated which were applied over the stamps. .... 50.00
- 3 1922, June 1—Experimental Flight, Korut-Ubol. An intermediate stop was made at Roi-Ed. Covers carried by this service bear a large circular cachet applied in black showing airplane with date and town. .... 20.00
- 4 1922, June 10—Military Flight, Ubol-Bangkok. Covers carried on this flight bear a cachet similar to that used on the February 17, 1919 flight, but this marking is struck on the envelope rather than over the stamps. .... 20.00



## THE AMERICAN AIR MAIL CATALOGUE

## SIAM (Continued)

- 5 1923, January 3—First Flight, Uttara-Bangkok. An intermediate stop was made at Korat. Covers carried on this flight were impressed with a cachet similar to that used on June 1, 1922 but somewhat smaller, measuring but 38 mm. instead of 44 mm. ....
- 6 1923, December 11—First Flight, Nong Khay-Bangkok. Letters carried on this flight received the cachet just described. ....

10.00



- 7 1926, May 6—Special Flight, Bangkok to Copenhagen. The Danish aviator Herschend, flying a Fokker airplane, carried mail from Bangkok to Copenhagen. Covers were postmarked May 6 at Bangkok and arrived in Copenhagen on June 5. They bore a cachet in two lines reading "By Danish Fokker aeroplanes 1926—Bangkok to Copenhagen".

30.00

# SOMALI COAST

- 1 1929, December 29—Trial Flight, Djibouti-Addas Abbeba. The French aviator  
Maillet carried mail on this date as return dispatch of a flight which originated  
in Abyssinia. These letters were marked with a special cancellation and a one  
line cachet reading "1. Service Avion". .....
- a. Second service was flown on April 17, 1930, with special cachet of  
"2. Service Avion." A third service on October 31, 1930 marked the  
Coronation of the Emperor Selassie. Further flights were made on  
June 3, 1931, June 19, 1931, July 4, 1931 (again with special cachet),  
and January 9, 1933. This was not a regular service .....
- 2 First flight from Djibouti to Asmara, Eritrea and to Rome. Special cover  
for the flight to Rome .....

20.00

25.00

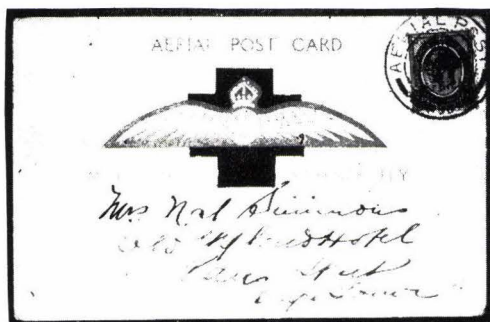
## SOUTH AFRICA



- 1 1911, December 27 to 1912, January 3—Experimental Flights between Kenilworth and Muizenburg. During this entire week flights were made by the "African Aviation Syndicate", Pilots Compton Paterson and E. F. Driver. Official postcards were sold at 1/- each and bear the inscription and cancellations as illustrated. Cards required  $\frac{1}{2}$  d postage for delivery in South Africa and 1 d postage for delivery abroad. Mail was flown in both directions on December 27. Because of poor weather, cards for a scheduled flight on December 30 were delayed to January 2 (return flight the next day.)

These have cachets with both dates.

|                                                                |              |       |
|----------------------------------------------------------------|--------------|-------|
| a. December 27, 1911, Kenilworth to Muizenburg .....           | ( 729 cards) | 45.00 |
| b. December 27, 1912, Return flight to Muizenburg ( 210 cards) |              | 50.00 |
| c. January 2, 1912, Kenilworth to Muizenburg .....             | (1479 cards) | 40.00 |
| d. January 3, II. Return flight from Muizenburg .....          | ( 179 cards) | 50.00 |



- 2 1918, October-December—Aerial Flights to Aid the Red Cross. To assist the Red Cross in its fund raising campaign, special cards as illustrated were sold for 6d each. All cards were flown and received the special circular "Aerial Post" cancellation shown. Flights were made in Capetown on October 7 and 26, November 3 and December 16 to 30. Flights were made in the Transvaal from November 20 to December 1. There were two types of the special cards, one type with red cross and winged six pence coin as shown above and the other with a plain red cross and coin with "By Aerial Post" inscription in left lower corner. Leaflets were also dropped.

|                                  |       |
|----------------------------------|-------|
| Card from Capetown .....         | 20.00 |
| a. Card from the Transvaal ..... | 30.00 |

## THE AMERICAN AIR MAIL CATALOGUE

### SOUTH AFRICA (*Continued*)

- 3 1919, August 2—Capetown Pigeon Post in Connection with Peace Celebration. Official pigeongrams were carried during the Capetown peace celebration. These were sold to the public at a cost of 2/6 each, the profits being devoted to the Governor General's fund. Special forms were issued for this service. ....
- 4 1920, February 15—Experimental Flight, Capetown-Johannesburg. This flight was attempted by a converted Handley Page Bomber. The plane was forced to land at Beaufort and mail was sent forward by rail. Covers bear two cachets reading "Carried by Aeroplane" and a circular cachet reading "Handley Page South African Transport, Ltd., Aerial Post" applied in red violet or black. ....
- 5 1925, March 2-5—Experimental Service, Capetown-Durban. This service was performed by the South African Air Force and continued until June of the same year. Covers were marked with a special cancellation reading "S.A. Air Mail—S.A. Lugpos" and date. Four definitive air mail stamps were issued in connection with this service. Flights were made by way of Oudtshoorn-Port Elizabeth and East London. The first return flight was made on March 5.
- |                                               |  |       |
|-----------------------------------------------|--|-------|
| March 2, Capetown-Durban .....                |  | 10.00 |
| a. March 5, Durban-Capetown .....             |  | 10.00 |
| b. Any intermediate point, first flight ..... |  | 12.50 |
| c. Later dates, any point .....               |  | 7.00  |
- 6 1929, August 26—Inaugural Regular Service, Capetown-Durban or Johannesburg. The flight was via Port Elizabeth at which point mail was transferred to planes for either Durban or Johannesburg. The flight from Capetown to Port Elizabeth was performed by Major Miller of Union Airways, Ltd.; that from Port Elizabeth to Durban via East London by R. F. Caspareuthus. The plane for Johannesburg, piloted by G. W. Bellin, made an emergency landing at Bloemfontein and mail was dispatched onward by rail. The first return flights from both terminals were made on August 29, the mail connecting with the S. S. "Carnarvon Castle" at Capetown.
- |                                           |  |       |
|-------------------------------------------|--|-------|
| August 26, Capetown-Port Elizabeth .....  |  | 10.00 |
| a. August 26, Capetown-East London .....  |  | 10.00 |
| b. August 26, Capetown-Durban .....       |  | 8.00  |
| c. August 26, Capetown-Johannesburg ..... |  | 8.00  |
| d. August 29, Durban-Capetown .....       |  | 8.00  |
| e. August 29, Johannesburg-Capetown ..... |  | 8.00  |
- 7 1932, January 27—Inaugural Service, Capetown-London, England. The inauguration of this service, widely heralded, was beset with difficulties and heart-break. Mail was dispatched by the plane "City of Basra" which crashed at Salisbury. The mail was then put aboard the "City of Delhi" which plane crashed at Broken Hill. The mail was not found or salvaged until February 4 and was then flown, together with the second flight mail, in the plane "City of Baghdad" arriving in England on February 16. ....

## SPAIN

- 1 1920, April 4—Experimental Flights, Barcelona-Balearic Islands and Seville-Larache. Specially overprinted airport stamps were issued for these experimental flights. Covers were not marked with any special cachets. In October 1921 regular service was established between Seville and Larache by the Compañía Española de Tráfico Aéreo.
- |                                  |  |       |
|----------------------------------|--|-------|
| Barcelona-Balearic Islands ..... |  | 25.00 |
| a. Seville-Larache .....         |  | 25.00 |
- Regular service was established between Madrid and Barcelona by the Iberia Compañía Aérea de Transportes in October of 1921 and later in the same year service was established between Madrid and Lisbon, Portugal, and between Madrid and Seville by Unión Aérea Española. The three companies above mentioned

## SPAIN (Continued)

operated their services irregularly until they were combined into the Government subsidized airline "Classa" in 1929.



- 2 1926, April 5—Record Flight by Spanish Aviators, Madrid-Manila, Philippine Islands. In their flight from Spain to the Philippines, the military aviators, Captains Gallarza and Loriga, carried 16 letters from Madrid. They bear a marking reading "Primer Correo Aéreo—Madrid-Manila" and received a large arrival cachet at Manila, May 13, 1926. .... 100.00  
 (For further details and list of dispatches from other point see Trans-Oceanic Record Flights volume ,and "Philippine Islands" Section, this Volume ).

## STRAITS SETTLEMENTS

- 1 1926, August 23—Experimental Flight, Singapore-Kuala Lumpur and Port Swettenham. A few covers were carried by British planes on this flight. They were marked with a one line cachet in black reading "By Air Mail". They also received the ordinary postal cancellation of Singapore and were backstamped at destination upon arrival. ....
- 2 1930, February 11—Inaugural Service, Singapore-Batavia. This service was performed by Dutch planes on a weekly basis and included stops at Palembang and Sumatra. About 4,000 letters were carried on the first flight which received the ordinary cancellation of Singapore. They were backstamped at destination upon arrival. .... 10.00
- 3 1931, April 2—First Regular Service, Singapore-Netherlands. This mail connected with the Dutch service to Europe at Batavia. Much of the mail was addressed to England and was re-dispatched from the Netherlands to England upon arrival there. Covers have been noted backstamped April 13 in England. .... 10.00
- 4 1931, April 16—Experimental Service, Singapore-Sydney. This was the first dispatch from Singapore to Australia and the letters were flown by Imperial Airways' plane making a survey flight on the London-Australian route. Some of the covers are found with a cachet reading "Imperial Airways Ltd., London-Australia-Air Mail First Flight". .... 7.50



## SUDAN

- 1 1931, March 6-12—First Flight from Sudan by Imperial Airways. On March 6 first service was inaugurated from Wadi Halfa. Khartoum, Kosti, Malakal and Juba to Mwanza in Tanganyika. On March 12 on the return flight mail was dispatched from these points to Athens and London. The first mail arrived in England on March 20 and was backstamped on arrival. Covers received a round cachet reading "Sudan Air Mail".

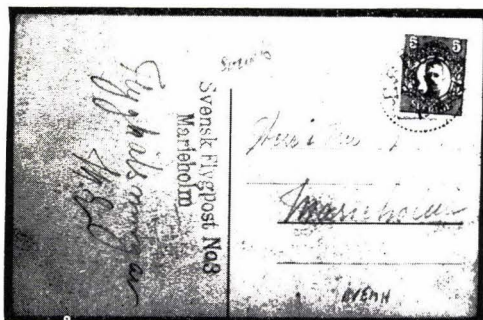
|                                      |      |
|--------------------------------------|------|
| March 6, Wadi Halfa-Mwanza .....     | 6.00 |
| a. March 6, Khartoum-Mwanza .....    | 6.00 |
| b. March 6, Kosti-Mwanza .....       | 6.00 |
| c. March 6, Malakal-Mwanza .....     | 6.00 |
| d. March 12, Juba-London .....       | 6.00 |
| e. March 12, Juba-Mwanza .....       | 6.00 |
| f. March 12, Malakal-London .....    | 6.00 |
| g. March 12, Kosti-London .....      | 6.00 |
| h. March 12, Khartoum-London .....   | 6.00 |
| i. March 12, Wadi Halfa-London ..... | 6.00 |

## SURINAM

- 1 1931, August 19—Special Flights: Dornier X from Paramaribo-Port of Spain-Antigua-San Juan-Cuba-Miami. Special cancellations ..... 20.00
- 2 1934, December 21—First Dutch KLM "SNIP" flight: Surinam-Curacao. Cachet "EERSTE NEDERLANDSCHE LUCHTPOST" ..... 20.00

See "United States F.A.M." Section

## SWEDEN



- 1 1912, June 1-2—Demonstration Flight between Eslof and Akarp/Marieholm. This flight was made by the Aviator P. Nielsen. Some souvenir cards show a photo of the pilot and his monoplane and bear a two line cachet reading "Svensk Flygpost No. ..." and name of town. The number two was used for dispatches from Eslof and number three was used for dispatches from Marieholm. Covers also are known with a round cachet reading "Flygpost Nio 3-Akarp-Elof-1912-Juni 1-2". They were cancelled at Eslof on June 3, 1912.

|                                       |                   |
|---------------------------------------|-------------------|
| 100 cards were flown from Eslof ..... | 100.00            |
| a. Akarp/Marieholm .....              | (50 cards) 125.00 |

SWEDEN (*Continued*)

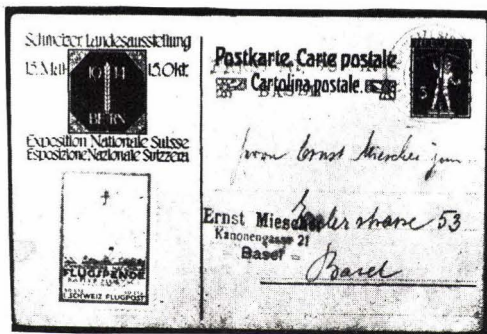
- 2 1912, August 29—Newspaper Air Mail Delivery, Stockholm-Upsala. On this date the Aviator Dahlbeck carried 2,000 copies of the newspaper "Dagens Nyheter" from Stockholm to Upsala. Papers were marked with a facsimile certification of the pilot reading "This copy was carried by me on the first Swedish newspaper mail by aeroplane, arranged by the Dagens Nyheter August 1912-0. Dahlbeck".
- 3 1912, September 21-26—First Flight, Stockholm-Lidingö and Return. Intermediate points on this route were Tereberg and Vartan. About 5,000 cards were carried by the Pilot Olle Dahlbeck which were franked with special semi-official air stamps of the value of 50 ore and officially cancelled by the post office with a special marking reading "Sveriges—September 1912—Forsta Flygpost". Flights were made on September 21, 22 and 26.  
This stamp was known as the "Barnens Dags-Flygmarke". There were 10,000 issued, but only 5,452 were sold. Of the remainder 3000 were overprinted in 1937 with a diagonal imprint "Silverjubileet 1937". Card flown in 1912 50.00
- 4 1914, February 8-12—Experimental Flight, Kalmar-Oland Island and Return. This was a demonstration flight by Dr. Thulin. 100 cards were flown. The return flight was made on February 12 and on this flight 30 cards were flown and cancelled at Kalmar upon arrival. Cards received a marking reading "Luftpost overfordt pr aeroplan af Dr. Thulin—from Kalmar till Oland (or till Kalmar), den 7 eller 8 Febr. 1914".  
February 8, Kalmar-Oland 20.00  
a. February 12, Oland-Kalmar 35.00
- 5 1919, October 8—Flight by Zeppelin "Bodensee", Stockholm-Berlin. Swedish mail was dispatched by the return flight of the Zeppelin "Bodensee" which visited Stockholm on the above date. 115.00  
(See "Zeppelin" Section for additional details).
- 6 1920, May 5—Experimental Flight, Stockholm-Helsingfors, Finland. This flight was made at the request of the Swedish Post Office by the British Pilot Lt. Henderson. Covers were marked with two separate cachets, one reading "Flygposten Sverige-Finland-P.O. Flygkompany Stockholm", and the other reading "Forsta Flygposten Sverige-Finland-P.O. Flygkompanie-Aftonbladet Stockholm". 30.00
- 7 1920, August 12—Inauguration Regular Service, Malmö-Berlin, Germany. An intermediate stop was made at Warnemünde. This service was operated by the Svenska Lufttrafik. Covers received a special red and blue air mail label. On the first flight about 250 letters were flown. On September 19 the routing was changed to include Copenhagen. 20.00
- 8 1920, September 19—Inauguration Regular Service, Malmö-London, England. On this date regular service was inaugurated to London by way of Copenhagen, Hamburg, Bremen, and Amsterdam. About 400 letters were carried the first day. 20.00  
A set of "LUFTPOST" stamps was issued ahead of the service.
- 9 1924, June 23—New service Stockholm-Helsingfors, Finland. Covers back-stamped 20.00  
On June 7, 1926 the service was extended to Reval, Estonia.
- 10 1924, August 19—Night flight service Stockholm-Warnemünde-Berlin. The plane was forced by fog to land in Hamburg instead of Berlin. Initially the flight was scheduled for August 1 but was forced back by bad weather 15.00
- 11 1925, May 27—First service Malmö-Paris. A special first flight card was issued 10.00
- 12 1928, June 18, August 14, 22 and 29 and September 3—Night flights Stockholm-London. Circular large cachet and four lines cachet. 15.00
- 13 1929, May 30-June 29—Night flight Stockholm-Malmö-Copenhagen-Amsterdam. Special cachet 15.00

## SWITZERLAND

*These listings were prepared by the late Arthur Schmidli.*

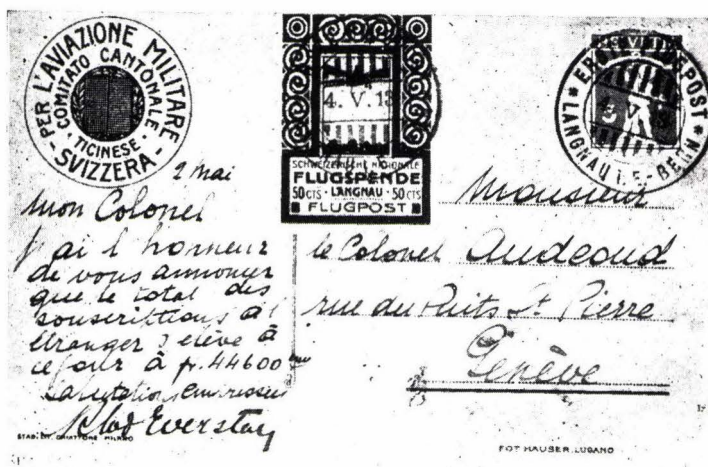
- 1 Between 1892 and 1900, Captain Spelterini made high Alpine balloon flights. Special cards were carried. Flown cards: ..... 200.00 - 250.00
- 2 1908, July 1—First round trip of the Zeppelin L Z 4 over Switzerland. A personal card was dropped by Count Zeppelin and Professor Hergesell over Zurich, the first airship mail ever dropped over Switzerland. At several cities, commemorative cards issued after the flight were posted locally. These are seldom seen ..... 15.00
- 3 1909, September 30-October 3—Gordon Bennett Balloon Races At Zurich. Special cards issued for the races received the first Swiss special cancellation for an air event: "Gordon Bennett Fliegen Zurich (date and time)". On October 3 the Zeppelin airship L Z 6 (Z. III) participated in the events. .... 160.00
- 4 1910, March 12-July 24—Lucerne. Passenger flights of the airship "Ville de Lucerne". Cards written by passengers have a circular cachet: "Compagnie General Transaerienne-Parc des Dirigeables "Ville de Lucerne" Lucerne". These were redispached by the postal service after the flight ..... A similar cachet has center lettering "Parc de Lucerne-1910."
- 5 1911, July 20—Flight of the Zeppelin Airship SCHWABEN over Switzerland: Several cards were dropped over Brunnen ..... Cards showing the airship over Switzerland were posted on board during later flights). .... 80.00
- 6 1912, Summer, Lucerne: Passenger flights of the airship Parstval VI. Passengers boarding the airship or the airplane "Aviatik" were given cards with the cachet "Ballonhalle LUZERN" or a cachet "Luftpost des Monoplan Aviatik". Cards were posted after the flights ..... 80.00

Between March 9 and September 28, 1913 a number of experimental and demonstration flights were made by Swiss military aviators to promote the formation of a Swiss Army Air Corps. For many of these demonstration flights special stamps were issued with the full permission and approval of the Swiss Government. While these stamps have always been considered as semi-official emissions, many authorities consider them to be the first official air mail stamps of Switzerland. Regardless of their status, they form an interesting phase of the development of the air post in Switzerland.



SWITZERLAND (*Continued*)

- 7 1913, March 9—Experimental Flight, Basle- Liestal. For this flight which was made by a military aviator, a special semi-official air mail stamp was issued. Cards received a postal cancellation reading as follows "Erste Schweizerische Flugpost—9.III.13." About 5,000 cards were flown. .... 150.00
- 8 1913, March 30—Experimental Flight, Berne-Burgdorf and Return. This flight was made in both directions by the Military Pilot Oskar Bider. Special semi-official stamps were issued for use at both Berne and Burgdorf. The stamps are of different design. The one issued at Berne was affixed to about 13,000 cards which were cancelled "Erste Flugpost—30.III.13—Bern-Burgdorf". The semi-official stamp issued for use at Burgdorf was affixed to approximately 2,765 cards and received a cancellation reading "Erste Flugpost 30.III.13—Burgdorf-Bern".  
     Berne-Burgdorf ..... 60.00  
     a. Burgdorf-Berne ..... 200.00
- 9 1913, March 31—Experimental Flight, Herisau-Niederglatt. Another semi-official air stamp and special cards were produced for this flight which was made by the Aviator Favre. A total of 2,179 flown cards received a cancellation reading "II. Schweizer-Flugpost—30.III.13—Herisau". .... 200.00
- 10 1913, April 6, Experimental Flight, Aarau-Olten and Lenzburg. Again special cards and a special air stamp were issued for this flight. A special cancellation reading "Schweiz. Flugpost—6.L.V.13—Start Aarau" was applied to the 4,400 cards which were flown. .... 175.00
- 11 1913, April 27—Experimental Flight, Liestal-Rheinfelden. A special cancellation reading "1. Flugpost Liestal-Rheinfelden. 27.IV.13" was applied in blue to the special cards issued for this flight which had affixed to them a special semi-official air stamp. Approximately 3,800 cards were flown. .... 175.00



- 12 1913, May 4—Experimental Flight, Langnau-Berne. A special semi-official air stamp, as illustrated, was used on the souvenir cards issued for this flight. The cards were cancelled with a marking reading "Erste Flugpost—4.V.13—Langnau i.E.-Bern". Approximately 1,800 cards were flown. .... 200.00



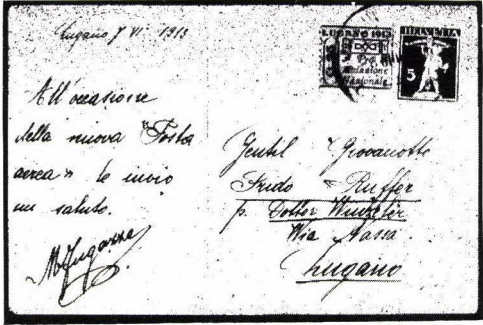
THE AMERICAN AIR MAIL CATALOGUE  
SWITZERLAND (*Continued*)

- 13 1913, May 18—Experimental Flight, Sion-Siders. Again a semi-official stamp and an official cards were issued in connection with this flight. A blue postal cancellation reading "Poste Aerienne Suisse—18.V.13" was in use. A total of 1,496 cards was flown.

With stamp on glossy paper ..... 500.00  
a. With stamp on mat paper ..... 600.00

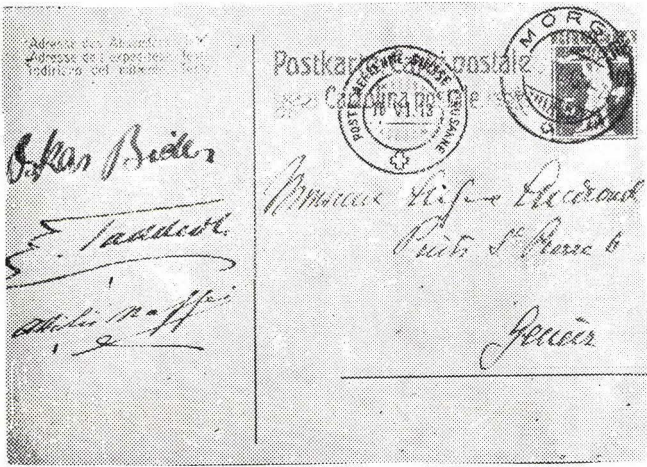
- 14 1913, June 8—Experimental Flight, Biel-Berne. Although no semi-official stamp was issued in connection with this flight, cards and covers received a box cachet reading "Erste Flug Post—Biel-Bern-Transportiert durch Aviatiker Bider-Spoin-tag, 8. Juni 1913" and a cancellation reading "Schweizerische Flugpost—8.VI.13—Poste aerienne suisse".

125.00



- 15 1913, June 8—Experimental Flight, Lugano-Mendrisio. The special card and stamp illustrated was used in connection with this flight. Cards received a postal cancellation reading "Posta Aerea Svizzera—8 Giug 1913—Lugano". Cards were carried both with and without the semi-official air stamp.

Card with special stamp ..... 450.00  
a. Card without special stamp ..... 200.00



SWITZERLAND (*Continued*)

- 16 1913, June 15—Experimental Flight, Lausanne-Morges. Illustrated cards showing artillery men in action were issued for this flight. They were inscribed "Aviation Militaire Suisse—Poste Aerienne" and were impressed with a circular cachet in violet reading "Poste Aerienne Suisse Lausanne—15.VI.13". The postage stamp was cancelled at Morges upon arrival. This flight was made by military aviators and some of the cards were autographed by them as illustrated. .... 60.00
- 17 1913, June 22—Experimental Flight, Vevey-Morges. Official cards inscribed "Pour La Patrie" were carried on this flight. They received a circular cachet reading "Poste—0.25-Vevey-22.VI.13—Aerienne" and were backstamped on arrival ..... 600.00
- 18 1913, August 17—Experimental Flight, Solothurn-Weissenstein. A total of 1,650 cards were flown by Pilot T. H. Borrer. Again a semi-official air stamp was issued for this flight and cards were cancelled "Schweizer Flug-Post—Solothurn-Weissenstein". .... 400.00
- 19 1913, August 31—Experimental Flight, Grenchen-Solothurn. No special stamps were issued for this flight but cards are found bearing semi-official stamps issued for some of the earlier flights. They received a circular cachet in violet inscribed "Schweizer Flugpost—31.8.13—Grenchen-Soloth." ..... 500.00
- 20 1913, September 28—Experimental Flight, Laufen-Solothurn. The last of the semi-official stamps issued in this period was produced for this flight. About 900 covers and cards were flown by the Aviator T. H. Borrer and received a postal cancellation reading "Schweiz. Flugpost—28.9.13.—Laufen-Solothurn". ..... 350.00
- Other pioneer flights were projected during 1913-1914 which for various reasons did not take place. For some of these intended flights unused cards and proofs of special stamps exist as well as impressions of the special postmarks or cachets which were intended to be used at these various flights. A listing of these intended flights is as follows:
- May 5, 1913—Projected Flight, Olten-Oensigen. A special cachet had been prepared for this flight but the pilot crashed enroute to Olten and the flight did not take place.
- August 3, 1913—Projected Flight from Olten. The pioneer Pilot Th. Borrer was to make a flight from Olten on this date but upon arrival he declared the air field entirely too small and refused to make the flight. A few proofs of a special air stamp intended to be used on the mail carried by Borrer are in existence.
- April 19, 1914—Aviation Day at Huttwil. A special card was issued for this flight and, although the Pilot Oskar Bider actually flew from Huttwil to Berne on this date, there is no evidence that any of these cards were actually flown.
- June 21, 1914—Aviation Day at Wasserauen. The projected flight to the top of the Santis could not be made. Covers which bear a cachet reading "Schauf-liegen-Wasserauen—O. Bider", were dispatched by ordinary mail.
- August 2, 1914—Projected Aviation Meeting at Hochdorf. This meeting was scheduled and a special card had been issued for the event but because of the outbreak of World War I the meeting did not take place.
- 21 1919, April 30—Inaugural Flight, Zurich-Lausanne. Berne was also included as an intermediate point on this route. Switzerland's first regular air mail stamp, 50 centimes in value, was brought into use at this time. Also, all of the points which were served were supplied special air post cancellations.
- a. Zurich-Lausanne, or return April 30, with 50 cts. airpost stamp ..... 80.00
- b. Later flights, 1919 (with air stamp) ..... 60.00
- 22 1920, November 11—Basle-Frankfurt, Germany. Effective this date Basle dispatched mail over the German route from the nearby Loerrach airport. For this service an official 30 centimes stamp was issued.
- Cover with 30 cts. airpost stamp ..... 400.00
- 23 1922, September 3-10—International Air Meeting at Zurich. Covers received a special cancellation reading "Internat. Flugmeeting Zurich" and date. Special cards were also issued for this event. .... 10.00

## THE AMERICAN AIR MAIL CATALOGUE

### SWITZERLAND (*Continued*)

- |    |                                                                                                                                                                                                                                                                                                                                                                          |               |
|----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| 24 | 1923, May 15—Inaugural Flight, Zurich-Munich, Germany. On this date first dispatches were made by the existing German service. Covers generally bear air mail stamps of a new series which had been issued earlier in the year. ....                                                                                                                                     | 150.00        |
| 25 | 1923, August 21—Experimental Service, Zurich and Basle to Paris-London. Covers carried by this experimental first flight received a three line cachet at Basle reading "Basel 2—Flugpost—16. Aug. 1923". ....                                                                                                                                                            | 200.00        |
| 26 | 1923, September 2-30—Military Demonstration Flights at Basle and Chur. On September 2 flights were made at Basle and on September 30 at Chur. Covers were marked with a round cancellation applied in violet or blue reading "Flugtag" and date and name of town. About 4,765 covers were flown at Basle and 2,851 covers were flown at Chur and carried to Zurich. .... | 12.00<br>8.00 |

September 2, postmarked at Basle .....  
 a. September 30, postmarked at Chur .....

During 1924 and 1925 a great number of special flights were arranged to and from various places in Switzerland. Frequently special air vignettes were issued for these flights. On only two occasions, at Grenchen on April 13, 1924 and at Laufen on May 4, 1924, were these vignettes officially recognized and cancelled with special official cachets. In all other cases the cachets found on the air vignettes of this period were unofficial.

## SYRIA



- |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |       |
|---|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 1 | 1920, December 1—Special Military Service. Upon the inauguration of this service regular postage stamps were overprinted by hand in violet with the legend "Poste Par Avion" and used on mail carried on the military lines between Aleppo and Alexandretta, Damascus and Swedia, Damascus and Palmyra or Latakia and Homs and between Aleppo and Deir el Zoor. Prices for these items vary according to the stamps used on the cover. Between April and June, 1921 during a lack of air mail stamps, covers carried on the Aleppo-Alexandretta route received a large rectangular cachet in violet or red reading "Poste par Avion" in both French and Arabian. Between June 12 and October 6 of the same year hand overprinted stamps were again brought into use but these were not sold to the public but were affixed directly to letters handed in at the post office. .... |       |
|   | December 1, 1920, Any point, with overprinted stamps .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 30.00 |
|   | a. April to June, 1921, Aleppo-Alexandretta, with rectangular cachet .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |       |
|   | b. June 12-October 6, 1921, Any point, with overprinted stamps .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |       |
| 2 | 1921, October 6—Inauguration Regular Service, Aleppo-Swedia. Intermediate stops were made at Alexandretta, Palmyra and Damascus. A new series of air stamps were used on mail carried on this route. ....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |       |



## SYRIA (Continued)

- 3 1923, April 17—Military Experimental Flight, Damascus-Baghdad. Letters carried on this experimental flight received regular postal markings and were backstamped at Baghdad the next day. Additional experimental flights were made during 1924 and such covers received a violet cachet reading "COURIER PAR AVION".
- |                                  |       |
|----------------------------------|-------|
| April 17, Damascus-Baghdad ..... | 20.00 |
| a. Flights in 1924 .....         | 10.00 |
- 4 1929, June 16—Inauguration Regular Service, Damascus-Marseilles. Covers bear postmark of Damascus, transit cancellation of Beyrouth the same day and are backstamped at Marseilles on June 19. .... 10.00
- 5 1930, April 2—Inauguration Regular Service, Damascus-Baghdad. This service was performed by a French company and covers received a round cachet reading "Administration des Postes Syro-Libanaïses—Premier vol-aerpostal Damas-Beyrouth". Dispatches were made from Beyrouth as well as Damascus.
- |                           |       |
|---------------------------|-------|
| Damascus-Baghdad .....    | 10.00 |
| a. Beyrouth-Baghdad ..... | 10.00 |

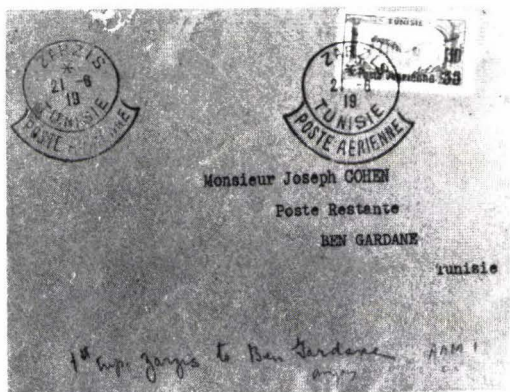
## TRINIDAD

See "United States F.A.M." Section for Listings.

## TRIPOLITANIA

- 1 1929, January 13—First Flight, Tripoli-Rome. In connection with this flight there was an intermediate stop at Syracuse. Covers received a special obliteration reading "Posta Aerea—Tripoli d'Africa" and were dated January 11. .... 15.00
- 2 1930, August 26—First Flight, Tripoli-Palermo. This country's first air mail stamps were issued shortly before this flight and covers may or may not bear these stamps. The regular postal cancellation of Tripoli was used. .... 15.00
- 3 1931, June 17—First Flight, Tripoli-Malta. Covers received the regular cancellation at Tripoli and were backstamped at Malta upon arrival. .... 10.00  
(See "MALTA" this section for return flight dispatches).

## TUNISIA





## THE AMERICAN AIR MAIL CATALOGUE

# TUNISIA (Continued)

- |   |                                                                                                                                                                                                                                                                                                                                                                                           |        |
|---|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| 1 | 1919, April 20—Military Service, Gabes-Tunis. This service was performed by military planes and Zarzis and Ben Gardane were intermediate stops on the route. A 30c specially overprinted air mail stamp was issued for this flight and covers received a special post mark reading "Poste Aeriennne" with date and place of dispatch. This service continued until February 1, 1920. .... | 20.00  |
| 2 | 1922, July 6—Special Flight, Tunis-Paris by Captain Pelletier D'Oisy. This flier en route from the Middle East to Paris carried a few covers, most of them franked with the 30c air mail stamp which had been issued in 1919. The covers were backstamped at Paris the same day. ....                                                                                                     | 100.00 |
| 3 | 1927, April 2—Inaugural Flight, Tunis-Antibes. This flight was intended to take place on March 24 but was delayed for various reasons. A set of specially over-printed air stamps was issued for the occasion. ....                                                                                                                                                                       | 20.00  |

# TURKEY

It is believed that during 1917 military mail was carried in the Dardanelles as such covers have been found with a blue cachet in German reading "Fliegertruppe Major Serno etc." Further information is lacking. During 1918 covers have been found bearing a red one line cachet reading "Fliegerabteilung" and a circular cancellation in German and Turkish "20-5-1918 Feldpost Smyrna". It has been stated that such markings indicate these letters to have been flown. As a matter of fact, there is no evidence that such markings proved that the mail was actually flown as the markings merely indicated that the mail had been certified as military mail of the unit in question.

- |   |                                                                                                                                                                |       |
|---|----------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 1 | 1922, February 7—Special Flight at Adalia. Three different stamps were over-printed with red or black Turkish characters for mail carried on this flight. .... | ..... |
|---|----------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|

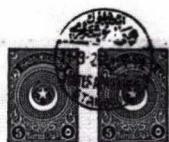


طیاره پست ساریه

انقره

دپوت عومیه صبری هواه پسته نقدج

ادستور



- |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |       |
|---|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 2 | 1924, February 14—Inaugural Flight, Ankara-Istanbul and Return. This service was rendered by a German company. Letters were marked with the ordinary postmarks of dispatch and arrival. The service was taken over by a Franco-Roumanian service on September 14, 1942 and from November 15 when service was resumed covers were marked with a round cachet in Turkish and French reading "Postes Aeriennes Stamboul (or Ankara)" and date. Later the service was extended to Roumania and air mail was transferred at Bucharest to connecting lines of the same company and delivered in Belgrade, Warsaw and Paris. |       |
|   | February 14, Ankara-Istanbul .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 15.00 |
|   | a. February 14, Istanbul-Ankara .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 15.00 |
|   | b. November 15, Ankara-Istanbul .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 15.00 |

# TURKEY (Continued)

|                                                                                                                                                                                                                                                    |       |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| c. November 15, Istanbul-Ankara .....                                                                                                                                                                                                              | 10.00 |
| d. Later dates, Ankara-Istanbul .....                                                                                                                                                                                                              | 10.00 |
| e. Later dates, Istanbul-Ankara .....                                                                                                                                                                                                              | 10.00 |
| 1926, August 15—Inaugural Service, Constantinople-Brindisi. An intermediate stop was made at Athens. Covers bear ordinary postmarks.<br>Constantinople-Athens .....                                                                                | 15.00 |
| a. Constantinople-Brindisi .....                                                                                                                                                                                                                   | 15.00 |
| 4 1933, July 1—Inaugural Service, Istanbul-Rome. On this date a direct through service was opened from Istanbul to Rome. Covers bear a special round cachet showing the picture of an airplane and reading "Istanbul-1.7.933-Ilk Romaucusu". ..... | 10.00 |

# UNION OF SOCIALIST SOVIET REPUBLICS "Russia"

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |       |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 1 1910, May 8-15—International Aviation Meet at Petrograd: Special cards were issued, but were not flown. ....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |       |
| 2 1910, September 26-October 7—Aviation Meet at Petrograd: Special Photocards were issued, but not flown. ....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |       |
| 3 1918, August 24—Special Flight with Diplomatic Mail, Kiev-Berlin. Official letters from Government Departments addressed to the Ukrainian Diplomatic Mission in Berlin were carried by air and bear a special double lined oval cachet inscribed in Russian characters. ....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 25.00 |
| 4 1922, May 3—Inaugural Flight, Moscow-Berlin. An intermediate stop was made at Koenigsberg. This service was performed by German planes. Covers bear a rectangular box cachet applied upon arrival, reading "Mit Luftpost". Effective about July 15, mail from Russian Embassy in Berlin was franked with specially overprinted consular fee stamps. There were eight varieties of such stamps which are quite rare on flown covers. The Ministry of Posts in Moscow ordered their discontinuance within a short period of time. On November 8, 1922 a regular air stamp was issued for use on this route. Special labels reading "Envoye par la poste aerienne" were also brought into use at this time. Internal air services, serving points within the U.S.S.R., were established sometime during the summer of 1923. The actual dates of the first flights to and from various points are not available. .... |       |
| 5 1924, July 17—Inaugural Flight, Kharkov-Odessa. Intermediate stops on this route were made at Poltava and Elisbethgrad. No special markings were used on mail carried by this service. ....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 10.00 |
| 6 1924, October 30—Inaugural Flight, Moscow-Teheran, Persia. Covers carried by this flight are found with a special three line boxed cachet reading "Par Avion Moscou" in both Russian and French. The letters were backstamped at Teheran upon arrival. These flights continued at intervals until September 14 of the same year. ....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 10.00 |
| 6A 1926, April 30—Night Service, Moscow-Berlin via Smolensk-Kovno. Backstamped in Berlin May 1, 1926 .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 10.00 |
| 6B 1928, August 1—Inauguration service, Moscow-Kuzan-Omsk-Novosibirsk. Backstamped there August 2. ....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 20.00 |
| 6C 1929, May 1—Moscow-Irkutsk (Siberia). Violet first flight cachet with two line text, three circles and aeroplane in center .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 20.00 |
| 7 1930, September 19—Inaugural Flight, Leningrad-Berlin. First flight covers were marked with a circular cancellation showing picture of an airplane. Russian characters and date. They were backstamped on arrival at Berlin the same day. ....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 7.00  |

The German airship "Graf Zeppelin" made a visit to Moscow in September of 1930 and to Leningrad in July of 1931, at which time contact was made with the Russian icebreaker "Malyguin" and mails officially exchanged.

(See "Zeppelin" Section for listing of these flights).

# UNION OF SOCIALIST SOVIET REPUBLICS (*Continued*)

- 8 1932—Airship Flights between Leningrad and Moscow. It is reported that a Russian dirigible made four different flights between Leningrad and Moscow during this year carrying mail, all of which was marked with special cachets. The flights are stated to have been made on May 1, October 25, December 1-2 and December 14-15. ....

## URUGUAY

- 1 1910, December 18—Experimental Flight, Colonia-Buenos Aires. Covers were marked with a two lined cachet applied in black reading "POR AEROPLAN. CATTANEO", the later designating the name of the pilot; flight was not made. Mail was carried by ordinary means ..... 100.00

## CORREO AEREO SALTO-MONTEVIDEO 25 Agosto 1912

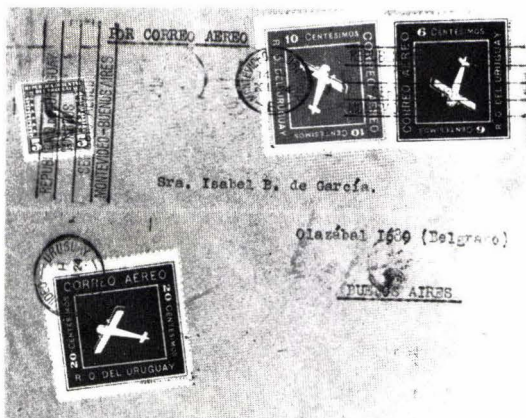


- 2 1912, August 25—Experimental Flight, Salto-Montevideo. This flight was made by the same pilot and covers were marked with the three line cachet illustrated. The flight terminated at San José and mail was dispatched onward by regular means. .... 150.00
- 2A 1912, September 3—Second flight from Salto: Aviator Cattaneo made forced landing at Paysandu, but later continued the flight to Mercedes. On September 8 he dropped a bag of mail near the presidential summer residence at Piedras Blancas. No covers known in collectors' hands but it is presumed the same cachet as listed under No. 2 was applied.
- 3 1921, March 22—Experimental Flight, Montevideo-Rocha. The 25c value of the 1900-09 issue was overprinted with a blue airplane and the words "Correo Aéreo" for this flight. 100 copies which were overprinted with a black overprint do not exist on the flown covers. About 300 letters were carried. .... 50.00
- 4 1921, November 12—Experimental Flight, Montevideo-Mercedes and Return. This flight was made in connection with the Fair being held at Mercedes. The same stamp was again overprinted, but this time in red. 100 copies which were produced with inverted surcharge are not known on flown covers. About 500 letters were carried.  
     Montevideo-Mercedes ..... 25.00  
     a. Mercedes-Montevideo ..... 40.00
- 5 1921, December 17—Experimental Service, Montevideo-Buenos Aires. These experimental flights continued for more than a month and were made by Com. Rioplatense de Aviacon. The same air stamp was again overprinted for this service but this time in green. As usual, errors were made in the overprinting, the word "Correo" being misprinted. About 1,270 letters were carried on the first flight. .... 15.00  
     On March 18, 1923 service was resumed between these two points but this time by a new company, Aéreos Servicios, Sociedad Argentina. It is not known whether any mail was carried on this resumed service.

URUGUAY (*Continued*)

- 6 1923, October 12—Experimental Flight, Sarandi-Montevideo. Of the 880 covers carried on this flight most of them were franked with one or the other of the three previously issued air stamps. Covers were marked with a small red cachet reading "Par Avion".

25.00



- 7 1924, January 2—Experimental Service, Montevideo-Buenos Aires. A set of three air stamps was issued for this service. Covers were marked with a special three lined cachet reading "Servicio Postal—Buenos Aires-Montevideo". 126 round trips were made between the inaugural date and March 27, at which time the service was terminated.
- January 2, Montevideo-Buenos Aires ..... 20.00
- a. Later dates ..... 15.00
- 8 1925, January 13—Survey Flight, Montevideo-Rio de Janeiro. This survey flight was made by a plane of the Latecoere Company and covers were marked with a special red cachet reading "Ensayo Postal Aereo—Montevideo-Rio de Janeiro".
- 9 1925, August 25—Attempted Flight, Montevideo-Florida, Uruguay. This flight was planned in connection with the Centenary of the Assembly of Florida. Bi-color air mail stamps inscribed "Montevideo" and "Florida" were issued; however, the planes failed to take off and the mail was sent forward by ordinary means.
- Montevideo-Florida ..... 15.00
- a. Florida-Montevideo ..... 20.00
- 10 1925, September 24—Special Flight, Montevideo-Rincón. A special 45c blue-green air mail stamp was issued for this flight. The stamps were not sold to customers but were affixed by postal clerks; hence unused copies do not exist. A total of 14,820 covers were carried and all bear an oval cachet reading "Correo Aéreo".
- 11 1926, March 3—Experimental Flight, Montevideo-Buenos Aires. This experimental flight was made by planes attached to the German Junkers Mission. A set of three air stamps was issued. Covers bear special cachets and cancellations. The service was continued until the end of May.
- March 3, Montevideo-Buenos Aires ..... 20.00
- a. Later dates ..... 6.00
- 12 1926, March 14—Experimental Flight, Montevideo-Rocha. Again an air stamp of the 25c denomination was issued for use in connection with this flight.
- ..... 5.00



URUGUAY (*Continued*)

- 13 1930, July 5—Uruguayan Dispatch Via South America—Europe Flight of Jean Mermoz. Uruguayan mails were dispatched by the inaugural flight of the famous aviator, Jean Mermoz, South America to Europe. Covers bear postmark of July 4 and a violet cachet reading "Aeropostal—Primer correo aéreo directo—América—Europe—Aviator Mermoz—5 Julio 1930". They were backstamped on arrival at Paris on July 16. .... 10.00

## VENEZUELA

- 1 1929, October 5—Experimental Flight, Caracas-Maracaibo. This flight was made by the French Compagnie Generale Aeropostale. There was an intermediate stop at Maracay. A special blue label was applied to all of this mail. .... 20.00
- 2 1929, October 12 to November 10—Experimental Flight, Caracas-Ciudad Bolívar and Return. These flights were also made by the Compagnie Generale Aeropostale. The return flight was delayed until November 10.  
     October 12, Caracas-Ciudad Bolívar ..... 15.00  
     a. November 10, Ciudad Bolívar-Caracas ..... 15.00
- 3 1930, April 15—Experimental Flight, Caracas-Maracaibo. Another experimental flight was made on this date again with an intermediate stop at Maracay. Covers received a special cachet showing an aeroplane in flight and inscribed with the appropriate text. .... 15.00
- 4 1930, April 17—Experimental Flight, Caracas-Ciudad Bolívar and Return. On the shown date an additional round trip was made to Ciudad Bolívar from Caracas. The cachet was similar to that used on the April 15 flight but with changed inscription. The return flight was made the same day.  
     Caracas-Ciudad Bolívar ..... 15.00  
     a. Ciudad Bolívar-Caracas ..... 15.00

## ZANZIBAR

- 1 1931, October 23—First Flight, Zanzibar-Mombassa. This flight was for the purpose of providing expedited through dispatch of mail to services of Imperial Airways. Mail was flown to Mombassa, thence carried over land to the nearest point on the Mwanza-London route. ....
- 2 1932, August 20—First Flight, Zanzibar-Nairobi. Effective the above date mail was flown directly to Nairobi where it connected with routes of Imperial Airways for European destinations. .... 12.50

If You Collect Airposts . . .

YOU NEED THE  
AMERICAN AIR MAIL SOCIETY!

— Handy Leaflet in this Book —

USE IT NOW!



We have a fine stock of United States and Foreign flight covers, including rarities.

Let us send you a selection of your favorite subject.

We also have one of the largest stocks of Confederate material (stamps and covers) and an extensive United States holding of stamps and postal markings on cover.

# New England Stamp Co.

45 Bromfield Street  
Boston, Mass. 02108



**BALLOON AND PIGEON POSTS  
OF THE  
FRANCO-GERMAN WAR,  
1870-71**

**Including PARIS BALLOON and PIGEON POSTS,  
PAPILLONS OF METZ,  
BALLOON MAIL OF BELFORT and NEUF-BRISACH**

Edited by: *Ernest M. Cohn*, Chairman

Prices have been updated by *Irwin Heiman*





# BALLOON AND PIGEON POSTS OF THE FRANCO-GERMAN WAR, 1870-71

## PREFACE

The earliest "airmails" may have been a package of letters, attached to an unmanned little balloon and released from the besieged fortress of Conde in May 1793. The Austrians caught it, and their commander ordered balloon and mail destroyed. On June 15, 1793, a similar kind of balloon carried a one-pound package out of besieged Valenciennes, within sight of Conde. Its main purpose was to convey a printed pamphlet to Paris. It also carried five other pieces of official paper and twelve letters. It, too, was caught by the Austrians; the mail is still in the War Archives at Vienna. It contains proof that a cage with a homing pigeon had originally been attached to the balloon but could not be transported because there was insufficient lift power.

To make sure of the direction of the Valenciennes balloon, the besieged had first released two pilot balloons. One of those held a "small three-cornered note, docketed outside as having been 'Taken in a balloon, in July 1793.'" Evidently British soldiers must have found it about a month after its flight.

There followed, among others, experimental balloons with messages, released by Colding in Denmark during the Napoleonic war, 1808; balloon-dropped notes from the British Admiralty in 1850-53 to contact an Arctic expedition; the airmailing of a U.S.P.O. mail bag by John Wise in the manned balloon "Jupiter" in 1859.

**Reference:** Ernst M. Cohn, *The French Commissars' Airmail of 1793: Postal History Journal*. No. 28, May 1971, 38-49.

### Neuf-Brisach and Belfort

The French balloon mails were, in chronologic order of their starts, Metz, Paris, Neuf-Brisach, and Belfort. The Paris operations had completely overshadowed the others for some three generations as little was known of the other flights.

The Neuf-Brisach siege lasted from September 26 to November 4, 1870. Five balloon messages, from guerilla fighters, became known only in 1957. All are written on bits of cardboard or heavy, lined music sheets. Little is known about them.

The siege of Belfort, from November 3, 1870, to February 16, 1871, spawned another attempt at balloon mail. It was modeled after the first Metz service, using blue and white striped hydrogen balloons.

Details of the Belfort airmail activities are hard to pin down, as even eye witnesses have disagreed about dates and events. Here, we have selected what appear to be the most trustworthy bits of information. There is no doubt about a balloon being launched on November 14 about 4 P.M. by Captain of engineers Choulette. It got away fast and was promptly bagged by German cavalry near Phaffans. The fate of its mail is unknown.

A second balloon announced for December 25 fell within the lines and was retrieved. Another attempt to get that mail out, probably on December 27, was equally unsuccessful; but the package was rescued once more. On December 30, balloons were launched; one may have fallen into German hands, another got past the lines. The balloon of December 30 that landed near Saignelegier, on the Swiss side of the Franco-Swiss border, carried mail that previously had been airborne on December 25. Five stampless covers are known from that flight. Only one was postmarked within Belfort (December 25). It is also the only one to be postmarked at Saignelegier (January 6). The others, all hand dated from December 23 to 25, carry only arrival postmarks, ranging from January 7 to 9. There were no further ballooning attempts at Belfort.

**References:** Georges Jamy, *La poste par ballon au siege de Neuf-Brisach en 1870: Documents philateliqes*, No. 1, April 1959, 27-30.

R. de Fontaines, *L'aerostat de Belfort: ibid.*, No. 55, First Quarter 1973, 17-24.

A. Camboulives, *Les lettres par ballon de Belfort: Le Collectionneur Lyonnais*, No. 19, July 1973, 10-11.

Georges Schouler, *Contribution a L'histoire des ballon laches par la place de Belfort pendant le siege de 1870-1871: Philatelie*, No. 69, November 1973, 16-17.

|     |                             |         |
|-----|-----------------------------|---------|
| N-1 | Neuf-Brisach Messages ..... | 3000.00 |
| B-1 | Belfort Letters .....       | 3000.00 |

METZ

The blockade of Metz lasted from August 19 to October 27, 1870. Two balloon services functioned from September 5 through October 3. Rumors about later, secret balloons are probably wrong and concern one or more of the officially sanctioned balloons, found long after the date of launching. The little bits of paper that constituted the airmail are called papillons, probably not in honor of Dr. E. Papillon who inspired the first service, but because they were light and small like butterflies. Actually, the term as used here includes bits of balloon paper and letters under cover as well, as some gas bags of balloons were inscribed with messages, and insiders occasionally managed to get more conventionally sized missives aboard.

Dr. Julien Francois Jeannel, a pharmacist-major of the imperial guard, organized and operated the first service, primarily for the benefit of his friends. The probable, but uncertain, launch schedule was Nos. 1 & 2, Sept. 5th; 3 & 4, 6th; 5 & 6, 10th; 7-9, 11th; 10 & 11, 12th; 12, 13th; 13 & 14, 15th. Nothing definite is known of the fates of Nos. 1-6, 8-10, and 12. No. 7 was captured in Germany after a 10-hour flight; the blue and white gas bag, like all the other balloons of Jeannel's, is now at the postal museum at Frankfurt, Germany. No. 8 or 9 was probably captured close to Metz; a third may have landed safely somewhere that same day. No. 11 was not found until about the 20th at Fenetrange, and its 137 papillons were salvaged. Perhaps a few days later, another pharmacists' balloon was discovered near St. Die, that one being No. 13. The last one, No. 14, launched on the morning of the 15th, was discovered either on that or the following afternoon in a suburb of Basel, Switzerland. Jeannel voluntarily terminated his mail activities and turned the remaining papillons over to the second service for forwarding.

The second Metz balloon mails were announced for the 15th, but unknown difficulties postponed the first successful flight to the 18th. This air mail, being open to all the besieged, was operated differently: General Coffinieres, commander of France's 5th Military Division (a regional entity, not a division), of which Metz was the headquarters, carried the over-all responsibility. The papillons were censored by garrison soldiers, under his command, to eliminate those slips carrying military information. They were bundled into packages and sealed by other soldiers.

Neither type of airmail was handled by Metz postal employees, nor did they pass through the post office at Metz.

The much larger, cheesecloth-backed paper balloons of the second or garrison service were glued together at the artillery and engineering school. A guerilla lieutenant, Alfred Niaudet-Breguet, was in charge of all balloon operations, including their transfer to the gasworks in the suburb Montigny, where his men had built a roofless shed for inflating with coal gas and launching them.

The guerillas' balloons were not numbered; we can only guess that there were 7 to 10 of them. The first one launched on September 16, was found that same evening, and the mail was processed promptly. The one of the 17th was found in the Palatinate Forest and turned over to authorities at Elmstein on November 28. A balloon was shot down on September 20, the Germans capturing the balloon and mail near Magny. The balloon of the 21st was salvaged near Fresnes-en-Voevre, and the mail processed early the next day. A balloon may have been captured on the 23rd (?); another arrived on the 24th or 25th(?).

The balloon launched on the 27th was found in the area of Bayonville (Ardennes) the next day and smuggled to free France. It arrived at Mezieres on October 2. On the 28th the Germans caught the only balloon that carried two homing pigeons in a cage. Another balloon may have been launched and landed safely on the 30th or on October 1. The last balloon rose on October 3 and was captured very soon afterwards.

The characteristics of papillons are: All are stampless and devoid of Metz postmarks. Many have no postmarks at all; some show the framed or unframed P.P. (postage paid), a free frank privilege accorded to military mail. Official P.O. envelopes with P.P. and a cds of September 19 at Marseille (!) were used to forward mail from pharmacists' balloon No. 15. A number of papillons found near Neufchateau on September 16 were postmarked there on or about the 17th. The Fresnes-en-Voevre postmark of September 22 is much rarer.

Other forwarding and arrival postmarks, on papillons and occasionally on covers, in which they were enclosed after landing, are known, particularly Niort, Dijon, and Longwy for the former. Papillons addressed outside of France are almost invariably marked with postage due rates, sometimes in two currencies, either on the slip or on a forwarding cover. Official covers for papillons were prescribed by the P.O. of the North German Confederation at Berlin in its 176th General Inspection of October 9, 1870. None is known to have survived. Papillons were addressed to Belgium, Luxembourg, England, Germany, Poland, and Switzerland.

The sizes of the pharmacists' papillons are best understood by considering an ordinary letterhead, 8-1/2 x 11 inches or 21.5 x 28 cm. (Though this was long before standardization, European sheets were surprisingly uniform and similar in size to today's stationery.) A quarter-sheet and one-eighth of a sheet of onion skin appear to have been allowed at first, only to be cut in half again later. Thus, approximately 5 x 7 cm or 2 x 3 inches was the final format of that mail.

The garrison service specified 10 x 5 cm (4 x 2 inches) as its standard. Obvious exceptions re left-over, smaller pharmacists' papillons, irregular pieces of balloon bags, and Robinson's secretly added larger messages. One of them was captured on September 28. That spelled the end of the balloon mails.

It must not be assumed that date of writing coincides with date of balloon launch, or even that each message was sent by the next available balloon. Nor does a transit or arrival cancel necessarily indicate anything about the launching date. In the past, a certain amount of confusion has resulted because of such tacit assumptions in assigning papillons to certain launches.

Although the number of surviving papillons is not known, fewer than 1,500 were sent by the little pharmacists' balloons and well over 150,000 by the later, larger ones.

**References:** Louis Lutz, *Les papillons de Metz*: Bulletin de la Societe des Amis du Musee Postal, No. 22, Second Quarter 1968, 1-73.

Ernst M. Cohn, *Pharmacists' Balloon Mail During 1870 Siege of the Fortress of Metz*: Postal History Journal, No. 35, Sept. 1973, 2-16.

idem: George T. Robinson's *Airmail of 1870*: 1973 Yearbook of the American Philatelic Congress, 11-42.

#### Pharmacists Papillons

|      |                                                                          |         |
|------|--------------------------------------------------------------------------|---------|
| P-1  | 3 x 4 or 2 x 3 inches, no pmk. ....                                      | 1000.00 |
| P-2  | Larger than about 3 x 4 inches, no pmk. ....                             | 1400.00 |
| P-3  | P.P. on papillon, "normal" sizes ....                                    | 1400.00 |
| P-4  | Papillon with forwarding cover: Marseilles, Sept. 19 (Balloon No. 15) .. | 2000.00 |
| P-4a | Other postmarks .....                                                    | 2500.00 |

#### Garrison's Papillons

|      |                                                    |         |
|------|----------------------------------------------------|---------|
| P-5  | About 2 x 4 inches, no pmk. ....                   | 100.00  |
| P-6  | P.P. on papillon ....                              | 150.00  |
| P-7  | With Neufchateau pmk. (Balloon of 16th) ....       | 700.00  |
| P-8  | With Fresnes-en-Woevre pmk. (Balloon of 21st) .... | 1200.00 |
| P-9  | Other postmarks .....                              | 1500.00 |
| P-10 | Papillon with forwarding cover .....               | 2000.00 |

## PARIS

### BALLOONS

Modern findings have shown that many of the older notions about the Paris air-lift of 1870 are incorrect. Thus 25-45 percent of the 11,000-kg (almost 25,000 lbs.) of balloon mail consisted of wrapped, addressed printed matter that had accumulated at Paris during the hectic weeks preceding its encirclement. Such material, if it survived, is virtually impossible to identify. Still, the number of identifiable pieces has remained unchanged at 2-3 million, because their average weight amounted to a little more than half the maximum permissible 4 grams.

Similarly, mail loads ascribed to each balloon are often wrong. We do not know the exact number of manned balloons that carried mail bags containing at least some siege mail. Attribution of covers to the precise balloon is often more difficult than



## DIRECTION GÉNÉRALE DES POSTES.

## AVIS AU PUBLIC.

Le Gouvernement de la défense nationale a rendu, sous la date du 26 septembre, les deux décrets dont la teneur suit :

## PREMIER DÉCRET.

Art. 1. L'Administration des Postes est autorisée à expédier par la voie d'armistats montés les lettres ordinaires à destination de la France, de l'Algérie et de l'étranger.

Art. 2. Le poids des lettres expédiées par les armistats ne devra pas dépasser 4 grammes.

La taxe à percevoir pour le transport de ces lettres reste fixée à 20 centimes.

L'affranchissement en est obligatoire.

Art. 3. Le Ministre des finances est chargé de l'exécution du présent décret. (Sont les signatures.)

## DEUXIÈME DÉCRET.

Art. 1. L'Administration des Postes est autorisée à transporter par la voie d'armistats libres et non montés des cartes-postes portant sur l'une des faces l'adresse du destinataire et sur l'autre la correspondance du public.

Art. 2. Les cartes-postes sont en carton velin du poids de 3 grammes au maximum et de 11 centimètres de long sur 7 centimètres de large.

Art. 3. L'affranchissement des cartes-postes est obligatoire.

La taxe à percevoir est de 10 centimes pour la France et l'Algérie.

Le tarif des lettres ordinaires est applicable aux cartes-postes à destination de l'étranger.

Art. 4. Le Gouvernement se réserve la faculté de retirer toute carte-poste qui contiendrait des renseignements de nature à être utiles par l'ennemi.

Art. 5. Le Ministre des finances est chargé de l'exécution du présent décret. (Sont les signatures.)

En exécution des décrets qui précèdent, le Directeur général des Postes a l'honneur d'informer le public que l'ascension des ballons montés ne pouvant avoir lieu qu'à des époques indéterminées, des ballons libres seront lancés à partir de demain, 28 septembre, si le temps le permet.

Les correspondances que le public voudrait tenter de faire parvenir par ce moyen devront être écrites sur carton velin du poids de 3 grammes au maximum, et ne dépassant pas les dimensions d'une enveloppe ordinaire, savoir : longueur, 11 centimètres; largeur, 7 centimètres. Cette carte sera expédiée à découvert, c'est-à-dire sans enveloppe, et l'une de ses faces sera exclusivement réservée à l'adresse.

L'affranchissement en timbres-postes desdites cartes, fixée à 10 centimes pour la France et l'Algérie, sera obligatoire; celles qui seraient adressées à l'étranger devront être affranchies d'après le tarif des lettres ordinaires.

Le public comprendra qu'il n'est possible de confier aux ballons non montés que des correspondances à découvert, à cause du défaut de sécurité de ce mode de transport et du risque que courent ces ballons de tomber dans les lignes prussiennes.

Les lettres libres que le public voudra réserver pour être acheminées par les ballons montés devront porter sur l'adresse la mention expresse : *par ballon monté*. L'affranchissement en sera également obligatoire; d'après les tarifs actuellement en vigueur, tant pour l'intérieur que pour l'étranger. Le poids desdites lettres ne devra pas dépasser 4 grammes.

Dans le cas où toutes les lettres recueillies ne pourraient être expédiées par le ballon monté en partance, la préférence sera donnée aux lettres les plus légères.

Paris, le 27 septembre 1870.

G. RAMPONT.

(Sont les signatures.)

had been thought; even though the specific mail bag can be identified. Since virtually every balloonist took along some letters as a favor to friends or because they had been entrusted to one of the two balloon companies, all siege balloons are considered here.

Originally, both manned (ballons montes) and unmanned balloons (ballons non-montes, ballons perdus) were called for; but failure of the first little paper balloon on September 30 ended that endeavor. However, fragmentary German evidence indicates the probable use, early in the siege, of unmanned balloons for distribution of propaganda leaflets among nearby Germans.

A mass balloon building effort was begun, and professional and volunteer pilots were recruited.

An announcement on September 21 by the P.O. had requested people to write on very thin paper, folded so as to obviate the use of an envelope, for letters sent outside of Paris. On September 26, two decrees were issued concerning such mail; they were published on the 27th: From then on, only ordinary letters could be sent, and their maximum weight was fixed at 4 grams (1/7 of an ounce); mail had to be franked; postage rates for simple letters remained unchanged; postcards for balloon use were introduced, maximum size 11 x 7 cm, maximum weight 3 grams, at half the letter rate within France and Algeria only. (Official postal cards were first authorized in France by the law of December 20, 1872, and sold on January 15, 1873.)

These two decrees provided that the address side of each balloon letter must "carry the express mention: by manned balloon." Clearly, "par ballon monté" before September 27 is an anachronism. Lack of that phrase, on letters written after the decrees took effect, is not uncommon and does not affect value.





---

# History of the United States Pioneer and Government-Operated Air Mail Service 1910-1923

Published by the American Air Mail Society

This Fiftieth Anniversary publication by the Society appeared in September, 1973, as a special project for our Golden Year.

The history is in two parts: The pioneer stage of mail-by-air in the United States, exhaustively researched and written by the Honorable Thomas J. O'Sullivan; and the trial-and-error period of Governmental operations by Karl B. Weber, now deceased.

Judge O'Sullivan's section takes up the period from 1910 into 1918, and illustrates and gives full information on each of the 94 flights during that period. Each flight and its circumstances are described; mail carried it noted; aviators, postmasters, route numbers, and interesting photographs abound. Other flights known to have been made, from which no mail has reached collectors' hands, are listed. This is the only comprehensive collection of information on these thrilling adventures we have ever seen.

Karl Weber treats the onward development of regular mail flying from 1918 until the U.S. Government awarded mail-carrying contracts to commercial airlines in 1926. He tells of the enabling regulations by the government, the development of beacons, landing fields, first night flying, the three issues of U.S. airmail stamps in that period, and details of each expansion of the nation-wide mail system. Many illustrations append the article, which originally was published in the Society's AIRPOST JOURNAL over a period of several years.

Price is \$10.00, postpaid. Price to members of the AAMS (limited to one per member) is \$7.00.

*Order from*

**GEORGE D. KINGDOM**

P.O. Box 499, Conneaut, Ohio 44030

---

---

# JOIN THE AMERICAN AIR MAIL SOCIETY



If you are interested in AIRPOSTS . . .

You should be a member of the  
**AMERICAN AIR MAIL SOCIETY.**

**Annual Dues (including Airpost Journal subscription) —**

**\$5.00**



The American Air Mail Society was organized in 1923 in the interest of aerophilately and aerophilatelists everywhere. During the past two decades airpost collecting has become the favorite hobby of thousands of persons.

You are cordially invited to join this group which includes

- SUBSCRIPTION TO THE AIRPOST JOURNAL
- LISTING IN THE AAMS MEMBERSHIP DIRECTORY
- ADVANCE AIRMAIL INFORMATION BULLETIN
- SALES AND EXCHANGE DEPARTMENTS
- REGIONAL MEETINGS AND CONVENTIONS

1-franc (back) and 5-centimes (front) stamps, are fakes. The cards used for answers within Paris show neither stamps nor postmarks but carry hand-written numbers, the meaning of which has not been explained. (Unused) remainders of some types appear to be fairly plentiful.

Shortly after September 27, privately imprinted stationery mushroomed forth. Thirteen different kinds of siege postcards, assembled by H. Cappart, are illustrated in bulletin 41 of the *Musee Postal* (1973).

Cards, in all colors of the rainbow, showing massed flags in an ornament at the top and center of the address side, and garnished with French and German slogans against the war, were printed as postwar souvenirs only. The same goes for the ornament on letter sheets, with but one single exception — the very dark blue sheet with French and German slogans, that was sold and used in the siege. The medium blue and all other colors, including the somewhat different white sheet, without slogans but with massed flags and "Ministere des Finances" imprint (to make it look official), are merely post-siege souvenirs. Used examples of the last type had long been thought to be genuine and rare; however they are fakes.

Letter-sheet types are as numerous as cards, having been printed by the same stationers. An original one is that of Bouquillard, in white or in blue: When folded for mailing, a gummed flap, formed by a cut in the sheet, served as the sheet's own closure. Normally, therefore, such lettersheets were cut for opening, except for crash mail that was water-soaked.

Even some airmail envelopes were sold, despite the government's request to do without envelopes; their use was not very widespread.

That stationery quickly waned in popularity after October 22, when the first newspaper-letter combination was sold by printer-editor D. Jouaust. His success caused twelve imitations to appear, none as numerous and few as regular as his *Lettre-Journal*, subtitled *Gazette des Absents*. 18 regular newspapers issued irregular air editions; the *Gaulois* of October 2 appears to have been the earliest. Judging from their rarity, these straight papers could not compete with the newspaper-letter combinations.

Two subscription news services for out-of-town newspapers functioned during that period, uncensored like all French mail except that to and from German prisoners. The Agence Havas sent its *Correspondance Havas* daily in French and, at unknown but less frequent intervals, in German. Reports from Agence Fournier are known from 33 dates.

In addition, reporters wrote for some individual major foreign papers. The correspondence from only one of them, Eugene Seinguerlet, has been catalogued in French publications. He served both the *Frankfurter Zeitung* at Frankfurt (Germany) and the *Neue Freie Presse* at Vienna (Austria). His reports, (mostly?) unsigned, can be recognized only by his characteristic handwriting and by the addresses. However, they should not have been classified with the two news services, causing confusion among collectors.

At least five official and twenty private circulars, some multigraphed, others printed, appeared, starting on September 26. Those are all in French. In addition, a printed letter from the British ambulance at Paris is known. More circulars, etc. may yet turn up.

To ascribe a cover to a specific balloon, one must know at least the date of the Paris postmark (if any) as well as the date and place of the earliest postmark outside of Paris. The handwritten date is essential for covers given to balloonists and hence not postally handled at Paris. All other markings should be noted. The absence of Paris markings is not absolute proof of a personally entrusted cover, or "pli confie" — some covers were overlooked in the rush. Similarly, the absence of outside postal markings is no certain proof that a cover was among captured mail. During the war, many slipped through unmarked at transit and arrival offices.

Time tables for mail collection periods in Paris are useful, as their numbers are on the postmarks and can aid in deciding which balloon carried a cover, because we know most balloon launch times, and sometimes even mail departure times from the main P.O.



| Period  | Main P.O. | City Offices | City Boxes |
|---------|-----------|--------------|------------|
| Special | 4-5 AM    |              |            |
| 1       | 8:00 AM   | 7:30 AM      | 7:00 AM    |
| 2       | 10:30 AM  | 10:00 AM     | 9:30 AM    |
| 3       | 12:30 PM  | 12:00 noon   | 11:30 AM   |
| 4       | 2:30 PM   | 2:00 PM      | 1:30 PM    |
| 5       | 4:30 PM   | 4:00 PM      | 3:30 PM    |
| 6       | 6:00 PM   | 5:30 PM      | 5:00 PM    |
| 7       | 9:45 PM   | 9:30 PM      | 9:00 PM    |

The suburban offices collected mail half an hour earlier.

- The seventh collection period for all mail, except for that posted at the main P.O., served only to clear the boxes. Night mail was not sorted until the next morning.

In addition to the main P.O. with its sundry cancels and postmarks, there were 39 city offices, 16 intramural, and 7 extramural offices in operation during the siege. For the most part (but with exceptions!) dotted star or lozenge cancels with numerals were used on the stamps, with a date canceler elsewhere on the cover.

The numeral cancel on the stamp must correspond to the number assigned to the post office named on the cover. Beware of back-dated C.Ds from offices opened after the siege! — Absence of a stamp is no proof of crash mail. Absence of stamp and presence of the marking P.P., however, is proof. The P.P., showing payment of inland postage, was not normally put on covers carrying stamps. On the other hand, P.D., showing payment to foreign destination, was always used; so its presence on a cover without stamps proves nothing. Some crash covers from virtually all Paris balloon crash mails are known with original stamps still attached. Free-frank mail after September 27 is rare. Unfranked mail was illegal after that date.

There was no overt censorship (other than for PW mail) anywhere by the French, and there is no proof for covert censorship on a mass or class basis. There seems to have been secret mail surveillance by the Government Delegation on an individual basis. The order for such activity is known, but no examples of secretly censored mail have been identified thus far.

The Germans did censor, using two censorship cachets and a circular cachet that carried two non-committal texts around the German eagle. The censorship markings read (in German) "opened by military order" and "detained by military order"; hence the latter (used only after the siege?) may represent censorship by delay. The texts, one in German and the other in French, surrounding the eagle, both say "Department of Foreign Affairs, North German Confederation." It is presumed that this marking indicates censorship of PW mail. All types are rare.

Much mail addressed to Germany and points east shows no transit or receiving marks. Some covers to Russia bear a blue crayon note, the meaning of which is not known. Mail to Germany was partly routed through Switzerland, witness the postmark of the Baden railway terminal at Bale ("Basel Badischer Bahnhof" that is found occasionally).

Some mail appears never to have been delivered. Responsibility for that action is not known, nor even whether it was deliberate action. On the other hand and exceptionally, captured balloon mail was delivered very promptly. In the case of the "Ville de Paris," one or more mail packages were turned over to the French P.O. towards the end of July 1871.

In studying 1870-71 siege covers, keep in mind that delays, both inside and outside Paris, were quite frequent.

Lists of postage rates to foreign countries that have been seen are incomplete and not always reliable. Thus, e.g., postage to Germany was variously 30 (Baden), 40 (Bavaria), or 50 centimes (Prussia and Saxony); to Sweden 60 (and not 70, as shown in one reference). Relative rarity is fraught with uncertainty, since compilations were made in France, generally without knowledge of foreign holdings. Thus, balloons montes to the U.S. are not as few as had been thought. On the other hand, only a single cover addressed to Norway has surfaced thus far.

Many "plis confies" (covers personally entrusted to balloonists) originated from well-known personalities or their immediate families. That type of mail was often the first to be posted after landing, thus receiving earlier postmarks, from places closer to the landing spots, than regular, bagged mail. But some plis confies stayed in balloonists' pockets for days or even weeks before finally leaving Paris; others were mailed with considerable delay after landing.

Recto.

## DÉPÊCHE-RÉPONSE.

(Décret du Gouvernement de la défense nationale  
en date du 10 novembre 1870.)

Les réponses doivent être exprimées par oui ou par non dans les colonnes 4 à 7; elles ne peuvent excéder le nombre de 4; la taxe d'affranchissement des réponses, qu'elles atteignent ce nombre ou qu'elles y soient inférieures, est uniformément fixée à 1 franc.



La vente de la présente carte est soumise à une taxe de 5 cent. qui doit être représentée au moyen d'un timbre poste de cette valeur qui sera placé dans le cadre ci-dessus.

| NOM DU PAYS<br>ou<br>RÉSIDE L'EXPÉDITEUR.<br>1 | INITIALES<br>DU PRÉNOM<br>ET DU NOM<br>de<br>l'expéditeur.<br>2 | NOM ET DOMICILE<br>(en toutes lettres)<br>DU DESTINATAIRE.<br>3 | RÉPONSES<br>AUX QUATRE QUESTIONS POSÉES. |                                 |                                 |                                 |
|------------------------------------------------|-----------------------------------------------------------------|-----------------------------------------------------------------|------------------------------------------|---------------------------------|---------------------------------|---------------------------------|
|                                                |                                                                 |                                                                 | 1 <sup>re</sup><br>question<br>4         | 2 <sup>e</sup><br>question<br>5 | 3 <sup>e</sup><br>question<br>6 | 4 <sup>e</sup><br>question<br>7 |
|                                                |                                                                 |                                                                 |                                          |                                 |                                 |                                 |

### PRICING

The "depeche-reponse" cards must be treated separately from the remainder of the balloon mail.

|      |                                                                                                                                                            |        |
|------|------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| DR-1 | Depeche-reponse card, Type I, with 5-centimes stamp cancelled by star .....                                                                                | 100.00 |
| DR-2 | All other types, with 5-centimes stamp uncanceled .....                                                                                                    | 30.00  |
| DR-3 | All types used in Paris, no stamps nor cancels, but filled in and numbered .....                                                                           | 30.00  |
|      | Unused cards, 10% of DR-1 and 2.                                                                                                                           |        |
| DR-4 | Normal Paris telegram form but bearing pigeon message .....                                                                                                | 30.00  |
| BP-1 | Basic Paris balloon cover, used .....                                                                                                                      | 30.00  |
|      | All used covers are priced on an incremental basis. The unused stationery is worth about 10% of the incremental value of the used cover, cheapest variety. |        |

### PRINTED STATIONERY

|                               |                                                                             |            |
|-------------------------------|-----------------------------------------------------------------------------|------------|
| BP-2                          | Printed card .....                                                          | from 10.00 |
| BP-3                          | Printed folded letter .....                                                 | from 10.00 |
| BP-3a                         | Same, dark blue, flags & slogans .....                                      | 100.00     |
| NEWSPAPER-LETTER COMBINATIONS |                                                                             |            |
| BP-4                          | Gazette des Absents, common issues .....                                    | 25.00      |
| BP-4a                         | Same, with supplements .....                                                | 40.00      |
| BP-4b                         | Same, with Paris maps and illustrations .....                               | 500.00     |
|                               | Note: The handstamp "Le Figaro," known on No. 13, 14. and 19, adds \$500.00 |            |
| BP-5                          | La Depeche Ballon, common issues .....                                      | 50.00      |
| BP-5a                         | Same, No. 1, 26, 27 .....                                                   | 200.00     |
| BP-6                          | Le Ballon Poste (pink), common issues .....                                 | 75.00      |

## THE AMERICAN AIR MAIL CATALOGUE

|       |                                                         |               |
|-------|---------------------------------------------------------|---------------|
| BP-6a | Same, No. 1-4 .....                                     | 100.00        |
| BP-7  | Le Journal Poste, common issues .....                   | 100.00        |
| BP-8  | La Cloche .....                                         | 200.00        |
| BP-9  | Le Soir .....                                           | 200.00        |
| BP-10 | Others, including the salmon-colored Ballon Poste ..... | 300.00-800.00 |

## NEWSPAPERS

|       |                                          |               |
|-------|------------------------------------------|---------------|
| BP-11 | All balloon editions are rare used ..... | 300.00-800.00 |
|-------|------------------------------------------|---------------|

## NEWS SERVICES

|       |                                                                     |        |
|-------|---------------------------------------------------------------------|--------|
| BP-12 | Correspondance Havas (French), later issues .....                   | 50.00  |
| BP-13 | Same (German, no German pmk.) .....                                 | 80.00  |
| BP-14 | Agence Fournier, with envelope .....                                | 350.00 |
| BP-15 | Letters from Seinguerlet to Frankfurt and Viennese newspapers ..... | 400.00 |

## CIRCULARS

|       |                                   |               |
|-------|-----------------------------------|---------------|
| BP-16 | All circulars are rare used ..... | 300.00-800.00 |
|-------|-----------------------------------|---------------|

## DESTINATIONS

(The listing is based partly on the table in the Cremona show catalog of March 1972, with permission of its author, Giuseppe Schenone.)

|                                                                                                                                                                                            |                                                                                                           |               |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|---------------|
| BP-17                                                                                                                                                                                      | France, Belgium, Great Britain, Switzerland .....                                                         |               |
| (Those are the normal destinations, but extra value may be attributed to some special points of interest, e.g., German arrival postmarks in occupied territory, Corsica, Channel Islands.) |                                                                                                           |               |
| BP-18                                                                                                                                                                                      | Holland, Germany (no German postmark), Algeria, Italy, Spain, Egypt, Portugal, Turkey (via sea) .....     | 30.00         |
| BP-19                                                                                                                                                                                      | Austria-Hungary, Monaco, Russia (no Russian postmark), Germany (German postmark), Turkey (via land) ..... | 100.00        |
| BP-20                                                                                                                                                                                      | United States .....                                                                                       | 150.00        |
| BP-21                                                                                                                                                                                      | Other destinations (including Luxembourg!) are rare .....                                                 | 300.00-800.00 |

## STAMPS

|       |                                                                               |               |
|-------|-------------------------------------------------------------------------------|---------------|
| BP-22 | The 1, 2, and 4-centimes stamps and the imperforate Napoleon stamps .....     | 200.00-400.00 |
| BP-23 | All known varieties occur on 1870 covers, such as tete-beche pairs. .... from | 30.00         |

## FRANKED MAIL

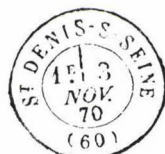
|                                                                                            |                                                              |        |
|--------------------------------------------------------------------------------------------|--------------------------------------------------------------|--------|
| BP-24                                                                                      | Military franks, plain .....                                 | 30.00  |
|                                                                                            | a. with P.P. ....                                            | 50.00  |
|                                                                                            | b. with military unit cachet .....                           | 150.00 |
|                                                                                            | c. with military mail cachet, .... from                      | 300.00 |
|                                                                                            | d. with guerilla (francs-tireurs) cachet .....               | 500.00 |
| BP-25                                                                                      | Civilian franks .....                                        | 500.00 |
| These should not occur after September 27, 1870. However, they can be found exceptionally. |                                                              |        |
| BP-26                                                                                      | Civilian frank, "Gouvernement de la defense Nationale" ..... | 700.00 |
| (Cachet is prima facie evidence of transportation in a special, official pouch.)           |                                                              |        |

## PARIS POSTMARKS

## A — Main Post Office

|       |                                                                                           |        |
|-------|-------------------------------------------------------------------------------------------|--------|
| BP-27 | Mute star, Paris (60) with or without collection period and section of such period .....  |        |
| BP-28 | Same x Paris x (60), where "x" means two asterisks or a pair of numbers from 1 to 6 ..... | 75.00  |
|       | a. Same, x Paris y (60), asterisk & blank, or asterisk & 1, or asterisk & 2 .....         | 300.00 |
|       | b. Star with blank center and one of the above .....                                      | 150.00 |
| BP-29 | Paris (SC) in red .....                                                                   | 50.00  |
| BP-30 | Mute star, Paris Etranger (also without star) .....                                       | 500.00 |
| BP-31 | Paris Caisse .....                                                                        | 800.00 |
| BP-32 | RC Paris RC (60) in red .....                                                             | 800.00 |





AFFRANCHISSEMENT  
INSUFFISANT

AFFR. INSUFF.  
ETR





ADMINISTRATIVE CACHETS

B — City Post Offices

Covers with stamps canceled with the cds are worth three to five times those with stamps cancelled by dotted, numbered star, EXCEPT for Rue Cardinal-Lemoine, where the cds was the routine canceler.

|        |                                                             |              |
|--------|-------------------------------------------------------------|--------------|
| BP-33  | 1, Pl. de la Bourse .....                                   | .....        |
| BP-34  | 2, R. Saint-Lazare .....                                    | .....        |
| BP-35  | 3, Pl. de la Madeleine .....                                | .....        |
| BP-36  | 4, R. d'Enghien (or Rue . . . ) .....                       | .....        |
| BP-37  | 5, R. de Bondy .....                                        | .....        |
| BP-38  | 6, Senat .....                                              | .....        |
| BP-39  | 7, R. des V'illes-Haudr't .....                             | .....        |
| BP-40  | 8, R. d'Antin .....                                         | .....        |
| BP-41  | 9, R. Montaigne .....                                       | .....        |
| BP-42  | 10, R. du Cherche-Midi .....                                | .....        |
| BP-43  | 11, R. St. Honore .....                                     | .....        |
| BP-44  | 12, Bd. Beaumarchais .....                                  | .....        |
| BP-45  | 13, Hotel de Ville .....                                    | .....        |
| BP-46  | 14, R. de Strasbourg .....                                  | .....        |
| BP-47  | 15, R. Bonaparte .....                                      | .....        |
| BP-48  | 16, R. de Palestro .....                                    | .....        |
| BP-49  | 17, R. du Pont Neuf .....                                   | .....        |
| BP-50  | 18, R. d'Amsterdam .....                                    | .....        |
| BP-51  | 19, Bt. Richard-Lenoir .....                                | .....        |
| BP-52  | 20, R. St. Dom'que St. Gn. 53, 56, or 58 .....              | .....        |
| BP-53  | 21, R. St.-Antoine .....                                    | .....        |
| BP-54  | 22, R. Taitbout .....                                       | .....        |
| BP-55  | 23, R. Aligre .....                                         | 40.00        |
| BP-56  | 24, R. de Clery .....                                       | .....        |
| BP-57  | 25, R. Serpente .....                                       | .....        |
| BP-58  | 26, Gare du Nord .....                                      | .....        |
| BP-59  | 27, Gros-Caillou .....                                      | .....        |
| BP-60  | 28, R. Cardinal-Lemoine (with star) .....                   | 40.00        |
| BP-61  | 29, R. Pascal .....                                         | 80.00        |
| BP-62  | 30, Bt. Mazas .....                                         | .....        |
| BP-63  | 31, Corps Legislatif .....                                  | .....        |
| BP-64  | 32, R. de la Ste. Chapelle .....                            | .....        |
| BP-65  | 33, Bt. de l'Hopital .....                                  | 60.00        |
| BP-66  | 34, Av. Josephine .....                                     | .....        |
| BP-67  | 35, Ministere des Finances .....                            | .....        |
| BP-68  | 36, Bt. du Prince Eugene .....                              | .....        |
| BP-69  | 36, Bt. Voltaire .....                                      | 40.00        |
| BP-70  | 37, Bt. Malesherbes .....                                   | .....        |
| BP-71  | 38, R. des Feuillantines .....                              | .....        |
| BP-72  | 39, R. des Ecluses St. Martin .....                         | 40.00        |
| BP-33a | to BP-72a, The above, but with mention of postage due ..... | 50.00-400.00 |

## C — Intramural Offices

All dotted lozenges with large numerals, except as noted. (see also note under City Post Offices)

|        |                                                                       |                  |
|--------|-----------------------------------------------------------------------|------------------|
| BP-73  | 241, Paris-Auteuil .....                                              | .....            |
| BP-74  | 347, Paris-Les Batignolles .....                                      | .....            |
| BP-75  | 432, Paris-Belleville .....                                           | .....            |
|        | a. do. (small), .....                                                 | 600.00           |
| BP-76  | 445, Paris-Bercy .....                                                | .....            |
| BP-77  | 892, Paris-La Chapelle St. Denis .....                                | .....            |
| BP-78  | 904, Paris-Charonne .....                                             | 100.00           |
| BP-79  | 1625, Paris-La Gare d'Ivry .....                                      | 300.00           |
| BP-80  | 1715, Paris-Grenelle .....                                            | .....            |
| BP-81  | 2170, Paris-La Maison Blanche .....                                   | .....            |
|        | a. Same (small) .....                                                 | 600.00           |
| BP-82  | 2488, Paris Montmartre .....                                          | .....            |
| BP-83  | 2523, Paris-Montrouge Paris .....                                     | .....            |
| BP-84  | 2793, Paris-Passy-les-Paris .....                                     | .....            |
| BP-85  | 3739, Paris-St.-Mande-Paris .....                                     | 50.00            |
|        | a. Same (small) .....                                                 | 400.00           |
| BP-86  | 3921, Paris-les Ternes .....                                          | .....            |
| BP-87  | 4116, Paris-Vaugirard .....                                           | .....            |
| BP-88  | 4277, Paris-la Villette .....                                         | .....            |
| BP-73b | to DP-88b. The above, but with mention of amount of postage due ..... | 100.00 to 300.00 |

## D — Extramural Offices

(see note under City Post Offices)

|       |                                       |        |
|-------|---------------------------------------|--------|
| BP-89 | 2516, Montreuil-s.-Bois .....         | 100.00 |
| BP-90 | 2635, Neuilly-s.-Seine .....          | .....  |
| BP-91 | 3189, Les Lilas .....                 | 200.00 |
| BP-92 | 3240, Rueil .....                     | 600.00 |
| BP-93 | 3568, Saint-Denis-s.-Seine .....      | .....  |
| BP-94 | 4097, Vanves .....                    | 600.00 |
| BP-95 | 4290, Vincennes (double circle) ..... | .....  |
|       | a. do. (single circle) .....          | 600.00 |

## E — Due Markings

Note: These valuations are for markings applied at Paris. Due markings applied in the provinces, because of forwarding abroad, are standard. If applied in error, however, they are worth more.

|        |                                                                                  |                |
|--------|----------------------------------------------------------------------------------|----------------|
| BP-96  | Large "20" in "hollow" numerals .....                                            | 300.00         |
| BP-97  | Large "30" in "hollow" numerals .....                                            | 30.00          |
| BP-98  | FR/lf50c in oval .....                                                           | 600.00         |
| BP-99  | F/42 in rectangle .....                                                          | 300.00         |
| BP-100 | Affranchissement Insuffisant, also abbreviated and with additional Symbols ..... | 20.00 - 100.00 |

## F — Private Markings

|        |                              |             |
|--------|------------------------------|-------------|
| BP-101 | Nadar, Dartois, Duruof. .... | from 300.00 |
| BP-102 | Dartois et Yon. ....         | from 500.00 |

## G — Transit Markings

The markings applied outside of Paris (after the balloons had landed) are of special interest and value.

Those on "Confies" are a separate field of study and in part are cited in section H; for details, see H. Cappart's work, Bulletin 25, (1969) of the Musée Postal. Other markings characterize mail from certain balloons, sometimes even pinpointing a specific portion of the mail. These can be found in section H.

There remain mainly the German or German-related markings:

## THE AMERICAN AIR MAIL CATALOGUE

|        |                                                                             |        |
|--------|-----------------------------------------------------------------------------|--------|
| BP-103 | "Basel Badischer Bahnhof" c.d.s. (via Switzerland to Germany) ....          | 300.00 |
|        | The blue circular imprint of the North German foreign office<br>(PW mail?): |        |
| BP-104 | German inscription around crowned eagle .....                               | 700.00 |
| BP-105 | French inscription around crowned eagle .....                               | 700.00 |
| BP-106 | "Auf militairischen Befehl geoeffnet" (censored) .....                      | 700.00 |

## H — The Individual Flights

Listings show launch date, running number, name or other designation of balloon, place and approximate time of departure, place and approximate time of landing.

The departure spots were:

S — Place St. Pierre, G — la Glaciere, T — Tuileries, V — Vaugirard gas works, L — LaVillette gas works, N — North (railway) station, O — Orleans station, E — East ("Strasbourg" in 1871) station.

The "landing spots" are usually the nearest towns, not the hamlets where the balloons came down.

The dates shown after the arrival time are possible range for Paris postmarks and known range for outside postmarks, which — together — permit certain identification of regular mail. Earlier Paris and later outside dates make identification of regular mail doubtful or impossible. The format "7E/21," used for Paris dates, signifies "seventh collection period, twenty-first day" of the month.

A normal cover, but with certain balloon identification, has a minimum basic value of \$10-20; more if it is specifically marked for each balloon. Very fast processing or delivery sometimes commands an additional premium.

Personally entrusted letters, "confies," have a plus value of at least \$50, or twice the value of mail from a specific balloon, whichever is more; the balloon manufacturers' cachet is valued over and above that. Only S, T, (the "Bretagne?") and early N confies can carry the Nadar cachet. Starting with the "General Uhrich," N confies may carry the Dartois & Yon cachet. Confies sometimes were posted with considerable delay, making identification difficult; those mailed nearest place of landing have large incremental values (some examples are cited).

- September 23 Neptune, S 7:45 AM — Evreux (Eure) 11 AM: September 19-22; September 23-25 ..... 1,000.00  
September 19-22; September 23-25 confies ..... 2,000.00  
September 19-22; September 26-October 7 ..... 30.00
  - September 25 Ville de Florence, G 11 AM — Vernouillet (S&O) 2:30 PM: September 7E/22-25; September 25-28 ..... 80.00  
September 7E/22-25; September 29-October 7 ..... 30.00
  - September 29 Etats-Unis, L 10 AM — Magnanville (S&O) 1:30 PM: September 3E/25-29; September 29-30 ..... 100.00  
September 3E/25-29; October 1-7 ..... 30.00
- Some mail was recovered late, marked October 17 at Pacy-sur-Eure.
- September 30 Celeste, V 9:30 AM — Dreux (E&L) 11:50 AM: September 2E/29; September 30-October 7 ..... 30.00
  - The unmanned balloon (for cards within France only), G noon — Ville d'Avray 1:15 PM: Some returned to main post office, most captured by Silesian soldiers; Paris postmarks of September 27-29 are helpful but do not provide certain identification. ....
  - October 7 Armand Barbes, S 11:15 AM — Epineuse (Oise) 2:45 PM: September 2E/30-October 7; October 8-11 ..... 30.00  
Magny-en-Vexin (confies) (see also No. 7) ..... 700.00
- Some mail, used as ballast, was captured, some was handed in and mailed late.
- George Sand, S 11:15 AM — Roye (Somme) 4 PM: Carried only confies, normally not distinguishable from No. 6 ..... 30.00
  - Piper I, L 3 PM — La Courneuve 3:15 PM: Identification certain only for Paris postmark; "Trouve a la Courneuve le 10 Oct 1870" ..... 500.00
- All mail that was salvaged from this wreck was flown out by later balloons; note No. 14.
- October 12 Washington, O 8:30 AM — Cambrai (Nord) 11:30 AM: October 3E/7-11; October 12-13: see No. 10 .....



|     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |        |
|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| 10. | Louis Blanc, S 9 AM — Tournai (Belgium) 12:30 PM: October 3E/7-11; October 12-13; indistinguishable from No. 9. Confies may show Belgian postmark; the "Nadar etc." cachet can occur on No. 10 confies only .....                                                                                                                                                                                                                                                                                                  |        |
| 11. | October 14 Godefroy Cavaignac, O 10 AM — Bar-le-Duc (Meuse) 2:45 PM: October 7E/11-13; October 14-16; see No. 12. "978," Chaumont-en-Bassigny (confie to Godard) .....                                                                                                                                                                                                                                                                                                                                             | 200.00 |
| 12. | Jean Bart I (also "Guillaume Tell" or Christophe Colomb") O 1:15 PM — Nogent-s-Seine (Aube) 5 PM: October 7E/11-14; Oct. 14-16; indistinguishable from No. 11, except for mail processed after 1E/14. "4034," Troyes (confie) .....                                                                                                                                                                                                                                                                                | 200.00 |
| 13. | October 16 Jules Favre I, O 7:30 AM — Chimay (Belgium) 12:20 PM: 2E/14-15; October 17-19; see No. 14 .....                                                                                                                                                                                                                                                                                                                                                                                                         |        |
| 14. | Jean Bart II, (also "LaFayette") O 10 AM — Dinant (Belgium) 2:45 PM: October 2E/14-15; October 17-19. Indistinguishable from No. 13, except that mail (including cards from No. 8) tossed as ballast from No. 14 bears transit marks from Vic-s-Aisne (October 17 & 18?), Anizy-le-Chateau (October 18, 31, Nov. 2), Crecy-s-Serre (October 17, 18, 19, 23, November 2, 7) and Sains(-Richaumont) (October 17).<br>Crecy .....                                                                                     | 50.00  |
|     | Vic, Anizy, Sains .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 500.00 |
|     | Belgian marks on confies .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 200.00 |
| 15. | October 18 Victor Hugo, T 11:35 AM — Vic-s-Aisne (Aisne) 5:30 PM: October 7E/15 - 1E/18; October 19-20 .....                                                                                                                                                                                                                                                                                                                                                                                                       |        |
| 16. | October 19 Republique Universelle (mistakenly "LaFayette") O 9:10 AM — Lonny (Ardennes) 11:30 AM: October 3E/18; October 19 (confies only), 21-23 .....                                                                                                                                                                                                                                                                                                                                                            |        |
| 17. | October 22 Garibaldi, T 11:40 AM — Crecy-en-Brie (S&M) 1:30 PM: October 7E/18 - 1E/22; October 23-25 (up to October 28 fairly certain, as most of the mail of No. 18 was destroyed.) Postmarked mostly on or after October 27, when bulk of mail had been smuggled to free France, but early transit markings are known, e.g., Coulommiers October 23, 24 .....                                                                                                                                                    |        |
| 18. | October 25 Montgolfier, O 8:30 AM — Heiligenberg (Alsace) 12:15 PM: October 3E/22-24, October 25-27. Most mail captured, whether dumped as ballast or found near landing spot. Some saved, others may have missed this balloon. Covers are usually quoted at premiums that seem too high for uncertain ones (no marks from outside Paris) and too low for the few certain ones. ....                                                                                                                               |        |
| 19. | October 27 Vauban, O 9:00 AM — Vigneulles-les-Hattonchatel (Meuse) 1:00 PM: October 7E/24-26; October 27-29 (perhaps 30). See note after No. 20 .....                                                                                                                                                                                                                                                                                                                                                              |        |
| 20. | Bretagne (mistakenly called "Normandie") L 2:10 PM — Fresnes-en-Woevre 5:30 PM. Everyone captured, also all mail except that carried by Manceau. Whether this balloon carried regular mail is doubtful. Passenger Jules Ballot, the "Udin" or "Oudin" of most lists, speaks of Passenger Manceau's bag of letters, but perhaps that was the official pouch. Confies of Nos. 19 and 20 can not be distinguished, though the Fresnes postmark may point to No. 20.<br>Fresnes-en-Woevre and Bar-le-Duc confies ..... | 300.00 |
| 21. | October 29 Colonel Charras, N noon — Langres (Haut Marne) 4:30 PM: October 27-29; October 30 (exceptionally) - November 2 (perhaps 3). ....                                                                                                                                                                                                                                                                                                                                                                        |        |
| 22. | November 2 Fulton, O 8:30 AM — Chemille (Maine & Loire) 2 PM: October 29 - November 1; November 3-4 .....                                                                                                                                                                                                                                                                                                                                                                                                          |        |
| 23. | November 4 Ferdinand Flocon, N 9:30 AM — Nantes (Loire Inferieure) 3:30 PM: November 7E/1-4; November 5-6. Normal mail indistinguishable from that aboard No. 24.<br>Nantes confies .....                                                                                                                                                                                                                                                                                                                          | 200.00 |



## THE AMERICAN AIR MAIL CATALOGUE

24. Galilee, 2:30 PM — Chartres (Eure & Loire) 6 PM: November 2-4; November 5-6. All captured but one mail bag. ....
25. November 6 Ville de Chateaudun, N 9:35 AM — Chartres (Eure & Loire) 5:30 PM: November 5E/4-5; November 7-8 ..... 150.00
26. November 7 Piper II, L 10 AM — Melun (Seine & Marne) 2 PM: No mail, only official dispatches ..... 300.00
27. November 8 Gironde, O 8:30 AM — Evreux (Eure) 3:40 PM: November 2E/6-7 (& 1E/8?); November 9-19. The long period for marks outside Paris is explained by the fact that, except for "Niepce" confies, no mail was distributed from the 3 subsequent balloons until November 20 ..... 150.00
28. November 12 Daguerre, O 9:15 AM — Ferrieres (Seine & Marne) 10:30 AM. Nov. 8-11....? All but one mail bag captured. That bag was hidden for a while, and no mail is known with marks outside Paris before November 20. Only exceptional covers can be ascribed to it ..... 300.00
29. Niepce, O 9:20 AM — Vitry-le-Francois (Marne) 2 PM: Carried only confies, which generally are postmarked November 12-17 ..... 150.00
30. November 18 General Uhrich, N 11:15 PM — Luzarches (Seine & Oise) November 19, 8 AM: November 12-18; November 20 (earliest known)-21 (confies of this date also known from next balloon). Luzarches postmark on regular mail ..... 300.00
31. November 21 Archimede, O 1 AM — Castelre (Netherlands) 6:40 AM: November 7E/18-20; November (21 exceptionally) 22-30 (overlaps confies from next balloon) ..... 150.00
32. November 24 Egalite, V 11:30 AM — Louvain (Belgium) 2:15 PM: Confies only, postmarked in Belgium or France within the next few days ..... 300.00
33. Ville d'Orleans, N 11:40 PM — Lifjell mountains (near Seljord, Norway) November 25, 2:25 PM — Tunet Farm after 3 PM: November 7E/20 - 24; mail postmarked before December 16 in free France or nearby countries is usually from this balloon, rarely from the "Jacquard." The "London December 2 Paid" cachet positively identifies Mandal mail (bag jettisoned into sea near Mandal, southern tip of Norway). Confies (Lifjell landing of aeronauts?) and bag of "SC" mail, found with (now) unmanned balloon on Tunet farm near Lake Kroderen, were returned with remainder of Tunet Mail to France and processed outside Paris starting December 9. Hence mail with marks outside Paris through December 8 is most likely Mandal mail, rarely from No. 34; it includes part of mail from November 22-24. Mail from 7th period of November 20 and all of November 21 is generally Tunet Mail, also part of November 22. Some Mandal mail still has stamps, some has P.P. handstamp, some has P.D. with or without stamps. Mail from November 7E/20-28 at Paris and postmarked after December 20 in free France and nearby countries is from the Bryher mail of No. 34. Mail postmarked on or before December 8 ..... 50.00
- Mail postmarked between December 8 and 15 ..... 30.00
34. November 28 Jacquard, O 11:10 PM — drowned near Falmouth, evening or night of 29th: November (22?) 23-24 (partly); 25-28 (27? and 28 partly by "Jules Favre II"). The Cornish mail was salvaged around Falmouth on December 1-3 (other dates cannot be ruled out); the Bryher mail was found on Bryher Island (Scilly Islands) on December 20. Cornish mail sometimes shows Falmouth cachets. Bryher mail is postmarked after December 20 in free France and nearby countries. It includes mail with the LaRoche transit mark (December 21) long believed to have been "Ville d'Orleans" mail.

|     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |        |
|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
|     | Falmouth postmark .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 500.00 |
|     | No distinguishing postmark, Cornish .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 250.00 |
|     | La Rochelle, December 21 .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 500.00 |
|     | I angl. I Boulogne, December 25 .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 750.00 |
|     | Other postmarks after December 20, Bryher .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 250.00 |
| 35. | November 30 Jules Favre II, N 11:55 PM — Belle-Isle-en-Mer (Morbihan) December 1, 8:30 AM; November 27?, 28 (in part), 29-30, December (1?), 2-4 (but confies from next two balloons overlap) .....                                                                                                                                                                                                                                                                                                                  |        |
| 36. | December 1 Bataille de Paris, N 5:15 AM — Vannes (Morbihan) 12:30 PM: No regular mail .....                                                                                                                                                                                                                                                                                                                                                                                                                          |        |
| 37. | December 2 Volta, O 6 AM — Savenay (Loire Inferieure) 11:30 AM: No regular mail .....                                                                                                                                                                                                                                                                                                                                                                                                                                |        |
| 38. | December 5 Franklin, O 1 AM — Nantes (Loire Inferieure) 8 AM: November 7E/30 - December 4; December 5-6 .....                                                                                                                                                                                                                                                                                                                                                                                                        |        |
| 39. | December 7 Denis Papin, O 1 AM — La Ferte-Bernard (Sarthe) 7:20 AM: December 7E/4-6; December 7-10; indistinguishable from No. 40, but it is unlikely that the latter carried regular mail .....                                                                                                                                                                                                                                                                                                                     |        |
| 40. | Armee de Bretagne, N 6 AM — Thouars (Deux-Sevres) 2 PM: December 7E/4-6; December 7-10, but see No. 39 .....                                                                                                                                                                                                                                                                                                                                                                                                         |        |
| 41. | December 11 General Renault, N 2:15 AM — Neufchatel (Seine Inferieure) 5:30 AM: December 7E/6-10; December 11-18 (because of delay of subsequent mail) Foucarmont (earliest confies) .....                                                                                                                                                                                                                                                                                                                           | 400.00 |
| 42. | December 15 Ville de Paris, N 4:45 AM — Koblenz (Germany) noon — Wetzlar (Germany) 1 PM: December 7E/10-14; December 15-17 in theory, but mail was, of course, confiscated. One cover, postmarked December 13 at Paris, was forwarded in a German envelope (Palatinate postmark!) to Geneva, arriving in Switzerland on December 16. A portion of the confiscated mail was returned to the Paris post office in July 1871. Mail postmarked July 26 at Paris, or later elsewhere in France .....                      | 200.00 |
| 43. | December 17 Parmentier, O 1:30 AM — Fere-Champenoise (Marne) 9 AM: December 7E/14-16?; Impossible to characterize with certainty, as mail from No. 45 carries transit dates of December 18 .....                                                                                                                                                                                                                                                                                                                     |        |
| 44. | Gutenberg, O 1:40 AM — Fere-Champenoise (Marne) 8:30 AM: No regular mail .....                                                                                                                                                                                                                                                                                                                                                                                                                                       |        |
| 45. | December 18 Davy, O 5 AM — Nuits-St.-Georges (Cote-d'Or) noon: December 7E/16-17; December 18-21 (since mail from No. 46 was captured) .....                                                                                                                                                                                                                                                                                                                                                                         |        |
| 46. | December 20 General Chanzy, N 2:40 AM — Rothenburg (Bavaria) 10-11 AM — Zwiesel (Bavaria) 3 PM: December 7E/17-19?; Mail captured and difficult to identify; some mail from these dates was taken off this balloon at Paris and sent by the next one. However, one Gazette No. 17, postmarked at Paris 5E/19 December, rue St. Lazare, also P.D., arrived in Switzerland on December 28 with the German censorship mark "opened on military order." No other balloon mail was captured between these two dates ..... |        |
| 47. | December 22 Lavoisier, O 2:30 AM — Angers (Maine & Loire) 9 AM: December 7E/19-21; December 22. (Also some hold-over mail from No. 46.) .....                                                                                                                                                                                                                                                                                                                                                                        |        |
| 48. | December 23 Delivrance, N 4:30 AM — La Roche-s-Yon (Vendee) 11:45 AM: December 7E/21-22; December 23-26 .....                                                                                                                                                                                                                                                                                                                                                                                                        |        |
| 49. | December 24 Rouget de l'Isle, O 3 AM — La Ferte-Mace (Orne) 9:30 AM: No known covers .....                                                                                                                                                                                                                                                                                                                                                                                                                           |        |
| 50. | December 27 Merlin de Douai, N 4 AM — Vierzon (Cher) 11:45 AM: Only confies are known. They carry the sole balloon cachet of that period: "Ballon Merlin de Douai / Cap. Grizeaut, Lieut. Tarbe," with or without the balloon manufacturers' cachet. .....                                                                                                                                                                                                                                                           | 500.00 |
| 51. | Tourville, O 4 AM — Eymoutiers (Haute Vienne) 1 PM: December 7E/22-26; December 27-29 .....                                                                                                                                                                                                                                                                                                                                                                                                                          |        |

## THE AMERICAN AIR MAIL CATALOGUE

52. December 29 Bayard, O 4 AM — La Mothe-Achard (Vendee) 10 AM: December 7E/26-28; December 30-31 .....
53. December 31 Armee de la Loire, N 5 AM — Le Mans (Sarthe) 1 PM: December 7E/28-30; January 1-4 .....
54. January 4 Newton, O 4 AM — Digny (Eure & Loire) 10:30 AM: December 7E/30-January 3; January 5-10. Although most of the mail was hidden until January 9, examples of transit marks from January 5 and 6, and arrivals starting on January 6 are known .....
55. January 9 Duquesne, O 3:15 AM — Reims (Marne) noon?: January 7E/3-8; January 11? Mail reached free France by the evening of January 10, and cannot be identified. Some mail may have been delivered promptly in Rheims .....
56. January 10 Gambetta, N 4 AM — Auxerre (Yonne) 2:30 PM: January 7E/8-9; January 11? No mail is known postmarked outside Paris on January 10; some exists from the next balloon with January 11 train markings. ....
57. January 11 Kepler, O 3:05 AM — Laval (Mayenne) 10:15 AM: January 7E/9-10; January 12 (& 13?). ....
58. January 13 Monge, O 4 PM — Chateauroux (Indre) 8 AM: No regular mail, no confies known. ....
59. General Faidherbe, N 3:30 AM — Sainte-Foy-la-Grande (Gironde) 2 PM: January 7E/10-12; January 13-14. Ste.-Foy-la-Grande confies ..... 200.00
60. January 15 Vaucanson, O 3:30 AM — Lille (Nord) 10:15 AM: January 7E/12-14; January 15-20. The last date appears justified because No. 61 carried no regular mail, and mail from No. 62 experienced an unexplained delay .....
61. January 16 Steenackers, N 7 AM — Harderwijk (Netherlands) 10:15 AM: No known mail, but passenger Gobron's orders from Paris, with an endorsement from Bordeaux (and hence clearly carried aboard), were recently rediscovered .....
62. January 18 Poste de Paris, N 3:25 AM — Merceloo (Netherlands) 10:30 AM: January 7E/14-17; January 21-22. The mail aboard No. 63 was delayed in occupied France; see also remarks under No. 60 .....
63. January 20 General Bourbaki, N 5:15 AM — Reims (Marne) 2:15 PM: January 7E/17-19; January 22? See remarks under No. 62; some mail from No. 64 also marked January 22 .....
64. January 22 General Daumesnil, E 3 AM — Charleroi (Belgium) 8:20 AM: January 7E/19-21; January 22-24 .....
65. January 24 Torricelli, E 3 AM — Clermont (Oise) 11 AM: January 7E/21-23; January 25-27 (& 28-29?, but see remarks under No. 66) .....
66. January 27 Richard Wallace, N 3 AM — Lost at sea near La Rochelle (Charente Inferieure) that afternoon, after a bag of mail was put off when the balloon touched ground, around noon near Niort (Deux-Sevres): January 7E/23-26; January. ?-29 for the Niort mail, about which virtually nothing is known. (see No. 67). The mail that fell into the sea was found and distributed during February and March. Much of it carries transit markings from La Rochelle, La Tremblade, and Ars-en-Re (February 12-20), Paris-Cherbourg train (February 22), La Rochelle (April 8), Caen (April 13).  
Mail put off near Niort ..... 300.00  
Mail salvaged from sea ..... 500.00
67. January 28 General Cambonne, E 5:45 AM — Alencon (Sarthe) 1 PM: January 7E/26-27; January 30 up to about February 5. Three letters of January 24, including an SC, which arrived February 1, 3, and 4, are ascribed to this balloon but may have been from the Niort bag of the "Richard Wallace." ..... 200.00



## References:

- Catalogues by de Beaufond et al., Thiaude, Pothion.  
 Louis A. Chaintrier, Balloon Posts of the Siege of Paris: Airpost Journal, October 1954 — March 1970..  
 Icare No. 56, Les ballons du siege, la poste aerienne, Orly Aerogare 1971.  
 Jacques Le Pileur, Les aerostats poste 1870-1871: Au Comptoir des Timbres, Paris 1963.  
 Paul Maincent, Textes et Documents: Paris 1952; also his articles in Echo de la Timbrologie since 1959.  
 Pierre Nougaret, Bibliographie critique de l'histoire postale francaise: Montpellier 1970.  
 Pierre Savelon: La poste pendant le siege: Le Monde des Philatelites, reprints 7, 18, 24, and 41, Paris 1955-1961.  
 Societe des Amis du Musee Postal, Bulletins.

## PIGEON POST

Though pigeons that had been brought into Paris to carry news outside were scarcely used, none had been taken out before the siege, despite a persistent fable to that effect. A last-minute attempt to do so failed.

An offer to carry pigeons on the balloon "Neptune" was refused. The same had happened with the second balloon, but its pilot persuaded pigeon raiser van Roosebeke to let him have 3 pigeons, and to instruct him in their use. The original thought was merely to send word back of safe landing. Van Roosebeke had the idea of sending the first pigeon to Tours (via the "Celeste"), specifically to take official news back to Paris. Pigeons were the only reliable means for communicating into Paris. The various procedures, needed for such mail, thus evolved piecemeal.

Messages were first written at the telegraph headquarters of the Government Delegation. To avoid the labor of tiny calligraphy and the chances of error upon frequent repetition, photographic reproduction and reduction of writing and, printing on sensitized paper were next resorted to, first on one and then on both sides. Paris sent a team of microphotographers to aid. Their product was inapplicable, but was successfully modified into the precursor of modern microfilm.

Whereas the reduction of the paper photographs was weak enough to require only a magnifying glass for reading, the film required a microscope or a projector. Both were used at Paris, the message being copied by hand or supposedly directly printed on paper; none of the latter has survived. Handwriting (and photographic copying) continued to be used by the telegraph office at Bordeaux for most official messages.

All pigeongrammes in collectors' hands, according to P. G. Harmant, are surplus or rejects, not actually flown, except for an occasional, rare hand-written one.

Persistent rumors of faked pigeongrams have not been substantiated. A "simulacre" or simulated one, however, was devised by Dagron in 1871 to advertise his microphotographic wares. It is recognized by the large numerals 627 and 642 in the upper corners, visible to the naked eye; they are far in excess of the total number of frames of private messages photographed during the war. Such simulacres come loose, in cardboard frames with advertising on them, and in cardboard frames sold in 1903 to 1906 (?) to help pay for the Bartholdi monument. British "pigeongrams" of the Times are post-siege souvenirs. Belgian photographic reductions are rumored to exist; they would only be souvenirs, no pigeon mail having been flown from there to Paris. There are also microphotographed Paris newspapers and other Paris souvenirs. None of them is common, all collectible in their own right.

Two supposedly German-faked pigeongrams, claimed to have been sent to Paris via "Daguerre"-captured pigeons but never seen except in Paris newspapers, were local Paris government propaganda. They probably were authorized by one Lavertujan, then at Paris.

## REFERENCES:

- Pierre G. Harmant, Une specialisation: les pigeongrammes: Philatelie pp. 38-39 and back cover, September 1970.  
 Flame, Les pigeongrammes, temoins meconnus de l'histoire: Echo de la Timbrologie, No. 1403-1412, November 1970 - July/August 1971.



Same, *Essai de Nomenclature des Pigeongrammes: Cahiers Philatelique No. 15* (2 vols.), Paris 1971.

John D. Hayhurst, *The pigeon post into Paris 1870-1871*: author, Ashford 1970.

Frederic Luther, *Microfilm, A History 1839-1900*: author, Indianapolis 1959.

# PRICING

(The divisions below follow those used by P. G. Harmant, with his kind permission)

## OFFICIAL

1. Handwritten on thin paper (October 1-13?), unknown number ..... 1,500.00
2. Photographed on one side of paper (October 14-31, 23 different ones known, unnumbered, but Harmant 1-4 and 6 are apparently not in private hands.  
Harmant 6 bis (two known) ..... 1,000.00  
Others ..... 300.00
3. Officially designated "Second Series" and numbered (November 1 - December 14)  
Nos. 7, 9, 17, 24, 27, 29, 30, 33 were apparently not photographed and are either unknown or known in only one (exceptionally two) archival versions. The others from 1-10, photographed on one side of the page ..... 200.00  
From 11-34, photographed on both sides ..... 250.00  
Ditto, photographed on one side only ..... 150.00
4. "Second Series" on transparent pellicles (December 15 - February 2)  
Nos. 35-47 (46 & 47 normally on one "film") ..... 150.00

## PRIVATE

5. The first series consisted of 20 sheets with panels numbered 1-64 and 1 bis-14 bis, although 7 bis-10 bis have not been seen. These paper pigeongrammes were printed on one or both sides of the page and photographed (November 8 - December 14).  
Double-sided photo ..... 250.00  
Single-sided photo ..... 150.00
6. Photographed, hand-written messages, double-sided, designated A-B etc. (but B-C is known, too) to T?, apparently not sent ..... 200.00
7. Dagron's "microdot" original essays, known with 9, 12, and 25 dots per pellicle (end November to December 14) ..... 800.00
8. Dagron's "Duplicata" of the first private series, but between 8 and 16 panels per transparency. Four different ones are known; one more might have existed to complete the series. .... 250.00
9. Dagron's "Second Series" of private dispatches on pellicles; 32 different ones are known, also 2 "duplicata." Pages 425-552 have not been found.  
Pellicle showing PP. 55-62 (two known) ..... 300.00  
Others ..... 150.00

# WHEN YOU HAVE STAMPS TO SELL:

*Contact the professionals offering  
all of the services that discriminating  
Collectors, Investors and Dealers require.*

**PUBLIC AUCTIONS:** Each year we offer over 15,000 carefully described lots of U. S., U. N., & FOREIGN stamps at unre-served public auction.

**PRIVATE TREATY SALES:** Valuable stamps, covers and philatelic properties and complete collections may be consigned to us for private sale.

**DIRECT PURCHASE:** We are active buyers of individual stamps, entire collections or estates. We will travel for worthwhile philatelic holdings.

Write describing your material, for shipping instructions, commission rates and/or minimum requirements. Include your address and telephone number. Ship stamps only after our confirmation.

OUR NEXT AUCTION CATALOG SENT BY 1ST CLASS MAIL — 50c. (WITH PRICES REALIZED — \$1.00). 1 YEAR SUBSCRIPTION TO CATALOGS & PRICES REALIZED — \$7.50.

## Jacques C. Schiff, Jr., Inc.

536 West 111th Street

Telephone: (212) 662-2777

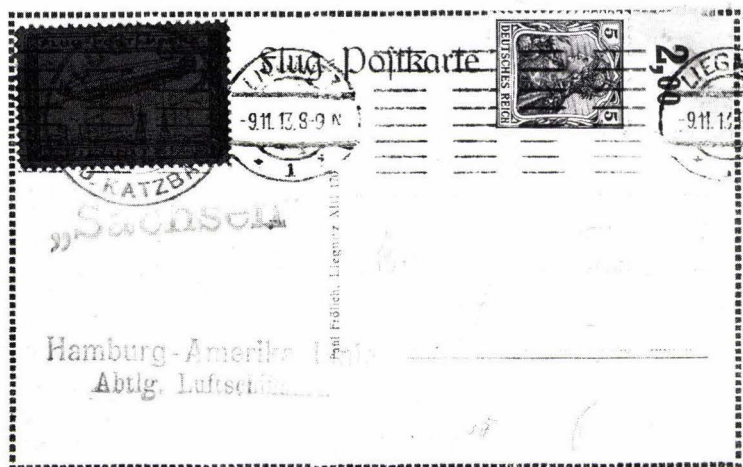


Established 1947

New York, N.Y. 10025

Licensed Bonded Auctioneer

From our stock:



## ZEPPELIN MAIL

1911 - 1939

RARITIES, PIONEER FLIGHTS, FOREIGN MAIL, COMBINATION  
FLIGHTS, ZEPPELIN & CATAPULT, on stock.

Offers of same material welcomed.

## ALBERTO SAVINI

47037 - RIMINI, ITALY

C.P. 210

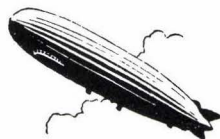
AAMS, ASDA member

# ZEPPELIN POSTS



Including  
INTERNATIONAL DIRIGIBLE FLIGHTS  
of GERMANY, UNITED STATES,  
GREAT BRITAIN, SWITZERLAND  
and ITALY.

Edited by *Dr. Max Kronstein*, Chairman; *Irwin Heiman*; *Ernest A. Kehr*; *Hermann W. Sieger*; *Kuno Sollors*.





## FOREWORD

A showing of Zeppelin flight covers forms a most colorful and interesting feature of any airpost collection. The listing which follows includes a complete chronicle of every mail carrying trip of the "Graf Zeppelin" and of the principal flights of the world's lighter-than-air craft. In order to reduce the space required for such a listing, the numerous flights of the "Graf Zeppelin" to South America during the years 1932 through 1936 have been shown in tabular form; however none of the essential information in connection with these flights has been eliminated.

Newly added is a Forerunner chapter about the commemorative cards and vignettes which were issued and used during the period before the regular DELAG passenger flights and the passenger, mail and regular airship deliveries.

The pricing of Zeppelin flight items presents a difficulty in that in a number of cases stamps have been used on these flight covers which in themselves are quite valuable. Accordingly, the following price plan has been adopted:

1. Where the cover itself normally exists franked only with one or more of the special stamps, the value of the stamp is taken into consideration and the price shown is for a cover bearing such special stamp or stamps.
2. In those cases where the use of special stamps was optional and covers are found sometimes with stamps having peculiar value and sometimes with ordinary stamps of no particular value, the price shown applies only to the flight cover itself and the value of any special stamps used to frank the cover must be added to the basic value of the flight cover.

Absence of a price does not necessarily mean that the flight cover listed is rare or even scarce. It may mean that the item appears but infrequently in the market or that other information is lacking which makes it impossible for the Editors to evaluate it.

Many covers exist bearing autographs of various commanders or other members of the crew, famous passengers or other distinguished personages. Others are found bearing additional markings to those normally found or which have been carried over certain connecting routes either on the dispatching end or the receiving end. Such covers, with the exception of those specially treated in the listing, while of considerable interest do not come within the scope of this section.

## FORERUNNERS, PERIOD BEFORE AIRSHIP MAIL DELIVERIES

Collectors sometimes save postal cards and special vignettes connected with the earliest periods of the development of the Zeppelin airship. Since the current American catalogues do not give any guidance about this material, this short review might enable collectors to identify such items.

(In reference to the vignettes which have been issued in honor of Graf Zeppelin and his earliest airships and on the occasion of certain important flights, a special priced catalogue has recently been issued in Germany by Kuno Sollors: "Non-postal airmails, PART 7: Zeppelin, Parseval and other Airships" distributed by G. Hagedorn, D 6251 Lahr, Germany)

In order not to interfere with the numbering of the later Zeppelin flights in the Fourth Edition of the American Air Mail Catalogue, the Forerunner material is numbered O-Z-1, O-Z-2 and following.

**O-Z-1 1900 JULY/OCTOBER — THE FIRST ZEPPELIN AIRSHIP "L.Z.1"**

There are no mail despatches or known drop mail, but a special postal card was issued on July 2, 1900 showing the airship starting from its floating base in Lake Constance inscribed "First Ascension of the Airship Graf Zeppelin."

\$ 30.00

There exist vignettes showing the same airship, but they were issued about ten years later by the magazine "Flugsport" as part of a "FLUGSPORT SERIE"

**O-Z-2 1905 November / 1906 January — The SECOND ZEPPELIN AIRSHIP**

"L.Z.2": A vignette was issued 1 1/2 x 1 in. in gray, showing the airship over the lake and a small ship, inscribed "ZEPPELINMARKE" (perf.)

20.00

**O-Z-3 THE THIRD ZEPPELIN AIRSHIP L.Z.3.: First test flown in October,**

1906. then rebuilt for a Second Period (Sept. 24 - Oct. 8, 1907). Finally rebuilt for new test flights between Oct. 23 - Nov. 10, 1908. Finally transferred to the Army as "Z.1." (until 1913). During the reconstruction in winter 1906 a part of the aluminum which was no longer needed was used for the issuance of a commemorative medal "PER ASPERA AD ASTRA."

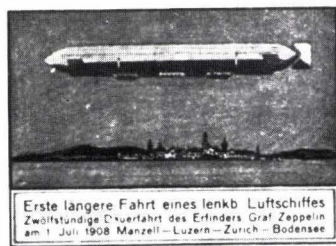
.....



- O-Z-3A** In the period 1907/1908 of the airship L.Z.3 — For the first time commemorative cards were issued immediately after the airship had flown over a certain locality. They were issued and used there a very few days later and are known with local postal cancellations. Such cards show the airship in flight over that locality and are known from places in southern Germany, from Switzerland, and shortly afterwards from Bregenz, Austria. They are most scarce when the date of their cancellation is close to the date of the over-flight. These cards have not been flown by the airship. 40.00 - 60.00
- O-Z-3B** 1908/1909: On acceptance of the L.Z.3 by the German Army as the Army Airship Z 1, a commemorative vignette was issued by the German Society of an Airfleet (Luftflotten Verein) showing the airship in flight and inscribed "Zeppelin" (2 1/8 x 9/16 in./perf.) 15.00
- O-Z-4** 1908 July 1 / Aug. 5: **FIRST LONG DISTANCE FLIGHTS OF THE FOURTH ZEPPELIN L.Z.4:** (a) **JULY 1, 1908 — THE CIRCUIT OF Switzerland:** Special cards were issued and posted in towns along the flight route from Friedrichshafen to Schaffhausen, Luzern, Zug, Zurich, Winterthur to Bregenz (Austria) and returning to the home base. 40.00
- O-Z-4A** 1908 July 1. **DROP MESSAGE:** From the Airship over Zurich: "ZEPPELINS LUFTSCHIFF. HOHE VON ZURICH 1. JULY, 1908 "AN DIE N.Z.Z., (New Zurich Zeitung) GRUSS AN ZURICH AUS DEM LUFTSCHIFF VON GRAF ZEPPELIN UND HERGESELL." .....



- O-Z-4B** On cards posted in Zurich on the day of the flyover a special vignette can be found issued the same week on the occasion of an award of an Honorary Doctor Degree to Graf Zeppelin. It shows the portrait of the Graf with a white cap, inscribed "Dr. Ing Exzellenz Graf v. Zeppelin" with two numbers "1" in both upper corners. On Zurich card 150.00
- The mint vignette is in three different colors (1.5 x 2 in. perf.) 20.00
- It exists also as imprint (placed like a stamp) on a large sized card (8 x 11 in.) showing the airship in full flight 100.00
- Somewhat later it was issued (Dec. 1, 1908) imprinted in orange on a special card for the visit of the Kaiser to the Graf 75.00





- O-Z-4C** Special vignette printed in several colors showing the airship in flight over Lake Constance, inscribed "First extended flight of a dirigible: 12 hours extended flight of the inventor Graf Zeppelin on July 1, 1908 - Manzell - Luzern - Zurich - Bodensee." (This vignette was actually issued somewhat later by a German Art Institute in Munich). 60.00
- (a) 1908 August 8/9 — **THE "GREAT UPPER RHINE FLIGHT"** from Friedrichshafen to Basle - Strassburg - Mannheim - Mainz and return to Stuttgart, landing at Echterdingen, where the airship was destroyed by a storm.
- O-Z-4D** **SPECIAL LOCAL OVERFLIGHT CARDS ISSUED IN BASEL, STRASSBURG, MANNHEIM, LUDWIGSHAFEN. STUTTGART AND ECHTERDINGEN** 60.00
- Also a series of commemorative cards for these towns issued later on by the Stollwerck Company, imprinted "ORIGINAL, ZEPPELIN POSTCARDS." each 40.00
- O-Z-4E** 1908 AUGUST 4/5 **DROP MESSAGES** imprinted "Vom Luftschiff des Grafen v. Zeppelin aus der Höhe über . . . . . den . . . . . 1908 . . Uhr. . . Min." were hand inscribed with additional facts, signed by Graf Zeppelin and dropped over Basel and over Strassburg and Mannheim, addressed to local news media. ....

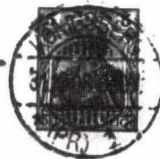


- O-Z-4F A SERIES OF 12 MULTICOLORED VIGNETTES** issued for this "Fahrt des Grafen Zeppelin am 4.u.5.Aug.1908" (publisher C. Weiler, Stuttgart) each 15.00
- O-Z-4G A VIGNETTE WAS ISSUED IN STUTTGART** showing Graf Zeppelin in a circle, inscribed "in Honor and in Memory to the CONQUERER OF THE AIR" with picture of the airship over Stuttgart and additional text. Issued perf. and imperf. in different colors each 10.00
- O-Z-4H ECHTERDINGEN:** On Aug. 5 at 3 PM. the airship had landed at Echterdingen, but was torn from its anchorage by a windstorm, crashed and burned. There are cards showing the moment of the crash and the ruins. They were posted in Germany or in Switzerland within a few days of the crash 20.00 - 40.00
- A medal was produced from aluminum of the wreck, showing the Graf and the airship over Strassburg, also a bronze medal honoring the flight and issued for the reconstruction fund.

Gehr. Deyhle &amp; Wagner, Berlin SW. 46

**Postkarte**


Eing.



*rf*  
 Herrn Graf von Zeppelin  
 Friedrichshafen  
 am Bodensee

- O-Z-5 1908 THE NATIONAL COLLECTION FOR THE RECONSTRUCTION OF THE ZEPPELIN AIRSHIP:** As a part of the national demonstration for the work of the Graf, card-issues were used addressed to the Graf and marked with a two line office cachet of his office. Some of these have a vignette of the Motor - Airship Study Group with the portrait of the Graf (in two slightly different printing types).
- Card and office cachet 100.00
- Vignette mint 15.00

**O-Z-5A VIGNETTE ISSUES FOR THE BENEFIT OF THE ZEPPELIN COLLECTION:**

(a) "GRAF ZEPPELIN MARKEN SPENDE": Three perforated vignettes "Airship over the Bodensee" - "Dr. Ing. Graf Zeppelin" or "Airship in leaving the hangar" were printed in sheets, issued in light brown, other shades of brown and in blue.

Each Vignette

20.00

(b) 1908 Series of stamp-sized perforated, high valued donation vignettes for the National Collection with portrait of the Graf. In each corner of a frame the value and the word "Mark." On left side of frame "GUT LUFT," on right side "GLUCK AB." On bottom "DURCH AUSDAUER ZUM SIEG." Issued in 12 denominations from 1 Mark to 12 Mark (25c to \$3.00), printed in sheets totaling nearly 20 dollars. Whole sheets are extremely rare.

Single Vignette

35.00

Whole Sheet

500.00

Rarely is the same design found in the larger size (2 x 2 1/2 in.) in one of four colors without imprinted Mark values. each

50.00

**O-Z-6 INDUSTRIAL VIGNETTES HONORING EARLY ZEPPELIN AIRSHIP FLIGHTS**

(a) ZEPPELIN AIRSHIP L.Z.3 IN FLIGHT OVER MUNICH. April 1, 1909 in vignette issued by the manufacturer of the Metzeler Ballon fabrics with the inscription "Metzeler Ballonstoff geliefert an Zeppelin." The vignette exists in two sizes (either showing the airship within a frame or without the frame and in different colors. With frame

20.00

without frame

8.00

(b) The Zeppelin airship L.Z.6 (Z III) in flight over the floating hangar is shown on a vignette released by the Gerner Brewery in Munich (as part of a series of airship vignettes). It has the caption "LUFT-SCHIFFFAHRT-ZEPPELIN Z III 1909."

15.00

**O-Z-7 VIGNETTE FOR THE ZEPPELIN FLIGHT OVER NURNBERG.** issued in spring 1909 for the flight of the L.Z.5 (Z II replacement), showing the airship over Nurnberg, inscribed "THE FIRST DIRIGIBLE ZEPPELIN II OVER NURNBERG-WHITSUNDAY 1909". Exists on different colored backgrounds.

15.00

**O-Z-8 1910 COMMEMORATIVE Vignette** for the Echterdingen catastrophe of 1908, issued by the Bavarian Aero Club as vignette No. 10 of a series of 12 airship vignettes with inscription "THE DEVELOPMENT OF AERIAL NAVIGATION: ZEPPELIN Z 4 (MODEL 1908) WHICH BURNT NEAR ECHTERDINGEN"

15.00

## PIONEER FLIGHTS WITHIN GERMANY

**D**URING the 1908-10 period there were a number of flights made from which "Drop Mail" is known. These letters exist from various airships and were usually cancelled at the post office nearest to the point where the mail was found. Although they bear no "On Board" postmarks or cachets, they generally have manuscript markings attesting to their nature.



- Z-1** 1909, July 31—(Ship Z-II or LZ-5). Friedrichshafen to Cologne. Special yellow post cards, addressed to the Luftschiffbau Zeppelin at Friedrichshafen were dropped at various points. Each card carried a request that it be returned by the finder to Count Zeppelin with the assurance that the courtesy would be acknowledged. Some covers have handwritten markings: "Befordert am 31, Juli 09 durch das neuest und modernste Verkehrsmittel Z II". ..... 150.00

Enroute to Cologne the airship Z II landed in Frankfurt at the International Exhibition (ILA). There special "official postcards" were issued which show the airship. Cards posted at the exhibition received a special postal cancellation "FRANKFURT (MAIN) - (date) - I.L.A. "Vignettes also were issued in blue and yellow print, showing the Zeppelin airship (inscribed ILA) over the Frankfurt cathedral. A similar vignette exists imprinted on a special POSTAL CARD. 40.00

- Z-2** 1909, August 5—(Ship Z-II or LZ-5). Friedrichshafen to Cologne and Return. Cards similar to previous flight, but on blue paper, were employed. .... 175.00
- Z-3** 1909, August 25/October 27—(Ship Z-III). From various flights cards bear oval cachet, applied in blue, reading "Luftschiff" Signalpost Z III" ..... 175.00
- a. Commemorative cards, postmarked "Reineckendorf-West" and with cachet "Schiessplatz Tegel 29, 8, 09". ..... 125.00

- Z-3A** 1909. October 3. Visit of the L.Z.6 over Zurich, Switzerland on the occasion of the International Gordon Bennett Balloon Races. There a number of special postcards were in use, a special vignette of the AERO CLUB SUISSE (showing several balloons) and on the day of the visit a special postal cancellation: GORDON BENNETT FLIEGEN - 3 X 09 - 9 ZURICH." ..... 125.00



- Z-4 1909, November 16. Inauguration of the German Company for Aerial Navigation (DELAG): Operated all passenger Zeppelin Airships from then on to the beginning of World War I. A special vignette in blue, yellow and green (3 x 4 1/2 in.) announced the service and the planned routes ..... 40.00

#### DELAG AIRSHIPS LZ 6 AND LZ 7 (DEUTSCHLAND 1 AND DEUTSCHLAND 2)

- Z-5 1910, June—(Ship LZ-7). Drop Mail During June. Several flights were made between the 19th and 28th for which several types of scenic post cards were imprinted with the Zeppelin Company's handstamp and the name of the ship, "Deutschland." There were no distinguishing cachets other than handwritten markings to show where the cards were dropped. Some were postmarked upon arrival and dispatched from the nearest post office. .... 175.00
- Z-6 1910, August-September—(Ship LZ-6). Drop Mail During August-September. A cachet, consisting of a heavy bar with "L. Z. 6" underneath was applied to cards dropped on these flights. The L. Z. 6 caught fire and was burned Sept. 14, 1910. The bar was used to obliterate the "Deutschland" in "Deutsche Luftschiffbau A. G.-An bord des Luftschiffs Deutschland" handstamp.  
a. Some cards are known with the correction in handwriting ..... 200.00



- Z-10 1911, May 7—(Ship LZ-8 Ersatz). Dusseldorf Flight of the "Deutschland". The illustrated postmark was applied in red to all mail. Commemorative post cards are known cacheted "Blumentag Dusseldorf" and date.  
Cover or card with "On Board Cachet" and postmark of delivering office ..... 450.00  
a. Commemorative card cacheted "Blumentag Dusseldorf" ..... 150.00

#### FLIGHTS OF THE "SCHWABEN" (LZ-10)

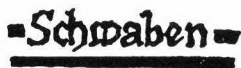
The first trial flight of this ship took place on June 26, 1911. The first passenger flight on July 16. The Zeppelin made 219 trips between then and June 28, 1912 when it crashed at Dusseldorf.



Type I



Type II



Type III

- Z-11 1911-12—(Ship LZ-10). Various Flights of the "Schwaben", July 1911 to June 1912. Most covers bear Type III cachet in addition to either Type I or Type II illustrated above.
- |                                     |        |
|-------------------------------------|--------|
| Any flight, Type I cachet .....     | 175.00 |
| a. Any flight, Type II cachet ..... | 200.00 |
- Z-12 1911, July 19—(Ship LZ-10). Austrian Flight. A landing was made on the lake near Bregenz. Covers are franked with Austrian stamps. ....
- Z-13 1911, September 9—(Ship LZ-10). Potsdam Flight. A special cachet-postmark inscribed "Potsdam-Luftschiffhafen 9.9.-11.9-10V" was applied to all mail carried.
- Note: This postmark was again used in 1925, with only the year date altered. .... 80.00
- Between September 19 and 23, 1911, several flights were made for which unused Zeppelin postcards were imprinted with various commercial advertisements and dropped from the ship. They bore no stamps but were cacheted with a double ring circle inscribed "Erstmalig durch ein Luftschiff verbreitete Reklame."
- 125.00
- Z-15 1912, June 10—(Ship LZ-10). Flights to the Rhine and Main Cities. To raise funds for the associated Hessian charities special flights carrying souvenir mail were made by the "Schwaben" in conjunction with the airplane "Gelber Hund". Special post cards with appropriate inscriptions were printed and sold. A series of six stamps was used to frank the mail, consisting of 10, 20, and 30 Pf. and 1 Mk. 10 Pf. "Gelber Hund" adhesives and 10 and 20 Pf. stamps overprinted "E.E.L.P." Mail was carried between the cities of Darmstadt, Frankfurt, Mainz, Offenbach and Worms and was cancelled at these points with a special postmark "Flugpost am Rhein u. am Main-(city) and date". The cancellation of Darmstadt is most common, whereas Worms is the scarcest. Independent from the name of the city cards are valued according to the air stamps:
- |                                                           |        |
|-----------------------------------------------------------|--------|
| Card with 10 pfg air stamp .....                          | 15.00  |
| a. Card with 20 pfg air stamp .....                       | 15.00  |
| b. Card with three 30 pfg air stamps .....                | 50.00  |
| c. Card with 1 M "Gelber Hund" air stamp .....            | 45.00  |
| d. Numbered card with three 1 M stamps ("Red Hund") ..... | 100.00 |
| e. Card with 1 M air stamp, with error "Huna" .....       | 60.00  |
| f. Card with 10 pfg overprinted E.E.L.P. ....             | 400.00 |
| g. Card with 20 pfg overprinted E.E.L.P. ....             | 300.00 |
- Items bearing the "On Board" postmark of the "Schwaben" are worth more in value than those shown.
- Note: Mail franked with 10 Pf. "E.E.L.P." stamp is valued 400.00 per cover regardless of postmark. Mail bearing the 20 Pf. "E.E.L.P." stamp is valued 300.00 per cover regardless of postmark. Covers bearing the "On Board" postmark of the "Schwaben" are worth more than the values shown.
- Z-16 1912, June 28—(Ship LZ-10). Last Trip of the "Schwaben". During this trip mail was dropped at Coblenz, just prior to the crash of the Airship. Covers have Type I "On Board" cachet. .... 250.00

### FLIGHTS OF THE "VIKTORIA LOUISE" (LZ-11)

The first trial flight was made on February 14, 1912 followed by the first passenger flight on March 4. The 1000th trip was made on July 5, 1915 at Leipzig. The ship was wrecked in landing at Liegnitz on October 8, 1915.

## THE AMERICAN AIR MAIL CATALOGUE



Type I



Type II

- Z-17 1912-1913—(Ship LZ-11). Various Flights of the "Viktoria Louise". The cachet, Type I, was applied in various colors to post cards mailed on the Zeppelin. The stamps were cancelled at the post office nearest where the cards were dropped, or where the ship landed. Cachet Type II was applied by the postal agent assigned to the Zeppelin. Mail bearing this cachet was not dropped but was forwarded from the place of next landing. Many unused post cards are found bearing cachet Type 2.
- |                                         |        |
|-----------------------------------------|--------|
| Any flight, Type I cachet .....         | 85.00  |
| a. Any flight, Type II cachet (*) ..... | 60.00  |
| b. Any flight, both cachets .....       | 100.00 |
- \*Note: Unused cards bearing Type 2 cachet have a souvenir value of about \$15.00
- Z-18 1912, October 12-November 7—(Ship LZ-11). Special Flights from Frankfurt to Wiesbaden for the National Aviation Fund. Special cards were issued, and carried by the "Viktoria Louise". The mail was cancelled with an oval cancellation "Frankfurt (Main)-Wiesbaden-Luftpost" or vice versa.
- |                                                          |        |
|----------------------------------------------------------|--------|
| Card with imprinted 50 pfgr air stamp .....              | 20.00  |
| a. Card with imprinted 1 M. air stamp .....              | 25.00  |
| b. Any of these cards with "On Board" cancellation ..... | 250.00 |
- Z-19 1912—The "Viktoria Louise" cachet Type I or Type II on special illustrated DELAG cards with imprinted postage stamp (from any flight) ..... 100.00
- Z-20 1913, April 14—(Ship LZ-11). Special drop-mail of propaganda cards for the passenger services of the airship. (There was no "on Board" cancellation) ..... 125.00

## FLIGHTS OF THE "HANSA" (LZ-13)

The first trial flight was on July 30, 1912. First passenger flight was made on August 3, 1912. The ship was scrapped in 1916 after it had served as a war-training ship.



Type I



Type II



Type III

- Z-21 1912-1914—(Ship LZ-13). Various Flights of the "Hansa". Between August 1912 and July 1914 the ship made a number of trips. Mail exists from most of these flights. The Type I cachet was used on cards cancelled at points where they were dropped or where the Zeppelin landed. It was not used on mail posted "On Board". The Type II and Type III cachets were used at the Postal Agency aboard the Airship, applied over the stamps.

|                                          |       |
|------------------------------------------|-------|
| Any flight, Type I cachet (*) .....      | 85.00 |
| a. Any flight, Type II cachet .....      | 75.00 |
| b. Any flight, Type III cachet (*) ..... | 75.00 |

\*Note: Unused cards bearing Type I or Type III cachets have a souvenir value of about 2.50.



*H. Fotograf & Kunstsch.*

*Kaschke*

*Mykæger*

- Z-22 1912, September 19—(Ship LZ-13). Hamburg to Copenhagen Flight. Danish mails were officially authorized for this flight. Letters were forwarded to Hamburg and placed on the "Hansa" where the cachet Type I was applied in purple. The Danish stamps were cancelled at Copenhagen upon arrival. Ordinary German mail was also carried.

|                      |        |
|----------------------|--------|
| Danish mail .....    | 450.00 |
| a. German mail ..... | 250.00 |

#### SPECIAL FLIGHT OF THE ERSATZ Z-11 (LZ-9)

- X Z-25 1913, April 20-22 (Ship LZ-9). Special Flight, Dusseldorf to Cologne. A special post card was prepared for the Children' Aid Day at Dusseldorf bearing a blue 10pf semi-official stamp and official postmark. The cards were postmarked either April 20, 21 or 22 and were carried to Cologne by the military airship, Ersatz Z-11. .... 90.00

#### FLIGHTS OF THE "SACHSEN" (LZ-17)

The trial flight of the "Sachsen" was on May 3, 1913 and the first passenger flight took place the following day. The ship was scrapped on September 6, 1916 after it had served as a military training ship.



*Flur-Luft-Schiff  
Norden*

*Hoffmann  
Herrn Schillingen am 20.12.  
dis. Luftschiff "Sachsen"  
15.11.1913*



*Birding*

*Liebau*

*Hamburg*



Type I



Type II

- Z-26 1913-1914—(Ship LZ-17). Various Flights of the "Sachsen", May 1913 to August, 1914. The Type I cachet was used on cards cancelled at the point of dropping or of subsequent landing of the "Sachsen". The Type II cachet was used by the Postal Agency "On Board" the ship and is generally found cancelling the stamps.

|                                   |       |
|-----------------------------------|-------|
| Any flight, Type I cachet (*)     | 90.00 |
| a. Any flight, Type II cachet (*) | 75.00 |

\*Note: Unused cards bearing Type I or Type II cachets have a souvenir value of about 15.00

- Z-27 1913—(Ship LZ-17). Special cards with Type I or Type II cachet with imprinted postage stamp ..... 100.00
- Z-28 1913—On various occasions special cards were issued locally during visits of the airship. Some might exist with "on Board" markings. ....
- Z-29 1913, August 13—(Ship LZ-17). Hamburg Round Flight. Special cards issued for a scheduled Flight to Nordeney, which did not take place, and with cachet "Hamburg-Nordeney" are similar to cards described under Z-28. They are reported with Type I cachet. ....



Type III



Type IV

- Z-30 1913, October 20-November 9—(Ship LZ-17). Haida Flight. The German Sports Club at Haida, Bohemia, requested a special trip of the "Sachsen". Accordingly, on October 20 the ship left Leipzig but had to return on account of bad weather. A second attempt was made on November 2 but the ship had to come down at Liegnitz for the same reason. It finally arrived at Haida on November 9 and returned to Dresden the same day. The sponsoring club issued a set of 10 different post cards and also sought an official postmark which was authorized but arrived a bit late. A private cancel was hurriedly made and applied to the first portion of the mail. The official cachet was used as soon as it was received. Souvenir mail was accepted for dispatch on each of the three days that the ship was expected.

|                                                                         |        |
|-------------------------------------------------------------------------|--------|
| October 20, Type III cachet .....                                       | 75.00  |
| a. October 20, Type IV cachet .....                                     | 50.00  |
| b. November 2, Type IV cachet .....                                     | 80.00  |
| c. November 9, Type IV cachet .....                                     | 80.00  |
| d. November 9, Type IV cachet with additional cachet of "Sachsen" ..... | 200.00 |

- Z-31 1913, November 5—(Ship LZ-17). Special Flight to Liegnitz. A special flight from Dresden to Liegnitz was made on the occasion of the dedication of the new Zeppelin base at the latter point. Three types of Zeppelin cards, a semi-official stamp and a special postmark were prepared. The special red brown and yellow stamps were cancelled on board while the ordinary issues were obliterated upon landing.

|                                                                                                                |        |
|----------------------------------------------------------------------------------------------------------------|--------|
| Regular card, stamps red brown or light red brown .....                                                        | 400.00 |
| a. Postmarked "On Board" .....                                                                                 | 400.00 |
| b. Cards with a special cachet inscribed "Sachsen-Hamburg-Amerika Linie/ Abdt. Luftschiffahrt" in violet ..... | 500.00 |

- Z-32 1913, November—(Ship LZ-17). Liegnitz to Frankenstein and Return. Special cards with the portrait of Kaiser Wilhelm were prepared and dropped unofficially by crew members or passengers. No "Sachsen" cachets were applied but the stamps thereon were cancelled at any of the several German towns where they were picked up. .... 100.00

### MARINE ZEPPELIN MAIL

Several attempts were made during 1913 and 1914 to test the practicability of using Zeppelins for trans-aquatic flights. On some of these occasions several batches of post cards were dropped. Each was inscribed with a cachet reading in German, "The finder of this airpostmessage is begged to deliver the contents of this pouch to the nearest post office or postal official as soon as possible.—Imperial Marine Air Post Division." Cards have been noted posted at Dornitz on June 2, 1913, at Berlin on October 15, 1913 and at Hamburg-Fuhlsbuttel on July 18, 1914. 175.00

A specialized listing of all Zeppelin Passenger Flights before World War I can be found in the **Sieger Zeppelin Post Catalogue**, 19th Edition and later. It might assist in identifying specific cards in respect to their flight.

## MILITARY FLIGHTS — WORLD WAR I

During World War I, 1914-18, mail service by Zeppelins for other than military purposes was discontinued. It is likely that some military mail or mail posted by military personnel was carried from time to time. Covers and cards are found with various notations and the cachet "KOMMANDO". The latter merely indicates that the sender was a military member of the crew, ground crew, staff, etc. of the Zeppelin and that the mail was entitled to free postage and military handling. Several exceptions to this general statement include a card from the training ship "Hansa" with special cachet reading "500th Trip of the War—Airship Hansa, Commander Obering Langrehr. The finder will please drop this card in the nearest post box immediately" in German.

Printed post cards also asking the finder to drop them in the nearest post box without delay are known to have been dropped from a number of Army and Navy Airships. (They are listed in detail in the 19th Edition of the Sieger Zeppelin Post Katalog 1968) (The 20th Edition is in preparation)

## FLIGHTS OF THE "BODENSEE" (LZ-120)

The first trial flight was on August 20, 1919; the first passenger flight four days later, August 24, 1919.



**Z-35** 1919, August 24 - December 5 — (Ship LZ-120). Various Flights of the "Bodensee." The illustrated special cachet was applied to mail posted aboard the "Bodensee." A special rate of 15 Pf. for post cards and 20 Pf. per ounce for letters was in effect. In addition to the specially posted and cacheted mail mentioned above the "Bodensee" made mail flights between Friedrichshafen and Berlin with an occasional stop at Munich starting in September because at that time this was the only means of communication between northern and southern Germany due to political trouble. The ship carried all the regular mail offered and no special cachet was applied to mail carried on these trips. All Friedrichshafen mail addressed to Berlin and marked "Luftpost" may safely be regarded as having been carried on the ship. The "Bodensee" made its last trip on December 5, 1919. A two line cachet inscribed, "per Luftschiff/Bodensee" exists but was privately applied.

|                                                                                        |        |
|----------------------------------------------------------------------------------------|--------|
| Postmarked at Berlin, with "On Board" cachet .....                                     | 100.00 |
| a. Postmarked at Friedrichshafen, with "On Board" cachet .....                         | 125.00 |
| b. Postmarked at Berlin, no cachet .....                                               | 50.00  |
| c. Postmarked in November at Friedrichshafen, no cachet .....                          | 70.00  |
| d. Postmarked at Munich on date coinciding with Zeppelin stop, "On Board" cachet ..... | 400.00 |

Note: Unused cards, bearing the special cachet or cards postmarked after December 5, 1919, even though cacheted, have a souvenir value of approximately \$3.00 each. The latter were not carried on the "Bodensee".

- Z-36 1919, October 8—(Ship LZ-120). Special Flight, Berlin to Stockholm, Sweden. Covers are franked with German stamps and were cancelled at Berlin on October 8. They were backstamped in Sweden on October 10, where a special two line cachet was added in green.

|                                                              |        |
|--------------------------------------------------------------|--------|
| With "On Board" cachet, backstamped Stockholm .....          | 120.00 |
| a. With green cachet (2 lines) "Bodense-8.Okt.1919" .....    | 300.00 |
| b. Return flight, Swedish stamp, and "On Board" cachet ..... | 250.00 |

On July 3, 1921 the "Bodensee" had to be delivered to Italy where it was named "Esperia."

### FLIGHTS OF THE Z R-3 (LZ-126)

(Later known as the "U.S.S. Los Angeles")

This ship was built in Germany as part of the World War I Reparations Agreement with the United States. It was delivered at Lakehurst on October 15, 1924. The first trial flight was made on August 27, 1924 and was followed by three others on September 6, 11 and 13. These were all of short duration and no mail was carried on any of these flights.

- Z-40 1924, September 25-26—(Ship LZ-126). Trial Flight Over Germany. On this, the fifth trial flight, mail was carried and dropped at various cities. Covers have no special markings and can only be identified by the postmarks.

|                                              |       |
|----------------------------------------------|-------|
| Postmarked at Hannover .....                 | ..... |
| a. Postmarked at Stettin .....               | ..... |
| b. Postmarked at Mohlin B. Rheinfelden ..... | ..... |



- Z-41 1924, October 12—(Ship LZ-126). First Trans-Atlantic Flight by an Airship of the Zeppelin Type. On this, the delivery flight of the ZR-3 to the United States, about 18,000 pieces of mail were carried at the rate of 1M for letters and 50pf for post cards. Mail was accepted from all parts of Germany between August and October. Danzig also accepted mail and forwarded it to Friedrichshafen for dispatch. All mail received the cachet illustrated. Some covers were dropped over the Azores and are postmarked at Angra, Azores on October 13. Mail was received and backstamped at New York on October 15, 1924.

|                                |        |
|--------------------------------|--------|
| German dispatches .....        | 15.00  |
| a. Danzig dispatches .....     | .....  |
| b. Drop mail over Azores ..... | 100.00 |

For later flights see "U. S. S. Los Angeles", this Section.



## POST WORLD WAR I COMMERCIAL FLIGHTS

### FLIGHTS OF THE "GRAF ZEPPELIN" (LZ-127)

**G**ermany's bid for Post World War I trade was the giant commercial Airship the "GRAF ZEPPELIN", named in honor of Count Zeppelin, the inventor of this type of lighter than air craft.

The first test flight was made from Friedrichshafen on September 28, 1928.

- Z-49 1928, September 18—First Test Flight from Friedrichshafen. Scenic post cards and a few covers, bearing ordinary postage, were cancelled at Konstanz, the town over which they were dropped on this first flight. There were no cachets or special markings. .... 30.00



- Z-50 1928, September 20—Southwest Germany Flight. The illustrated cachet was used for the first time on mail carried on this flight and dropped over Baden-Baden and Offenburg.  
     Postmarked at Offenburg ..... 100.00  
     a. Dropped over Basle, Switzerland ..... 120.00
- Z-51 1928, September 26—Trial Flight (Konstanz) ..... 30.00
- Z-52 1928, September 28—Southeast Germany Flight. Mail was dropped over Munich, Gogsingen, Lindau and Regensburg.  
     Postmarked at Munich ..... 25.00  
     a. Postmarked at Gogsingen ..... 25.00  
     b. Postmarked at Lindau ..... 25.00  
     c. Postmarked at Regensburg ..... 25.00
- Z-53 1928, October 2-3—Pan Germany Flight. On this flight mail was dropped at various cities as listed below.  
     Postmarked at Altmittweida ..... 20.00  
     a. Postmarked at Berlin ..... 20.00  
     b. Postmarked at Dusseldorf ..... 20.00  
     c. Postmarked at Hamburg ..... 20.00  
     d. Postmarked at Cologne ..... 20.00  
     e. Postmarked at Würzburg ..... 20.00  
     f. Postmarked at Nurnberg ..... 20.00
- Z-54 1928, October 8—Additional Trial Flight from Friedrichshafen. Mail was dropped at Ravensburg and Konstanz.  
     Postmarked at Ravensburg ..... 20.00  
     a. Postmarked at Konstanz ..... 20.00

Mit  
Luftschiff LZ 127  
befördert

- Z-55 1928, October 11-15—First Trans-Atlantic Crossing, Friedrichshafen to Lakehurst. This passage was a stormy one and the Zeppelin sustained considerable damage. Special stamps, 2M for post cards and 4M for letters, were issued. 55,714 pieces of mail were carried. Danzig was allowed to service mail on this flight and the entire shipment was backstamped at New York on October 16, 1928. Mail posted aboard was dropped at various points along the route, but these covers had neither the special stamps nor special markings. The mail dropped over St. Georges, Bermuda fell into the ocean.

|                                                              |        |
|--------------------------------------------------------------|--------|
| Friedrichshafen to New York with 2 Mark Zeppelin stamp ..... | 30.00  |
| with 4 Mark Zeppelin stamp .....                             | 40.00  |
| with regular stamps .....                                    | 15.00  |
| a. Danzig dispatches .....                                   | 80.00  |
| b. Drop mail over Konstanz .....                             | 90.00  |
| c. Drop mail over Rheinfelden .....                          | 90.00  |
| d. Drop mail over Basel .....                                | 120.00 |
| e. Drop mail over Funchal (*) .....                          | 120.00 |
| f. Drop mail over St. Georges .....                          | 80.00  |
| g. Drop mail over Washington (**) .....                      | 80.00  |
| h. Drop mail over New York .....                             | 80.00  |

(\*) Mail dropped over Funchal is postmarked October 13.

(\*\*) Mail dropped over Washington bears no stamps but is cacheted.

(See also "Trans-Oceanic Record Flights" Section.)



- Z-56 1928, October 29-November 1—Return Flight, Lakehurst to Friedrichshafen. The return flight was made after the damage sustained on the initial trip was repaired. Mail was accepted in all parts of the United States for this service, to which an official cachet, illustrated, was applied at New York. Rates of postage were 50c for post cards and \$1.00 for letters in addition to the regular foreign mail rates. The official cachet dated October 28, as were the postmarks, was normally applied in magenta; however, a few covers were cacheted in black. A total of 96,887 pieces were dispatched from New York and 4,796 pieces from Lakehurst N. J. Some covers were mailed "On Board". They bear no stamps, but have a marking reading "Paid/October 28, 1928". Nearing the home port a few covers were dropped over Radolfszell on October 30. These bear the "On Board" cachet. Some covers prepared for use as Drop Mail through error of the official to whom they were entrusted were not taken aboard the Graf but were mailed by the official at the Ortenburg post office on November 1. These covers were not flown and are worthless as flight covers.

|                                     |       |
|-------------------------------------|-------|
| Postmarked at any U. S. city .....  | 15.00 |
| a. Postmarked Lakehurst, N. J. .... | 15.00 |

(See also "Trans-Oceanic Record Flight" Section.)

## THE AMERICAN AIR MAIL CATALOGUE

|      |                                                                                                                                                                            |       |
|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| Z-57 | 1928, November 5-6—Test Flight, Friedrichshafen to Berlin Staaken and Return. Postmarked at Friedrichshafen, November 5 .....                                              | 20.00 |
|      | a. Postmarked at Berlin, November 6 .....                                                                                                                                  | 20.00 |
| Z-58 | 1928, December 5—Test Flight. Mail was dropped at Ulm and Ravensburg.                                                                                                      |       |
|      | Drop mail over Ulm .....                                                                                                                                                   | 20.00 |
|      | a. Drop mail over Ravensburg .....                                                                                                                                         | 20.00 |
| Z-61 | 1929, February—Additional Tests Flights. During February of 1929 five test flights were made. Souvenir mail and in some cases drop mail exists from each of these flights. |       |
|      | February 4, mail postmarked at Friedrichshafen after flight .....                                                                                                          | 20.00 |
|      | a. February 4, drop mail over Ravensburg .....                                                                                                                             | 20.00 |
|      | b. February 8, drop mail over Ravensburg .....                                                                                                                             | 20.00 |
|      | c. February 18, drop mail over St. Gallen .....                                                                                                                            | 40.00 |
|      | d. February 18, drop mail over Rorschach .....                                                                                                                             | 40.00 |
|      | e. February 18, drop mail over Ravensburg (*) .....                                                                                                                        | 20.00 |
|      | f. February 20, mail postmarked at Friedrichshafen after flight .....                                                                                                      | 20.00 |
|      | g. February 20, drop mail over Konstanz .....                                                                                                                              | 20.00 |
|      | h. February 20, drop mail over Ravensburg .....                                                                                                                            | 20.00 |
|      | i. February 22, mail postmarked at Friedrichshafen after flight .....                                                                                                      | 20.00 |
|      | j. February 22, drop mail at Meckenbeuren (**) .....                                                                                                                       | 20.00 |
|      | k. February 22, drop mail at Romanshorn (**) .....                                                                                                                         | 25.00 |
|      | (*) Postmarked February 19.                                                                                                                                                |       |
|      | (**) Post cards bearing cancellations different from those listed exist, but they were not officially carried by the Graf Zeppelin.                                        |       |
| Z-62 | 1929, March 22—Final Test Flight Prior to Orient Flight.                                                                                                                   |       |
|      | Postmarked at Friedrichshafen after the flight .....                                                                                                                       | 20.00 |
|      | a. Drop mail over Lindau .....                                                                                                                                             | 20.00 |

## USE OF "ON BOARD" CANCELLATIONS

Effective with the flight to the Orient, March 25, 1929, a new type of "On Board" cancellation was brought into use. Type I shown below was made of metal and for some reason unknown was used only on the Orient Flight. Type II cancellation was made of rubber and was used on various subsequent flights. Both cancellations were used to deface the stamps and were not cachets, but postmarks.



Type I  
Metal "On Board" cancellation used only  
on Orient flight.



Type II  
Rubber stamp "On Board" cancellation  
used on subsequent flights, effective  
with Mediterranean Flight.



Official Cachet  
Exists in both metal  
and rubber stamp types

- Z-63 1929, March 25-28—Orient Flight. This consisted of a special trip from Friedrichshafen over the Near East. Special rates of 1M for post cards and 2M for letters were established and covers cancelled at Friedrichshafen with a cachet applied in various shades of red and violet. The cachet in black, sometimes found, is a private facsimile. Two cachets, similar in style, but one made of metal and the other of rubber, were in use. The metal marking is by far the scarcer, being used only on about 300 pieces, mostly Austrian dispatches. 4,796 pieces of mail were carried. Danzig and Austrian dispatches were accepted. The greater portion of mail (regardless of its destination) was dropped at Er Ramle, Palestine. But few covers received a backstamp at that point or at the cities of final destination. Backstamped covers are worth about 50% more than the valuations given.

A special postal agency was established for the first time aboard the Graf Zeppelin for this trip and all mail posted aboard received the impression of the special postmark, Type I, and the special cachet.

**March 24. Postmarked at Friedrichshafen, dropped - but not back-stamped at Er Ramle**

|                                             |       |
|---------------------------------------------|-------|
| a. With Rubber cachet .....                 | 8.00  |
| b. With board cachet (date of flight) ..... | 10.00 |
| c. Backstamped at El Ramle .....            | 45.00 |
| d. With Metal cachet .....                  | 18.00 |

**Drop mails:**

|                                           |        |
|-------------------------------------------|--------|
| 1. over Rome Apr. 25 .....                | 200.00 |
| 2. over Athens (postmarked Apr. 30) ..... | 80.00  |
| 3. Over Spalato Apr. 25 .....             | 80.00  |
| 4. over Tel Aviv Apr. 27 .....            | 100.00 |

- Z-64 1929, April 19—Southwest Germany Flight. Mails were dropped at the indicated points.

|                                   |       |
|-----------------------------------|-------|
| Drop mail over Baden-Baden .....  | 15 00 |
| a. Drop mail over Freiburg .....  | 12.00 |
| b. Drop mail over Mannheim .....  | 12.00 |
| c. Drop mail over Stuttgart ..... | 12.00 |





- Z-65 1929, April 23-25—Mediterranean Flight. Mails were cancelled at Friedrichshafen, April 22. Cachets were applied in red, violet or purple. Mails from Danzig and Austria were serviced. Most of the mail was dropped over Seville where the hexagonal air mail type cachet was applied to a few pieces while the ordinary machine type marking was applied to the rest.

|                                                                  |       |
|------------------------------------------------------------------|-------|
| Postmarked at Friedrichshafen or "On Board" .....                | 10.00 |
| a. "On Board" mail dropped over Seville .....                    | 18.00 |
| b. "On Board" mail backstamped at Tangiers, Spanish Agency ..... | 70.00 |
| c. "On Board" mail backstamped at Tangiers, British Agency ..... | 80.00 |
| d. "On Board" mail dropped over San Remo .....                   | 30.00 |

- Z-66 1929, May 2—Austrian Flight. A variety of franking exists on this flight due to a misunderstanding of international regulations governing mail carried on a Zeppelin. Some pieces have an error in the date stamp which reads "1928" instead of "1929". Mails were dropped at various points.

|                                                  |       |
|--------------------------------------------------|-------|
| "On Board" mail dropped over Vienna .....        | 25.00 |
| a. "On Board" mail dropped over St. Polten ..... | 30.00 |
| b. "On Board" mail dropped over Graz .....       | 30.00 |
| c. "On Board" mail dropped over Rosenheim .....  | 30.00 |



- Z-67 1929, May 16-17—Interrupted American Flight. Mails were carried at a rate of 2M for post cards and 4M for letters and received a special cachet as shown. Due to engine trouble the ship was forced to land at Cuers, France. A one-line cachet was applied to all except drop mail which freely translated means, "Delivery delayed on account of mishap on first American trip." Following repairs the ship returned to Friedrichshafen and the mail was held until August 1 when the crossing was again attempted and this time successfully completed. The delayed mail was backstamped at New York on August 5. Mail was dropped over Basel and Barcelona and at Cuers just prior to the emergency landing.

Postmarked at Friedrichshafen

|                                                 |        |
|-------------------------------------------------|--------|
| 1. With 2 Mark Zeppelin stamp .....             | 20.00  |
| 2. With 4 Mark Zeppelin Stamp .....             | 25.00  |
| 3. With regular francature .....                | 10.00  |
| a. "On Board" mail dropped over Basel .....     | 250.00 |
| b. "On Board" mail dropped over Barcelona ..... | 300.00 |
| c. "On Board" mail posted at Cuers .....        | 180.00 |

|      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |        |
|------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| Z-68 | 1929, May 23-24—Return Flight, Cuers to Friedrichshafen. No mail was officially authorized but about 100 pieces, franked with a 1F50 French adhesive, were carried. These received a Cuers postmark of May 23 and a two-line cachet reading "Luftschiff Graf Zeppelin Schiffsleitung." They were backstamped at Friedrichshafen upon arrival. Forgeries of this mail exist. Covers are franked with 1F stamps and postmarked at Cuers but are without German backstamp.           |        |
|      | Postmarked at Cuers .....                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 100.00 |
| Z-69 | 1929, July 27—Test Flight After Repairs. Covers bear ordinary postage and no cachet. They were postmarked at Friedrichshafen after return. Some mail was also dropped.                                                                                                                                                                                                                                                                                                            |        |
|      | Postmarked at Friedrichshafen .....                                                                                                                                                                                                                                                                                                                                                                                                                                               | 12.00  |
| Z-70 | 1929, July 28 - Rhineland Test Flight: Mails were dropped over Stuttgart, Pforzheim, Durkheim, Koblenz, Trier, Speyer, Kaiserslautern, Durmersheim, Landau, Pirmasens, Freudenstadt. Saulgau .....                                                                                                                                                                                                                                                                                | 15.00  |
| Z-71 | 1929, August 1-4—American Flight, Completion of Interrupted Flight. Covers bear same markings as for May 16 flight but are without the cachet indicating interrupted service. They are postmarked at Friedrichshafen at various dates between May 25 and August 1. Mails were accepted from Liechtenstein, Danzig, Austria, Switzerland and Holland. The mail was backstamped at New York on August 5. This flight also delivered the mail from the Interrupted Flight of May 16. |        |
|      | 1. With 2 Mark Zeppelin stamp .....                                                                                                                                                                                                                                                                                                                                                                                                                                               | 20.00  |
|      | 2. With 4 Mark Zeppelin stamp .....                                                                                                                                                                                                                                                                                                                                                                                                                                               | 25.00  |
|      | 3. With regular francature .....                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 10.00  |
|      | a. "On Board" mail dropped over Basel .....                                                                                                                                                                                                                                                                                                                                                                                                                                       | 100.00 |
|      | b. "On Board" mail dropped over Ponta Delgada .....                                                                                                                                                                                                                                                                                                                                                                                                                               | 100.00 |
|      | c. "On Board" mail dropped over Seaside Park, N.J. ....                                                                                                                                                                                                                                                                                                                                                                                                                           | 250.00 |

The drop over Seaside Park is the only official drop mail over U.S.A.

## ROUND THE WORLD FLIGHT

August 8-September 1, 1929.

During 1929 the Zeppelin owners made extensive plans for a trip around the world of the "Graf Zeppelin". In this project they secured the cooperation of the postal administrations of the countries at which landings were made, namely Germany, Japan and the United States. Special cachets and other postal markings were applied by each country. In so far as the United States was concerned it considered that the Round the World flight started and ended at Lakehurst, N. J., departing August 8 and returning to Lakehurst on August 29. The Germans regarded the August 8 flight of the Zeppelin from Lakehurst as merely the return trip of the first 1929 America flight, and took the position that the Round the World flight was from Friedrichshafen to Friedrichshafen.



Official Dispatch Cachet



Receiving Cachet at Lakehurst

Z-72 1929, August 8—Round the World Flight, United States (Lakehurst) Dispatches. The illustrated cachet was applied to all United States and a few Canadian covers. The cachet was generally applied in red but a few covers exist cacheted in black. Mail was accepted from all over the United States and Canada. Regardless of origin, it was concentrated at New York and cacheted there. A few covers were postmarked at Lakehurst, N. J., which are valued somewhat higher than those from other points. These bear a postmark of August 7. Special receiving postmarks were provided at Los Angeles, Calif. and at Lakehurst, N. J. The Los Angeles marking is a purple double lined handstamp incorporating the initials Z. R. W. which stand for "Zeppelin Round the World". The Lakehurst backstamp was a unique machine cachet, also illustrated above, applied in green to the reverse of all covers. Covers are backstamped at Friedrichshafen, August 10, at Tokyo, August 18, at Los Angeles, August 26 and at Lakehurst on August 29. Rates of postage were as follows:

To Friedrichshafen: cards 35c, letters \$1.05; to Tokyo: cards, \$1.03, letters, \$2.05; to Los Angeles: cards, \$1.51, letters, \$3.02; to Lakehurst: cards, \$1.76, letters, \$3.52.

|                                                                                         |                 |        |
|-----------------------------------------------------------------------------------------|-----------------|--------|
| Lakehurst to Friedrichshafen .....                                                      | (23,946 pieces) | 15.00  |
| a. "On Board" mail, German cachet and German stamps, dropped over Basel .....           |                 | 100.00 |
| b. "On Board" mail, German cachet and German stamps, dropped over Schaufhausen .....    |                 | 100.00 |
| c. "On Board" mail, German cachet and German stamps, delivered at Friedrichshafen ..... |                 | 25.00  |
| d. Lakehurst to Tokyo .....                                                             | (1,112 pieces)  | 50.00  |
| e. Lakehurst to Los Angeles .....                                                       | (300 pieces)    | 100.00 |
| f. Lakehurst to Lakehurst .....                                                         | (12,000 pieces) | 20.00  |



Z-73 1929, August 15—Round the World Flight, German Dispatches. Rates of postage from Germany were as follows:

To Tokyo: cards 2 M, letters 4 M; to Los Angeles: cards 4 M, letters 8 M; to Lakehurst: cards 5 M, letters 10 M; to Friedrichshafen: cards 7 M, letters 14 M.

All backstamps en route were the same as noted under the U.S.A. dispatches. The ship returned to Friedrichshafen on September 4 and round trip covers are backstamped as of that date. The illustrated official cachet was used on all covers.

|                                                   |        |
|---------------------------------------------------|--------|
| Friedrichshafen to Tokyo .....                    | 15.00  |
| a. "On Board" mail, dropped over Berlin .....     | 75.00  |
| b. "On Board" mail, dropped over Danzig .....     | 100.00 |
| c. "On Board" mail, dropped over Königsberg ..... | 90.00  |
| d. "On Board" mail, dropped over Irkutsk .....    | 90.00  |
| e. Friedrichshafen to Los Angeles .....           | 25.00  |
| f. Friedrichshafen to Lakehurst .....             | 30.00  |
| g. "On Board" mail, dropped over Porrentruy ..... | 100.00 |
| h. "On Board" mail, dropped over Basel .....      | 80.00  |
| i. Friedrichshafen to Friedrichshafen .....       | 50.00  |



Z-74 1929, August 23—Round the World Flight, Japanese Dispatches. The above illustrated official cachet was applied to all covers dispatched from Japan. Dates of backstamps are as shown in prior listings. Rates of postage were:

To Los Angeles: cards 1.06 Y, letters 2.10 Y; to Lakehurst: cards 1.56 Y, letters 3.10 Y; to Friedrichshafen: cards 2.56 Y, letters 5.10 Y.

|                                   |        |
|-----------------------------------|--------|
| Tokyo to Los Angeles .....        | 90.00  |
| a. Tokyo to Lakehurst .....       | 110.00 |
| b. Tokyo to Friedrichshafen ..... | 125.00 |

Z-75 1929, August 28—Round the World Flight, United States (Los Angeles) Dispatches. The same official cachet as used at Lakehurst on August 8 was applied to covers dispatched from Los Angeles. Some covers were received too late to connect with the Zeppelin and bear a rubber stamped cachet reading "Received too late to connect with Graf Zeppelin Flight". They have a souvenir value of about \$1.50. Some mail was flown by plane across the United States to connect with the Graf at Lakehurst. These have the official cachet applied at Los Angeles. Rates of postage were: To Lakehurst, 30c for cards and 60c for letters; to Friedrichshafen, 90c for cards and \$1.80 for letters. Covers were backstamped at Lakehurst on August 29 and at Friedrichshafen on September 4.

|                                         |       |
|-----------------------------------------|-------|
| Los Angeles to Lakehurst .....          | 20.00 |
| a. Los Angeles to Friedrichshafen ..... | 40.00 |



- Z-76 1929, September 1—Round the World Flight, Additional Dispatch via Last Leg from Lakehurst. As before stated, the United States considered that the Round the World flight terminated at Lakehurst on August 29. Hence, no official cachet was applied to United States mail dispatched from Lakehurst on September 1 on what the Germans considered to be the last leg of the Round the World flight; however, mail was accepted at the rate of 60c for postcards and \$1.20 for letters. This mail was backstamped at Friedrichshafen on September 4.

Lakehurst (Sept. 1) to Friedrichshafen ..... 15.00

### SPECIAL NOTICE

In the listings prior to this date an effort has been made to distinguish between mail cancelled "On Board" and dropped over various points and other drop mail which might variously have the postmark of Friedrichshafen and/or the point over which dropped. For the flights which follow, because of the multitude and variety of cancellations and other postal markings which exist, this distinction is no longer made except in those cases where the drop mail is known to bear only the "On Board" cancellation. Also the term "Dispatched from Friedrichshafen" is hereafter uniformly used to include any covers taken aboard the ship at that point even though they may have originated at other cities in Germany or in other countries of Europe, under the postal agreements made by the German authorities covering such dispatches.

- Z-77 1929, September 11-12—Industrial District Flight. Most of the mail was postmarked at Friedrichshafen after the flight. A private cachet was applied in violet to some of the mail. Drop mail was cancelled at the points shown below.

|                                             |       |
|---------------------------------------------|-------|
| Dispatched from Friedrichshafen .....       | 15.00 |
| a. Drop mail over Bamberg .....             | 40.00 |
| b. Drop mail over Bielefeld .....           | 20.00 |
| c. Drop mail over Braunschweig .....        | 40.00 |
| d. Drop mail over Buckeburg .....           | 25.00 |
| e. Drop mail over Dortmund .....            | 15.00 |
| f. Drop mail over Duisburg .....            | 15.00 |
| g. Drop mail over Dusseldorf .....          | 15.00 |
| h. Drop mail over Erfurt .....              | 40.00 |
| i. Drop mail over Gmuend (Schwabisch) ..... | 40.00 |
| j. Drop mail over Hannover .....            | 15.00 |
| k. Drop mail over Jena .....                | 20.00 |
| l. Drop mail over Magdeburg .....           | 50.00 |
| m. Drop mail over Munster .....             | 25.00 |
| n. Drop mail over Rothenburg o. T. ....     | 50.00 |
| o. Drop mail over Saalfeld .....            | 40.00 |

- Z-78 1929, September 17—North Sea Flight to Greet Dr. Eckener. The "Graf Zeppelin", under command of Dr. Ernst Lehmann, flew to the North Sea to greet its commander, Dr. Eckener, who had remained in New York and was now returning by steamer. Mail was dropped over the towns listed below:

|                                    |       |
|------------------------------------|-------|
| Boardpost to Friedrichshafen ..... | 15.00 |
| Drop mail over Aachen .....        | 20.00 |
| a. Drop mail over Brand .....      | 20.00 |
| b. Drop mail over Bremen .....     | 15.00 |
| c. Drop mail over Cuxhaven .....   | 20.00 |
| d. Drop mail over Duren .....      | 30.00 |
| e. Drop mail over Eschweiler ..... | 30.00 |
| f. Drop mail over Hamburg .....    | 15.00 |
| g. Drop mail over Neustadt .....   | 20.00 |
| h. Drop mail over Oldenburg .....  | 15.00 |
| i. Drop mail over Osnabruck .....  | 20.00 |
| j. Drop mail over Pforzheim .....  | 20.00 |
| k. Drop mail over Simmern .....    | 20.00 |

- Z-79 1929, September 26-October 6—Swiss Flights. Between the above dates the "Graf Zeppelin" made five flights to or over Switzerland. Prior to the September 26 flight various types of "On Board" cancellations had been used but on account of the increasing volume of mail at Friedrichshafen, a new and additional canceller was put into use effective that date. These cancellation differences, however, are of interest only to the extreme specialist. On all of these flights mail was dropped over various cities. Effective with the Fifth Swiss flight, October 6, a standard rate of 50pf for post cards and 1 M for letters was established for all European trips. Also effective with this trip mail was accepted not only from passengers, but it might originate at any point in Germany. Such mail received an oblong type cachet which exists in two different lengths.

The various mail drops over Switzerland are listed in the Swiss Airpost Catalogue of the Swiss Aerophilatelic Society 1972.

|                                                     |            |        |
|-----------------------------------------------------|------------|--------|
| September 26, drop mail over Basel .....            | (120 pcs.) | 50.00  |
| a. September 26, drop mail over Bern .....          | (124 pcs.) | 50.00  |
| b. September 26, drop mail over Biel .....          | (116 pcs.) | 50.00  |
| e. September 26, drop mail over Freiburg .....      |            | 250.00 |
| f. September 26, drop mail over Geneva .....        | (286 pcs.) | 25.00  |
| g. September 26, drop mail over Gossau .....        | ( 12 pcs.) | 300.00 |
| h. September 26, drop mail over Lausanne .....      | (161 pcs.) | 40.00  |
| i. September 26, drop mail over Luzerne .....       | (250 pcs.) | 30.00  |
| j. September 26, drop mail over Neuchatel .....     | ( 49 pcs.) | 150.00 |
| k. September 26, drop mail over St. Gallen ...      | ( 12 pcs.) | 300.00 |
| l. September 26, drop mail over Solothurn .....     | (386 pcs.) | 25.00  |
| m. September 26, drop mail over Zurich .....        | (256 pcs.) | 30.00  |
| n. September 27, drop mail over Einsiedeln .....    |            | 300.00 |
| o. September 27, drop mail over Geneva .....        | (183 pcs.) | 40.00  |
| p. September 27, drop mail over Interlaken .....    | (200 pcs.) | 40.00  |
| q. September 28, drop mail over Chur .....          | ( 80 pcs.) | 50.00  |
| r. September 23, drop mail over Eigergletcher ..... | ( 20 pcs.) | 300.00 |
| s. September 28, drop mail over Friburg .....       | (464 pcs.) | 25.00  |
| t. September 28, drop mail over Jungfrauoch .....   | ( 30 pcs.) | 300.00 |
| u. September 28, drop mail over Lausanne .....      |            | 40.00  |
| w. September 28, drop mail over Zurich .....        | (100 pcs.) | 50.00  |
| x. October 2, drop mail over Basel .....            | (132 pcs.) | 40.00  |
| y. October 2, drop mail over Bern .....             | (262 pcs.) | 30.00  |
| z. October 2, drop mail over Biel .....             | (131 pcs.) | 40.00  |
| aa. October 2, drop mail over Luzerne .....         | (200 pcs.) | 35.00  |
| ab. October 2, drop mail over Zurich .....          | (293 pcs.) | 30.00  |
| ac. October 6, drop mail over Baden .....           | ( 44 pcs.) | 100.00 |
| ad. October 6, drop mail over Bern .....            | 124 pcs.)  | 30.00  |
| ae. October 6, drop mail over Zurich .....          | (100 pcs.) | 20.00  |

- Z-80 1929, October 1—South Germany Flight. Mails were dropped over various cities.

|                                     |       |
|-------------------------------------|-------|
| Drop mail over Landshut .....       | 12.50 |
| a. Drop mail over Mergentheim ..... | 12.50 |
| b. Drop mail over Munich .....      | 18.50 |
| c. Drop mail over Regensburg .....  | 13.00 |
| d. Drop mail over Wurzburg .....    | 12.50 |

- Z-81 1929, October 13-14—Holland Flight. On the above dates a flight was made over Holland but no landing was accomplished. Covers exist with a windmill cachet which was privately applied. Mail from various European countries was accepted and most of it was dropped over Amsterdam. Some mail was dropped unofficially over Rotterdam.

|                                      |       |
|--------------------------------------|-------|
| Drop mail over Amsterdam .....       | 15.00 |
| a. Drop mail over Cologne .....      | 50.00 |
| b. Drop mail over Karlsruhe .....    | 70.00 |
| c. Redespached Friedrichshafen ..... | 10.00 |

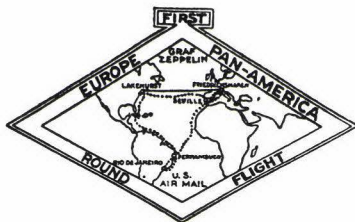
## THE AMERICAN AIR MAIL CATALOGUE

- Z-82 1929, October 15-17—Balkan Flight.** Special cachets in red and blue were privately affixed to mail carried on this flight which included that from other European countries as well as German mail. Most of the mail was dropped over Bucharest when a landing could not be effected. On the return flight the "Graf Zeppelin" passed over Schlesien and mail bearing a special Schlesien cachet was dropped at various cities en route.
- |                                                        |             |       |
|--------------------------------------------------------|-------------|-------|
| Mail from Friedrichshafen dropped over Bucharest ..... | (1100 pcs.) | 15.00 |
| over Breslau .....                                     | (4200 pcs.) | 10.00 |
| Board post dropped over Bucharest .....                | ( 850 pcs.) | 20.00 |
| over Breslau .....                                     | ( 286 pcs.) | 25.00 |
| Drop mail over Zemun .....                             | ( 40 pcs.)  | 50.00 |
| over Sofia .....                                       | ( 117 pcs.) | 30.00 |
| over Sibiu .....                                       | ( 82 pcs.)  | 30.00 |
| over Brassov .....                                     | ( 27 pcs.)  | 50.00 |
| over Vienna .....                                      | ( ? pcs.)   | 50.00 |
| Return Flight, Drop Mail over Beuthen .....            | ( 63 pcs.)  | 30.00 |
| over Gleiwitz .....                                    | ( 84 pcs.)  | 30.00 |
| over Oppeln .....                                      | ( 98 pcs.)  | 25.00 |
| over Gross Strelitz .....                              | ( 65 pcs.)  | 30.00 |
| over Liegnitz .....                                    | ( 41 pcs.)  | 40.00 |
| over Znaim CSR .....                                   | ( 22 pcs.)  | 50.00 |
- Z-83 1929, October 23-24—Spanish Flight.** On this flight most of the mail was dropped over Barcelona.
- |                                                                       |                  |
|-----------------------------------------------------------------------|------------------|
| Mail from Friedrichshafen .... (1400 pcs.) from Boardpost ( 928 pcs.) | 15.00            |
| Drop mail over Basel .....                                            | ( 79 pcs.) 70.00 |
- Z-84 1929, November 2—Flight to Dubendorf.** On this flight a landing was made at Zurich.
- |                                                                   |                   |
|-------------------------------------------------------------------|-------------------|
| Dispatched from Friedrichshafen (4731 pcs.) Boardpost ( 729 pcs.) | 12.00             |
| a. Drop mail over St. Gallen .....                                | 40.00             |
| b. Drop mail over Winterthur .....                                | ( 86 pcs.) 60.00  |
| c. Return flight, dispatched from Zurich .....                    | (2940 pcs.) 18.00 |
- Z-85 1929, November 3—Flight to South Germany.** A landing was made at Boblingen on this flight.
- |                                       |       |
|---------------------------------------|-------|
| Dispatched from Friedrichshafen ..... | 12.00 |
| a. Dispatched from Boblingen .....    | 15.00 |
- Z-86 1929, November 10—Flight to South Germany.** An additional flight to South Germany with a landing at Frankfurt was made on this date.
- |                                       |       |
|---------------------------------------|-------|
| Dispatched from Friedrichshafen ..... | 10.00 |
| a. Dispatched from Frankfurt .....    | 12.00 |
- Z-87 1929, November 15—Fiftieth Flight.** The fiftieth flight of the "Graf Zeppelin" took place on the above date. Mail was dropped over Romanshorn and St. Gallen.
- |                                       |                            |
|---------------------------------------|----------------------------|
| Dispatched from Friedrichshafen ..... | (Dropped St. Saller) 10.00 |
| a. Drop mail over Romanshorn .....    | (Board mail) 15.00         |
- Z-100 1930, April 12—Swiss Flight.** Mail was dropped over Basel and Bern.
- |                              |                   |
|------------------------------|-------------------|
| Drop mail over Basel .....   | ( 515 pcs.) 15.00 |
| a. Drop mail over Bern ..... | (1738 pcs.) 10.00 |
- Z-101 1930, April 15-16—Flight to Spain.** German mail was posted "On Board" for delivery at Sevilla, and received the air mail arrival cancellation of that city.
- |                                                 |                         |
|-------------------------------------------------|-------------------------|
| "On Board" mail .....                           | (Return)) 8.00          |
| a. Return flight, dispatched from Sevilla ..... | (Spanish postage) 10.00 |
- Z-102 1930, April 22—Flight to South Germany.** Bonn was the destination of this flight. Mail posted aboard the Zeppelin received the arrival marking of that point.
- |                                              |                  |
|----------------------------------------------|------------------|
| "On Board" mail .....                        | 6.00             |
| a. Return flight, dispatched from Bonn ..... | ( 442 pcs.) 9.00 |

- Z-103 1930, April 26—Flight to England. The destination on this flight was Cardington, England. Mail was also dropped over Orly, France. There was no British return dispatch but "On Board" mail exists for the return trip.
- |                                         |                  |
|-----------------------------------------|------------------|
| Dispatched from Friedrichshafen .....   | 6 00             |
| a. Drop mail over Orly .....            | 8.00 ( 482 pcs.) |
| b. Return flight, "On Board" mail ..... | 8.00             |
- Z-104 1930, May 2—Swiss Flight. On this trip mail was dropped at Lausanne.
- |                               |                   |
|-------------------------------|-------------------|
| Drop mail over Lausanne ..... | 10.00 (11 pieces) |
|-------------------------------|-------------------|

### EUROPE-PAN AMERICA ROUND FLIGHT

This flight was one of the most important and interesting trips of the "Graf Zeppelin". Its route carried it from Germany to South America, thence to Lakehurst and back to Germany in a huge triangle. A stop was made at Sevilla, Spain on the outward trip. Special stamps were issued by the nations along the flight route and in both Europe and South America there were special connecting airplane flights to bring last minute mail to the big ship.



United States Cachet



Additional Marking for Complete Round Flight Covers

1930, May 18-June 6. Europe-Pan American round trip flight (from Friedrichshafen to Spain - Brazil - USA and returning to Friedrichshafen with mail forwarded to the airship from USA, Bolivia, Uruguay, Paraguay and Argentina)

#### A. UNITED STATES DISPATCHES FORWARDED TO THE AIRSHIP IN FRIEDRICHSHAFEN BY BOAT FOR THE ROUND TRIP

- Z-105 1930, May 18-June 6—Europe-Pan America Round Flight, United States Dispatches. The United States Post Office Department issued three special adhesives which were required on all mail, a 65c green, \$1.30 brown and \$2.60 blue. The special cachet shown at left above was applied in magenta to all mail. Covers were dispatched by ocean mail from New York to Germany where the flight began. The rates were as follows:

To Sevilla: cards 65c, letters \$1.30; to Pernambuco, Rio de Janeiro and Lakehurst: cards \$1.30, letters \$2.60; to Sevilla and Germany via South America and Lakehurst (round flight): cards \$1.95, letters \$3.90.

Cards and letters dispatched from the U.S.A. to travel via ship to Germany and thence by Zeppelin via South America and Lakehurst back to Sevilla or Friedrichshafen were additionally marked with the small round cachet shown at right above. Transit mail for dispatch from the United States and to be carried on this trip was received from the Canal Zone, Colombia, Honduras, Mexico and Nicaragua but these dispatches have no place in the scope of this listing. Covers leaving the United States were postmarked between April 19 and May 7. The special stamps were issued April 19, 1930 and covers postmarked on the first day of issue have an added value.

**Special Note:** All valuations refer to items with the U.S.A. Special Zeppelin Stamps.



|                                                                                                                                 |                 | Card   | Cover  |
|---------------------------------------------------------------------------------------------------------------------------------|-----------------|--------|--------|
| United States via Germany to Sevilla .....                                                                                      | (719 pieces)    | 85.00  | 140.00 |
| a. United States via Germany to Pernambuco .....                                                                                | (385 pieces)    | 140.00 | 250.00 |
| b. United States via Germany to Rio de Janeiro .....                                                                            | (439 pieces)    | 140.00 | 250.00 |
| c. United States via Germany to Lakehurst .....                                                                                 | (19,930 pieces) | 140.00 | 250.00 |
| d. United States via Germany and round trip flight to Sevilla .....                                                             | (63 pieces)     | 200.00 | 300.00 |
| e. United States via Germany and round flight back to Friedrichshafen .....                                                     | (2,168 pieces)  | 200.00 | 300.00 |
| <b>United States dispatches for the return flight of the airship from Lakehurst to Spain and Germany are listed under Z-111</b> |                 |        |        |

**B. GERMAN DISPATCHES FROM FRIEDRICHSHAFEN (AND BY AIRPLANE COURIER FROM BERLIN TO THE AIRSHIP IN SPAIN)**



**Z-106** 1930, May 18-June 6—Europe-Pan America Round Flight, German Dispatches. Germany also issued two special stamps for this flight, a 2 M ultramarine and a 4 M black brown. These stamps were in the design of the Europe-Amerika stamps but had the additional inscription "1. Südamerika Fahrt" in two lines in upper left corner. As there was no 1 M value, cards for Sevilla did not bear special franking. On the outward flight mails posted "On Board" were dropped over Porto Praia in the Canary Islands and over Bahia, Brazil. Elaborate arrangements were made for connecting air mail both in Europe, where a Junkers plane left Berlin a day after the Zeppelin had departed Friedrichshafen connecting with the Graf at Sevilla, and in South America where planes of the Condor line took mail from the Graf on arrival at Pernambuco and also brought mails of other countries to Brazil for onward dispatch via the Zeppelin. Rates from Germany were as follows:

To Sevilla: cards 1 M, letters 2 M; to Pernambuco and Rio de Janeiro: cards 2 M, letters 4 M; to Lakehurst: cards 4 M, letters 8 M; to Sevilla and Germany via South America and Lakehurst (round flight): cards 6 M, letters 12 M.

The illustrated special cachet was applied in red to all mail.

The valuations refer to dispatches with the special German Zeppelin stamps. (Items with "on board" cancellations 10 percent higher than with regular German postal cancellation are items flown by airplane courier for redispach by airship from Spain, having special red cachet)

|                                                                                  | Card   | Cover  |
|----------------------------------------------------------------------------------|--------|--------|
| Friedrichshafen to Sevilla .....                                                 | 20.00  | 30.00  |
| a. Friedrichshafen to Pernambuco .....                                           | 80.00  | 120.00 |
| b. Friedrichshafen to Rio de Janeiro .....                                       | 75.00  | 120.00 |
| c. Friedrichshafen to Lakehurst .....                                            | 75.00  | 140.00 |
| d. Friedrichshafen via round flight back to Sevilla .....                        | 120.00 | 160.00 |
| e. Friedrichshafen via round flight back to Friedrichshafen .....                | 130.00 | 180.00 |
| f. Drop mail over Porto Praia .....                                              | 120.00 | 160.00 |
| g. Drop mail over Bahia .....                                                    | 100.00 | 140.00 |
| h. German mail with additional Condor stamps for carriage in South America ..... | 150.00 | 200.00 |

## C. SPANISH DISPATCHES



Z-107 1930, May 19-June 6—Europe-Pan America Round Flight, Spanish Dispatches. Spain did not issue any special Zeppelin stamps for this service, but applied the illustrated special cachet in red to all mail. Rates were as follows:

|                                                                                             | Cards        | Covers | Card   | Cover  |
|---------------------------------------------------------------------------------------------|--------------|--------|--------|--------|
| Sevilla to Pernambuco                                                                       | 940          | 2259   | 15.00  | 15.00  |
| a. Sevilla to Rio de Janeiro                                                                |              |        | 15.00  | 15.00  |
| b. Sevilla to Lakehurst .....                                                               | 638          | 2210   | 25.00  | 25.00  |
| c. Sevilla via round flight back to Sevilla ...                                             | 346          | 655    | 40.00  | 40.00  |
| d. Sevilla via round flight back to Friedrichshafen .....                                   |              |        | 50.00  | 50.00  |
| e. "Drop mail" over Porto Praia .....                                                       | 223 items    |        | 60.00  | 60.00  |
| f. Barcelona dispatches via Berlin-Sevilla connecting flight and by airship to Brazil ..... | (266 pieces) |        | 50.00  | 50.00  |
| g. to USA .....                                                                             | (171 pieces) |        | 80.00  | 80.00  |
| h. to Spain (round trip) .....                                                              | (158 pieces) |        | 100.00 | 100.00 |

For mail forwarded on the return flight from Seville to Friedrichshafen see No. Z-111.

## THE AMERICAN AIR MAIL CATALOGUE

## D. BRAZILIAN MAIL DISPATCHES

Values for mail with special Brazilian Zeppelin Stamps vary according to rarity of stamps.



- Z-108 1930, May 24—Europe-Pan America Round Flight. Pernambuco to Rio de Janeiro Dispatches. The "Graf Zeppelin" arrived at Pernambuco on May 22. Mails were immediately taken off and those so directed were flown by CONDOR or other services to destinations in South America. On May 24 the "Graf" flew from Pernambuco (Recife) to Rio de Janeiro but carried only local mail between those two points. Rate was R\$250 for cards and 5\$ for letters. Cards are worth about 75% of the below given valuation. The postmark-cachet shown above was used on this mail.
- |                                    |       |
|------------------------------------|-------|
| Pernambuco to Rio de Janeiro ..... | 25.00 |
|------------------------------------|-------|

- Z-109 1930, May 26-June 6—Europe-Pan America Round Flight, Rio de Janeiro Dispatches. The "Graf" returned to Pernambuco on May 24, carrying only mails destined for that point. It left for Lakehurst on May 28. Mail posted at Rio de Janeiro for onward transmission beyond Pernambuco by this service was flown by special CONDOR plane to Pernambuco where it received the Recife cachet shown above. This mail bears a special green CONDOR label. Some mail posted in Venezuela with additional Brazil stamps intended for dispatch through Rio de Janeiro arrived too late and has no value as it did not make the trip. Brazil permitted the agency in charge of the Zeppelin flight to issue a number of special stamps showing the Zeppelin in flight and inscribed "Brasil-Europa". Some were overprinted "Graf Zeppelin" and "U.S.A." for use as far as Lakehurst. There were also several overprints changing the basic values of the stamps. Covers required regular Brazilian issues in addition, equivalent to the regular surface rate. These special stamps are regarded as having a quasi-official standing but are not recognized by several cataloguers. Rates were as follows:

To Lakehurst: cards 5\$, letters 10\$; to Sevilla or Germany: cards 10\$, letters 20\$. Despite the prescribed rates, mail was accepted and dispatched without much regard as to the postage it bore.

Special Note:                      Letters and cards are assumed to be franked with the special semi-official stamps of appropriate denomination required for each dispatch. Covers bearing stamps whose basic value has been altered by overprinting are worth somewhat more.

|                                                      | Card  | Cover |
|------------------------------------------------------|-------|-------|
| Rio de Janeiro to Pernambuco .....                   | 20.00 | 25.00 |
| a. Rio de Janeiro to Lakehurst ..... (*) .....       | 25.00 | 35.00 |
| b. Rio de Janeiro to Sevilla ..... (*) .....         | 30.00 | 50.00 |
| c. Rio de Janeiro to Friedrichshafen ..... (*) ..... | 30.00 | 50.00 |

(\*) Carried by CONDOR plane to Pernambuco and dispatched from there.

Mail addressed to Habana, Cuba, was flown enroute to Lakehurst.

Z-110 1930, May 28-June 6—Europe-Pan America Round Flight, Pernambuco Dispatches. The Zeppelin resumed its flight to the United States on the above date. In leaving Pernambuco it had aboard the Rio de Janeiro and other Brazil mail which had been flown in by various connecting plane flights; also mail from Argentina, Bolivia, Paraguay and Uruguay, much of it franked by specially issued Zeppelin stamps and specially cacheted. This mail had been flown to Rio de Janeiro where it connected with the CONDOR flight from Rio de Janeiro to Pernambuco. As this mail was specially authorized and arranged in advance we list it herein. As such it is essentially different from the dispatches sent through the United States by the Canal Zone, Colombia, Honduras and Mexico for the ocean connecting dispatch from there, to and including May 7. Rates were the same as from Rio de Janeiro and covers were normally franked with the same special semi-official stamp.

|                                        |      | Cards | Covers |
|----------------------------------------|------|-------|--------|
| Mail flown from Brazil:                |      |       |        |
| To Havana via Lakehurst .....          | 558  | 320   |        |
| To Lakehurst .....                     | 8848 | 2227  |        |
| To Seville .....                       | 1775 | 491   |        |
| To Friedrichshafen .....               | 8013 | 5587  |        |
|                                        |      | Card  | Cover  |
| Pernambuco to Lakehurst .....          |      | 25.00 | 35.00  |
| a. Pernambuco to Sevilla .....         |      | 30.00 | 50.00  |
| b. Pernambuco to Friedrichshafen ..... |      | 30.00 | 50.00  |

### Argentine Dispatches Through Pernambuco

Special stamps were issued and a semi-official cachet was used. The mails were flown to Rio de Janeiro via special plane and thence via CONDOR plane to Pernambuco. Some pieces bear mixed franking of Argentina, Chile or Paraguay.

The Argentine Zeppelin stamps exist in two issues, the first with blue overprint, the second with dark green. Since the values of the stamps vary widely, flown covers can have a considerable additional value.

|                             |               | Card  | Cover |
|-----------------------------|---------------|-------|-------|
| d. To Lakehurst .....       | (2356 pieces) | 35.00 | 50.00 |
| e. To Seville .....         | ( 753 pieces) | 60.00 | 70.00 |
| f. To Friedrichshafen ..... | (4221 pieces) | 60.00 | 70.00 |

### Bolivian Dispatches Through Pernambuco

A small quantity of special stamps were issued, which exist in many minor varieties. This issue was highly speculative. Covers were cancelled at La Paz between May 14 and 18 and received a special cachet.

|                                                                    |        |
|--------------------------------------------------------------------|--------|
| g. Values according to the overprint with 1.50 Bolivar stamp ..... | 45.00  |
| h. with 3 Bolivar .....                                            | 85.00  |
| i. with 6 Bolivar .....                                            | 175.00 |

### Paraguayan Dispatches Through Pernambuco

These dispatches received a special rectangular cachet. Covers exist backstamped Sevilla but these did not make the trip by the Zeppelin.

|                             |              |        |
|-----------------------------|--------------|--------|
| j. To Lakehurst .....       | (60 pieces)  | 300.00 |
| k. To Friedrichshafen ..... | (138 pieces) | 350.00 |



### Uruguayan Dispatches Through Pernambuco

A special cachet was applied in green to all mail which was carried by special plane to Rio de Janeiro for connection with the CONDOR plane for Pernambuco.

|                             |               |       |
|-----------------------------|---------------|-------|
| n. To Lakehurst .....       | (1027 pieces) | 15.00 |
| o. To Sevilla .....         | (399 pieces)  | 25.00 |
| p. To Friedrichshafen ..... | (2650 pieces) | 15.00 |

As dispatches from Argentina, Bolivia, Paraguay and Uruguay may have many different combinations of stamps, some of considerable rarity, the value of such unusual stamps must be added to the prices shown.

**Airmail was prepared in Chile for Zeppelin dispatch, but was not accepted by the post office since no postal agreement existed.**



Z-111 1930, June 2-June 6—Europe-Pan America Round Flight, Second United States (Lakehurst) Dispatch. The "Graf Zeppelin" arrived at Lakehurst on May 31 and all mail received a special machine backstamp, applied in green, showing the Zeppelin. Additional mails were accepted for the last leg of the flight for delivery in Sevilla or Friedrichshafen or for return to the United States by ocean mail. A special cachet (similar to the one applied to mail which had been dispatched early in May for carriage by the Zeppelin, but with the dotted line which shows the route altered to indicate only Lakehurst-Sevilla-Friedrichshafen) was applied in magenta to all mail. Mails were received from all parts of the United States and may bear postmarks between April 19, the date of issuance of the special Zeppelin stamps, and June 2, the date of departure from Lakehurst. By special arrangement, mails from Canada required no additional United States postage. Upon completion of the flight at Friedrichshafen on June 6, mail received the arrival backstamp of Friedrichshafen and that portion of it which was returned by ocean mail to the United States was additionally backstamped at New York with the same special backstamp as was used on the mail received by Zeppelin on May 31. Rates for the dispatches to Sevilla and Friedrichshafen via the last leg were 65c for cards and \$1.30 for letters.

|                                                            | Cards | Covers | Card  | Cover  |
|------------------------------------------------------------|-------|--------|-------|--------|
| United States to Sevilla, second dispatch .....            | 1548  | 814    | 85.00 | 140.00 |
| a. United States to Friedrichshafen, second dispatch ..... | 13389 | 15474  | 85.00 | 140.00 |
| c. Canada via United States to Sevilla .....               |       |        |       | 200.00 |
| d. Canada via United States to Friedrichshafen .....       |       |        |       | 200.00 |

Small amounts of mail were forwarded from various Central American countries to Lakehurst and from there with additional U.S. Zeppelin stamps by airship to Europe. These included:

|                                                                                                                                                                                                                                       |               |       |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-------|
| Canal Zone .....                                                                                                                                                                                                                      | (45 items)    |       |
| Honduras .....                                                                                                                                                                                                                        | ( 8 items)    |       |
| Mexico .....                                                                                                                                                                                                                          | (15 items)    |       |
| Nicaragua .....                                                                                                                                                                                                                       | (11 items)    |       |
| Additional mail was taken on board at the landing in Seville and flown to Friedrichshafen (1065 cards and 948 covers). They have no Spanish Zeppelin cachet, but do have a German cachet and are backstamped at Friedrichshafen ..... |               | 15.00 |
| Z-112 1930, June 15—Flight to West Germany. On this date the ship visited Munster in Western Germany.                                                                                                                                 |               |       |
| Dispatched from Friedrichshafen .....                                                                                                                                                                                                 |               | 6.00  |
| a. Return flight, dispatched from Munster .....                                                                                                                                                                                       |               | 6.50  |
| Z-113 1930, June 17—Swiss Flight. Mail was dropped over Zurich on this flight.                                                                                                                                                        |               |       |
| Drop mail over Zurich .....                                                                                                                                                                                                           | (2007 pieces) | 6.50  |
| Z-114 1930, June 18—Flight to Vorarlberg. Mail was dropped at Bregenz.                                                                                                                                                                |               |       |
| Drop mail over Bregenz .....                                                                                                                                                                                                          | (2471 pieces) | 6.50  |
| Z-115 1930, June 21-23—Germany Flight. On this flight the Graf visited Munich, Berlin and Hamburg, dropping mail at Copenhagen en route.                                                                                              |               |       |
| Dispatched from Friedrichshafen .....                                                                                                                                                                                                 |               | 5.00  |
| a. Drop mail over Copenhagen .....                                                                                                                                                                                                    |               | 15.00 |
| b. Return mail from Berlin or Hamburg .....                                                                                                                                                                                           |               | 10.00 |
| Z-116 1930, June 24—Flight around Schlesien. Mail was dropped at Breslau and Gorlitz.                                                                                                                                                 |               |       |
| Drop mail over Breslau .....                                                                                                                                                                                                          |               | 5.00  |
| a. Drop mail over Gorlitz .....                                                                                                                                                                                                       | ( 200 pieces) | 45.00 |
| Z-117 1930, July 2—Flight to Bavaria. Mail was dropped at Straubing.                                                                                                                                                                  |               |       |
| Drop mail over Straubing .....                                                                                                                                                                                                        |               | 6.00  |
| Z-118 1930, July 4—Swiss Flight. St. Gallen received the drop mail via this flight.                                                                                                                                                   |               |       |
| Drop mail over St. Gallen .....                                                                                                                                                                                                       | (1400 pieces) | 7.00  |
| Z-119 1930, July 5-7—Flight to the Liberated Rhineland. A landing was made at Cologne on this flight. All mail received a special rounded oblong cachet, applied in red.                                                              |               |       |
| Dispatched from Friedrichshafen .....                                                                                                                                                                                                 |               | 4.00  |
| a. Drop mail over Coblenz .....                                                                                                                                                                                                       |               | 5.00  |
| b. Return flight, dispatched from Cologne .....                                                                                                                                                                                       |               | 4.00  |



|                                                                                                                                                                                                                                             |                          |       |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|-------|
| Z-120 1930, July 9-11—Spitzbergen Flight. All mail was dropped over Hammerfest, the northernmost city in Europe. A special cachet was applied in green to all mail. Dispatches from other European countries were accepted for this flight. |                          |       |
| Drop mail over Hammerfest .....                                                                                                                                                                                                             | 2500 cards    800 covers | 10.00 |

## THE AMERICAN AIR MAIL CATALOGUE

- Z-121 1930, July 16-18—Northern Europe Flight. A few days later the "Graf Zeppelin" returned to the Northland, carrying mails over Scandinavia and Iceland. Mails were dropped at Bergen, Norway on July 16. A special cachet, similar to that used for the Spitzbergen flight was applied to all mail in blue. Dispatches from other European countries were accepted.  
Drop mail over Bergen ..... 1812 cards    651 covers    12.00
- Z-123 1930, July 20—Flight to Lachen Pfalz. A circular cachet was applied in red to mail dispatched by this flight.  
Dispatched from Friedrichshafen ..... 6.50  
a. Return flight, dispatched from Pfalz ..... 6.50
- Z-124 1930, August 4-5—Flight to Darmstadt. The oval "Mit Luftschiff" marking was applied to mail carried by this flight.  
Dispatched from Friedrichshafen ..... 4.00  
a. Return flight, dispatched from Darmstadt ..... 5.00
- Z-125 1930, August 10-11—Flight to Dortmund. The same cachet was used on mail for this flight.  
Dispatched from Friedrichshafen ..... 4.00  
a. Return flight, dispatched from Dortmund ..... 4.00  
b. Return flight from Darmstadt ..... 5.00
- Z-126 1930, August 19—Flight to Liechtenstein. Mail was dropped over Vaduz.  
Drop mail over Vaduz ..... ( 850 pieces )    75.00
- Z-127 1930, August 23-25—Germany Flight. The Zeppelin visited Berlin and Königsberg on this flight stopping at both points.  
Dispatched from Friedrichshafen ..... 4.00  
a. Dispatched from Berlin ..... 5.00  
b. Return flight, dispatched from Königsberg ..... 5.00
- Z-128 1930, August 31-September 1—Flight to Bielefeld. The oval "Mit Luftschiff" marking was used on mail carried on this flight.  
Dispatched from Friedrichshafen ..... 4.00  
a. Return flight, dispatched from Bielefeld ..... 5.00
- Z-129 1930, September 2-3—Flight to Kassel. Some covers carried on this flight have the cachet used at Kassel set with Gothic type.  
Dispatched from Friedrichshafen ..... 8.00  
a. Return flight, dispatched from Kassel ..... 8.00  
b. Return flight, dispatched from Kassel, cachet in GOTHIC type ..... 30.00
- Z-130 1930, September 7-8—Flight to Breslau. The familiar "Mit Luftschiff" marking was used on mail for this flight.  
Dispatched from Friedrichshafen ..... 4.00  
a. Return flight, dispatched from Breslau ..... 5.00



- Z-131 1930, September 9-11—Moscow Flight. Russia issued two special stamps for this flight, a 40k dark blue and dull blue and an 80k dark carmine and rose. They exist both perforate and imperforate. The cachet shown at left above was used on German dispatches. The special postmark shown at right was used on Moscow mail.

Valuations for Russian dispatches refer to covers franked with PERFORATED special Zeppelin stamps.

- Dispatched from Friedrichshafen ..... 12.00  
a. Return flight, dispatched from Moscow with special stamp ..... 40.00  
b. Return flight, on board cancellation ..... 30.00

Z-132 1930, September 14—Swiss Flight. This was one of the few Swiss flights during which a landing was made. Geneva used a special marking inscribed "Vol du Zeppelin" for the return flight dispatches.

|                                                |                |       |
|------------------------------------------------|----------------|-------|
| Dispatched from Friedrichshafen .....          | ( 1412 pieces) | 6.00  |
| a. Return flight, dispatched from Geneva ..... | (12774 pieces) | 10.00 |



German Cachet



Finnish Cachet

Z-133 1930, September 23-25—Baltic Sea Flight. In addition to Berlin this flight visited Riga (Latvia), Tallinn (Estonia), Helsingfors (Finland) and Stockholm (Sweden). A special 10 M stamp was issued by Finland to prepay mail carried on the return flight. One of these stamps was required for cards and two of them for letters. The cachet shown at left above was applied in green to the Friedrichshafen dispatches. Finland used the black cachet shown at the right.

|                                                     |                     |
|-----------------------------------------------------|---------------------|
| Dispatched from Friedrichshafen .....               | 10.00               |
| b. Drop mail over Riga .....                        | ( 396 pieces) 10.00 |
| c. Drop mail over Tallinn .....                     | (2000 pieces) 5.00  |
| d. Drop mail over Helsingfors .....                 | (3356 pieces) 5.00  |
| e. Drop mail over Stockholm .....                   | 5.00                |
| g. Berlin drop mail over various cities .....       | 5.00                |
| h. Return flight, dispatched from Helsingfors ..... | (8469 pieces) 5.00  |
| With special stamp .....                            | 20.00               |

Z-134 1930, September 28—Flight to Vogtland. The flight was from Friedrichshafen to Reichenbach. A special pictorial cachet was applied in red to the mail dispatched from Friedrichshafen. Return flight mail bore ordinary cancellation of Reichenbach and the oval "Mit Luftschiff Graf Zeppelin" marking.

|                                                     |      |
|-----------------------------------------------------|------|
| Dispatched from Friedrichshafen .....               | 5.00 |
| a. Return flight, dispatched from Reichenbach ..... | 6.00 |

Z-135 1930, October 5-6—Saxony and Silesia Flight. On this flight stops were made at Leipzig and Gorlitz. The oval "Mit Luftschiff Graf Zeppelin" cachet was applied in red. A special postmark was used at Gorlitz for the return flight.

|                                                 |                    |
|-------------------------------------------------|--------------------|
| Dispatched from Friedrichshafen .....           | 5.00               |
| a. Return from Leipzig .....                    | (2136 pieces) 6.00 |
| b. Return flight, dispatched from Gorlitz ..... | 12.00              |

Z-136 1930, October 12—Swiss Flight. Bern, Basel and Zurich were visited by the "Graf Zeppelin" on this flight. The Swiss Postal Administration provided special cachets for Bern and Basel, which were also used as receiving markings.

|                                                   |                      |
|---------------------------------------------------|----------------------|
| Dispatched from Friedrichshafen to Bern .....     | (2081 pieces) 6.00   |
| a. Dispatched from Friedrichshafen to Basel ..... | (1760 pieces) 7.00   |
| b. Dispatched from Bern, Swiss dispatch .....     | (16000 pieces) 20.00 |
| c. Return flight, dispatched from Basel .....     |                      |
| Swiss dispatch .....                              | (11119 pieces) 27.00 |



## THE AMERICAN AIR MAIL CATALOGUE

- Z-137 1930, October 19—Flight to South Germany. On this flight a landing was made at Mannheim. The regular "Mit Luftschiff Graf Zeppelin" oval marking was used on all mail.
- |                                                  |      |
|--------------------------------------------------|------|
| Dispatched from Friedrichshafen .....            | 7.00 |
| a. Return flight, dispatched from Mannheim ..... | 8.00 |
- Z-138 1930, November 9—Flight to Baden. On this date the ship visited Karlsruhe.
- |                                                   |      |
|---------------------------------------------------|------|
| Dispatched from Friedrichshafen .....             | 7.00 |
| a. Return flight, dispatched from Karlsruhe ..... | 7.00 |
- Z-139 1930, November 11—Holland Flight. Venlo in the Netherlands was visited by the "Graf Zeppelin" on this occasion. A special cachet showing a Dutch girl was applied in purple to the German dispatches. On the return flight, covers posted at Venlo received a special billboard type cachet, also applied in purple.
- |                                               |      |
|-----------------------------------------------|------|
| Dispatched from Friedrichshafen .....         | 8.00 |
| a. Return flight, dispatched from Venlo ..... | 9.00 |
- Z-140 1930, November 16—Chemnitz Flight. The Zeppelin's last flight in 1930 was made to Chemnitz in Saxony. A special illustrative type cachet was applied in red to all mail.
- |                                                  |      |
|--------------------------------------------------|------|
| Dispatched from Friedrichshafen .....            | 7.50 |
| a. Return flight, dispatched from Chemnitz ..... | 7.50 |
- Z-150 1931, March 28-30—Hungary Flight. Special stamps were issued by Hungary for this flight in the denominations of 1 pengo and 2 pengos. A landing was made at Budapest. Special cachets were applied by both the German and Hungarian postal administrations. Mails from various European countries were dispatched through Friedrichshafen.
- |                                                               |       |
|---------------------------------------------------------------|-------|
| Dispatched from Friedrichshafen ..... (4480 pieces)           | 6.00  |
| a. Round trip, dispatched from Budapest, special stamps ..... | 20.00 |
| b. Round trip, drop mail from Debrecen .....                  | 24.00 |
| c. Return, Budapest to Friedrichshafen .....                  | 30.00 |
- Z-151 1931, April 9-13—Flight to Egypt and Palestine. A special cachet as shown below was applied in red at Friedrichshafen. Mail was taken on at Cairo for delivery in Palestine and in Germany. Two special stamps, a 50m on 27m and a 100m on 27m, were issued for this flight by Egypt, bearing the overprint "GRAF ZEPPELIN—AVRIL 1931" in two lines. Through error the Egyptian mail which was supposed to have been dropped over Palestine was carried back to Cairo. There were 747 cards and 1711 letters so treated. Mail dispatched to Germany from Cairo consisted of 4046 cards and 5908 letters.



German Cachet



Egyptian Postmark

- |                                                                    |      |       |
|--------------------------------------------------------------------|------|-------|
| Dispatched from Friedrichshafen .....                              | (*)  | 6.00  |
| a. "On Board" mail .....                                           |      | 8.00  |
| b. Dispatched from Cairo for Round Flight over Palestine.....      | (**) | 40.00 |
| c. Dispatched from Cairo for Return Flight to Friedrichshafen..... | (**) | 20.00 |

|         |                                                                                                                                                                                                                                                                                                  |                    |
|---------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
|         | d. Dispatched from Alexandria, round trip .....                                                                                                                                                                                                                                                  | 45.00              |
|         | e. Dispatched from Alexandria, return flight .....                                                                                                                                                                                                                                               | 35.00              |
|         | f. Dispatched from Port Said, round trip .....                                                                                                                                                                                                                                                   | 100.00             |
|         | g. Dispatched from Port Said, return flight .....                                                                                                                                                                                                                                                | 80.00              |
|         | h. Dispatched from Suez, return flight .....                                                                                                                                                                                                                                                     | 200.00             |
|         | i. Posted on board without stamps but with notation "Affranchissement Percu I RM" in manuscript .....                                                                                                                                                                                            | 30.00              |
| Z-152   | 1931, May 3—Pommern Flight. On this flight a landing was made at Stettin. A special cachet in green was used on all mail.<br>Dispatched from Friedrichshafen .....                                                                                                                               | 5.00               |
|         | a. Return flight, dispatched from Stettin .....                                                                                                                                                                                                                                                  | 5.00               |
| Z-153   | 1931, May 5—Flight to Switzerland .....                                                                                                                                                                                                                                                          | (304 pieces) 15.00 |
| Y Z-154 | 1931, May 10—Bavarian Flight. A landing was made at Nuernberg on this flight. This flight marked the first use of the new I M carmine Zeppelin stamp.<br>Dispatched from Friedrichshafen .....                                                                                                   | 8.00               |
|         | a. Return flight, dispatched from Nuernberg .....                                                                                                                                                                                                                                                | 6.00               |
| Z-155   | 1931, May 12-15—Baltic Sea Flight. Stops were made at Staaken, Tempelhof (Berlin) and Lubeck, Denmark. A special cachet was applied in purple.<br>Dispatched from Friedrichshafen .....                                                                                                          | 6.00               |
|         | a. Drop mail over Copenhagen .....                                                                                                                                                                                                                                                               | 7.00               |
|         | b. Dispatched from Berlin .....                                                                                                                                                                                                                                                                  | 6.00               |
|         | c. Dispatched from Copenhagen .....                                                                                                                                                                                                                                                              | 20.00              |
|         | d. Return flight, dispatched from Lubeck .....                                                                                                                                                                                                                                                   | 7.00               |
| Z-156   | 1931, June 7—Flight to Magdeburg. A special cachet was applied in red to all mail.<br>Dispatched from Friedrichshafen .....                                                                                                                                                                      | 5.00               |
|         | a. Return flight, dispatched from Magdeburg .....                                                                                                                                                                                                                                                | 5.00               |
| X Z-157 | 1931, June 10—Liechtenstein Flight. On this flight mail was carried from Vaduz to Lausanne, franked with two special Zeppelin stamps issued that day, 1 Fr olive black and 2 Fr blue black. German mail was restricted to dispatches by passengers only.<br>"On Board" mail, German stamps ..... | 20.00              |
|         | a. Return flight, dispatched from Vaduz .....                                                                                                                                                                                                                                                    | (*) 140.00         |
|         | (*) Price applies to covers franked with 2 Fr stamp. Price for cards franked with 1 Fr stamp .....                                                                                                                                                                                               | 75.00              |
| Z-158   | 1931, June 14—Hannover Flight. The regular oval "Mit Luftschiff" marking was applied to all mail.<br>Dispatched from Friedrichshafen .....                                                                                                                                                       | 5.00               |
|         | a. Return flight, dispatched from Hannover .....                                                                                                                                                                                                                                                 | 5.00               |
| Z-159   | 1931, June 19—Flight to Switzerland .....                                                                                                                                                                                                                                                        | 8.50               |
| Z-160   | 1931, June 23—Flight to Switzerland .....                                                                                                                                                                                                                                                        | 8.50               |
| Z-161   | 1931, June 28—Flight to Schwaben. A landing was made at Boblingen. A special cachet was applied in violet to all mail.<br>Dispatched from Friedrichshafen .....                                                                                                                                  | 5.00               |
|         | a. Return flight, dispatched from Boblingen .....                                                                                                                                                                                                                                                | 5.00               |



- Z-162 1931, June 30-July 3—Iceland Flight. Iceland issued three special stamps for this flight by overprinting the 30 aur, the 1 K and the 2 K of the regular issue with the words "ZEPPELIN—1931" in two lines. The illustrated cachet was applied in green to both German and Iceland dispatches.
- Dispatched from Friedrichshafen ..... 6.00  
a. Return flight, dispatched from Reykjavik ..... 18.00
- Z-163 1931, July 5-6—Upper Silesia Flight. A landing was made at Gleiwitz. A special cachet in violet was applied to all mail.
- Dispatched from Friedrichshafen ..... 6.00  
a. Return flight, dispatched from Gleiwitz ..... 6.00
- Z-164 1931, July 7—Flight to Switzerland ..... 8.50
- Z-165 1931, July 12-13—Austrian Flight. On this flight mail was carried in both directions between Friedrichshafen and Vienna. Some mail taken on at Vienna was dropped over Graz. German mail was specially cacheted in blue. Mail posted in Vienna received a special postmark.
- Dispatched from Friedrichshafen on board post ..... 6.00  
a. Round trip, dispatched from Vienna ..... 6.00  
b. Return flight, dispatched from Vienna ..... 6.00
- Z-166 1931, July 24-31—Polar Flight. On this occasion the "Graf Zeppelin" flew to a rendezvous with the Russian Ice-Breaker "Malyguin" in polar waters. Both Germany and Russia issued special airpost stamps for this service. The regular 1 M, 2 M and 4 M Zeppelin stamps of the Amerika-Europa type were overprinted in brown "POLAR-FAHRT—1931" in three lines. Russia issued four values showing the Graf and the Ice-Breaker "Malyguin" effecting transfer of mail. These were issued in both perforate and imperforate form. A special cachet, as shown at left below, was applied to the mail and Russian dispatches bore the cancellation shown at center and at right. These were also used as backstamps.



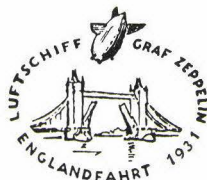
German Cachet



Russian Postmarks

Special Note: Because a variety of franking is possible, the values shown below for the German dispatches assume that the cover bears 1 copy of the 2 M stamp. Subtract \$8 from price if a 1 M stamp is employed and add \$12 to the resulting price for each additional 1 M stamp. Add \$30 to the price if a 4 M stamp is used and double the price if two 2 M stamps are used. No premiums are to be added to the prices shown for the Russian dispatches.

- Dispatched from Friedrichshafen or from Berlin, delivered at Leningrad ..... 90.00
- a. Dispatched from Friedrichshafen, dropped to icebreaker "Malyguin" ..... 100.00  
c. Dispatched from Leningrad, dropped to icebreaker "Malyguin" ..... 70.00  
d. Return flight, dispatched from Leningrad ..... 70.00  
e. Return flight, postmarked on icebreaker "Malyguin" ..... 70.00  
f. Return flight, "On Board" mail, dropped over Leningrad ..... 80.00  
g. Return flight, "On Board" mail, delivered to Berlin ..... 50.00
- Z-167 1931, August 16-17—Flight to Munster and Essen. There was no special cachet used on mail carried on this flight.
- Dispatched from Friedrichshafen ..... 6.00  
a. Return flight, dispatched from Munster ..... 8.00  
b. Return flight, dispatched from Essen ..... 8.00



- Z-168 1931, August 18-20—London Flight. The cachet illustrated was applied in violet to all mail. Consistent with its conservative policy, there was no dispatch of British mails via the return flight. However, "On Board" mail with German stamps exists from this return flight.
- |                                         |      |
|-----------------------------------------|------|
| Dispatched from Friedrichshafen .....   | 8.00 |
| a. Return flight, "On Board" mail ..... | 9.00 |
- Z-169 1931, August 27—Swiss Flight. The flight was from Friedrichshafen to Lausanne where the mail was dropped.
- |                                           |                    |
|-------------------------------------------|--------------------|
| Drop mail over Lausanne .....             | (4839 pieces) 8.50 |
| a. On board mail to Friedrichshafen ..... | 9.00               |
- Z-170 1931, August 29-September 7—First South American Flight. Between these dates the first of three South American flights during 1931 was undertaken. Two special stamps, made by surcharging the 5\$000 and the 10\$000 values of the regular postage series with the word "Zeppelin" and 3\$500 and 7\$000 respectively, were issued by Brazil for use on these flights. A special connecting plane flight was made from Berlin. A special oblong cachet inscribed "Luftschiff Graf Zeppelin—1.Sudamerikafahrt 1931" in two lines and picture of Zeppelin was applied in green to all mail. On the return flight Brazil used a special cancellation cachet, applied in black to all mail.
- |                                                                              |       |
|------------------------------------------------------------------------------|-------|
| Dispatched from Friedrichshafen .....                                        | 8.50  |
| a. Via special connecting flight from Berlin, additional cachet in red ..... | 9.50  |
| b. Drop mail over Praia .....                                                | 9.50  |
| c. Return flight, Brazil dispatches .....                                    | 12.00 |
| d. Return flight, Paraguay dispatches .....                                  | 12.00 |
| e. On board mail return flight .....                                         | 85.00 |
- Z-171 1931, September 11—Swiss Flight. On this flight, a special cachet was used, applied to all mail, honoring the MOPHILA Philatelic Exhibition at Hamburg. Mail was dropped over Zurich.
- |                                    |                    |
|------------------------------------|--------------------|
| Drop mail over Zurich .....        | (3100 pieces) 7.50 |
| a. With Mophila cancellation ..... | 15.00              |
- Z-172 1931, September 13—Flight to Ohringen and Frankfurt. This flight was in commemoration of "Zeppelin Day". A circular cachet, so inscribed, was applied at Ohringen. There were no dispatches from Friedrichshafen.
- |                                                   |      |
|---------------------------------------------------|------|
| Dispatched from Ohringen .....                    | 8.00 |
| a. Return flight, dispatched from Frankfurt ..... | 8.00 |
- Z-173 1931, September 18-28—Second South American Flight. An appropriately inscribed oblong pictorial cachet was applied in violet to the German dispatches. For the return dispatches Brazil used a marking inscribed "Segundo Voo—1931". Mail dispatched from Paraguay missed connection with the Airship.
- |                                                          |       |
|----------------------------------------------------------|-------|
| Dispatched from Friedrichshafen .....                    | 8.50  |
| a. Drop mail over S. Vincente .....                      | 8.50  |
| b. Return flight, Argentine dispatches .....             | 8.50  |
| c. Return flight, Brazil dispatches .....                | 10.00 |
| d. Return flight, Paraguay dispatches, not carried ..... | 12.50 |



## THE AMERICAN AIR MAIL CATALOGUE

|       |                                                                                                                                                                                                                                                                                  |       |
|-------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| Z-174 | 1931, October 11—Meiningen Flight. There were no special markings applied to mail on this flight.                                                                                                                                                                                |       |
|       | Dispatched from Friedrichshafen .....                                                                                                                                                                                                                                            | 7.00  |
|       | a. Return flight, dispatched from Meiningen .....                                                                                                                                                                                                                                | 7.00  |
| Z-175 | 1931, October 17-28—Third South American Flight. A special pictorial cachet inscribed "Servicio Aereo Transatlantico" was applied in violet to German mail. Return flight mail was dispatched from various South American countries. The mail from Brazil bore a special cachet. |       |
|       | Dispatched from Friedrichshafen .....                                                                                                                                                                                                                                            | 8.50  |
|       | a. Return flight, Argentine dispatches .....                                                                                                                                                                                                                                     | 8.50  |
|       | b. Return flight, Brazil dispatches .....                                                                                                                                                                                                                                        | 8.50  |
|       | c. Return flight, Paraguay dispatches .....                                                                                                                                                                                                                                      | 25.00 |
|       | d. Return flight, Uruguay dispatches .....                                                                                                                                                                                                                                       | 10.00 |
| Z-176 | 1931, November 3—Flight to Switzerland .....                                                                                                                                                                                                                                     | 7.50  |

## SOUTH AMERICAN FLIGHTS—1932

During 1932 the Graf Zeppelin successfully completed nine round trips to South America. Mails were accepted from various European countries and each trip may be distinguished by the inscription in the different cachets.

It is interesting to note that 34 different foreign countries made arrangements with Germany to enjoy regular Zeppelin air mail service from Europe to South America.

Each of the flights carried mail on the return trip which was franked by either ordinary or special Zeppelin stamps and cancelled with special obliterations.

Both "On Board" mails and ordinary mails were dispatched and in some cases mail was dropped to cities en route. In order to conserve space and because covers from these various trips appeal largely to the specialist, the listings have been grouped in chart form.

## RETURN FLIGHT DISPATCHES FROM

In the Chart below, the Catalogue number of the German dispatches is shown at far left. The Catalogue number of Return Flight dispatches is the number at far left plus the letter shown above the prices.

| Cat. # | Date            | TRIP    | GERMAN<br>DISPATCHES | ARGENTINA | BOLIVIA | BRAZIL | CHILE | PARAGUAY | URUGUAY |
|--------|-----------------|---------|----------------------|-----------|---------|--------|-------|----------|---------|
|        |                 |         |                      | a         | b       | c      | d     | e        | f       |
| Z-180  | March 19-29     | FIRST   | 6.00                 | 4.00      | **      | 4.00   |       | 7.00     | 7.00    |
| Z-181  | April 4-13      | SECOND  | 6.00                 | 4.00      | 4.00    | 4.50   | 7.50  | 5.00     | 5.00    |
| Z-182  | April 18-27     | THIRD   | 6.00                 | 6.00      | 5.00    | 8.00   | 5.00  | 3.50     | 5.00    |
| Z-183  | May 2-10        | FOURTH  | 6.00                 | 6.00      | 5.00    | 5.00   | 6.00  | 6.50     | 5.00    |
| Z-184  | Aug. 29-Sept. 7 | FIFTH   | 6.00                 | 12.00     | **      | 5.00   | 5.50  | 5.00     |         |
| Z-185  | Sept. 12-21     | SIXTH   | 6.00                 | 4.00      | **      | 5.00   | 5.00  | 7.00     | 5.00    |
| Z-186  | Sept. 26-Oct. 4 | SEVENTH | 6.00                 | 4.00      | **      | 5.00   | 5.00  | 7.00     | 5.00    |
| Z-187  | Oct. 9-19       | EIGHTH  | 6.00                 | 5.00      | **      | 5.00   | 5.00  | 8.00     | 6.00    |
| Z-188  | Oct. 24-Nov. 3  | NINTH   | 6.00                 | 6.00      | **      | 5.50   | 5.50  | 8.00     | 6.00    |

\*\* Stars indicate there were no dispatches from these points on the trips indicated.



## THE AMERICAN AIR MAIL CATALOGUE

Z-194 1932, July 30-August 1—LUPOSTA Exhibition Flight. The "Graf Zeppelin" made a visit to the LUPOSTA International Philatelic Exhibition being held in Danzig on the above dates. Various cachets and markings are found on this mail.

|                                                |       |
|------------------------------------------------|-------|
| Dispatched from Friedrichshafen .....          | 10.00 |
| a. Drop mail over Ronne .....                  | 20.00 |
| b. Return flight, dispatched from Danzig ..... | 25.00 |
| c. Round trip, Danzig to Danzig .....          | 25.00 |

Z-195 1932, August 28—Frankfurt Flight in Connection with Goethe Festival. A special flight was made during this commemoration. Pictorial cards honoring Goethe were given a special overprint.

|                                       |      |
|---------------------------------------|------|
| Dispatched from Friedrichshafen ..... | 6.00 |
|---------------------------------------|------|

## SOUTH AMERICAN FLIGHTS—1933

Nine additional trips to South America were made by the "Graf Zeppelin" during 1933. Eight of these are listed in tabular form hereunder. The ninth trip was the CENTURY OF PROGRESS trip which included the visit of the Zeppelin to the World's Fair at Chicago, U.S.A. Special cachets were provided for all the German dispatches which were applied in various colors for the different trips. The return flight mail also bore special markings.

RETURN FLIGHT  
DISPATCHES FROM

In the chart below, the Catalogue number of German dispatches is shown at far left. The Catalogue number of Return Flight dispatches is the number at far left plus the letter shown above the prices.

| Cat. # | Date                                          | TRIP    | GERMAN<br>DISPATCHES | RETURN FLIGHT<br>DISPATCHES FROM |                | OTHER |
|--------|-----------------------------------------------|---------|----------------------|----------------------------------|----------------|-------|
|        |                                               |         |                      | BRAZIL<br>a.                     | PARAGUAY<br>b. |       |
| Z-200  | May 6-17                                      | FIRST   | 6.00                 | 6.00                             | 12.00          |       |
|        | c. Spanish dispatches                         |         |                      |                                  |                | 5.00  |
| Z-201  | June 3-13                                     | SECOND  | 6.00                 | 6.00                             |                |       |
|        | c. Drop mail over Barcelona                   |         | 7.00                 |                                  |                |       |
|        | d. Drop mail over Sevilla                     |         | 6.00                 |                                  |                | 6.00  |
| Z-202  | July 1-12                                     | THIRD   | 6.00                 | 9.00                             | 10.00          |       |
| Z-203  | August 5-15                                   | FOURTH  | 6.00                 | 6.00                             | 10.00          |       |
|        | c. Return flight, drop mail<br>over Sevilla   |         |                      |                                  |                | 6.00  |
| Z-204  | August 19-29                                  | FIFTH   | 6.00                 | 6.00                             | 8.00           |       |
| Z-205  | September 2-12                                | SIXTH   | 6.00                 | 6.00                             | 10.00          | 8.00  |
|        | c. Return flight, drop mail<br>over Sevilla   |         |                      |                                  |                | 7.00  |
| Z-206  | September 16-26                               | SEVENTH | 6.00                 | 6.00                             | 10.00          |       |
| Z-207  | Sept. 30-Oct. 10                              | EIGHTH  | 6.00                 | 6.00                             | 10.00          |       |
|        | c. Return flight, drop mail<br>over Barcelona |         |                      |                                  |                | 7.00  |

The NINTH flight continued to North America and is known and listed hereafter as the CENTURY OF PROGRESS flight.

The following flights were made within Europe during 1933:

|       |                                                                                                                                                                                                                   |                                 |
|-------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| Z-210 | 1933, May 1—Germany Flight. A special cachet was applied in green to covers carried on this flight. The mail was dropped over Dresden.<br>Drop mail over Dresden .....                                            | 10.00                           |
| Z-211 | 1933, May 26-July 18—Swiss Flights. Between the dates shown four flights were made to Switzerland.<br>May 26 .....<br>a. June 20 .....<br>b. June 22 .....<br>c. July 18, drop mail over Bern ..... (1489 pieces) | 10.00<br>10.00<br>7.00<br>12.00 |
| Z-212 | 1933, May 28—Test Flight .....                                                                                                                                                                                    | 8.00                            |



|       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |       |
|-------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| Z-213 | 1933, May 29-30—Italy Flight. For this flight special stamps were prepared by Italy. San Marino, Greece, Aegean Islands, Cirenaica and Tripolitania. These dispatches are of interest only to the specialist as most was in the nature of "transit" mail which was sent to other points for dispatch. In evaluating such covers the value of the special stamps must be taken into consideration. A special cachet was applied in red to German and transit mail.<br>Dispatched from Friedrichshafen to Rome ..... | 20.00 |
|       | a. "On Board" mail dropped over Livorno .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 25.00 |
|       | b. "On Board" mail dropped over Naples .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 25.00 |
|       | c. Return flight dispatches priced according to value of stamps used thereon. ....                                                                                                                                                                                                                                                                                                                                                                                                                                 |       |

The mail from Rome has these stamps:

- Lire 3, Card for circuit of Rome or drop at Naples  
Card for return flight to Friedrichshafen
- Lire 5: Cover for the same two routes
- Lire 10: Card to Brazil or other over-weight charges
- Lire 12: Cover for the same conditions
- Lire 15: Card to other parts of South America or over-weight charges
- Lire 20: Cover for the same conditions



## THE AMERICAN AIR MAIL CATALOGUE

Values for such dispatches and postage vary for the values of the stamps issued in Italy, San Marino, Aegean Islands, Cirenaica, Tripolitania. Each of these countries used its own special cancellation. Dispatches from the Vatican had mixed Vatican stamps and Italian Zeppelin stamps.

Greece issued three special Zeppelin stamps and forwarded 1170 cards and covers for airship dispatch to Italy. These have a Greek delivery cachet. The Greek special stamps for 30 Drachmas were used for regular mail. The rate for Zeppelin Mail was 150 Drachmas for cards, and 250 Drachmas for covers.

|              |                                                                                                        |       |
|--------------|--------------------------------------------------------------------------------------------------------|-------|
| <b>Z-214</b> | 1933, June 25 — Saar Flight. A special cachet was applied in black to all mail carried by this flight. |       |
|              | a. German dispatches and board mail .....                                                              | 10.00 |
|              | b. Round trip. Saar dispatches .....                                                                   | 25.00 |
|              | c. Return flight, Saar dispatches .....                                                                | 25.00 |
|              | d. Luxemburg postal dispatch .....                                                                     | 80.00 |
|              | (400 pieces)                                                                                           |       |
| <b>Z-215</b> | 1933, July 20 — Test flight over Switzerland .....                                                     | 8.00  |

## CENTURY OF PROGRESS FLIGHT

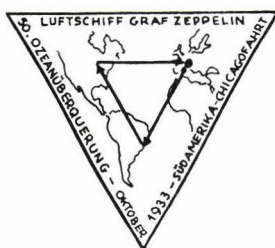
October 14—December 2, 1933.

The "Graf Zeppelin" made a special visit to the Century of Progress Exposition at Chicago, U. S. A. The trip was made via South America and in addition to constituting the Ninth flight to South America during 1933, it marked the fifth visit to the United States, the fifth Anniversary of the ship and the fiftieth Trans-Atlantic crossing. Both the United States and Germany issued special stamps for this flight and special cachets were used at various points of dispatch.

- Z-216** 1933, October 2-4—Century of Progress Flight, United States Dispatches. The special U. S. stamp was a 50c green, #303 as listed in Section I, Volume I of this Catalogue. Mail was accepted for dispatch via surface means to Friedrichshafen and thence by Zeppelin to destination. Rates were as follows:

To South America, 50c; to Miami, \$1.00; to Akron or Chicago, \$1.50; complete round trip to Germany and return to U. S. via ordinary means \$2.00.

October 2 was the first day of issue of this stamp. Covers cancelled on this date are worth slightly more than the values given in the listings.



German Cachet

Covers listed below all bear one or more of the special stamps and have both the United States cachet, applied in magenta, and the German cachet, in red.

|                                                                 |        |
|-----------------------------------------------------------------|--------|
| New York to Recife .....                                        | 55.00  |
| a. New York to Rio de Janeiro or Pernambuco ..... (6743 pieces) | 50.00  |
| b. New York to Miami .....                                      | 80.00  |
| c. New York to Akron .....                                      | 80.00  |
| d. New York to Chicago .....                                    | 80.00  |
| e. New York to Sevilla, Round flight .....                      | 120.00 |
| f. New York to Friedrichshafen, Round flight .....              | 140.00 |

Z-217 1933, October 14—Century of Progress Flight, German Dispatches. The special stamps for this flight consisted of the 1928-31 special Zeppelin adhesives overprinted "Chicagofahrt-Weltausstellung—1933" in three lines. They were issued in three denominations: 1 M, carmine; 2 M, ultramarine and 4 M black brown. Rates of postage were as follows:

To South America, 1.25 M; to U. S. points, 2.50 M and for round flight to Germany, 4 M in addition to regular rates of postage.

Covers listed below have the German cachet illustrated above and the valuations assume that covers to South America, the United States and Germany bear at least one example of the 1 M, 2 M and 4 M stamps respectively, according to destination.

|                                             |        |
|---------------------------------------------|--------|
| Friedrichshafen to Recife .....             | \$5.00 |
| a. Friedrichshafen to Rio de Janeiro .....  | 90.00  |
| b. Friedrichshafen to Miami .....           | 100.00 |
| c. Friedrichshafen to Akron .....           | 100.00 |
| d. Friedrichshafen to Chicago .....         | 90.00  |
| e. Friedrichshafen to Sevilla .....         | 120.00 |
| f. Friedrichshafen to Friedrichshafen ..... | 140.00 |
| g. "On Board" mail..... (*)                 | .....  |

(\*) "On Board" mail, bearing varying rates of postage depending on position of stop and destination, exists for all points.

Z-218 1933, October 18—Century of Progress Flight, Brazil Dispatches (Rio de Janeiro). A special triangular cachet with large circles superimposed upon the points of the triangle was applied in either red or blue to all mail. Rates were 3\$500 to points in the U. S. A. and 7\$000 to points in Europe. The "Graf Zeppelin" made a shuttle flight between Recife and Rio before flying to Miami.

|                                            |           |
|--------------------------------------------|-----------|
| Rio de Janeiro to Recife .....             | (*) 10.00 |
| a. Rio de Janeiro to Miami .....           | 10.00     |
| b. Rio de Janeiro to Akron .....           | 10.00     |
| c. Rio de Janeiro to Chicago .....         | 10.00     |
| d. Rio de Janeiro to Sevilla .....         | 10.00     |
| e. Rio de Janeiro to Friedrichshafen ..... | 10.00     |

(\*) This cover does NOT bear the described cachet.

|                                                                                |           |
|--------------------------------------------------------------------------------|-----------|
| Z-219 1933, October 19—Century of Progress Flight, Brazil Dispatches (Recife). | 10.00     |
| Recife to Rio de Janeiro .....                                                 | (*) 10.00 |
| a. Recife to Miami .....                                                       | 10.00     |
| b. Recife to Akron .....                                                       | 10.00     |
| c. Recife to Chicago .....                                                     | 10.00     |
| d. Recife to Sevilla .....                                                     | 10.00     |
| e. Recife to Friedrichshafen .....                                             | 10.00     |

(\*) This dispatch is postmarked October 17 and does NOT bear the cachet described above.

Z-219A 1933, October 19 — Century of Progress flight from Recife: Paraguay airport dispatch. Flown cover with one or several Paraguay Zeppelin stamps and Paraguay special cachet ..... 35.00  
The value can increase with higher valued Paraguay Zeppelin stamps

## THE AMERICAN AIR MAIL CATALOGUE

Z-220 1933, October 23—Century of Progress Flight, Miami Dispatches. Mail was also accepted from Miami, Akron and Chicago by return leg of the flight for either Sevilla, Spain or Friedrichshafen, Germany or for flight to these points and return by ordinary means to points in the United States. Rate for this service was 50c per half ounce, except at Miami, which was belatedly authorized to accept mail for Sevilla and Friedrichshafen at the rate of \$1.00 per ½ ounce. Covers have same cachet as applied at New York, October 2-4 but inscribed "Dispatched from Miami". It was applied in violet.

|                                   |                |       |
|-----------------------------------|----------------|-------|
| Miami to Akron .....              | (2229 pieces)  | 40.00 |
| a. Miami to Chicago .....         | (12207 pieces) | 35.00 |
| b. Miami to Sevilla .....         |                | 65.00 |
| c. Miami to Friedrichshafen ..... |                | 55.00 |

Z-221 1933, October 25—Century of Progress Flight, Akron Dispatches. The official cachet was inscribed "Dispatched from Akron" and was applied in violet.

|                                   |               |       |
|-----------------------------------|---------------|-------|
| Akron to Chicago .....            | (4285 pieces) | 35.00 |
| a. Akron to Sevilla .....         | (1218 pieces) | 65.00 |
| b. Akron to Friedrichshafen ..... | (8099 pieces) | 40.00 |
| c. Akron, Round flight .....      | (1993 pieces) | 50.00 |

Z-222 1933, October 26—Century of Progress Flight, Chicago Dispatches. The official cachet was inscribed "Dispatched from Chicago" and was applied in black. Although not originally contemplated, mail was accepted for delivery in Akron.

|                                     |                |       |
|-------------------------------------|----------------|-------|
| Chicago to Akron .....              | (2394 pieces)  | 40.00 |
| a. Chicago to Sevilla .....         | (1599 pieces)  | 65.00 |
| b. Chicago to Friedrichshafen ..... | (15387 pieces) | 35.00 |

## SOUTH AMERICAN FLIGHTS—1934

The year 1934 included twelve "Graf Zeppelin" flights to South America. Starting with the FOURTH flight a special "On Board" cancellation was brought into use.

RETURN FLIGHT  
DISPATCHES FROM

In the Chart below, the Catalogue number of the German dispatches is shown at far left. The Catalogue number of Drop Mail and Return Flight dispatches is the number at far left plus the letter shown above the prices.

| Cat. # | Date           | TRIP    | RETURN FLIGHT<br>DISPATCHES FROM |                             |           |        |          |         |
|--------|----------------|---------|----------------------------------|-----------------------------|-----------|--------|----------|---------|
|        |                |         | GERMAN<br>DISPATCHES             | DROP MAIL OVER<br>BARCELONA | ARGENTINA | BRAZIL | PARAGUAY | URUGUAY |
| Z-225  | May 26-June 5  | FIRST   | 5.00                             | 5.50                        | **        | 4.00   | 55.00    | **      |
| Z-226  | June 9-19      | SECOND  | 5.00                             | 6.00                        | 4.00      | 4.00   | 25.00    | **      |
| Z-227  | June 23-July 6 | THIRD   | 5.00                             | 6.00                        | 7.00      | 5.00   | 25.00    | 12.00   |
| Z-228  | July 21-31     | FOURTH  | 12.00                            | 14.00                       | 5.00      | 5.00   | 20.00    | 6.00    |
| Z-229  | Aug. 4-14      | FIFTH   | 12.00                            | 12.00                       | 5.00      | 5.00   | 20.00    | 6.00    |
| Z-230  | Aug. 18-28     | SIXTH   | 12.00                            | 12.00*                      | 5.00      | 5.00   | 20.00    | 6.00    |
| Z-231  | Sept. 1-11     | SEVENTH | 12.00                            | 13.00                       | 5.00      | 5.00   | 25.00    | 6.00    |

|       |                 |          |       |        |      |      |       |      |
|-------|-----------------|----------|-------|--------|------|------|-------|------|
| Z-232 | Sept. 15-25     | EIGHTH   | 10.00 | **     | 5.00 | 5.00 | 25.00 | 6.00 |
| Z-233 | Sept. 29-Oct. 9 | NINTH    | 10.00 | **     | 5.00 | 5.00 | 25.00 | 6.00 |
| Z-234 | Oct. 13-23      | TENTH    | 10.00 | **     | 5.00 | 5.00 | 30.00 | 6.00 |
| Z-235 | Oct. 27-Nov. 6  | ELEVENTH | 10.00 | **     | 5.00 | 5.00 | 25.00 | 6.00 |
| Z-236 | Dec. 8-19       | TWELFTH  | 15.00 | 15.00* | 5.00 | 5.00 | 30.00 | 6.00 |

\* Dropped over Sevilla.

\*\* Stars indicate there were no dispatches from these points nor no mail dropped on the trips indicated.

Note: Prices for German dispatches for No. Z-228-236 and Barcelona drop mail for No. Z-228-231 are for examples with "On Board" cachets. Mail without such cachet for these flights has a value of \$2.50.

Other flights during 1934 were as follows:

|       |                                                                                                                                                                                           |                |
|-------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| Z-240 | 1934, May 14—Test Flight .....                                                                                                                                                            | 6.00           |
| Z-241 | 1934, May 19-20—Flight to Berlin and Konigsberg. A special cachet was applied in red to mail dispatched by this flight .....                                                              | 10.00          |
| Z-242 | 1934, May 24—Swiss Flight .....                                                                                                                                                           | 8.00           |
| Z-243 | 1934, July 10—Swiss Flight. A special cachet was used for this flight and was applied in green to all mail.<br>Drop mail over Zurich ..... (2400 pieces);<br>Board mail not dropped ..... | 15.00<br>10.00 |
| Z-244 | 1934, July 11—Test Flight .....                                                                                                                                                           | 8.00           |
| Z-245 | 1934, July 12—Test Flight .....                                                                                                                                                           | 8.00           |
| Z-246 | 1934, September 14—400th Flight. On this date the "Graf Zeppelin" took to the air for the four hundredth time .....                                                                       | 8.00           |
| Z-247 | 1934, September 27—Test Flight .....                                                                                                                                                      | 5.00           |

### SOUTH AMERICAN FLIGHTS—1935

During 1935, the "Graf Zeppelin" continued its program of flying between Germany and Brazil. No less than sixteen complete crossings were made and between the going and return portions of the SIXTEENTH trip, three shuttle crossings were made between Pernambuco, Brazil and Bathurst, Gambia. Practically all of the covers listed hereunder have special "On Board" cachets and/or other special markings.

In the Chart below, the Catalogue number of the German dispatches is shown at far left. The Catalogue number of Drop Mail and Return Flight dispatches is the number at far left plus the letter shown above the prices.

#### RETURN FLIGHT DISPATCHES FROM

| Cat. # | Date           | TRIP   | GERMAN<br>DISPATCHES | RETURN FLIGHT DISPATCHES FROM |           |        |          |         | OTHER |
|--------|----------------|--------|----------------------|-------------------------------|-----------|--------|----------|---------|-------|
|        |                |        |                      | DROP MAIL*                    | ARGENTINA | BRAZIL | PARAGUAY | URUGUAY |       |
|        |                |        |                      | a.                            | b.        | c.     | d.       | e.      |       |
| Z-250  | April 6-16     | FIRST  | 5.00                 | 15.00                         | 5.00      | 5.00   | 25.00    | 7.00    | ••    |
| Z-251  | April 20-May 1 | SECOND | 5.00                 | 10.00                         | 5.00      | 5.00   | 25.00    | 7.00    | ••    |
| Z-252  | May 4-14       | THIRD  | 5.00                 | 15.00                         | 5.00      | 5.00   | 25.00    | 7.00    | ••    |



## THE AMERICAN AIR MAIL CATALOGUE

|                                                                                 |                 |            |      |       |      |      |       |       |       |
|---------------------------------------------------------------------------------|-----------------|------------|------|-------|------|------|-------|-------|-------|
| Z-253                                                                           | May 19-28       | FOURTH     | 5.00 | 15.00 | 5.00 | 5.00 | 20.00 | 7.00  | **    |
| Z-254                                                                           | June 1-11       | FIFTH      | 5.00 | 15.00 | 5.00 | 5.00 | 20.00 | 7.00  | **    |
| Z-255                                                                           | June 15-25      | SIXTH      | 5.00 | 15.00 | 5.00 | 5.00 | 20.00 | 10.00 | **    |
| Z-256                                                                           | June 29-July 9  | SEVENTH    | 5.00 | 15.00 | 5.00 | 5.00 | 20.00 | 7.00  | **    |
| Z-257                                                                           | July 15-25      | EIGHTH     | 5.00 | *     | **   | 5.00 | 15.00 | **    |       |
| Z-258                                                                           | July 29-Aug. 7  | NINTH      | 5.00 | 6.00  | **   | 5.00 | **    | **    |       |
| Z-259                                                                           | Aug. 13-22      | TENTH      | 5.00 | **    | **   | 5.00 | 15.00 | **    |       |
| Z-260                                                                           | Aug. 27-Sept. 5 | ELEVENTH   | 5.00 | **    | **   | 5.00 | 25.00 | **    |       |
| Z-261                                                                           | Sept. 9-18      | TWELFTH    | 5.00 | **    | **   | 5.00 | **    | **    |       |
| f. Return flight, "On Board"<br>cachet, the 100th Cross-<br>ing of the Atlantic |                 |            |      |       |      |      |       |       | 30.00 |
| Z-262                                                                           | Sept. 23-Oct. 2 | THIRTEENTH | 5.00 | **    | **   | 5.00 | 25.00 | **    |       |
| Z-263                                                                           | Oct. 7-16       | FOURTEENTH | 5.00 | **    | **   | 5.00 | **    | **    |       |
| Z-264                                                                           | Oct. 23-Nov. 4  | FIFTEENTH  | 5.00 | 15.00 | 5.00 | 5.00 | 20.00 | 7.00  | **    |
| Z-265                                                                           | Nov. 7-Dec. 10  | SIXTEENTH  | 7.00 | 15.00 | 5.00 | 5.00 | 20.00 | 7.00  | **    |

Paraguay dispatches on the eighth, tenth and eleventh trips were also flown by aeroplane.

\* Mail on all listed trips was dropped over Larache except on the FIFTH trip on which occasion it was dropped over Lisbon. On the return flight of the sixteenth trip the mail was dropped over Sevilla.

Some Brazil dispatches were backstamped at either Recife or Bathurst. These backstamps increase the value of the cover to \$12.00.

\*\* Stars indicate there were no dispatches from these points nor any mail dropped on the trips indicated.

Before returning to Friedrichshafen, the "Graf Zeppelin" made three shuttle flights between Pernambuco, Brazil and Bathurst, Africa. There were no dispatches of mail from Bathurst.

## SHUTTLE FLIGHTS

| Cat. # | Date           | TRIP           | BRAZIL-<br>BATHURST | ARGENTINE<br>DISPATCHES | CHILE<br>DISPATCHES | PARAGUAY<br>DISPATCHES | URUGUAY<br>DISPATCHES |
|--------|----------------|----------------|---------------------|-------------------------|---------------------|------------------------|-----------------------|
|        |                |                | a.                  | b.                      | c.                  | d.                     |                       |
| Z-266  | Nov. 15-18     | FIRST SHUTTLE  | 15.00               | 5.00                    | 5.00                | 25.00                  | 10.00                 |
| Z-267  | Nov. 22-27     | SECOND SHUTTLE | 17.00               | 5.00                    | 5.00                | 25.00                  | 10.00                 |
| Z-268  | Nov. 29-Dec. 2 | THIRD SHUTTLE  | 15.00               | 5.00                    | 5.00                | 25.00                  | 10.00                 |

The "going" portion of the SIXTEENTH trip was completed on November 12. The return trip to Germany was not started until December 3 following the three SHUTTLE FLIGHTS to Bathurst, Africa.

Only three other flights were made by the "Graf Zeppelin" during 1935, as follows:

|       |                                                                                   |       |
|-------|-----------------------------------------------------------------------------------|-------|
| Z-271 | 1935, March 25—Test Flight .....                                                  | 8.00  |
| Z-272 | 1935, April 2—First Flight Under Management of German Zeppelin—<br>Reederei ..... | 12.00 |
| Z-273 | 1935, July 25—Test Flight .....                                                   | 10.00 |

## SOUTH AMERICAN FLIGHTS—1936

In 1936 the new Zeppelin "Hindenburg" was placed in commission and made six trips to South America. During the same year the "Graf Zeppelin" made thirteen additional trips. The trips of the "Hindenburg" will be found listed under the special grouping for flights of that airship. The "On Board" cachet which was used no longer designated the trip number; accordingly, reference to the dates is necessary to identify the various flights.

|                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                            |            | RETURN FLIGHT<br>DISPATCHES FROM |        |          |               |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|----------------------------------|--------|----------|---------------|
|                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                            |            | GERMAN<br>DISPATCHES             | BRAZIL | PARAGUAY | OTHER         |
| Cat. #                                                                                                                                                     | Date                                                                                                                                                                                                                                                                                                                                                                                       | TRIP       |                                  | a.     | b.       |               |
| Z-275                                                                                                                                                      | April 13-24                                                                                                                                                                                                                                                                                                                                                                                | FIRST      | 5.00                             | 5.00   | 15.00    | **            |
| Z-276                                                                                                                                                      | April 27-May 8                                                                                                                                                                                                                                                                                                                                                                             | SECOND     | 5.00                             | 5.00   | **       | **            |
| Z-277                                                                                                                                                      | May 11-21                                                                                                                                                                                                                                                                                                                                                                                  | THIRD      | 5.00                             | 5.00   | **       | **            |
| Z-278                                                                                                                                                      | June 8-18                                                                                                                                                                                                                                                                                                                                                                                  | FOURTH     | 5.00                             | 5.00   | **       | **            |
| Z-279                                                                                                                                                      | June 24-July 6                                                                                                                                                                                                                                                                                                                                                                             | FIFTH      | 5.00                             | 5.00   | 20.00    |               |
|                                                                                                                                                            | c. Argentine dispatches                                                                                                                                                                                                                                                                                                                                                                    |            |                                  |        |          | 5.00          |
|                                                                                                                                                            | d. Chile dispatches                                                                                                                                                                                                                                                                                                                                                                        |            |                                  |        |          | 6.00          |
|                                                                                                                                                            | e. Peru dispatches                                                                                                                                                                                                                                                                                                                                                                         |            |                                  |        |          | 70.00         |
|                                                                                                                                                            | f. Uruguay dispatches                                                                                                                                                                                                                                                                                                                                                                      |            |                                  |        |          | 6.00          |
| Z-280                                                                                                                                                      | July 9-20                                                                                                                                                                                                                                                                                                                                                                                  | SIXTH      | 5.00                             | 5.00   | 20.00    |               |
| Z-281                                                                                                                                                      | July 30-Aug. 10                                                                                                                                                                                                                                                                                                                                                                            | SEVENTH    | 5.00                             | 5.00   | 20.00    |               |
| Z-282                                                                                                                                                      | August 13-24                                                                                                                                                                                                                                                                                                                                                                               | EIGHTH     | 5.00                             | 5.00   | **       |               |
| Z-283                                                                                                                                                      | Sept. 9-21                                                                                                                                                                                                                                                                                                                                                                                 | NINTH      | 5.00                             | 5.00   | **       |               |
| Z-284                                                                                                                                                      | Sept. 23-Oct. 5                                                                                                                                                                                                                                                                                                                                                                            | TENTH      | 5.00                             | 5.00   | **       |               |
| Z-285                                                                                                                                                      | Oct. 8-19                                                                                                                                                                                                                                                                                                                                                                                  | ELEVENTH   | 5.00                             | 5.00   | **       |               |
| Z-286                                                                                                                                                      | Oct. 29-Nov. 9                                                                                                                                                                                                                                                                                                                                                                             | TWELFTH    | 5.00                             | 5.00   | 20.00    |               |
| Z-287                                                                                                                                                      | Nov. 11-Dec. 1                                                                                                                                                                                                                                                                                                                                                                             | THIRTEENTH | 5.00                             | 7.00   | **       |               |
|                                                                                                                                                            | c. Shuttle Flight to Bathurst,<br>Nov. 20-23                                                                                                                                                                                                                                                                                                                                               |            |                                  |        |          | 7.00          |
| ** Stars indicate that there were no dispatches from Paraguay on the specific flights listed<br>The following flights were made within Europe during 1936: |                                                                                                                                                                                                                                                                                                                                                                                            |            |                                  |        |          |               |
| Z-290                                                                                                                                                      | 1936, March 9—Trial Flight. Covers are cancelled merely "Luftschiff Graf Zeppelin—9.3.36"                                                                                                                                                                                                                                                                                                  |            |                                  |        |          | 15.00         |
| Z-291                                                                                                                                                      | 1936, March 23—Trial Flight. Covers of this flight bear a cancellation similar to the one just described                                                                                                                                                                                                                                                                                   |            |                                  |        |          | 8.00          |
| Z-292                                                                                                                                                      | 1936, March 26-29—Propaganda Flight. Both the "Graf Zeppelin" and the "Hindenburg" participated in a flight over Germany during which colored throw aways were dropped urging a vote for Adolf Hitler in the 1936 so-called elections. A special cachet was used showing both Zeppelins side by side. An inscription within double lined circle reads "Deutschland-Fahrt-22-29 Marz 1936". |            |                                  |        |          | 10.00         |
|                                                                                                                                                            | a. Dropped leaflets with imprinted cachet                                                                                                                                                                                                                                                                                                                                                  |            |                                  |        |          | 20.00 - 40.00 |

|       |                                                                                                                                                                                                                                                                            |      |
|-------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|
| Z-293 | 1936, April 2—Trial Flight. Covers bear the usual "Luftschiff Graf Zeppelin" cancellation .....                                                                                                                                                                            | 7.00 |
| Z-294 | 1936, May 11-September 9. Shuttle Flights between Friedrichshafen and Frankfurt. Effective May 11 Frankfurt was designated as a landing place for the "Graf Zeppelin". A number of shuttle flights were made between Friedrichshafen and Frankfurt during 1936 as follows: |      |
|       | May 11, Friedrichshafen to Frankfurt .....                                                                                                                                                                                                                                 | 7.00 |
|       | a. May 22, Frankfurt to Friedrichshafen .....                                                                                                                                                                                                                              | 7.00 |
|       | b. June 8, Friedrichshafen to Frankfurt .....                                                                                                                                                                                                                              | 8.00 |
|       | c. June 18, Frankfurt to Friedrichshafen .....                                                                                                                                                                                                                             | 8.00 |
|       | d. June 23, Friedrichshafen to Frankfurt .....                                                                                                                                                                                                                             | 7.00 |
|       | e. July 8, Friedrichshafen to Frankfurt .....                                                                                                                                                                                                                              |      |
|       | f. July 20, Frankfurt to Friedrichshafen .....                                                                                                                                                                                                                             | 8.00 |
|       | g. August 25, Frankfurt to Friedrichshafen .....                                                                                                                                                                                                                           | 7.00 |
|       | h. September 9, Friedrichshafen to Frankfurt .....                                                                                                                                                                                                                         | 7.00 |
| Z-295 | 1936, July 29—Bodensee Flight .....                                                                                                                                                                                                                                        | 7.00 |
| Z-296 | 1936, August 30-31—Flight to the Leipzig Fair. A special cachet was applied to the mail carried on this flight .....                                                                                                                                                       | 5.00 |
| Z-297 | 1936, October 27—Test Flight .....                                                                                                                                                                                                                                         | 5.00 |

The "Graf Zeppelin" made but two flights to South America in 1937 and on its return to Frankfurt on May 8 of that year, it was retired from commercial service. Flights during 1937 are listed in detail below:

|       |                                                                                                                                               |       |
|-------|-----------------------------------------------------------------------------------------------------------------------------------------------|-------|
| Z-300 | 1937, April 8—Test Flight. A new type of "On Board" cancellation was introduced with this flight .....                                        | 15.00 |
| Z-301 | 1937, April 13-25—First South American Flight. The new "On Board" cancellation was also used for this flight.                                 |       |
|       | "On Board" mail .....                                                                                                                         | 12.00 |
|       | a. Return flight, Brazil dispatches .....                                                                                                     | 5.00  |
| Z-302 | 1937, April 26—Bodensee Flight .....                                                                                                          | 7.50  |
| Z-303 | 1937, April 27-May 8—Second South American Flight. Covers from this flight exist with both the old and the new type "On Board" cancellations. |       |
|       | "On Board" mail, old type cancellation .....                                                                                                  | 15.00 |
|       | a. "On Board" mail, new type cancellation .....                                                                                               | 15.00 |
|       | b. Return flight, Brazil dispatches .....                                                                                                     | 10.00 |

### FLIGHTS OF THE "HINDENBURG" (LZ-129)

The giant Zeppelin "Hindenburg" (LZ-129) was completed early in 1936. The first trial flight was made on March 4 to be followed by additional trips on March 5, 6, 17 and 18. None of these trips carried any mail. The first mail carrying-trip was that of March 23. Special stamps were released for this trip which thereafter were used on most of the subsequent flights. During 1936 the "Hindenburg" made ten trips to North America and seven trips to South America. Early in May, 1937 the "Hindenburg" was completely destroyed by fire at Lakehurst, N. J. with terrific loss of life.

|       |                                                                                                                                                                                                                                                                                                                                                                                            |             |
|-------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| Z-400 | 1936, March 23—Trial Flight. The special Hindenburg stamps were used for the first time on this flight. With this flight there was also introduced a standard type of postmark-cachet for use on flights for which special pictorial type cachets were not provided.                                                                                                                       |             |
|       | Dispatched from Friedrichshafen .....                                                                                                                                                                                                                                                                                                                                                      | 8.00        |
| Z-401 | 1936, March 26-29—Propaganda Flight. Both the "Hindenburg" and the "Graf Zeppelin" participated in a flight over Germany during which colored throw aways were dropped urging a vote for Adolf Hitler in the 1936 so-called elections. A special cachet was used showing both Zeppelins side by side. An inscription within double lined circle reads "Deutschland-Fahrt-22-29 Marz 1936". | 8.00        |
|       | a. Dropped leaflets with imprinted cachet .....                                                                                                                                                                                                                                                                                                                                            | 20.00-40.00 |

- Z-402 1936, March 13-April 10—First South American Flight. Mail carried on this flight received the red handstamp inscribed "Deutsche Luftpost—Europa-Südamerika", formerly applied to mail carried by the "Graf Zeppelin".
- Dispatched from Friedrichshafen or Board Mail ..... 7.00
- a. Return flight, Brazil dispatches ..... 7.00
- b. Return flight, Paraguay dispatches ..... 45.00
- Z-403 1936, May 4—Trial Flight ..... 7.00



German Postmark



German Cachet



United States Cachet



German Backstamps



- X Z-404 1936, May 6-14—First North American Flight Visiting the Third International Philatelic Exhibition at New York. This trip marked the first visit to the United States and was timed to coincide with the Third International Philatelic Exhibition being held in Grand Central Palace, New York. Both the German and United States Post Office Departments provided special cachets and/or backstamps as illustrated. The special postmark shown at top left was used on all subsequent North American flights but with the date and numeral indicating the trip number changed. Canada made an official dispatch of mail through the Lakehurst post office.
- Dispatched from Friedrichshafen ..... 7.00
- a. Dispatched from Liechtenstein with special Zeppelin stamp ..... 40.00
- b. Return flight from U.S. dispatches ..... (\*) 5.00
- c. Return flight, Canada dispatches with U.S. special cachet ..... 100.00
- d. Return flight, Venezuela dispatches, special cachet ..... 120.00

(\*) Most of these covers were postmarked at the Exhibition Station, New York, and were franked with TIPEX sheets of four stamps. In this condition the value is \$12.00.

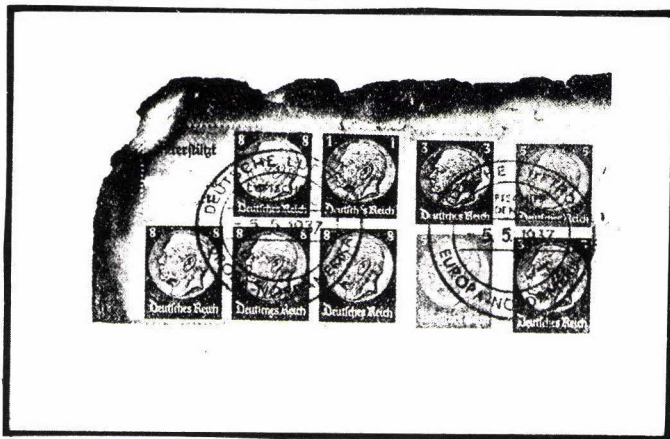
- Z-405 1936, May 17-23—Second North American Flight.
- Dispatched from Friedrichshafen ..... 7.00
- a. Return flight, United States dispatches ..... 7.00
- b. Return flight from U.S. with postal dispatches from Guatemala, Canada or Mexico ..... 40.00



## THE AMERICAN AIR MAIL CATALOGUE

|       |                                                                                                                                                                                                                      |        |
|-------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| Z-406 | 1936, May 25-June 3—Second South American Flight.<br>Dispatched from Friedrichshafen or Board Mail .....                                                                                                             | 7.00   |
|       | a. Return flight, Brazil dispatches .....                                                                                                                                                                            | 7.00   |
| Z-407 | 1936, June 5—Frankfurt Flight .....                                                                                                                                                                                  | 7.00   |
| Z-408 | 1936, June 16—Krupp Flight .....                                                                                                                                                                                     | 10.00  |
| Z-409 | 1936, June 18—Rhineland Flight .....                                                                                                                                                                                 | 5.00   |
| Z-410 | 1936, June 19-26—Third North American Flight. On the return flight Salvador dispatched mails through the United States using a special postmark.<br>Dispatched from Friedrichshafen .....                            | 5.00   |
|       | a. Return flight, United States dispatches .....                                                                                                                                                                     | 5.00   |
|       | b. Return flight, Salvador dispatches .....                                                                                                                                                                          | 120.00 |
|       | c. Return flight, Guatemala dispatches .....                                                                                                                                                                         | 40.00  |
| Z-411 | 1936, June 30-July 6—Fourth North American Flight.<br>Dispatched from Friedrichshafen .....                                                                                                                          | 7.00   |
|       | a. Return flight, United States dispatches .....                                                                                                                                                                     | 7.00   |
| Z-412 | 1936, July 8—Rhein-Main Airfield Dedication Flight .....                                                                                                                                                             | 6.00   |
| Z-413 | 1936, July 10-17—Fifth North American Flight.<br>Dispatched from Friedrichshafen .....                                                                                                                               | 7.00   |
|       | a. Return flight, United States dispatches .....                                                                                                                                                                     | 7.00   |
| Z-414 | 1936, July 20-29—Third South American Flight.<br>Dispatched from Friedrichshafen or Board Mail .....                                                                                                                 | 7.00   |
|       | a. Return flight, Brazil dispatches .....                                                                                                                                                                            | 7.00   |
| Z-415 | 1936, August 1—Olympic Games Flight. On this date the "Hindenburg" visited the Olympic Games being held in Berlin. A special pictorial type cachet was applied to all mail.<br>Dispatched from Friedrichshafen ..... | 7.00   |
| Z-416 | 1936, August 5-11—Sixth North American Flight. Some of the mail carried on this flight was postmarked at the special Olympic Stadium postal station in Berlin.<br>Dispatched from Friedrichshafen .....              | 7.00   |
|       | a. Return flight, United States dispatches .....                                                                                                                                                                     | 7.00   |
| Z-417 | 1936, August 14-22—Seventh North American Flight.<br>Dispatched from Friedrichshafen .....                                                                                                                           | 7.00   |
|       | a. Return flight, United States dispatches .....                                                                                                                                                                     | 7.00   |
| Z-418 | 1936, August 27-September 8—Fourth South American Flight.<br>Dispatched from Friedrichshafen .....                                                                                                                   | 7.00   |
|       | a. Return flight, Brazil dispatches .....                                                                                                                                                                            | 7.00   |
|       | b. Return flight, Paraguay dispatches .....                                                                                                                                                                          | 40.00  |
| Z-419 | 1936, September 14—Nazi Party Day Flight. On this day a flight was made to Nuremberg .....                                                                                                                           | 12.50  |
| Z-420 | 1936, September 17-24—Eighth North American Flight.<br>Dispatched from Friedrichshafen .....                                                                                                                         | 7.00   |
|       | a. Return flight, United States dispatches .....                                                                                                                                                                     | 7.00   |
|       | b. Return flight from U.S., postal dispatches from Cuba or Venezuela .....                                                                                                                                           | 120.00 |
| Z-421 | 1936, September 26-October 3—Ninth North American Flight.<br>Dispatched from Friedrichshafen or Board Post .....                                                                                                     | 7.00   |
|       | a. Return flight, United States dispatches .....                                                                                                                                                                     | 7.00   |
| Z-422 | 1936, October 5-12—Tenth North American Flight.<br>Dispatched from Friedrichshafen or Board Post .....                                                                                                               | 7.00   |
|       | a. Return flight, United States dispatches .....                                                                                                                                                                     | 7.00   |
| Z-423 | 1936, October 21-November 2—Fifth South American Flight.<br>Dispatched from Friedrichshafen or Board Post .....                                                                                                      | 7.00   |
|       | a. Return flight, Brazil dispatches .....                                                                                                                                                                            | 7.00   |

|        |                                                                                                          |       |
|--------|----------------------------------------------------------------------------------------------------------|-------|
| Z-424  | 1936, November 5-16—Sixth South American Flight.                                                         |       |
|        | Dispatched from Friedrichshafen or Board Post .....                                                      | 7.00  |
|        | a. Return flight, Brazil dispatches .....                                                                | 7.00  |
| Z-425  | 1936, November 25-December 7—Seventh South American Flight.                                              |       |
|        | Dispatched from Friedrichshafen or Board Post .....                                                      | 7.00  |
|        | a. Return flight, Brazil dispatches .....                                                                | 7.00  |
|        | b. Return flight, Paraguay dispatches, not carried .....                                                 | 15.00 |
| Z-430  | 1937, March 11—Germany Flight. Commencing with this flight a new "On Board" cachet was brought into use. |       |
|        | Dispatched from Friedrichshafen .....                                                                    | 7.00  |
|        | a. "On Board" mail, new cancellation .....                                                               | 25.00 |
| Z-431  | 1937, March 16-27—First South American Flight.                                                           |       |
|        | Dispatched from Friedrichshafen or Board Post .....                                                      | 15.00 |
|        | a. Return flight, Brazil dispatches .....                                                                | 6.00  |
| Z-431A | 1937, April 27—Rhineland Flight .....                                                                    | 8.00  |



|       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |         |
|-------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| Z-432 | 1937, May 3—First North American Flight and Final Trip of the "Hindenburg". This flight ended in disaster when the airship caught fire as it was about to land at Lakehurst and was completely destroyed with severe loss of life. Post office records show that 357 pieces of mail were saved, all badly damaged by fire. The addressees received an explanatory letter under special wrapper instructing them to call at their post offices and receive the damaged mail. They were required to sign and surrender the notice letter as evidence of receipt. Mail intended for the return flight was cancelled "New York Paquebot" and forwarded by regular means to Germany. The "Hindenburg" had intended to make a flight within Germany on May 1 and had accepted mail for this flight. The trip was cancelled and this mail received a special marking which translated reads: "On account of the cancellation of the Germany trip, mail dropped on the North American flight". It was dispatched by the latter flight and dropped en route over Cologne on May 3. |         |
|       | Dispatched from Frankfurt or Board Mail, dropped over Cologne ..                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 7.00    |
|       | a. Crash mail from the destruction of the airship at Lakehurst:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |         |
|       | 1. Dispatched from Friedrichshafen .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 1150.00 |
|       | 2. Mailed on board the airship .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 1500.00 |
|       | b. Mail for return flight with "Paquebot" cachet (not carried) .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 300.00  |
|       | c. U.S. mail for the return flight, but returned to the sender after the crash (not carried) .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 30.00   |

### FLIGHTS OF THE LZ-130

The LZ-130 was a product of the World War II years and but little has been published about activities of this ship. The first flight was made on September 14, 1938.

|       |                                                                                                                                                                                            |          |
|-------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|
| Z-440 | 1938, September 14—First Trial Flight. Unofficial card .....                                                                                                                               | 5.00     |
| Z-441 | 1938, December 4—Election Propaganda Trip to the Sudeten. On this trip propaganda leaflets and cards in various colors were dropped .....                                                  | 5.00     |
| Z-443 | 1939, July 2—Trip to Meiningen. There were no flown covers, but a special air field cancellation .....                                                                                     | 4.00     |
| Z-444 | 1939, July 9—Trip to Leipzig. A red cachet and special backstamp was used. ....                                                                                                            | 5.00     |
| Z-445 | 1939, July 16/17—Trip to Górlitz, red cachet .....                                                                                                                                         | * 5.00   |
| Z-446 | 1939, July 22/23—Trip to Bielefeld, red cachet .....                                                                                                                                       | * 300.00 |
|       | a. Interim landing at Munster with air field cancellation on not flown mail .....                                                                                                          | 5.00     |
| Z-447 | 1939, July 30—Trip to Kassel, red cachet .....                                                                                                                                             | * 5.00   |
| Z-448 | 1939, August 6—Trip to Würzburg, red cachet .....                                                                                                                                          | * 5.00   |
| Z-449 | 1939, August 13—Trip to Eger red cachet .....                                                                                                                                              | * 5.00   |
| Z-450 | 1939, August 20—Trip to Essen/Mulheim, red cachet .....                                                                                                                                    | 5.00     |
| Z-451 | 1939, August 26—Scheduled Trip to Königsberg. Cover received red cachet, but has additional marking stating that the flight was cancelled and the mail redispached by ordinary means ..... | 10.00    |
|       | a. An interim landing had been scheduled at Zwickau. Covers exist with the red cachet, but they were not flown .....                                                                       | 5.00     |

\*All covers bear red cachet and special backstamp similar to that used on flight Z-444.

All the special red cachets of the LZ-130 contain the words: "Deutschlandfahrten 1939"

#### SPECIAL NOTICE

*Absence of a price does NOT necessarily mean that the flight cover listed is rare or even scarce. It may mean that the item appears but infrequently in the market or that other information is lacking which makes it impossible for the editors to evaluate it.*

# INTERNATIONAL DIRIGIBLE MAILS

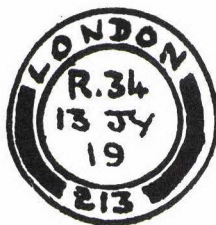
**ALTHOUGH** Germany is recognized as the home of the Zeppelin, several other nations have built and flown steerable, autopowered, rigid lighter-than-air craft, in which both official and unofficial mails were sometimes carried.

## GREAT BRITAIN

While Britain expended much time and effort in the development of Dirigibles, only two ships, the R-34 and the R-100 ever carried mail.

- Z-460 1919, July 2-6—DIRIGIBLE R-34. Flight from East Fortune, Scotland to Roosevelt Field, New York, U.S.A. This was the first successful trans-Atlantic crossing by lighter-than-air craft of any nation. En route mail was dropped over Grand Bank, Newfoundland and Selmar, Nova Scotia. That dropped over Grand Bank was never found, but the mail dropped near Selmar, Nova Scotia was recovered some months later and postmarked at that point on November 8, 1919. Covers bear a written authentication of the Postmaster. The mail bore only ordinary postal markings but was backstamped upon arrival in the United States.

Dispatched from Great Britain .....  
 a. Drop mail over Selmar, Nova Scotia .....  
 (See also "Foreign Flights" Section.)



London Backstamp

- Z-461 1919, July 9-13—DIRIGIBLE R-34. Return Flight from Roosevelt Field, New York, U.S.A. to Clifton, Ireland and Pulham, England. United States mails were placed aboard the Dirigible for the return flight. Regular rates applied. Covers were cancelled at New York, N.Y. on July 8 and again at Hempstead, N.Y., site of the airfield, on July 9. Upon arrival in London all covers received the special receiving mark illustrated, incorporating the words "R-34" in the postmark. Some late mail was handed to the purser and was cancelled on arrival in London. This mail did not bear United States stamps.

Dispatched from New York ..... 350.00  
 a. Supplementary mail, posted in London on arrival .....

- Z-462 1930, August 13—DIRIGIBLE R-100. Return Flight from Montreal (St. Hubert) to Bedford, England. The R-100 made a trans-Atlantic crossing from Bedford to St. Hubert Airport, Montreal, Canada. No mail was carried on this crossing. For the return trip no mail was authorized or was any officially carried, but several covers are known to have been carried by the crew in apparent violation of instructions. While the R-100 was at Montreal, the Canadian Post Office Department applied an official cachet to souvenir covers mailed at the St. Hubert airport. It shows the Dirigible attached to its anchor tower enclosed in a horizontal oblong with indented corners and the words "R-100—Montreal—1930". Mail so cacheted was NOT carried on the Dirigible and should not be confused with the unofficial mail which was actually carried as mentioned above. This latter mail is cancelled Montreal, St. Hubert, August 13, 1930 and is backstamped at Bedford, August 16, 1930. ....



## ITALY

1905, June 17 — Ascension of the first Italian airship "Italia" in Schio.: A large double circle cancellation was used, reading: "COMITATO ESPOSIZIONE - SCHIO - AERONAVE "ITALIA" 1905"

75.00



- Z-475** 1919, May 25 — First propaganda Flight of the Naval Airship "M 1": On the first flight 36 passengers and a crew of 7 men were flown on a circuit from the Ciampino Airport (Rome) to Castelli Romani - Ostia - Roma - Ciampino. Special cards were imprinted "Saluti da bordo dell' aeronave M 1" and had a black double ring cachet "R. Marina Aeronave M 1." Flown cards are rare. Subsequently the airship made a total of 54 propaganda flights and carried about 800 passengers from its base, Ciampino airport ..... 75.00
- Z-475A** 1920, January 26—MILITARY DIRIGIBLE "M-1". Venice to Milan Flight. During a railway strike mail was carried between various towns in Italy by planes and by the Dirigible "M-1" which made a trip between Venice and Milan on January 26. A total of 150 kgs. was flown and covers bear the postmark "Venezia—Posta Aerea" dated either January 25 or January 26. There were no other distinctive markings. ....  
(See also "Foreign Flights" Section.)
- Z-476** 1919, June 22 — Flight of the airship "F 6" from Milan to Venice. A special card is inscribed "MOLTI SALUTI DAL CIELO SUL TRATTO MILANO - VENEZIA." Stamps are cancelled "POSTA AEREA - DIRIGIBILE F 6." ..... 150.00
- Z-476A** 1921, July 17—MILITARY DIRIGIBLE "F-6". Milan to Venice Flight. On this date the Dirigible "F-6" carried 26 pieces of mail between Milan and Venice. The rate of postage was the ordinary fee plus 1 Lire for the special service. Covers were backstamped upon arrival and bear a special two line cache reading "Posta Aerea—Dirigibile F-6" between two wavy lines ..... 150.00  
(See also "Foreign Flights" Section.)
- Z-477** 1921, September 10—MILITARY DIRIGIBLE "F-6". Return Flight, Venice to Milan. The return flight, made on the above date, carried but 15 pieces which were marked with the same special cachet. .... 150.00  
(See also "Foreign Flights" Section.)
- Z-478** 1926, April 10-May 13—DIRIGIBLE "NORGE". Trans-Polar Flight. A special semi-official vignette was issued for use on mail to be carried by the semi-rigid airship "Norge" of the Amundsen-Ellsworth-Nobile Polar Expedition. As the mail was unofficial, in addition to the vignette each letter was required to have regular postage of 1.25 L. Covers were cancelled at Ciampino Airport near Rome and bear an oval cachet reading "Volo Transpolare 1926—Equipaggio Italiano—Dirigibile Norge—Amundsen-Ellsworth-Nobile" applied in violet. Norwegian mails were taken aboard at Oslo and Kings Bay.

Those covers which made the entire trip were postmarked on the face at Teller, Alaska, May 18. Most of the covers are signed by one or more members of the crew.

|                                                              |           |        |
|--------------------------------------------------------------|-----------|--------|
| Rome-Cuers .....                                             | 51 Covers | 50.00  |
| a. Rome-Pulham .....                                         | 51 Covers | 50.00  |
| b. Rome-Leningrad .....                                      | 49 Covers | 50.00  |
| c. Rome-Vadso .....                                          | 51 Covers | 50.00  |
| d. Rome-Oslo .....                                           | 51 Covers | 50.00  |
| e. Rome-Kings Bay .....                                      | 51 Covers | 50.00  |
| f. Rome-Nome .....                                           |           | 50.00  |
| g. Rome-Teller .....                                         |           | 100.00 |
| h. Oslo-Teller .....                                         |           | 100.00 |
| i. Kings Bay-Teller .....                                    | 31 Covers | 100.00 |
| j. Rome-Teller with postal cancellation of both cities ..... |           | 300.00 |

Z-479 1928, April 14-May 25 — DIRIGIBLE "ITALIA." Polar Expedition. This expedition was under the command of Umberto Nobile. Mail was unofficially carried and was marked with a cachet reading "Esplorazione Polare—Nobile—Dirigibile Italia—1928" in green. A special unofficial adhesive was also issued by overprinting a regular Italian postage stamp. The expedition was reported missing and several search planes and a relief expedition headed by Roald Amundsen were lost .....

## SWITZERLAND



## THE AMERICAN AIR MAIL CATALOGUE

- Z-490 1910, March 12 — INAUGURATION OF THE AIRSHIP-PORT LUCERNE ("LUFTSCHIFFSHAFEN"): The French-built airship VILLE DE LUCERNE in 1910 made 56 passenger flights with a final flight to Zurich on September 30. The service was renewed in spring and summer 1911. On these flights cards written by the passengers have a circular blue cachet of the Parc des Dirigeables and were posted after the landing for postal redispach ..... 300.00



- Z-491 1912, Summer and Fall — 24 passenger Flights of the German built airship PARSEVAL VI were made from the AIRSHIP PORT LUCERNE. Cards were issued to the passengers of the airship and to those of a local airplane service. These show two cachets "BALLON-HALLE LUZERN" and "LUFTPOST DES MONOPLANE AVIATIK," and could be written, addressed by the passengers and posted after the flight for postal redispach ..... 75.00

## UNITED STATES

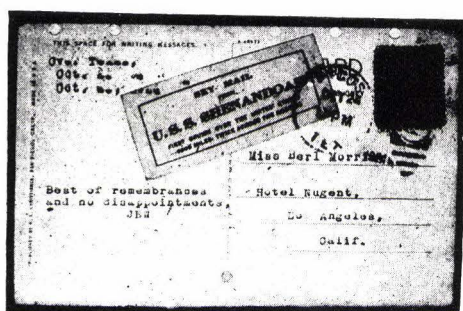
As early as 1912, Melvin Vaniman and a party of six planned a trans-Atlantic crossing in a rigid type airship, the "Akron", built by the Goodyear Tire and Rubber Company. Souvenir post cards made of fabric from the "Akron", which advertised the proposed flight, exist. This ship crashed at Atlantic City, N. J. on July 2, 1912 before the proposed flight could be executed. In all, the United States has had in service a total of four Dirigibles, one of them built by the Zeppelin people in Germany, one by the Philadelphia Navy Yard (and assembled in Lakehurst) and two completed at the Goodyear plant in Akron, Ohio. These ships were operated as a part of the United States Navy with Navy personnel, but all of them carried both official and unofficial mails at various times.

## U. S. S. "SHENANDOAH" (ZR-1)

This ship, originally known as the ZR-1, was renamed the U. S. S. "Shenandoah" when it was commissioned in the United States Navy.

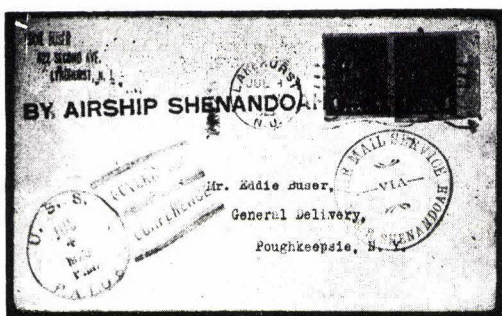
- Z-500 1924, October 8-12—Trans-Continental Flight. The flight was from Lakehurst via Fort Worth to Los Angeles and Seattle. Covers bear a cachet reading "By Dirigible Shenandoah" and the postmark of the Naval Air Station at Lakehurst, N. J. dated October 8. Ordinary postal rates applied. A small amount of mail was dropped over Gila Bend, Arizona on October 10.

Dispatched from Lakehurst ..... 175.00  
 a. Drop mail over Gila Bend .....



- Z-501 1924, October 12-28—Return Flight, Los Angeles, Calif. and Seattle, Wash. to Lakehurst, N. J. The return flight covers from Los Angeles are postmarked at the Naval Air Station, Los Angeles, Calif. on October 11. Seattle, Wash. also dispatched mail on the return flight and a few pieces of mail were dropped over Pecos, Texas and Dayton, Ohio on October 24 and 25 respectively. Most covers bore a printed unofficial label reading "Sky Mail from U.S.S. Shenandoah". The "drop mail" over Pecos has also been noted redispached from Clarksville, Texas.

|                                                                     |        |
|---------------------------------------------------------------------|--------|
| Dispatched from Los Angeles .....                                   | 200.00 |
| a. Dispatched from Seattle .....                                    | 200.00 |
| b. Drop mail over Pecos redispached from Pecos or Clarksville ..... |        |
| c. Drop mail over Dayton .....                                      |        |



- Z-502 1925, July 3—Governors' Conference Flight, Lakehurst, N. J. to Bar Harbor, Me. Covers were marked with a circular cachet in violet or black reading "Air Mail Service via U. S. S. Shenandoah" and postmark of the U. S. S. "Patoka", July 3 with the words, "Governors' Conference" in killer bars. Lakehurst postmark appears on covers actually flown on this date. Covers without same received the markings irregularly and were NOT flown.

|                                 |       |
|---------------------------------|-------|
| Dispatched from Lakehurst ..... | 35.00 |
|---------------------------------|-------|





- Z-503 1925, July 4—Governors' Conference Flight, Return Trip, Bar Harbor, Me. to Lakehurst, N. J. Return flight covers bear the postmark of Bar Harbor, Me. July 4, and markings similar to those used on the previous flight.

Dispatched from Bar Harbor .....

35.00

### U. S. S. "LOS ANGELES" (ZR-3)

As part of the reparations following the first World War, the United States received the new Zeppelin ZR-3 which was delivered at Lakehurst, N. J. on October 15, 1924. It was commissioned in the United States Navy as the U. S. S. "Los Angeles". Flights of the ZR-3 prior to its delivery to the United States have been listed under the earlier portions of this Section.



- Z-504 1925, February 21-22—Flight from Lakehurst, N. J. to Hamilton, Bermuda and Return. Plans called for mooring the ship to the U. S. S. "Patoka" at Hamilton, Bermuda but storms made it impossible. Mail was dropped over Bermuda but none was taken aboard there. Mail was carried at regular rates. The ordinary postmarks were added in addition to the air-mail service obliteration. 2,341 pieces left New York but a few others were postmarked at Lakehurst at the last minute.

Dispatched from New York .....

10.00

- Z-505 1925, April 21-22—Flight from Lakehurst, N. J. to Hamilton, Bermuda. The same type of cancellation as used on the February 21 flight was applied to mail dispatched from New York, generally in red. Mails are known cancelled as early as April 15 as the flight was originally scheduled for the 16th.

Dispatched from New York .....

8.00

### BERMUDA FIRST OVERSEAS AIRMAIL

- Z-506 1925, April 23-24—Return Flight, Hamilton to Lakehurst, N. J. Three sacks of mail, weighing about 100 lbs., were dispatched from Bermuda by the return flight. Rate was 2½d per letter. Covers are cancelled as early as April 16. Three types of cachets were used in Bermuda on this mail.

A two line cachet, as illustrated, appears most often. There is also a three line cachet, reading "Air Mail-Service-Bermuda." The third was applied together with the cancellation of the "U.S.S. "PATOKA"-BERMUDA BWI" and reads "AIR MAIL - VIA - U.S.S. LOS ANGELES." All cachets were applied in black color.

- Dispatched from Hamilton, two line cachet ..... 8.00 301  
 a. Dispatched from Hamilton, three line cachet ..... 10.00 501  
 b. Dispatched from Hamilton, U. S. postage cancelled U.S.S. "Patoka" .... 20.00  
 Z-507 1925, May 3-4—Flight from Lakehurst, N. J. to Mayaguez, Puerto Rico. On this date a trip was made to Puerto Rico and while there the ship moored to the faithful U. S. S. "Patoka". About 200 lbs. of mail, carried at the regular 2c rate, received the "Air Mail Service—New York" postmark, applied in red or violet and dated April 27, 1925.  
 Dispatched from New York ..... 7.00 501

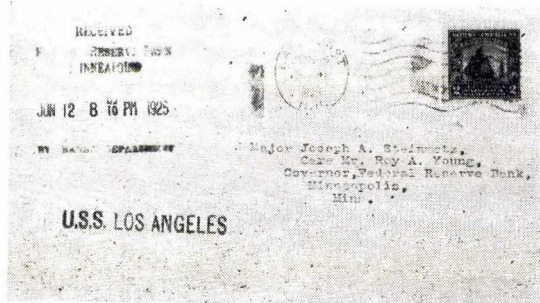


- Z-508 1925, May 8-10—Return Flight, Mayaguez, Puerto Rico to Lakehurst, N. J. Mail which was carried on the return flight bears various postmarks of towns in Puerto Rico, principally San Juan, between May 6 and May 8. The postmark illustrated, used at Mayaguez in purple, is seen less frequently than ordinary markings. Several different types of three line cachets exist but only the one reading "Via Air Mail—San Juan to New York—By U. S. S. Los Angeles" was officially applied. Some covers bear the marking of the U. S. S. "Patoka" in addition, dated May 7 and with "Mayaguez, Porto Rico" between the killer bars. All mail was backstamped at City Hall Sta., New York, May 11, 4 P. M., 1925.

Dispatched from Mayaguez ..... (\*) 15.00 1501

- (\*) Covers without the special marking shown are worth somewhat less; those with the U.S.S. "Patoka" postmark in addition, somewhat more.

Special Note: Covers have been seen postmarked at Hamilton, Bermuda April 23, bearing both cachets and addressed for delivery in San Juan, Puerto Rico, where they were backstamped on May 7. Although there is a possibility that these covers were carried by the "Los Angeles" from Bermuda to Lakehurst and thence to Puerto Rico, best information available indicates that this mail went via ocean service from New York to Puerto Rico.



- Z-509 1925, June 6—Flight from Lakehurst, N. J. to Minneapolis, Minn. Following its flights to Bermuda and Puerto Rico, the "Los Angeles" made an inland test flight to Indianapolis and Minneapolis. Several covers were carried, cancelled Lakehurst, N. J. June 6, 3 P.M., 1925 and have the blue receiving bank office stamp of the Federal Reserve Bank, Minneapolis.

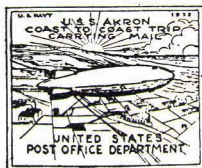
Dispatched from Lakehurst ..... 50.00

#### SPECIAL NOTE:

The U. S. S. "AKRON" and the U. S. S. "MACON" were built in the United States at the Goodyear plant in Akron, Ohio. As there was tremendous interest in these dirigibles, a great many covers exist which bear private cachets commemorating various stages in the construction of both the "Akron" and the "Macon" and which commemorate various events in the movements and activities of these Dirigibles. These must not be confused with mail actually carried on the ships themselves and, of course, this type of cover has no place in our listings.

### U. S. S. "AKRON"

The "Akron" made its first flight on September 23, 1931. It crashed at Barnegat Bay, N. J. during a storm on April 4, 1933, and was completely destroyed.



Official Cachet



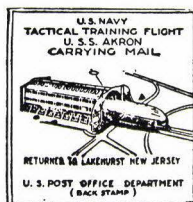
Official Backstamp

- Z-510 1932, May 8-11—Trans-Continental Flight, Lakehurst, N. J. to Sunnyvale, Calif. The Post Office Department arranged with the Navy to officially carry mail on this flight and marked all mail with the cachet shown at left above, applied in magenta. The cachet shown at right was used as a backstamp and was also applied in magenta. A total of 41,705 covers was carried. The regular air mail rate of 5c per ounce applied.

Dispatched from Lakehurst ..... 7.50



Official Cachet



Official Backstamp

- Z-511 1932, August 1-2—Training Flight, Lakehurst and Return to Lakehurst. Again mail was officially authorized by the Post Office Department. The cachet shown at left was applied to the face of covers in violet and that at right to reverse in light blue. The latter is often so lightly applied as to be indiscernible. Rate was 8c per ounce, the regular air mail fee.

Lakehurst to Lakehurst ..... 7.50

## U. S. S. "MACON"

The "Macon" was the sister ship of the "Akron" and was also built in Akron, Ohio. The first trip was made on April 21, 1933. Upon its destruction in a storm over the Pacific, the United States abandoned its interest in lighter-than-air aircraft.

- Z-512 1933, October 27—Navy Day Flight. Following its arrival at Moffett Field, Calif. the "Macon" celebrated Navy Day by a two day cruise to San Diego, Los Angeles and San Francisco. Covers have a black box cachet, privately applied, reading "MACON FLIGHT—NAVY DAY, OCTOBER 27, 1933" and additional text. Covers were cancelled October 28 at Moffett Field after the ship returned there.

Dispatched from Moffett Field ..... ..

- Z-513 1934, July 21—Flight to U. S. S. "Houston" at Sea. The "Macon" flew to the U. S. S. "Houston" at sea on this date to deliver official papers and four regular letters. .... ..

(See "Trans-Ocean Record Flights" Section for detailed listing.)



~~~~~ *W A N T E D* ~~~~~

## **ZEPPELIN COVERS**

**All Countries From  
Albania — Zanzibar**



**DOX COVERS -**

**VON GRONAUS**

**PIONEER COVERS**

**TRANSATLANTICS**

**\* GERMANY OUR SPECIALTY \***

~~~~~ *Highest Prices Paid For The Right Material* ~~~~~

**Submit Your Material With Price  
Or We Will Make Highest Offer  
— NO LISTS PLEASE —**

**Arthur A. Falk**

~~~~~  
**Tel: 516- 433-0066**

**P.O. Box 232, Jericho, N.Y. 11753**

**ASDA, AAMS, APS**

# INTERRUPTED FLIGHT COVERS

familiarly known as

## CRASH COVERS

Edited by

*Joseph L. Eisendrath, Chairman;*

*Ralph Cole*

*Edwin D. Fletcher*

Recovered from  
Plane N.C 15065  
Aug. 3, 1937  
Cristobal, C.Z.

---

# CRASH COVERS

## FOREWORD

**T**he listings included herein represent all known important interruptions or mishaps on the scheduled air mail routes of the United States, including F. A. M. Routes, since the inauguration of regular service on May 15, 1918. To be listed the cover must have been in transit by official postal authority and be capable of certain identification by cachet, postmark, physical evidence of damage, routing, or official memoranda and outer envelope accompanying same.

No attempt has been made to list mail involved in minor accidents or forced landings because usually no appreciable delay or damage to the mail results. It is felt that such items are not of sufficient general interest to warrant inclusion. A few exceptions have been made in cases where covers can be readily identified and where unusual circumstances were present or important personages were involved.

The numbering system used includes the year in which the mishap occurred. The item 18.1 indicates the first mishap in 1918, 26.2 the second in 1926, 29.10 the tenth in 1929, etc. It is believed that the inclusion of the year date as a part of the numbering greatly aids in referring to individual items. The route numbers given represent the route numbers assigned and effective at the time of the interruption.

The prices quoted are the result of careful consideration of market quotations, auction prices, and the known quantity of mail salvaged. However, no two crash covers are alike and there is often a wide fluctuation in individual items due to differences in evidence of damage, clarity of postal markings, and as to whether the items are accompanied by official memoranda, outer envelopes, or newspaper clippings. Collectors are urged to preserve all such data with their covers as the market value is thereby materially enhanced and interest in the covers substantially increased. Approximately 20% should be added to the prices given where covers are accompanied by such data. Covers are known bearing two types of cachets on same cover and these are rarer by far than catalogue listing. Pilot autographed covers command a premium. Damaged covers not marked with cachet are most always accompanied by government mimeo or note of explanation. Badly damaged covers are most always sent under penalty envelopes and are accompanied by official mimeo or note. Covers sent by registered mail or by special delivery are always worth more than catalogue price.

The operators of the mail routes upon which the mishaps occurred are given in the listings by the use of initials, which are as follows:

|                |                              |               |                                |
|----------------|------------------------------|---------------|--------------------------------|
| AA .....       | American Airways             | NA .....      | National Airlines              |
| ALL - PU ..... | American Airlines            | NWA .....     | Northwest Airways              |
|                | (Pick-up Service)            |               | Northwest Airlines, Inc.       |
| BAC .....      | Braniff Airways              | NAT .....     | National Air Transport         |
| BAT .....      | Boeing Air Transport         | NPA .....     | National Parks Airways         |
| CA .....       | Colorado Airways             | PAA .....     | Pan American Airways           |
| CAL .....      | Continental Air Lines        | PAC .....     | Pitcairn Aviation Corp.        |
| CAN .....      | Canadian Airways             | PAL .....     | Pennsylvania Air Lines         |
| CAT .....      | Colonial Air Transport       | PANAGRA ..... | Pan American Grace Airlines    |
| CBL .....      | Clifford Ball Lines          | PAT .....     | Pacific Air Transport          |
| CCA .....      | Canadian Colonial Airways    | PCA .....     | Pennsylvania Central Air Lines |
| CEN .....      | Central Air Lines            | RAC .....     | Robertson Aircraft Corp.       |
| CSAL .....     | Chicago & Southern Air Lines | RAT .....     | Rapid Air Transport            |
| CWA .....      | Colonial Western Airways     | SAT .....     | Southern Air Transport         |
| DAC .....      | Delta Air Corporation        | TA .....      | Transamerican Airlines         |
| ERC .....      | Embry Riddle Company         | TAC .....     | Thompson Aeronautical Corp.    |
| EAL .....      | Eastern Air Lines            | TWA .....     | Transcontinental & Western Air |
| EAT .....      | Eastern Air Transport        | UAL .....     | United Air Lines               |
| FMC .....      | Ford Motor Company           | USAAC .....   | U. S. Army Air Corps           |
| GAL .....      | General Air Lines            | USAL .....    | United States Air Lines        |
| IAL .....      | Inland Air Lines             | USG .....     | United States Government       |
| IA .....       | Interstate Air Lines         | VAL .....     | Varney Air Lines               |
|                |                              | WAE .....     | Western Air Express            |
|                |                              | WAS .....     | Wyoming Air Services           |

## The following items listed in previous editions have been delisted, since no covers are known to exist.

|      |               |       |                                                      |
|------|---------------|-------|------------------------------------------------------|
| 27.5 | Apr. 22, 1927 | ..... | Topeka, Kans.                                        |
| 29.9 | May 4, 1929   | ..... | Berry Island, Bahamas (No American airline involved) |
| 40.3 | Nov. 4, 1940  | ..... | Bountiful, Utah                                      |
| 42.6 | Dec. 15, 1942 | ..... | Fairfield, Utah                                      |
| 44.6 | Dec. 1, 1944  | ..... | Van Nuys, Calif.                                     |
| 45.3 | Feb. 23, 1945 | ..... | Rural Retreat, Va.                                   |

## A NOTE ABOUT ILLUSTRATIONS

When crash covers are removed from the scene of the accident, most frequently they are burned, water or oil soaked, even blood and grease stained. To illustrate the cachets or the handwriting on them is difficult. Most of our illustrations may be with dark backgrounds, or have cachets hard to reproduce. In former editions of this catalogue, cachets were hand drawn and were crude inexact copies. We have replaced many of these with actual photographs to make your covers easier to identify and have added many other illustrations not previously shown.



## 1918

- 18.1 **May 15. WALDORF, MD.**—USG—12:05 pm. First Trip. Washington to New York. Pilot Lt. George Leroy Boyle forced down after taking off from Washington. Mail, undamaged, was forwarded from Washington, May 16. No special markings. (See USG #101) ..... 150.00
- 18.2 **June 3. NEW YORK, N. Y.**—USG—First Flight, New York to Boston. Pilot Lt. Gustave Vannelle's plane was damaged in take-off from New York. Flight was delayed to 6th. Relief plane flown by Pilot Torrey H. Webb, leaving at 12:09 pm. was forced down near Boston at 3:40 pm. 200 lbs of mail salvaged, undamaged, were forwarded without special markings. (See USG #104) ..... 60.00
- 18.3 **September 5.**—USG—First Flight, New York to Chicago. Pilots Max Miller and E. W. Gardner were both forced down at various points, mail delayed. No special markings. (See USG #108) ..... 50.00
- 18.4 **December 18. STATE COLLEGE, PA.**—USG—First Flight, New York to Chicago. Pilot L. D. Smith was forced down and mail forwarded by train. (See USG #110) ..... 35.00
- 18.5 **December 18. CLEVELAND, OHIO.**—USG—First Flight, New York to Chicago. Two planes leaving Cleveland crashed, altho one eventually reached Chicago. Covers postmarked at Cleveland were aboard. (See USG #110c) ..... 20.00

## 1919

- 19.1 **May 25. CLEVELAND, OHIO.**—USG—New York-Chicago. Pilot Frank McCusker, shortly after taking from Cleveland was killed jumping from his flaming plane. 258 lbs of mail in burned condition were forwarded to Chicago by relief plane and then re-forwarded under penalty envelope with mimeo reading "The enclosed piece of mail matter was damaged in aeroplane accident at Cleveland, Ohio, May 25th. The incident is very much regretted. W. B. Carlisle, Postmaster." One cover known ..... 125.00

## Cleveland, Ohio, Post Office,

SEPTEMBER 15, 1919.

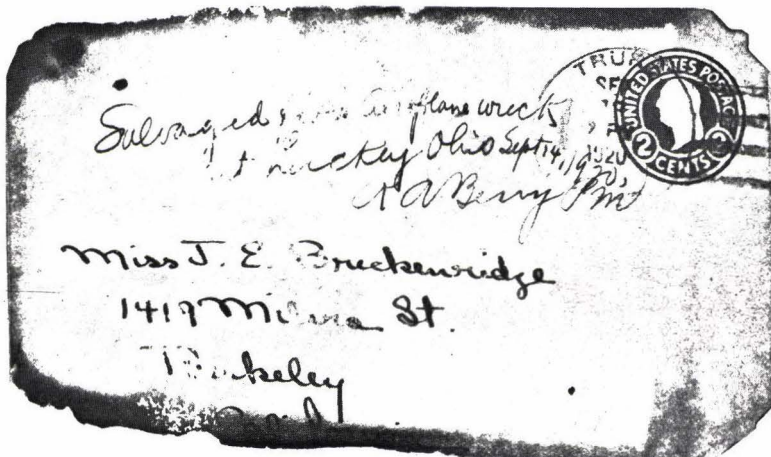
Accompanying mail was unavoidably damaged by  
fire on aeroplane due to leave Cleveland, Ohio, at  
9:30 A. M., Sept. 15, 1919.



POSTMASTER.

- 19.2 **September 15. CLEVELAND, OHIO.**—USG—9:30 am. New York-Chicago. Pilot E. V. Gardner crashed and was injured in attempting to land at Cleveland. Relief plane took salvaged and damaged mail to Chicago. Illustrated label was attached to mail. .... 75.00

- 19.3 October 14. CATONSVILLE, MD.—USG—Washington-New York. Pilot Lyman W. Doty was killed as plane struck a tree on Bolling Golf Club in attempted forced landing. About 2 lbs of mail, salvaged in burned condition, were taken to Dead Letter Division in Washington and forwarded under penalty envelope with mimeo letter reading: "First Ass't P. M. G. Division Dead Letters. For delivery to owner from air mail wreck near Baltimore, Md. Oct. 14, 1919." Two covers known ..... 125.00
- 1920
- 20.1A March 10. NEW PARIS, INDIANA. USG eastbound, Chicago - New York. Pilot, C. W. Stoner, killed. Flying low in dense fog the plane struck a tree near New Paris, Indiana, wrecking the plane and catching fire. Mail was 350 lbs., all salvaged but one pound, processed at the New York postoffice and forwarded in P. O. Penalty envelope with printed slip reading "NOTICE. This piece of mail was damaged by fire while in transit to this office. T. G. Patten, Postmaster." Only cover in collectors' hands was postmarked at Chicago March 10, 1920 1:30 AM, addressed to New York. .... 100.00
- 20.1 September 1. MORRISTOWN, N. J.—USG—New York-Chicago. Pilot Max Miller killed while attempting to land flaming plane. 475 lbs of mail were salvaged in damaged or burned condition and forwarded under penalty envelope, without known markings. .... 50.00



- 20.2 September 14. PEMBERVILLE, OHIO.—USG—2:00 pm. New York-Chicago. Pilot Walter H. S. Stevens was killed when plane caught fire in forced landing. 100 lbs of charred mail recovered which was forwarded with cachet applied at Toledo reading: "DAMAGED IN AIR MAIL WRECK NEAR TOLEDO, O. 9-14-20." Part of mail was forwarded with note reading: "The accompanying mail was salvaged from an air plane in the coast to coast Air Mail Service which was wrecked near Luckey, Ohio, at 2:00 pm. Sept. 14, PM, Toledo, Ohio." ..... 60.00

# **CONTENTS DAMAGED AIR MAIL FIRE OCT 16**

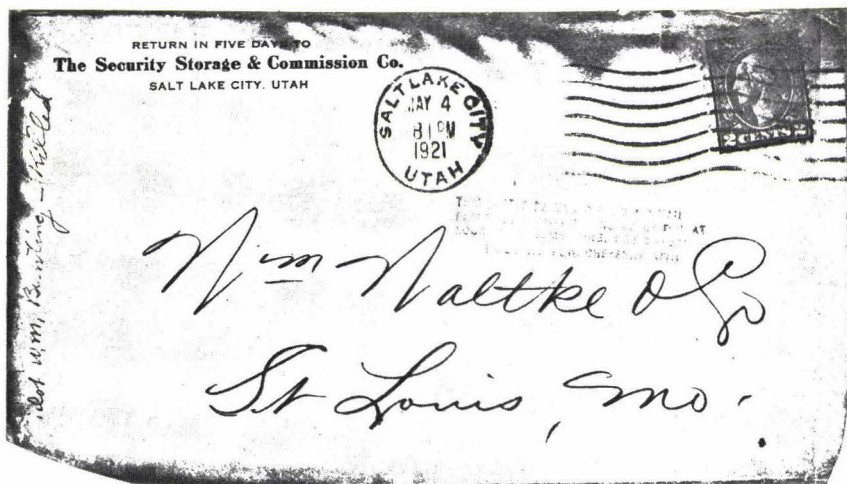
**Rec'd at Oakland  
from Airplane  
Wreck**

- 20.3 ..October 16. BATAVIA, ILL.—USG—6:30 am. Chicago-Omaha. Pilot Bryan McMullen was killed as fog caused plane to crash, the wreckage catching fire. 285 lbs out of 347 lbs of mail were salvaged in burned condition. Most of mail was forwarded from Batavia. Small amount was sent to Chicago and forwarded from there after receiving two line cachet illustrated above. Oakland, Calif. applied a cachet in purple. .... 75.00



1921

- 21.1 **January 4. SAN FRANCISCO, CALIF.—USG—**San Francisco-Chicago. Pilot Stanhope Boggs was forced to land in city street because of fog and his plane caught fire. 400 lbs of mail salvaged in charred, burned or water-soaked condition, were forwarded after receiving two line cachet: "AIRPLANE FIRE-SAN FRANCISCO, CAL." Few covers, with postmark destroyed, were also stamped: "Jan. 4, 1921." ..... 35.00
- 21.2 **February 22. ELKO, NEVADA.—USG—**San Francisco-Chicago. First night flight, Reno to Elko. Pilot W. E. Lewis was killed on unannounced flight. Capt. Lewis and Jack Eaton flew the second stage of the east-bound flight from Reno to Elko. In take-off Lewis' plane crashed, wrecking it. Eaton took the mail to Salt Lake City and it was flown on by other planes taking part in the flight. Amount of salvaged mail unknown. (See USG #145) .... 40.00
- 21.3 **April 29. CLEVELAND, OHIO.—USG—**Chicago-New York. Pilot James T. Christensen was killed when plane motor cut out in attempting landing. Plane crashed and burned. 300 lbs of mail were salvaged in charred condition. There were no markings applied. .... 35.00
- 21.4 **May 5. ROCK SPRINGS, WYO.—USG—**San Francisco-Chicago. Pilot W. M. Bunting killed. Plane nose dived, crashed and was destroyed by fire. Mail carried, 292 lbs. Mail salvaged, 227 lbs in charred condition. Forwarded from Cheyenne on May 6 after receiving a four line cachet in purple,



small type, as follows: "THIS LETTER SALVAGED FROM AIR MAIL PLANE WHICH WAS DESTROYED BY FIRE AT ROCK SPRINGS, WYOMING, MAY 5-1921 - POSTMASTER, CHEYENNE, WYO." Some covers have printed legend in lieu of cachet. ....

35.00

**S.F. CALIF. JULY 16, 1921**  
**Damaged In Air Plane Fire**

- 21.5 July 16. SAN FRANCISCO, CALIF.—USG—4:25 pm. San Francisco-Chicago Pilot Howard F. Smith was killed when plane was wrecked and burned in take-off from field. Salvaged, 137 lbs of mail. burned and watersoaked. Nearly all such was forwarded July 17th. ....

35.00

- 21.6 August 6 ELKO, NEVADA.—USG—San Francisco-Chicago. Pilot Wm. F. Blanchfield's plane caught fire in landing and was destroyed. Salvaged 44 lbs of mail burned and oil-soaked. Forwarded same day with mimeographed or typewritten slips attached to damaged mail as follows: "MUTILATION DUE TO FIRE WHICH DESTROYED AIR MAIL PLANE AT ELKO, NEV. AUGUST 6, 1931." Two types are known. Two covers reported. ....

75.00

**Delayed by forced landing**  
**Air Mail Plane - Porcupine**  
**Ridge, Utah, Dec. 15 1922**  
**Recovered Dec. 27, 1922**

1922

- 22.1 December 15. PORCUPINE RIDGE, UTAH.—USG—8:00 am. San Francisco-Chicago. Pilot Henry C. Boonstra crashed plane into mountain ridge at 9400 feet, but miraculously was uninjured. The mail was recovered Dec. 27th and 480 lbs undamaged or but slightly damaged, was forwarded from Coalville, Utah bearing the above illustrated cachet. ....

35.00



## Damaged-in-Airplane Accident Cochranton,— Feb 26 1923

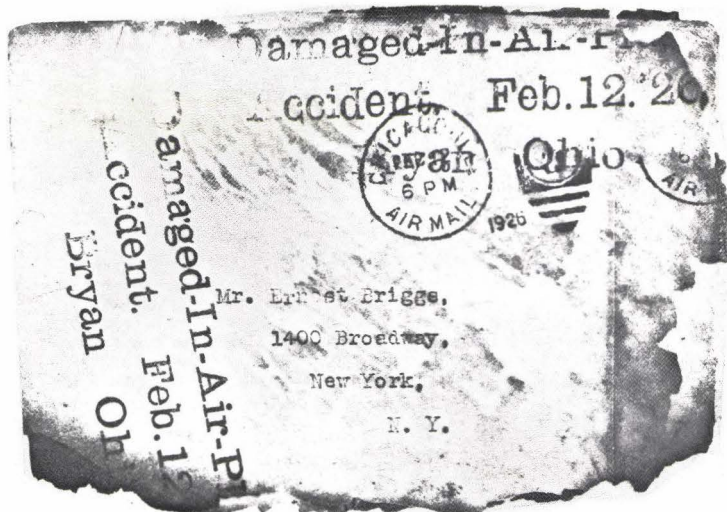
- 1923
- 23.1 February 26. COCHRANTON, PA.—USG—5:00 pm. New York-Chicago. Pilot E. G. Leonhart killed as plane struck ground full speed. 89 lbs of salvaged mail, gas and oil soaked, were forwarded to Cleveland Feb. 27th from Meadville, Pa. after receiving above illustrated cachet. .... 75.00
- 23.2 March 29. VICTORIA, B. C. CANADA.—FAM 2—2:00 pm. Victoria to Seattle. Pilot E. Hubbard's plane was forced down in water. 11 pouches of mail were salvaged in watersoaked condition and forwarded by boat with mimeo reading: "United States Postoffice, Seattle, Washington, March 31, 1923. This mail in transit via S. S. President Grant from Yokohama, was damaged by water in an accident to the seaplane in service between Seattle and Victoria, B. C. Edgar Battle, Postmaster, Seattle, P. O. 3:31:23 2M." ..... 35.00
- 1924
- 24.1 October 1. ESTEVAN, SASK.—Pioneer—Estevan-Winnipeg. Plane crashed at Bienfait, Sask. Pilot A. E. Alton injured. 1926 letters carried were forwarded by train and backstamped Winnipeg, 10:30 pm. Covers bear special semi-official, black and red stamp. Cachet in violet, double oval, with three lines reading: "Via Aeroplane-Oct. 1, 1924-Estavan, Sask." ..... 20.00
- a. Special cover with U. S. postage and postmarked WAHPETON N. DAK., Sept. 26 ..... 35.00
- 24.2 April 9. ALASKA PENINSULA—Round-the-World Flight originated at Santa Monica, Cal. Pilot Major Frederic Martin, carried a few pieces of mail in his duffle bag. One piece known, found at the site of wreckage and is legible and good condition. .... 125.00

### plane in accident

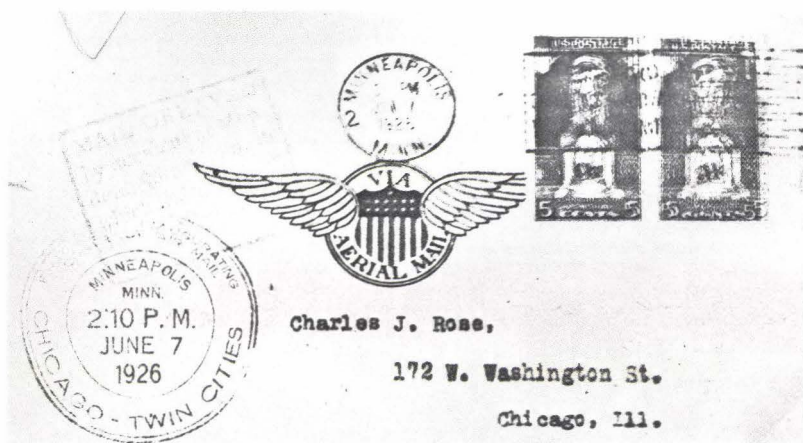
### mail damaged by water.

### A.O.LEUDER. P.M

- 1925
- 25.3 July 26. SEATTLE, WASH.—Attempted resumption of Seaplane Service between Seattle and Victoria, B. C. .... 10.00
- 25.1 August 5. RUPERT, PA.—USG—New York-Chicago. Pilot Harry A. Chandler made a forced landing and in taking off struck a tree and crashed into river. Mail carried 117 lbs, recovered in watersoaked condition, was forwarded on the 6th from Sudbury. Chicago mail received three line cachet, illustrated above. .... 40.00
- 25.2 October 1. BELLEFONTE, PA.—USG—New York-Chicago. Pilot Charles H. Ames killed. Plane crashed into mountain and was not discovered until ten days later. 188 lbs of mail were recovered undamaged and forwarded by relief plane to Chicago and there backstamped, Oct. 11, 1925, Air Mail, 11 p. m. .... 35.00
- 1926
- 26.1 February 4. DES MOINES, IOWA.—USG—10:00 pm. Chicago-San Francisco. Pilot John Biffle crashed into horse in attempting to land. Relief plane from Omaha left with mail at 12:20 am. Amount of mail salvaged unknown as no flight data is obtainable. Omaha plane was forced down by severe weather. Mail bearing the marking: "Ogden & San Francisco TR19 Feb. 6, 1926, W. D. RMS" is presumed to be crash mail. New York letters bore 24c postage addressed to coast. .... 35.00



- 26.2 February 12. BRYAN, OHIO.—USG—10:10 pm. Chicago-New York. Pilot Art Smith killed. Plane crashed into tree and was destroyed by fire. Mail carried 82 lbs. But 6 pieces addressed to Europe and a few loose pieces are known to have been salvaged. Cachet as illustrated was applied and mail was forwarded from Chicago. Chicago letters bear postmark Feb. 12, 6:30 pm. Covers were forwarded in penalty envelope from Cleveland Feb. 16, 10:00 am. Two covers known. .... 125.00
- 26.3 April 6. JORDAN VALLEY, OREGON.—VAL—CAM 5. Westbound Elko-Pasco. Pilot Franklin Rose was forced down. Mail was recovered on 8th. 98 lbs undamaged were forwarded by train to Boise and then by plane. First flight mail was aboard. Covers backstamped Boise, Idaho Apr. 10, 5:00 pm., were definitely in crash. (See CAM #5W1) ..... 3.50  
Backstamped Boise. .... 5.00
- 26.4 May 18. ARGO, ILL.—FMC—CAM 7.—4:40 pm. Detroit-Chicago. Pilot Ross Kirkpatrick was killed as his plane was demolished in crash landing due to faulty field. All mail, 17 lbs, was salvaged undamaged was forwarded from Chicago. One registered letter known. .... 90.00

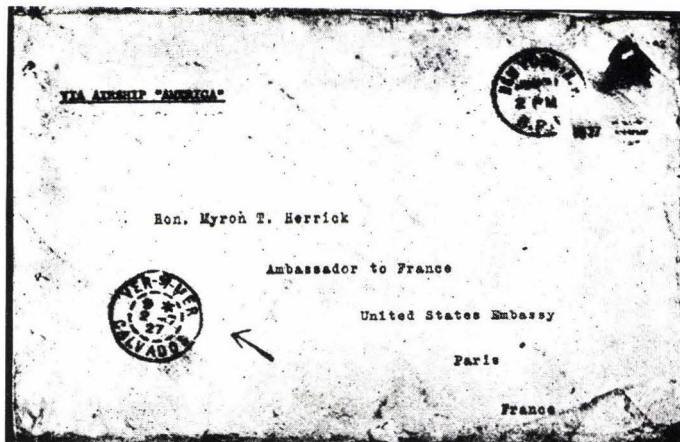


## THE AMERICAN AIR MAIL CATALOGUE

- 26.5 **June 7. MENDOTA, MINN.**—Chas. Dickinson contractor—CAM 9. Minneapolis-Chicago. Pilot E. L. Partridge flying the second section of first flight service, was killed as his plane crashed due to poor visibility. All mail, 170 lbs, salvaged undamaged and was forwarded by train to Chicago where it was backstamped June 8, 10:00 pm. (see CAM #9E5) 3.00
- 26.6 **September 16. OTTAWA, ILL.**—RAC—CAM 2. St. Louis-Chicago. Pilot Chas. A. Lindbergh, forced to bail out because of weather conditions, recovered his mail and trained it to Chicago, where it arrived at 6:00 am, the 17th. Any covers backstamped Chicago 17th, 8:30 am were definitely in crash. .... 75.00
- 26.7 **October 1. ST. PAUL, MINN.**—NA—CAM 9. Minneapolis-Chicago. Plane crashed at take-off. All mail, 17 lbs, was salvaged undamaged and forwarded to Chicago without markings. .... 25.00
- 26.8 **October 1. LUCIN, IDAHO.**—VAL—CAM 5. Elko, Nev. to Salt Lake City. First trip of change of terminal on CAM 5. Pilot Paul Scott was forced down and took mail to Salt Lake City by train. Covers backstamped there Oct. 2-8:30 or 10:30 am were on plane. Boise letters dated Sept. 30-8:00 am and Pasco, Wash. Oct. 1-5:30 am were also on plane. 58 lbs of mail were salvaged, undamaged. (See CAM #R5E5) ..... 25.00
- Recovered in bad condition  
NEWARK, N.J.  
*Due to Airplane crash*  
*L*
- 26.9 **November 3. COVELL, ILL.**—RAC—CAM 2. 8:10 am. St. Louis-Chicago. Pilot Chas. A. Lindbergh bailed out at 14,000 feet and recovered the mail, taking it to Chicago. Mail recovered amounted to 68 lbs; one St. Louis pouch was oil soaked. Only known were covers postmarked St. Louis, Nov. 3, 3:30 pm and the Newark, N. J. Postmaster applied markings as illustrated to 23 covers, of which two are now in possession of collectors. No unmarked covers are reported. Newark, N. J. covers. .... 650.00
- 1927
- 27.1 **April 3. GUSTINE, CALIF.**—PAT—CAM 8. 4:30 am.: Los Angeles-Seattle. Pilot Edward Neher killed as plane crashed in marsh; not found until 6th. 50 lbs of mail, salvaged in watersoaked condition, were forwarded by plane to San Francisco without markings. One authenticated cover is backstamped Chicago, Sept. 4, 10:00 am and endorsed in manuscript: "Damaged in airplane wreck Route 8, near Gustine, Calif. Apr. 3, 1927, A. O. Willoughby, Asst. Supt. AMS." It also bears San Francisco bad damage marking. Two covers known. .... 75.00
- 27.2 **April 4. CORDOVA, ILL.**—NAT—CAM 3. 7:30 pm. Dallas-Chicago. Pilot W. G. Neville was forced down on inaugural flight. Mail was trained to Chicago from Clinton, Iowa. Mail, 270 lbs 8 oz., was salvaged undamaged. First flight covers from Ponca City, Okla. dated Apr. 4-10:30 am destined for points east of Moline, Ill. were on plane. (See CAM #3N9) ..... 7.50



- 27.3 April 4. **DEKALB, ILL.**—NAT—CAM 3. 8:20 pm. On the attempted return flight Chicago-Dallas, Pilot Ralph Johnson took off from Maywood airport near Chicago at 3:10 pm and crashed into tree near DeKalb. Mail was taken there and thence to Chicago for re-dispatch. No special markings were applied. .... 7.50
- 27.4 April 7. **SIDNEY, NEBR.**—USG—Chicago-San Francisco. Pilot Reuben L. Wagner, forced down at Sidney, crashed in the emergency take-off. One authenticated cover is postmarked Chicago, Apr. 6-4 pm, 1927 and back-stamped San Francisco, Apr. 8, 12m. .... 50.00



- 27.6 July 1. **VER-SUR-MER, FRANCE**—New York to Paris. Special Trans-oceanic flight by Admr. R. E. Byrd. 300 letters were carried by official authority, franked at 5c rate, postmarked New York, June 21, and back-stamped Ver-Sur-Mer. 7-7-27. Stamps are missing in most cases, due to watersoaking. .... 200.00
- 27.7 September 2. **WALLINGFORD, CONN.**—CAM 1. Boston-New York. Pilot Dan Cline was killed. Plane crashed due to fog. Mail carried, 41 lbs 8 oz and 10 express covers, was salvaged undamaged and forwarded without markings. Special Air Express labels were applied to covers, cancelled Boston, Mass. GPO Air Mail Sept. 2, 1927 6:30 pm and backstamped New York, N. Y. Sept. 4, 1927, 8:30 am. Cover known is postmarked as above and bears Chicago, backstamp Sept. 4, 10 pm. This flight carried first attempted air express as well as regular mail.  
 (a) Regular mail covers ..... 50.00  
 (b) Air express labelled covers ..... 75.00
- 27.8 October 26. **SAUGUS, CALIF.**—PAT—CAM 8. 1:10 am. Los Angeles- Seattle. Pilot C. B. Bowman bailed out near the Techachapi Mts. The mail, 80 lbs, was salvaged and forwarded Nov. 5th. Covers addressed to Seattle are identifiable by backstamp of Nov. 5, 9 pm. and black cachet applied on back: "Delayed by accident to Plane Oct. 26." Covers addressed to Berkeley had "bad condition" hand stamp applied with manuscript "Wrecked plane." A Pasadena cover is postmarked Oct. 25, 9 pm. .... 75.00
- 27.9 December 17. **FRIENDS WOODS, IND**—ERC—CAM 24. First flight Indianapolis to Chicago. Backstamped Chicago December 18th. Pilot S. C. Huffman was forced down. Mail was taken to Indianapolis where pilot J. P. Riddle flew it to Chicago. (See CAM #24N3) .... 3.50



- 27.10 December 19. DUNKIRK, N. Y.—CWA—CAM 20. Buffalo to Cleveland. First flight mail, scheduled for the 17th and delayed to the 19th was forced down at Dunkirk; later dispatched to Cleveland by train. (See CAM #20W2) ..... 3.50

### Damaged in Mail Plane Accident

1928

- 28.1 February 15. PITTSBURGH, PENNA.—CBL—AM 11. Pittsburgh-Cleveland. Pilot Edgar D. Leedy crashed into river. All mail, 306 lbs, was salvaged but was watersoaked. It was forwarded on Feb. 16 with a mimeographed form as follows: "This piece of mail matter herewith became damaged due to airplane on C. A. M. 11, enroute to Cleveland, Ohio, February 15, 1928 falling in the Monongahela River at Pittsburgh, Pa. this date. Geo. W. Grosser, Postmaster." ..... 25.00
- 28.2 February 26. MARQUETTE, NEBR.—BAT—AM 18. 3:15 am. Chicago-San Francisco. Pilot Frank R. Yager flying low, crashed into tree; plane destroyed by fire. Mail, 75 lbs of a total of 300 lbs, was salvaged in charred condition. Letters postmarked New York, Feb. 24, 6:30 pm were aboard. Receiving post offices in many instances applied the "Received in bad condition" cachet. One of the known covers was endorsed at San Francisco in typewriting "Burned in airplane crash at Grand Island, Nebraska." In some cases, mimeographed paper accompanied covers: "Damaged in wreck of airplane." ..... 45.00
- 28.3 May 1. PHILADELPHIA, PA.—PAC—CAM 19. First flight, New York-Atlanta. Pilot Verne E. Treat nosed over plane in landing at Philadelphia due to faulty field. All mail, 183 lbs, was salvaged and forwarded without markings. Mail consisted of Boston, Hartford and New York dispatches, and is identified by backstamp at Philadelphia. (See CAM #19S1) ..... 4.00

### REC. ST. PETERSBURG, FLA.

AUG. 16, 1928

### FR. WRECKED PLANE NC55

- 28.4 August 15. FORT DALE, FLA.—PAA—FAM 4. Havana-Key West. Pilot Patt was forced to land in Gulf of Mexico and was rescued by "S.S. Legionnaire." All mail, 5000 pieces, salvaged in watersoaked condition, was forwarded by air from St. Petersburg, Fla. bearing the black cachet illustrated above. .... 20.00
- 28.5 September 4. POCATELLO, IDAHO.—NPA—CAM 26. 11:50 am. Great Falls-Salt Lake City. Pilot Paul V. Whetley killed. Plane went into spin in landing and crashed. Mail, 9 pouches, recovered undamaged, was forwarded at 2:35 pm without special markings. Covers postmarked Portland, Oreg. Sept 3, 5:30 pm were scheduled for this plane. One cover known. .... 50.00
- 28.6 October 2. ROSEBURG, OREGON.—PAT—CAM 8. 10:30 am. Los Angeles-Seattle. Pilot Harry G. Donaldson crashed his plane because of fog. Mail carried weighed 22 lbs. A few loose covers were salvaged in damaged condition but forwarded without special markings. .... 25.00



- 28.7 October 18. POLK, PA.—NAT—CAM 17. 1:55 am. New York-Chicago. Pilot William C. Hopson killed. Plane exploded in air. Mail carried, 914 lbs, of which 20 lbs was salvaged in burned condition and forwarded from Franklin, Pa. without special markings. Mail is known with forwarding note explaining damage. .... 60.00
- 28.8 November 18. MILLSTONE, PA.—NAT—CAM 17. 5:06 am. Chicago-New York. Pilot Paul Collins parachuted from plane. All mail, 600 lbs was salvaged and forwarded from Brookville after applying a two line black cachet reading: "DAMAGED IN AIRPLANE WRECK AT MILLSTONE, PA. NOV. 18, 1928." .... 25.00
- 28.9 November 25. WEST LEBANON, OHIO.—CAL—CAM 16. 3:45 am. Cleveland-Louisville. Pilot Tilden Johnson was killed as his plane crashed, due to causes unknown. Mail, 320 lbs, gas and oil soaked, was forwarded from Columbus on the evening of the 25th and on the 26th. No special marking was applied. Identified mail in this crash was backstamped at Cleveland for air mail dispatch, Nov. 24, 8:00 pm. Two covers known. .... 60.00
- 1928
- 28.9A December 17. SUFFIELD, CONN.—CAM 17. Eastbound from Cleveland, O. Pilot, J. O. Webster, lost in a fog and out of gas, jumped and let plane crash. Mail recovered and forwarded the next day. No markings applied. Covers dated Dec. 16 and backstamped New York, N. Y. Dec. 18, 2:35 A. M. 1928 are identified as salvaged mail .... 25.00

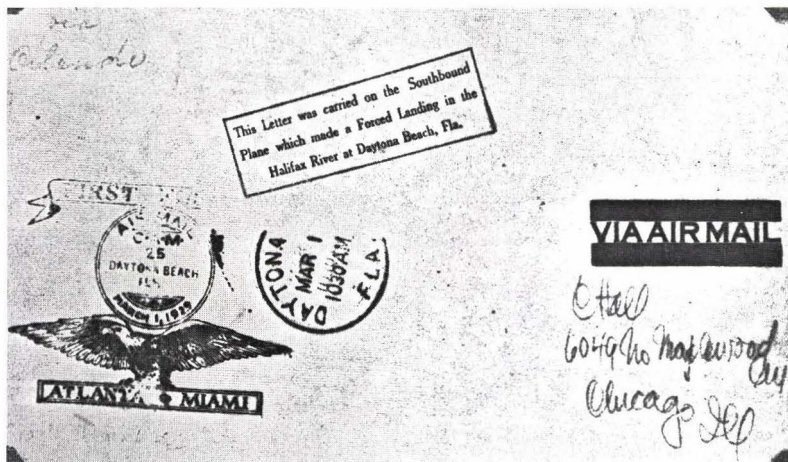
## DAMAGED IN MAIL PLANE ACCIDENT AT HURON, OHIO DEC. 20, 1928 6 P.M.

- 28.10 December 20. HURON, OHIO.—NAT—CAM-17. 6:00 pm. New York-Chicago. Pilot Leo J. McGinn killed. Flying in a blinding snow storm, plane crashed into barn and was destroyed. Mail carried, 493 lbs, of which only a few pieces, badly burned, were recovered. It was forwarded by rain after rubber stamp cachet, as illustrated, was applied. .... 20.00
- 1929
- 29.1 January 5. UNION, CONN.—CAT—CAM 1. Boston-New York. Pilot E. C. Carrington killed. Plane crashed in landing and was destroyed. 10 lbs of mail, burned and charred, was forwarded with a mimeographed letter of explanation to addressee, if decipherable, or to sender, in penalty envelope, cancelled "Boston - Air Mail", Jan. 5, 6 pm. .... 25.00

# **DAMAGED BY FIRE JAN. 6 , FORT CROOK NEB. AIR FIELD**

# **DAMAGED BY FIRE JAN. FORT CROOK NEB.**

- 29.2 January 6. **FORT CROOK, NEBR.**—BAT—CAM 18. San Francisco-Chicago. Pilot Norman Potter. Plane struck tree and was destroyed by fire. 235 lbs. of mail, burned and charred, was salvaged and forwarded from Omaha with a two line purple cachet as illustrated. An explanatory note was also sent with damaged pieces as follows: "The enclosed piece of mail addressed to or sent by you was damaged in air-plane wreck at Fort Cook, Neb. Jan. 6th, 1929. Wm. Coble, Vernon C. Batie, Post Office Inspectors, Omaha, Neb." Various worded other notes were sent with the mail when delivered at destination. .... 15.00
- 29.3 January 23. **GULFPORT, MISS.**—SAT—CAM 29. First flight, New Orleans-Houston. Pilot B. A. Carpenter. Covers backstamped Gulfport Jan. 23-5:30 pm were in this accident. Some covers bear private cachet reading: "Plane forced down at Gulfport, Miss." (See CAM # 29W1-2) 147# recovered. .... 15.00
- 29.4 January 31. **FOLLEIGH LAKE, CANADA.**—OGF—First flight, Halifax-St. John. Pilot T. A. Lawrence. Plane was forced down, arriving Feb. 2. Covers backstamped at 12:00 noon. .... 7.50
- 29.5 January 31. **MORGANTOWN, W. VA.**—CBL—CAM 11. Cleveland-Pittsburgh. Pilot Eugene Cecil killed in forced landing which demolished plane. Six pouches, recovered undamaged, were forwarded to Pittsburgh. Morgantown backstamped mail and covers bear typewritten statement of accident, signed by Postmaster Hugh W. Cox. .... 50.00



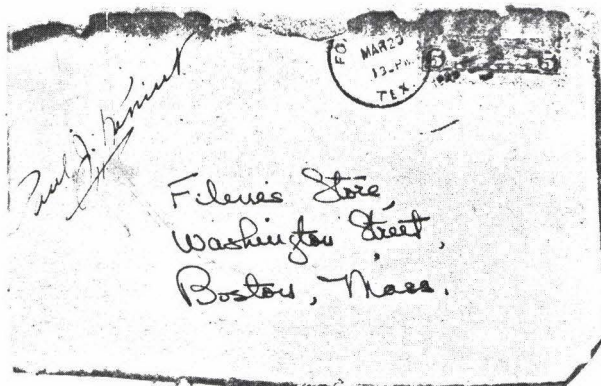
- 29.6 March 1. **DAYTONA BEACH, FLA.**—PAC—CAM 25. Daytona Beach-Tampa. First flight of spur service. Pilot C. J. Faulkner's motor failed in take-off and plane plunged into river. 500 lbs of mail, watersoaked, was forwarded without special markings. A few pieces have statement of the mishap on the front, signed by a postal inspector. (See CAM #25W6) ..... 3.00

# AIR MAIL

**DAMAGED IN PLANE CRASH  
AT PARK CITY, UT. 3-11-29  
C. F. DUTTON, P. O. INSP.**

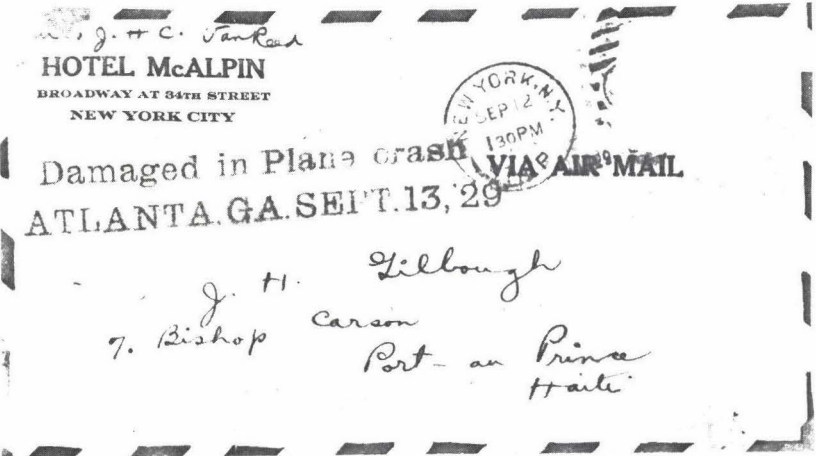
**Damaged in Plane Crash  
PARK CITY UT 3-11-29  
Dutton, P O lsp.**

- 29.7 March 11. **PARK CITY, UTAH.**—BAT—CAM 18. 7:30 pm. San Francisco-Chicago. Pilot R. T. Freng crashed his plane due to snowstorm. 1026 lbs of mail in burned condition was salvaged and forwarded from Salt Lake City after purple cachet in two types as above illustrated had been applied to covers. .... 10.00

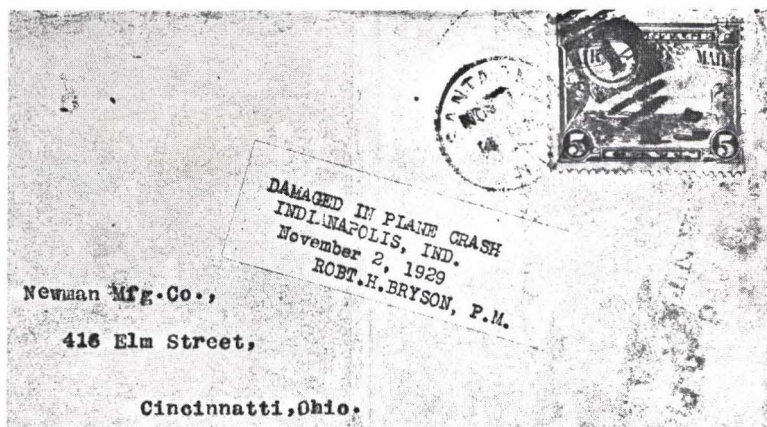


- 29.8 March 22. **HARMON, ILL.**—NAT—CAM 3. 8:00 am. Dallas-Chicago. Pilot P. J. Kaniut parachuted after his plane caught fire. Of his mail, 27 lbs in burned condition was salvaged and forwarded from Chicago with damaged pieces marked as follows: "Air mail damaged when Chicago-Dallas mail plane fell and was destroyed on the morning of March 22, 1929 about six miles south of Harmon, Ill. Arthur C. Lueder, P. M." ..... 40.00
- 29.10 May 7. **CHEYENNE, WYO.**—CA—CAM 12. 6:30 pm. Pueblo-Cheyenne. Pilot Vernon L. Huston killed. Pilot misjudged altitude and crashed; plane demolished. All 200 lbs of mail were salvaged and forwarded on the 8th without special markings. Fort Collins, Colo. dedication covers for points north, east and west of Denver were in plane. Cachet in small type reading: "Plane carrying this letter crashed near Cheyenne. Pilot killed," was privately applied. .... 7.50
- 29.11 May 21. **ELKO, NEVADA.**—BAT—CAM 18. Chicago-San Francisco. Pilot Hugh Barker made emergency landing of his burning plane. 155 lbs of mail believed destroyed. Some mail was salvaged. .... 25.00
- 29.12 June 24. **ST. PAUL, MINN. NA**—CAM 9. 6:45 pm. Chicago-Minneapolis. Pilot E. H. Middaugh killed. Plane crashed during take-off at St. Paul. Mail was re-dispatched from Minneapolis bearing pencil notation on back, reading: "In airplane crash at Indian Mound, St. Paul, June 24-29." Amount of mail salvaged is unknown. Three covers are known. .... 75.00
- 29.13 September 13. **FORT McHERSON, GA.**—PAC—CAM 19. 5:40 am. New York-Atlanta. Pilot Sid Malloy killed. Plane crashed into radio mast and was destroyed by fire. 100 lbs of the 317 lbs aboard were salvaged, in burned condition. Many covers bound for first trip of FAM Extension to





|       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |       |
|-------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
|       | Paramaribo were on board. Atlanta postal officials applied cachet to some of damaged pieces as illustrated. ....                                                                                                                                                                                                                                                                                                                                                                                        | 20.00 |
|       | (a) First flight San Juan-Paramaribo covers. ....                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 20.00 |
|       | (b) Cacheted covers "Received in bad condition at San Juan, P. R." Various other markings applied on covers by Castries, Kingston, and Cayenne. ....                                                                                                                                                                                                                                                                                                                                                    | 25.00 |
| 29.14 | September 17. MERIDEN, CONN.—CAT—CAM 1. Boston-New York. Pilot H. H. Tallman killed. Fog caused plane to crash into hill. 227 lbs of mail from Boston and 290 lbs from Hartford and Westfield, but 7 pieces of mail were recovered in damaged condition, according to official report, but it is likely more were saved than reported. Two covers known. ....                                                                                                                                           | 75.00 |
| 29.15 | October 18. ELM CREEK, NEBR.—BAT—CAM 18. 5:00 am. Chicago-San Francisco. Pilot C. V. Pickup's plane caught fire after emergency landing and was destroyed. 463 lbs of mail in burned condition were forwarded in penalty envelopes with a mimeograph form as follows: "The enclosed mail was salvaged from the New York day Airplane of October 17th., which was damaged by fire at emergency landing field one mile east of Elm Creek, Nebr. at 4:30 am on October 18th." .....                        | 25.00 |
| 29.16 | October 29. MOUNT VERNON, OHIO.—CAL—CAM 16. 5:40 am. Cleveland-Louisville. Pilot E. M. Kane killed. Plane crashed in fog. 10 lbs of badly charred mail were salvaged and forwarded in penalty envelopes with a mimeographed note reading: "The enclosed letter recovered from mail plane which was destroyed near Mt. Vernon, Ohio morning of October 28th." and signed by respective postmasters. Notes also dated the 29th, the 28th being in error. There are several variations of the mimeos. .... | 50.00 |
| 29.17 | November 2. INDIANAPOLIS, IND.—ERC—CAM 24. 10:45 pm. Chicago-Cincinnati. Pilot Charles Vermilyea killed as his plane crashed in landing. There were salvaged 40 lbs of mail, partly burned. Damaged pieces were forwarded with mimeographed gummed label as follows: "Damaged in                                                                                                                                                                                                                        |       |



Plane Crash. Indianapolis, Ind. Nov. 2nd. 1929. Robert H. Bryson, P. M. A few pieces were also stamped: "DAMAGED BY AIRPLANE AT INDIANAPOLIS, IND." (Known in both lower and upper case type.) .....  
 (a) Hand stamped cachet. ....

20.00  
30.00

29.17A November 6. RINGTOWN, PA.—NAT—CAM 17. 2:15 am. Eastbound. Chicago-New York. Pilot Thomas P. Nelson, uninjured. The plane caught fire in mid air forcing the pilot to abandon the ship. He landed safely with his parachute. Mail carried amounted to 1300 lbs, 400 lbs of which were salvaged in burned and charred condition. One cover is known postmarked Los Angeles, Calif. Nov. 4 1929 3 pm. addressed to New York and accompanied by explanatory note reading: "U. S. Postoffice, New York, N. Y. Notice: The piece of mail herewith was damaged through an airplane wreck which occurred 2.15 am. November 6, 1929, near Ringtown, Pa. The damage, whilst regretted, was unavoidable, and the irregularity is under investigation by the proper authorities. J. J. Kiely, Postmaster, Inquiry Division." .....

60.00



- 29.18 **November 9. PORTLAND, OREGON.**—VAL—CAM 32. 7 am. Seattle-Pasco. Pilot Kenneth W. Neece's plane crashed and caught fire. 100 lbs of mail, partly burned, were salvaged. Damaged pieces were forwarded with a mimeographed note as follows: "The enclosed piece of air mail was burned in wrecked plane near Portland, Oreg. November 9th, 1929. Jones, Postmaster." Also letters postmarked Portland, Ore. Nov. 9, 7:30 pm and Seattle, Wash., 7:00 pm. were in this crash. .... 15.00
- 29.19 **November 30. VANCOUVER, WASH.**—VAL—CAM 32. 3:15 pm. Pasco-Seattle. Pilot Clarence C. Price killed. Plane crashed into bridge. 244 lbs of damaged mail were forwarded from Portland with mimeograph note as follows: "This piece of mail damaged in wrecked airplane at Vancouver, Wash. 3:30 pm Nov. 30, 1929." .... 17.50
- 29.20 **December 1. CHAGRIN FALLS, OHIO.**—NAT—CAM 17. 1:55 am. New York-Chicago. Pilot Thomas P. Nelson killed. Snowstorm caused plane to crash. All mail, 102 lbs, recovered undamaged and forwarded without markings. Special Delivery cover is known with Chicago backstamp reading: "G. W. Webber-Sub. Dec. 6, 1929 Chicago, Ill Tr. 2 Air Mail Field." undoubtedly applied because of delay in forwarding salvaged mail. New York mail postmarked Dec. 1, 2:00 pm, backstamped Cincinnati Dec. 6, 7:30 pm.
- (a) Ordinary - no special markings. .... 20.00  
(b) Chicago backstamp. .... 25.00
- 29.21 **December 18. LOOMIS, CALIF.**—BAT—CAM 18. 8:25 pm. Chicago-San Francisco. Pilot Ray Little struck a tree in making an emergency landing. 500 lbs of mail were salvaged and forwarded without special markings. Some mail was stained with oil and gas. Mail trained at Oakland. First flight CAM 25, Dec. 14, mail from St. Petersburg, addressed to coast, and received in bad condition at Oakland presumed to be in wrecked plane. Mail backstamped Glendale, Dec. 21-10:30 pm. thought to be aboard. .... 7.50

## Damaged by Plane fire Sidney Nebr JAN 10, 1930.

1930

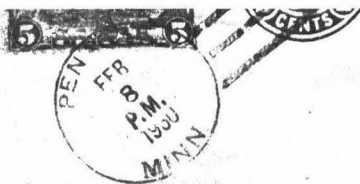
- 30.1 **January 10. SIDNEY, NEB.**—BAT—CAM 18. San Francisco-Chicago. Pilot Charles Kenwood killed. Plane was wrecked in attempted landing. 370 lbs of mail, burned and charred, were forwarded from Omaha on 11th, 12th and 13th. Slightly damaged covers received a three line cachet as illustrated above. Badly damaged covers were forwarded to addressees or senders in penalty envelopes with a mimeographed letter explaining cause of damage. Penalty envelope bears cachet "SALVAGED FROM BURNED AIRPLANE. JAN. 10, 1930." .... 10.00

## Delay due to wrecked mail plane January 10, 1930.

- 30.2 **January 10. CEDAR CITY, UTAH.**—WAE—CAM 4. 2:35 am. Los Angeles-Salt Lake City. Pilot Maurice Graham killed. Plane crashed into mountain of Wabash Range and was not found until June 24th. Mail carried, 640 lbs, was all salvaged undamaged and returned to Los Angeles. It there received a "Return to the Writer Unclaimed" cancellation in green ink, dated June 28, 1930, 10:00 am. and was cacheted in purple and magenta as illustrated. .... 17.50
- 30.3 **February 3. HARTFORD, CONN.**—CAT—CAM 1. 7:20 am. New York-Boston. Pilot Carey E. Pridham killed. Plane hit observation tower at Brainard Field and crashed into river. All 32 lbs of mail were salvaged, watersoaked, and forwarded by relief plane after receiving notation as follows: "RECEIVED AT HARTFORD, CONN. IN DAMAGED CONDITION." .... 35.00



*Paul B. x*  
*Paul B.*  
**MAIL PLANE WRECKED  
IN SNOW STORM**



**Mr. P. R. Gamney,  
84th Ave. East,  
Duluth, Minn.**

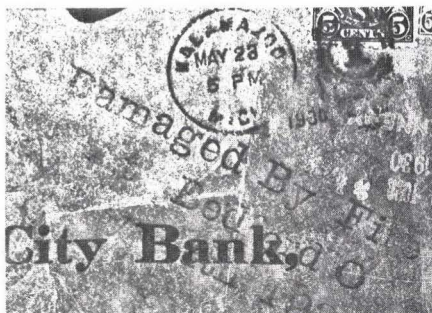
- 30.4 February 8. LAKE OF WOODS, MINN.—Star Route, Penasse to Baudette. Pilot Harry Miller using own plane, crashed due to snowstorm. 350 lbs of mail were recovered on 10th, and received a private cachet reading "MAIL PLANE WRECKED IN SNOW STORM." Some covers signed by Paul B. Sanderson, P. M. Two covers known. .... 75.00

- 30.4B March 21. OVER LAKE ONTARIO—Toronto to Buffalo. Mail damaged in flight due to overheated motor. Pilot landed at Buffalo and put out the fire. One known cover was postmarked Toronto Mar. 21 3:30 P.M., 1930 at Postal Terminal. No endorsement. Authenticated by J. J. Klely, P. M. at New York, by mimeo accompanying the damaged piece. .... 25.00

- 30.5 March 30. WARREN, OHIO.—CBL—CAM 11. 2:00 am. Cleveland-Pittsburgh. Pilot Harry A. Sievers parachuted at 200 feet when ice formed on wings of plane. All 44 lbs of mail salvaged and were forwarded without special markings. The pilot signed some covers. Postmarks found on checked covers; Pasadena, Calif. March 28, 11 am., Milwaukee March 29, 3 pm., Cleveland, March 29, 4:30 pm. .... 7.50

**Mail from Plane No. 77 destroyed  
by fire near Clearfield Apr. 26 1930**

- 30.6 April 26. CLEARFIELD, PA.—NAT—CAM 17. 1:30 am. Chicago-New York. Pilot Henry J. Brown parachuted at 4000 feet when plane motor failed. Mail carried, 1339 lbs of which 650 lbs were salvaged in burned condition. It was forwarded after receiving cachet illustrated above. Some covers bear handwritten endorsement "Burned in Air Plane 77, April 26, 1930. J. Roberts. P. O. Dept." Various worded explanatory notes accompanied other mail. .... 15.00





- 30.7 May 24. **BEDFORD, OHIO.**—NAT—CAM 17. 3:00 am. Chicago-New York. Pilot Samuel Samson jumped when plane motor failed at 8000 feet. 293 lbs of slightly burned mail were salvaged and forwarded from Cleveland after application of three line cachet in two types, namely: **DAMAGED IN MAIL PLANE ACCIDENT AT BEDFORD, OHIO-MAY 24, 1930-2 am** and **"DAMAGED BY FIRE AT BEDFORD, O. MAY 24th 1930."** ..... 12.50
- 30.8 July 2. **GOSHEN, IND.**—NAT—CAM 17. 4:40 am. New York-Chicago. Pilot Robert P. Hopkins flying low crashed into pole. 95 lbs of badly burned mail were salvaged and forwarded in penalty envelopes from Chicago with a mimeographed note dated July 3 as follows: "The enclosure was received at this office in its present condition with a report that it was salvaged from a fire which burned the New York Night Airplane near Goshen, Indiana at 5:50 am July 2, 1930. The incident is very much regretted. Arthur C. Lueder, Postmaster." Pasadena, Calif. enclosed a memo reading: "Received from P. M. Chicago, Ill. wrecked plane at Goshen, Ind. AMR#7. W. F. Knight—Postmaster July 5, 1930 and forwarded in penalty envelope date July 5." ..... 20.00
- 30.9 July 22. **HURON, OHIO.**—TAC—CAM 27. 4:00 am. Cleveland-Bay City. Pilot William F. Martin killed. Plane crashed in landing. All mail, 77 lbs, was salvaged and forwarded without special markings. It has been ascertained that air mail covers of the All America Flying Derby, Buffalo, N. Y. flown from Cleveland and addressed to Toledo, Detroit, Pontiac, Flint, Saginaw and Bay City, Mich. and to Windsor, Canada (latter backstamped July 23) were on board. .... 12.00



- 30.10 August 22. **BAKER, OREGON.**—VAL—CAM 5. 2:15 am. Salt Lake City-Pasco. Pilot Roy Warner safely landed his burning plane. Mail carried, 400 lbs, was all salvaged undamaged and forwarded without special markings. Cover checked is postmarked Ft. Worth, Tex. August 20, 12:30 pm. endorsed and signed by W. R. Cox, P. M. .... 15.00
- 30.11 September 3. **MERCER, PA.**—NAT—CAM 17. 3:45 am. Chicago-New York. Pilot Charles W. Haas in making emergency landing crashed into barn. All mail, 504 lbs, was salvaged undamaged and sent on without special markings by relief plane from Cleveland. .... 35.00

**Delayed in Plane Fire  
at Warren O. 9-21-30**

**DAMAGED IN PLANE FIRE  
AT WARREN, OHIO, 9-21-30**

**DAMAGED in PLANE FIRE**

**at WARREN, O  
9-21-30**

**Damaged in Plane Fire  
at Warren O. 9-21-30**

- 39.12 September 21. WARREN, OHIO.—NAT—CAM 17. 1:00 am. Chicago-Newark. Pilot Amberse M. Banks' motor failed, and plane struck pole in emergency landing. Salvaged 900 lbs, partly burned, which were forwarded after application of several types of cachets illustrated above. Other types are known. ....

7.50



- 30.12A September 25. SOUTHEAST, ALBERTA, CANADA—2:30 am. Pilot W. G.

Holden killed. Plane nose-dived in heavy fog. Covers known are oil soaked and burned. Cachet in purple, reading: "DAMAGED IN AIR PLANE WRECK" was applied. ....

25.00



- 30.13 November 12. CASAR, N. C.—EAT—CAM 19. 3:30 am. Atlanta-Newark. Pilot Henry T. Merrill parachuted from his plane which was out of gas. Mail carried, 103 lbs, 14 oz, all of which was salvaged and forwarded from Shelby, N. C. at 9:37 without special markings. Four covers reported. One cover is postmarked Baton Rouge, Nov. 10, 5 pm and backstamped New York, Nov. 13, 8:25 am, 1930. ....

25.00

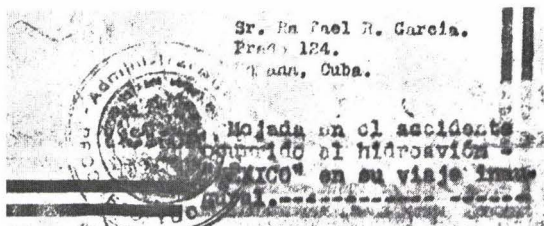
## THE AMERICAN AIR MAIL CATALOGUE

- 30.14 November 18. LEBEC, CALIF.—PAT—CAM 8. 2:15 am. San Diego-Seattle. Pilot F. A. Donaldson killed. Plane crashed into one of the Tehachapi Mts. All mail, 356 lbs, was salvaged undamaged and forwarded from Bakersfield on the 20th without special markings. A few covers bear hand written explanation for delay, endorsed unofficially. Covers postmarked Los Angeles Nov. 17, 11:30 pm and 12:00 pm, 1930 were aboard. .... 15.00

## DAMAGED BY AIR PLANE WRECK

DECEMBER 22, 1930

- 30.15 December 22. ALHAMBRA, CALIF.—WAE—CAM 4:24 am. Salt Lake City-San Diego. Pilot Howard B. Cox's plane developed motor trouble and crashed in landing. 575 lbs of mail, burned or watersoaked, were salvaged. Two line cachet was applied in purple or red at Los Angeles as illustrated. Some cachets are of different type size. .... 7.50



1931

- 31.1 January 19. SUCULU, MEXICO—CIA T.A.M.—RAC 10. First Flight. Pilot W. B. Atwater. Storm forced plane into Gulf. Yellow label affixed to covers from which stamps were lost. Backstamped 26th and 27th. .... 10.00

Delayed by plane crash near  
Washougal Wn 1-22-31

Cook &  
211 St  
Brookl  
Delayed by plane  
crash near 1-22-31  
Washougal Wn

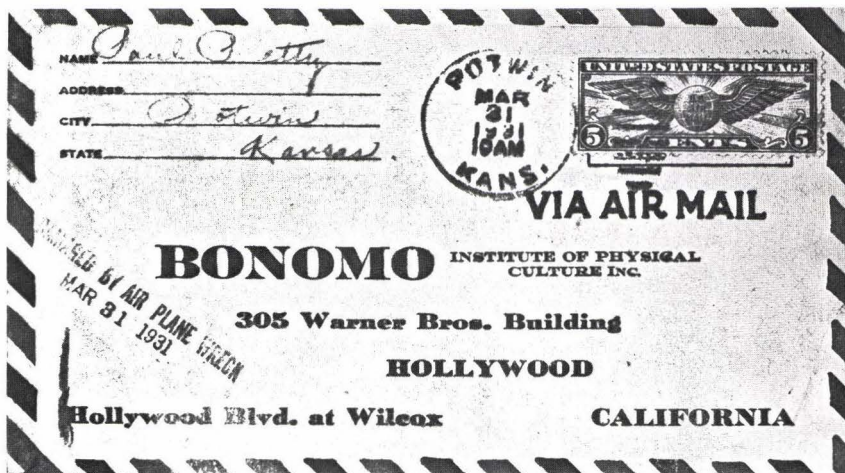
- 31.2 January 22. WASHOUGAL, WASH.—VAL—CAM 32. 7:07 am. Seattle-Pasco. Pilot E. Case killed. Plane struck cliff at Baldy Mt. Wreckage was found the 29th. All mail, 250 lbs, was salvaged water and oil soaked. Mail was forwarded from Portland on the 30th. Two line cachet applied in red ink as illustrated. Three line cachet was also used as illustrated. .... 15.00

Damaged in fire at Roseburg, Ore  
MAR 3 - 1931

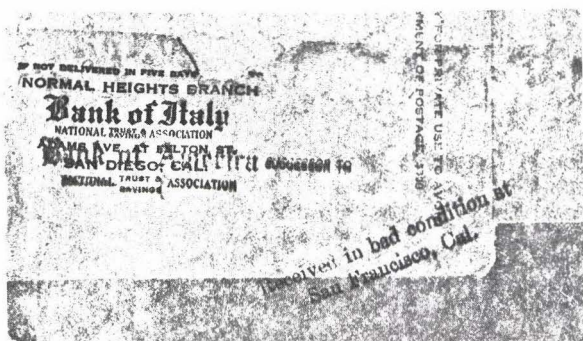
Received in bad condition at  
Oakland, Calif.

- 31.4 March 3. ROSEBURG, OREGON.—PAT—CAM 8. 10:37 pm. Seattle-San Diego. Pilot Grover Tyler. Plane caught fire in landing and heroic work with ship's fire extinguishers saved the mail. All mail, 319 lbs 5 oz was saved, partly burned and watersoaked. Mail was forwarded on 3rd from Roseburg bearing cachet reading: "DAMAGED IN FIRE AT ROSEBURG, ORE." Oakland and San Francisco stamped damaged pieces as illustrated. .... 20.00





- 31.5 March 31. BAZAAR, KANSAS.—TWA—CAM 3. 10:50 am. Chicago-Dallas. Pilot Robert Frye and seven passengers killed, one being Knute Rockne, famous Notre Dame coach. Stormy weather caused plane to crash. Mail carried, 63 lbs 6 oz. One pouch for Wichita was salvaged undamaged. Balance recovered but oil and grease stained. Cachet applied to damaged pieces reads: "DAMAGED IN AIRPLANE WRECK, MARCH 31, 1931." Some of mail at destination was marked "RECEIVED IN BAD CONDITION." ..... 75.00
- 31.6 April 29. ELYRIA, OHIO.—NAT—CAM 17. 3:35 pm. Chicago-Newark. Pilot Sam Taylor. Plane crashed in emergency landing. All mail, 46 lbs, was salvaged and forwarded without markings by relief plane, arriving at Newark at 11:02 pm. One cover and 2 aerograms known. .... 50.00



- 31.7 May 5. BURBANK, CALIF.—PAT—CAM 8. 11:35 pm. San Diego-Seattle. Pilot Arthur D. Starbuck and co-pilot C. R. Parmalee killed. Plane crashed in Las Tunas Canyon. Mail carried, 53 lbs, was all salvaged. Forwarded from Los Angeles, the 6th, it arrived at San Francisco at 6:00 am. A few pieces, gasoline soaked, were marked: "RECEIVED IN BAD CONDITION AT SAN FRANCISCO." Cover is reported postmarked "San Diego, Cal. May 5, 4 pm." ..... 35.00



- 31.8 May 24. BELLEFONTE, PA.—NAT—CAM 17.. 12:52 am. Newark-Chicago. Pilot James D. Cleveland killed. Plane struck Big Nittany Mountain and was completely destroyed by fire. One cover known. .... 75.00
- 31.9 July 21. CENTRALIA, ILL.—AA—CAM 30. 2:20 am. St. Louis-Evansville. Pilot F. E. Hamann killed. Plane struck tree in emergency landing and was demolished. Mail carried, 7 pouches, all salvaged, some watersoaked, was forwarded without markings by relief plane. Covers flown north on the first flight of CAM 2 from Memphis, Tenn. addressed for ultimate delivery to southern points, were aboard. .... 10.00
- 31.10 August 9. CINCINNATI, OHIO.—AA—CAM 16-20. 8:41 am. Cleveland-Ft. Worth. Pilot Marvin T. Odell and co-pilot William J. DeWald killed. Plane was demolished after attempting to land in Little Miami River after developing motor trouble. Typewritten label was applied to damaged pieces as follows: "DAMAGED IN PLANE CRASH AT CINCINNATI, OHIO." USS Akron Christening covers postmarked Akron, Ohio, Aug. 8, 1931 addressed to southern points were on board. .... 15.00  
a. With endorsement. .... 25.00

**DELAYduetoAIRMAIL**  
**interrupted at**  
**OAKLAND, Cal.**  
**SEPT16. 1931**

**DELAY DUE TO AN**  
**AIR MAIL INTERRUPT-**  
**ION AT OAKLAND**  
**CAL. SEPT. 16 1931**

**DELAY DUE TO AIR MAIL**  
**INTERRUPTION AT OAKLAND**  
**SEPT.16 1931**

- 31.11 September 16. OAKLAND, CALIF.—PAT—CAM 8. 3:58 am. San Francisco-Seattle. Pilot Ray H. Boudreaux killed. Plane exploded over Oakland Bay. 325 lbs of mail, badly watersoaked, were salvaged and forwarded after application of cachets. Three types are illustrated. Different types of cachets were used because mail was re-made at Oakland, Alameda and San Francisco. .... 15.00
- 31.12 November 23. GARFIELD, Utah.—BAT—CAM 18. 2:30 am. San Francisco-Chicago. Pilot Norman W. Potter killed. Plane crashed due to snowstorm. 114 lbs 12 oz of mail were salvaged, undamaged except for 35 pieces which were forwarded in penalty envelopes with notation of cause of damage. Some damaged mail marked: "Damage due to air mail interruption near Garfield, Utah on 23' 31." .... 50.00
- 31.12A November 25. BARRANQUILLA, COLOMBIA—PAA—FAM 5. 10:56 am. Colombia-Miami. Pilot Charles A. Lindbergh's plane was damaged during take-off and flight was delayed until the following morning. Some covers are autographed by the pilot. .... 20.00

PAN AMERICAN AIRWAYS, INC.  
P. O. BOX 4191  
MIAMI, FLORIDA

FILED BY COLONEL CHARLES LINDBERGH

Postmaster of Barranquilla  
Airmail Office

*C. Lindbergh*  
*Postmaster*

BY AIR MAIL.  
FIRST FLIGHT "AMERICAN CLIPPER"  
BARRANQUILLA UNITED STATES OF AMERICA

Mr. M. J. Martinez,  
337 N. W. 39th St.,  
Miami, Florida.



- 31.13 November 26. PASCO, WASH.—VAL—CAM 5. 11:12 pm. Seattle-Pasco. Pilot Edward C. Bigelow killed. Heavy fog caused crash in forced landing. 75 lbs 14 oz of mail were salvaged, some damaged. Covers bearing endorsement: "Damaged at Pasco, Wash." were forwarded in penalty envelopes via Tr. 6 on 27th. Some covers are backstamped Pasco, Nov. 26, 12 pm. 25.00
- 31.15 November 28. PITTSBURGH, PA.—PAL—CAM 11. 11:55 am. Pittsburgh-Cleveland. Pilot M. C. Garlow, whose plane was out of control, took to his parachute. Mail carried, 50 lbs 5 oz was salvaged undamaged and flown to Cleveland by relief plane. It was forwarded without special markings. 15.00
- 31.15A December 19. DUNNVILLE, ONTARIO, CAN. 10:00 pm. Westbound. Toronto-Detroit. Unable to reach Detroit, the pilot Edward C. Burton, because of heavy fog, turned about to return to Hamilton. Finding his gasoline insufficient to return and, unable to land in the fog, he parachuted and landed safely. The plane fell a mile away and was demolished. The salvaged mail, which was damaged, was forwarded and accompanied by a mimeographed note of explanation of damage. 45.00
- 31.16 December 24. ALLPORT, PA.—NAT—CAM 17. 5:30 pm. Chicago-Newark. Pilot James O. Johnson, finding wing torn from his plane, parachuted at 4000 feet. All mail, 1339 lbs was saved and trucked to Kylertown whence it was flown to Newark by midnight airplane, arriving there at 1:30 am on Dec. 25. Covers were there backstamped, making mail identifiable. One cover known is postmarked Portland, Ore. Dec. 22, 7:30 pm. and was resealed with official sticker. One pouch of mail was badly oil soaked. 25.00
- 1932
- 32.1 January 26. KNOWLES, UTAH.—UAL—CAM 18. 8:00 pm. Chicago-San Francisco. Pilot Jack Parshall cracked up plane in forced landing. All mail, 153 lbs, salvaged undamaged, and was forwarded without special markings by relief plane. Known covers are backstamped Jan. 28-2:30 pm. at Oakland, Calif. 10.00

Received in bad condition at  
Kalamazoo, Mich.

- 32.2 February 2. MARCELLUS, MICH.—TAC—CAM 27. 12:00 pm. Detroit-Chicago. Pilot Francis H. Rust killed. Snowstorm caused pilot to lose control of plane; he jumped but injuries caused his death. Mail carried, 7 pouches, all of which was salvaged and forwarded from Kalamazoo after being backstamped there, Feb. 2 1932, 8:30 pm. Damaged mail was stamped on the face as illustrated. 30.00
- 32.3 March 14. HARTFORD, CONN.—Chicago-New York. Pilot unknown. Wind turned over the plane during landing. Covers from Cincinnati to Hartford, postmarked 11:30 am on the 14th were aboard. 12.50



- 32.4 March 19. CALIMESA, CALIF.—AA—CAM 33. 7:30 pm. Dallas-Los Angeles. Pilot Harold J. Kelsey and co-pilot Hollis H. Campbell killed. Flying low, plane struck power line and was demolished. Of the mail, 10 lbs. burned, was salvaged and forwarded Mar. 21 from Los Angeles in penalty envelopes with mimeographed letter as follows: "Yucalpa, Calif. Wreck of A. M. 33 Plane NC 625-E. Mar. 19, 1932. The enclosure is a part of the air mail recovered from the above mentioned wreck. The plane burned and as this letter has been damaged it is sent to you under official cover. F. E. Smith, P. O. Inspector." The only marking applied was on the P. O. Inspector's envelope in black: "SALVAGED AIR MAIL. 3-16." ..... 35.00

Received in bad condition at

Steubenville, Ohio

- 32.5 March 21. STEUBENVILLE, OHIO.—TWA—CAM 34. 3:00 am. Los Angeles-Newark. Pilot Hal George killed. Plane fell into Ohio river. 314 lbs of mail were salvaged watersoaked. A pouch recovered near Wellsville was endorsed: "Received in bad condition at Steubenville, Ohio" and redispatched by train. Some covers bear manuscript marking reading: "Arrived Late due to Accident." New York mail known with typed mimeo reading, "March 23, 1932. This air mail letter was recovered from the airplane which was wrecked in the Ohio River. Kieley, Postmaster." ..... 25.00  
 Ordinary covers. .... 35.00  
 a. With manuscript cachet. ....
- 32.6 March 31. BEDFORD, OHIO.—UAL—CAM 17. 2:35 am. Newark-Chicago. Pilot Forrest Mallick killed. Plane crashed due to storm. 581 lbs of mail were salvaged and forwarded from Cleveland without markings being redispatched at 12:45 pm on the 31st. Oakland, Calif. backstamped Apr. 1, 5 pm. 1932. One cover known. .... 50.00
- 32.7 April 21. FORT WAYNE, IND.—TAC—CAM 27. 10:40 am. Chicago-Ft. Wayne. Trip 4a. Pilot George W. Hill killed. Motor stalled and plane crashed. Mail carried 8 lbs, all saved, but badly wrinkled, was forwarded after application of notation: "RECEIVED IN BAD CONDITION." Fort Wayne wrote explanatory notes on face of some covers. .... 15.00

**DELAY DUE TO  
AIR MAIL INTERRUPTION  
MAY 16, 1932  
BURBANK, - CALIF.**

**DELAY DUE TO  
AIR MAIL INTERRUPTED  
MAY 16, 1932  
BURBANK, - CALIF.**

- 32.8 May 16. BURBANK, CALIF.—UAL—CAM 8. 11:40 pm. San Diego-Seattle. Trip 16. Pilot Harry C. Crandall killed. Plane went into spin while landing and crashed. 73½ lbs of mail were salvaged but in burned condition. Four



line red or black cachet in rectangular frame lines as illustrated above, was applied to covers.

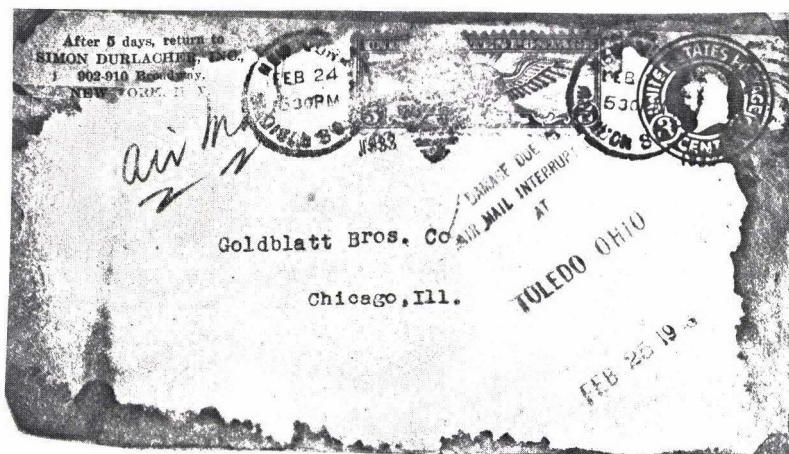
|         |       |
|---------|-------|
| Type 1. | 12.50 |
| Type 2. | 15.00 |

## DAMAGED BY PLANE CRASH

### IN WILLAMETTE RIVER

|       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |       |
|-------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 32.9  | May 30. PORTLAND, OREGON.—UAL—CAM 5. 8:00 am. Salt Lake City—Seattle, trip 5a. Pilot Richard F. Gleason glided plane into river after motor exploded and was wrenched from plane. All mail, 175 lbs, was salvaged, badly watersoaked. It was forwarded by relief plane after being cacheted in red or black as illustrated. Mail received a two line endorsement at Tacoma, Wash., viz: "DAMAGED IN PLANE CRASH." Ashland, Ky. dedication covers for points north of Portland were aboard. | 15.00 |
| 32.10 | June 2. FRESNO, CALIF.—UAL—CAM 8. 1:57 am. San Diego—Seattle. Pilot E. L. Remelin's plane caught fire in landing and was destroyed. Mail carried: 381 lbs 8 oz. Only a few pieces were salvaged, badly burned and were forwarded with a mimeographed letters as follows: "Fresno, Calif. June 2, 1932. Any losses may be reported to Inspector in Charge, San Francisco, Calif."                                                                                                           | 40.00 |
| 32.11 | July 10. STERLING, ILL.—BAT—CAM 18. 1:30 am. Chicago—Oakland, Trip 3a. Pilot Edward Eshelman wrecked his plane in emergency landing due to storm. 347 lbs of mail were salvaged and forwarded by relief plane at 7:15 am. without markings. Postmark identification: Chicago 12 M (midnight); Detroit, 4:30 pm and 8:00 pm; Cleveland backstamped for air mail dispatch at 3:30 pm, the 9th.                                                                                               | 15.00 |
| 32.12 | October 21. SOMERSET, PA.—PAL—CAM 11. 12:15 pm. Washington—Cleveland. Pilot Murl Estes parachuted after plane caught fire over Allegheny Mountains. Mail carried, 60 lbs, 7 oz, was salvaged of which 139 letters were in burned condition. It was forwarded in penalty envelopes with a mimeographed letter explaining the damage.                                                                                                                                                        | 30.00 |
| 32.13 | December 13. MC CLELLAND, IOWA.—UAL—CAM 18. 7:00 pm. Chicago—San Francisco, Trip 3. Pilot E. B. Jeppeson wrecked plane in emergency landing. Pilot salvaged about 1000 pieces which were redispached from Council Bluffs, Iowa on 15th, accompanied by mimeo note explaining damage and delay.                                                                                                                                                                                             | 35.00 |
| 1933  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |       |
| 33.1  | January 10. PITTSBURGH, PA.—TWA—CAM 34. 4:05 am. Newark—Los Angeles. Pilot Harry J. Zimmerman crashed plane in taking off from field. Mail carried, 736 lbs was salvaged, of which 275 lbs was in burned condition. It was forwarded to addressees or returned to senders with variously worded memos. Covers postmarked New York, Jan 9, 7pm were aboard.                                                                                                                                 | 15.00 |
| 33.2  | January 20. MARIETTA, GA.—IA—CAM 30. 4:05 am. Chicago—Atlanta. Pilot Glenn Fields killed. Pilot lost control of plane in fog and crashed. Mail salvaged, 51 lbs, was forwarded without markings. One cover examined is postmarked Brazil Ind. Jan. 19, 5:30 pm. addressed to Tampa, burned around edges.                                                                                                                                                                                   | 35.00 |
| 33.3  | January 20. BOERNE, TEXAS.—AA—CAM 33. 2:00 am. Los Angeles—Atlanta. Pilot Ray Fuller killed. Plane struck hillside while flying thru Sadle Gap. Mail carried 41 lbs, all was salvaged and forwarded from San Antonio, the 21st without markings.                                                                                                                                                                                                                                           | 30.00 |





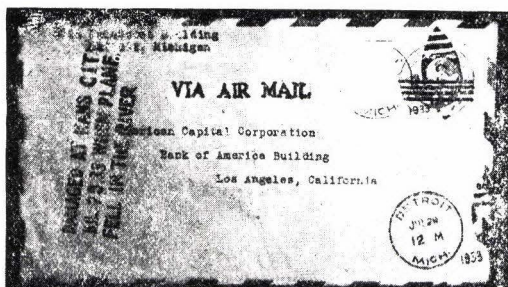
- 33.4 February 25. TOLEDO, OHIO.—UAL—CAM 17. 3:45 am. Newark-Chicago. Trip 5. Pilot Nicholas A. Laurenzana nosed over his plane in taking off from muddy field. Plane was destroyed by fire. Mail carried 500 lbs of which 6000 pieces were salvaged in burned condition. It was forwarded after receiving Toledo backstamp and cachet as follows: "DAMAGE DUE TO AIR MAIL INTERRUPTION AT TOLEDO, OHIO Feb. 25, 1933." Delivered to destination with variously worded local notes. .... 12.50

DAMAGE DUE TO  
AIR MAIL INTERRUPTION  
AT  
FT WORTH TEX  
MAR 16 1933

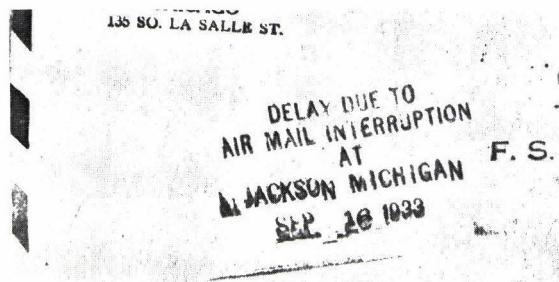
- 33.5 March 16. FORT WORTH, TEXAS.—AA—CAM 33. 7:00 pm. Atlanta-Los Angeles. Trip 10. Pilot Lewis S. Turner's plane caught fire on take-off and was destroyed. 458 pieces of mail were salvaged in burned condition. They were forwarded after being cacheted. As illustrated. .... 25.00
- 33.6 June 4. UPPER ZION, VA.—EAT—CAM 19. 3:15 am. Atlanta-Newark. Pilot W. L. Jamieson killed. Plane crashed when motor failed, and was destroyed by fire. Mail carried 164 lbs of which about 1200 pieces were



salvaged, partly burned. Mail was forwarded from Richmond, the 5th in penalty envelopes with cachet as follows: "DAMAGED DUE TO AIR MAIL INTERRUPTION AT UPPER ZION, VA. June 4, 1933." ..... 35.00



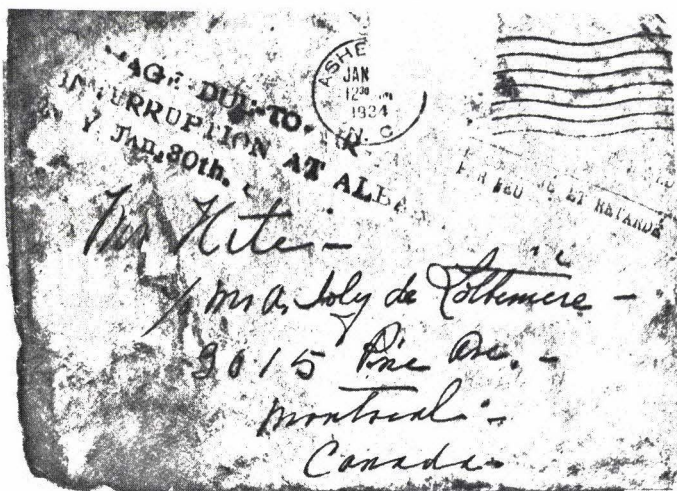
- 33.7 July 28. KANSAS CITY, MO.—TWA—CAM 34. 9:25 pm. Newark-Los Angeles. Pilot E. J. Noe's plane fell into river when motor failed in take-off. All mail, 124 lbs, was salvaged in watersoaked condition and was forwarded by plane after receiving cachet in green ink as illustrated. .... 15.00



- 33.8 September 16. JACKSON, MICH.—UAL—CAM 17. 2:00 am. Chicago-Newark, Trip 8. Pilot Harold Neff killed. Plane crashed in swamp due to storm. 155 lbs of salvaged mail was taken by relief plane to Jackson and flown to Cleveland on the 19th arriving 3:55 am. Registered and Special Delivery mail endorsed: DELAY DUE TO INTERRUPTION AT JACKSON, MICH. SEPTEMBER 16th, 1933." Mail was backstamped at destination. Three covers known. .... 40.00
- 33.9 October 12. BELLE CHAISE, LA.—Johnson Airways—FAM 3. 6:30 am. Pilot George L. Canady, flying the Pilottown to New Orleans Route, crashed. Verified cover is a letter from U. S. Weather Bureau addressed to same office in New Orleans bearing a postmark of Oct. 11, 1933 by the United Fruit Company and marked "Posted on the High Seas, Pursur, Steamship Service." It bears a typewritten memo on face: "Carried on plane that crashed near Belle Chaise, Oct. 12, 1933, operated by Johnson Airways, Inc. Geo. L. Canady." The mail, which was undamaged was delivered to New Orleans by truck at 11:00 am on 12th. Only one known. .... 50.00

**Damaged due to air mail  
interruption at El Paso  
Tex., Nov. 21, 1933**

- 33.10 November 21, EL PASO, TEXAS.—AA—CAM 33. Los Angeles, Trip 3. Pilot J. G. Ingram was forced to jump from burning plane. Mail carried 195 lbs of which 84 lbs were salvaged in burned condition. It was forwarded with cachet illustrated above. .... 15.00
- 33.11 November 29. RIVERSIDE, ONTARIO.—AA—CAM 27. 3:04 pm. Buffalo-Chicago via Detroit. Pilot Dean C. Smith flying in storm, pancaked his plane through thin sheet of ice. All mail, 76 lbs salvaged in watersoaked condition, was forwarded from Detroit by plane at 8:20 pm on the 30th without markings. At Chicago, mail was stamped as follows: "CHICAGO ILL. DEC. 1, 1933, 1:30 pm. RECEIVED IN BAD CONDITION." .... 25.00
- 33.12 December 11. ROARING SPRINGS, PA.—TWA—CAM 3. 2:52 am. Newark Los Angeles, Trip 5. Pilot Henry G. Andrews parachuted after plane motor failed. Mail carried 11 lbs, all salvaged and forwarded on 12th after application of cachet reading: "DAMAGE DUE TO AIR MAIL INTERRUPTION AT ROARING SPRINGS, PA. DEC. 11, 1933." One cover known. .... 50.00



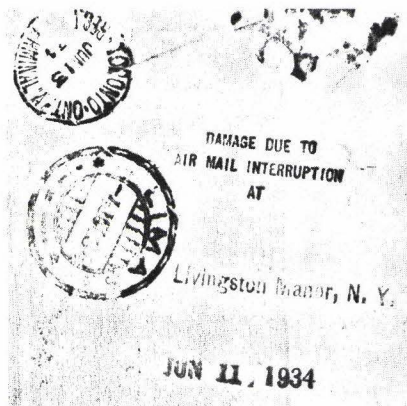


**DAMAGED AND DELAYED  
BY FIRE**

**ENDOMMAGE ET RETARDS  
PAR FEU**

1934

- 34.1 **January 30. ALBANY, N. Y.—AA—FAM 1. 3:35 am.** Albany-Montreal. Trip T. Pilot S. T. B. Cripps. Plane caught fire in preparing for take-off and was destroyed. 45 lbs of mail in burned condition were salvaged and forwarded with three line cachet applied at Albany as follows: "DAMAGE DUE TO AIR MAIL INTERRUPTION AT ALBANY, N. Y. JAN. 30th." On arrival at Montreal a four line bi-lingual cachet as illustrated was applied. 20.00
- 34.2 **February 19. GREENVILLE, S. C.—USAAC—AM 19. 9:00 pm.** Miami-Newark, Trip 2. Pilot E. T. Gorman crashed in landing his plane. All mail, 131 lbs was salvaged and was forwarded by train to Charlotte, N. C. whence flown north by relief plane. First flight "Army flown" covers for this route were on board. Covers bear appropriate markings. 15.00
- 34.3 **February 22. DESHLER, OHIO.—USAAC—AM 17. 6:00 am.** Chicago-Newark, Trip 2. Pilot Lt. Durward O. Lowry killed. His plane off course because of storm, the pilot crashed plane in attempted landing. All mail, 378 lbs was salvaged and forwarded by train from Toledo without special markings. First flight "Army flown" covers from Salt Lake City reported to be on board. 15.00
- 34.4 **March 8. BURTON, OHIO.—USAAC—AM 17. 3:00 am.** Newark-Chicago, Trip 5. Pilot Lt. Otto Wienecke killed. Pilot lost control of plane during emergency landing. All mail, 354 lbs was salvaged and forwarded from Cleveland at 1:35 pm. without special markings. Mail postmarked New York, March 8, 6:30 pm. known to be aboard. 15.00
- 34.5 **March 30. CLINTON, IOWA.—USAAC—AM 18. 8:15 pm.** Chicago-San Francisco, Trip 3. Pilot Lt. T. H. Wood killed. Plane crashed due to rain and snow. 540 lbs of mail salvaged, which was forwarded by train from Davenport without markings. Covers postmarked Mar. 29, 8 pm at New York and backstamped Oakland, 3rd and 4th were aboard. San Francisco did not backstamp. 15.00

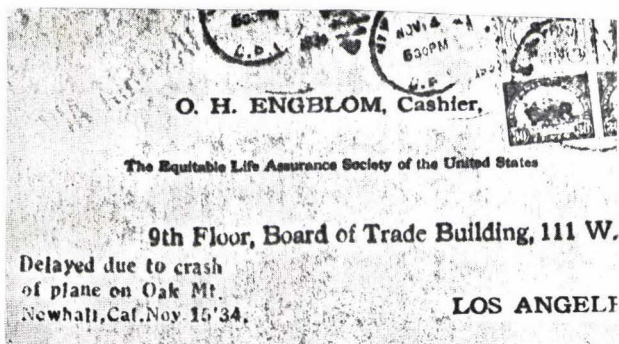


- 34.6 **June 9. LIVINGSTON MANOR, N. Y.—AA—AM 7. 5:04 pm.** Newark-Chicago, Trip 1. Pilot C. Holbrook and co-pilot John Barron, Jr. killed. Plane was found wrecked in heavily wooded section, cause of crash unknown. All mail, 11 lbs, was salvaged undamaged except for a few pieces and forwarded from Newark AMF on June 12. Special cachet as follows: "DAMAGE DUE TO AIR MAIL INTERRUPTION AT LIVINGSTON MANOR, JUNE 11, 1934." 50.00

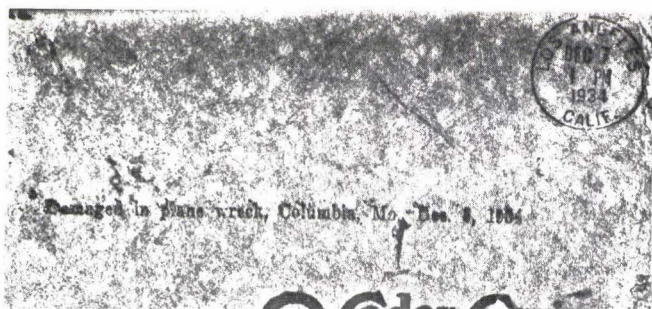


- 34.6A June 3. 10:41 AM. New Orleans, LA.—Pacific Seaboard Air Lines,** Pilot Ben Catlin with two passengers. Bound for Chicago. Left New Orleans at 10:27 AM, being the first north bound mail plane since the government cancelled the contract mail flights. At 1041 AM motor conked out and the pilot was forced to land in the swamp 25 miles north of New Orleans near the Bonfusa River. The men trudged through the swamp carrying the bags of mail to Mandeville where a Coast Guard cutter rescued them. Mail was somewhat water soaked but intact and forwarded by train to Chicago. A few pieces of the recovered mail known. .... 50.00

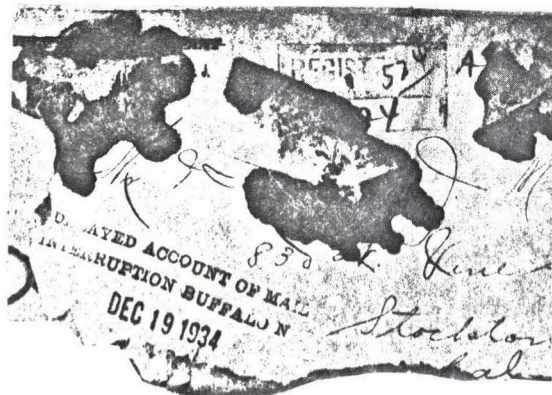
- 34.7 August 31. OREGON, MO.—RAT—AM 26. 10:41 pm. Kansas City—Omaha,** Trip 6. Pilot C. M. Bontrager killed. Plane was demolished in emergency landing. About 200 pieces of mail, partly burned, were salvaged and forwarded from St. Joseph on Sept. 2 and 3 with mimeographed form reading as follows: "Damaged in Crash of A. M. 26-6. August 31, 1934. Walter M. Sharp, Chief Clerk RMS, St. Joseph, Mo." Letters postmarked Kansas City, Aug. 31, 3:30 pm were aboard. Two covers are known. .... 75.00



- 34.8 November 15. NEWHALL, CALIF.—TWA—AM 2. 8:45 pm. Newark—Los Angeles,** Trip 3. Pilot George Rice damaged his plane in an emergency landing in a canyon. All mail, 541 lbs, was salvaged undamaged. It was forwarded from Los Angeles on 16th without special markings. Some mail backstamped Los Angeles, Nov. 17, 10:00 am. Sta. O. and some covers received a postoffice clerk's endorsement reading "Delayed due to crash of plane on Oak Mt. Newhall, Calif. Nov. 15, 1934" in green. Most mail was postmarked New York, November 14, 5:30 P. M. GPO. .... 12.50
- 34.8 A November 15. AMAZONIA, MO. RAT — AM 26 - Trip 7. 12:00 pm.** Eastbound. Omaha-Kansas City. Pilot B. F. Billings and one passenger killed. Plane's motor failed causing the ship to crash. The plane caught fire and was destroyed. Only 260 pieces of mail in badly burned condition were salvaged, a good share of which was sent to the dead letter office for lack of identification. Identifiable mail was forwarded from St. Joseph by train on Nov. 27 with explanatory mimeo signed by Leo V. Anderson, postmaster, St. Joseph, Mo. One cover known. .... 75.00
- 34.9 November 28. SCOTTSBORO, ALA.—EAL—AM 10. 4:45 am. Chicago—Jacksonville,** Trip 7. Pilot Robert Chew ran out of gas; plane crashed and caught fire. 60 lbs of mail were salvaged and forwarded from Scottsboro. Some covers were postmarked Oakland, Calif. Nov. 26, 7:30 P. M. and when delivered were accompanied by mimeo reading: "The enclosed mail was damaged in the wreck and burning of air mail plane 10-7 on the morning of Nov. 28, 1934, near Scottsboro, Alabama. Charles A. Stevens, Acting Postmaster, New Orleans, La." Salvage weight included heavy parcel post. .... 50.00



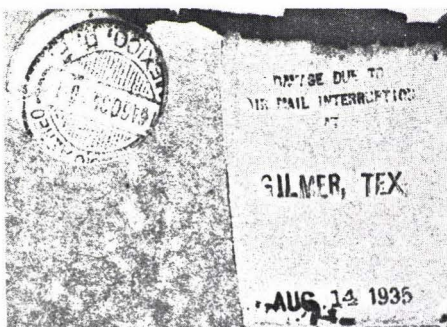
- 34.10 December 8. COLUMBIA, MO.—BAC—AM 9. 5:30 am. Dallas-Chicago, Trip 2. Pilot Lewis Bowen killed. Motor failed, causing plane to go into dive and crash. 120 lbs of mail were salvaged. Cachet applied to slightly burned covers reads as follows: "DAMAGED ACCOUNT AIR MAIL INTERRUPTION AT COLUMBIA, MO. DEC. 8, 1934." Badly damaged mail was forwarded with a mimeo reading: "The endorsed mail was mutilated in an accident that occurred to the plane that was carrying it to Chicago on December 8, 1934 etc. M. J. Deutsch, P. O. Inspector." DAMAGED IN PLANE WRECK, COLUMBIA, MO. DEC. 8. 1934. .... 27.50



- 34.11 December 19. BUFFALO, N. Y.—AA—AM 7. 3:25 am. Newark-Chicago. Pilot John J. Deater. Plane caught fire in landing and was destroyed. Salvaged mail consisted of approximately 225 lbs. burned and charred. It was forwarded with black and purple cachet as follows: "DAMAGE DUE TO AIR MAIL INTERRUPTION AT BUFFALO, N. Y. DEC. 19, 1934." On arrival at Chicago, mail was delivered in penalty envelopes with mimeographed letter as follows: "December 21, 1934—The accompanying piece of mail was received at this office in its present condition having been damaged in an airplane crash. Sincerely yours, Ernest J. Krutgen, Postmaster." ..... 15.00
- 34.12 December 22. SUNBRIGHT, TENN.—AA—AM 22. 4:45 am. Cleveland-Nashville, Trip 3. Pilot Russell Riggs killed. Plane crashed into Big Top Mt. in the Cumberlands and was destroyed by fire. 61 lbs of salvaged mail was forwarded from Nashville AMF on 24th with cachet as follows: "DAMAGE DUE TO AIR MAIL INTERRUPTION AT SUNBRIGHT, TENN. DECEMBER 22, 1934." ..... 25.00

1935

- 35.1 **January 26. PITTSBURGH, PA.—TWA—AM 2. 2:25 am.** Newark-Los Angeles, 'Trip 3. Pilot Floyd F. Church killed. Misty weather caused plane to crash into water tower, destroying plane. Salvaged mail consisted of 484 pounds, forwarded from Pittsburgh on 26th and 27th bearing cachet as follows: "DAMAGE DUE TO AIR MAIL INTERRUPTION AT PITTSBURGH, PENNA. JANUARY 26, 1935." ..... 12.50
- 35.2 **January 31. GLENDALE, CALIF.—TWA—AM 2. 6:00 pm.** Newark- Los Angeles. Pilot Ernest Smith. Flight originated at Newark, Jan. 30th, 4:30 pm. Arrived St. Louis 10:05 pm where flight was cancelled. Flight again started from Kansas City, departing 7:40 on 31st, due Los Angeles 6:00 pm. At Glendale plane crashed in landing and fell in Los Angeles river. 58 lbs of mail were salvaged, undamaged. Mail was forwarded from L. A. without special markings. .... 20.00
- 35.3 **May 2. RATTLESNAKE BUTTE, COLO.—VAL—AM 29. 10:45 am.** Pueblo-El Paso. Pilot James J. Montijo killed. Plane left Pueblo at 10:25 am, crashing a few minutes later. An Air Mail special delivery cover examined and verified is postmarked Denver, Colorado, 9:30 pm April 30, and is back-stamped "Las Vegas, N. M. 2, 7 am, received." 30 lbs of mail were aboard, salvaged undamaged. No special markings were applied. One cover known. .... 40.00
- 35.4 **May 27. GLENDO, WYO.—WAS—AM 28. 4:05 pm.** Billings-Cheyenne, Trip 5. Pilot Alvin Lucas killed. Plane was wrecked in emergency landing. All mail, 201 lbs, was recovered. Some, slightly damaged, was forwarded by plane from Cheyenne on 28th with cachet as follows: "DAMAGED IN TRANSIT, MAY 27th. 1935." ..... 10.00



- 35.4 A **August 14. GILMER, TEX.—DAC—AM-24. 12:00 pm.** Dallas-Charleston, Trip 4. Pilot Andy Dixon and co-pilot Herbert Bulkeley killed. Attempting an emergency landing the eastbound plane nose-dived into a cotton patch, caught fire and was destroyed. Of the 45 lbs of mail aboard, 4 lbs were recovered and cacheted as above. One cover known. .... 75.00

**DELAY DUE TO  
AIRMAIL INTERRUPTION  
AT  
LOS ANGELES CALIF  
SEP 1 1932**

- 35.5 **September 1. LOS ANGELES, CALIF.—WAE—AM 13. 11:05 pm.** San Diego-Salt Lake City. Pilot George C. Sherwood and co-pilot Fred Burlew killed. On take-off, plane struck high tension wire and was destroyed by fire. Mail carried 118 lbs of which 57 lbs were salvaged and forwarded without



markings. 450 burned pieces were forwarded in penalty envelopes from Los Angeles AMF on Sept. 2, 2:25 am. after being cacheted as illustrated. Three covers known. ....

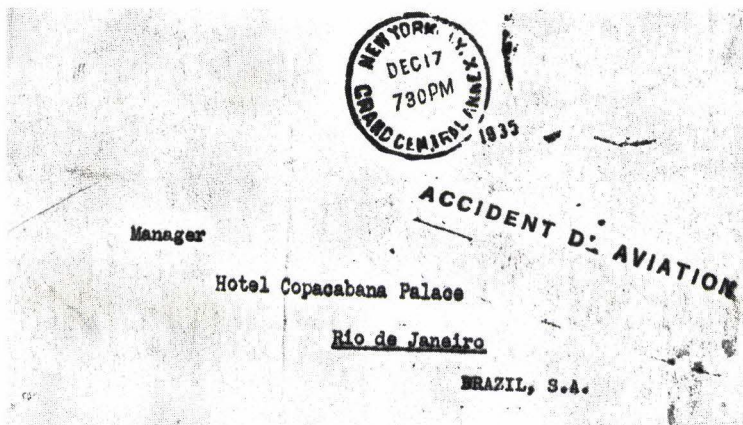
35.00

## Damaged in Transit October 7, 1935

- 35.6 October 7. CHEYENNE, WYO.—UAL—AM 1. 2:17 am. Oakland-Newark, Trip 4. Pilot H. A. Collision and co-pilot Harold Batty killed. Plane crashed into mountains near Cheyenne. 113 lbs of mail were salvaged intact except 175 pieces which were endorsed: "DAMAGED IN TRANSIT OCT. 7, 1935." Covers postmarked Seattle, Oct. 6, 8 P. M. known to be aboard. .... 10.00  
Unmarked covers. .... 15.00  
Cachet covers. ....
- 35.7 October 24. FRANCONIA, VA.—AA—AM 23. 4:55 pm. Ft. Worth-Newark, Trip 6. Pilot B. A. Carpenter wrecked his plane in emergency landing. 22 lbs of mail, salvaged undamaged, was forwarded without special markings. Authenticated cover is postmarked Lynchburg, Va. Oct. 24, 10:30 am, back-stamped Washington, D. C. Oct. 24, 5:00 pm. and also Philadelphia, Pa., 8:00 pm. same day. One cover known. .... 50.00

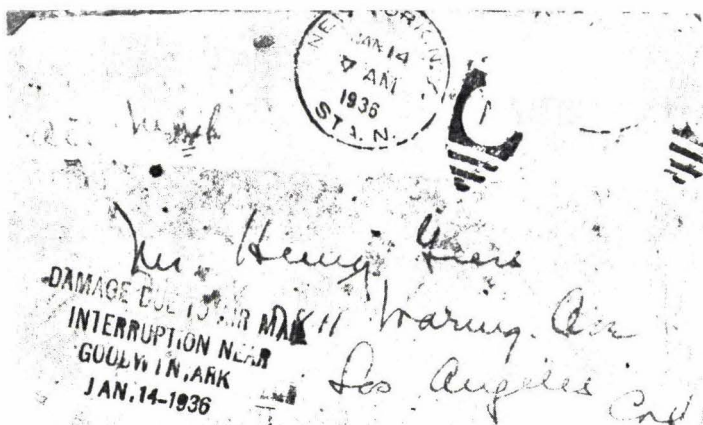
## DAMAGE BY FIRE AIR PLANE NOV. 6 1935

- 35.8 November 6. DES MOINES, IOWA.—UAL—AM 1. 7:30 am. Chicago-Oakland, Trip 15-5. Pilot John Murray, noting mail bags afire, landed at Des Moines, extinguished fire and continued. Mail carried, 876 lbs of which 874 lbs were salvaged; 106 lbs in damaged condition. Mail was forwarded from Omaha after being cacheted in purple as illustrated above. .... 15.00



- 35.9 December 20. PORT OF SPAIN, TRINIDAD.—PAAW. Miami to South America. The "Clipper" coming down to land in the harbor, dodged a boat, capsized and sank. One sack of mail recovered in water-soaked condition. Salvaged pieces cacheted ACCIDENT DE AVIATION in black and other various markings .... 20.00





**Recovered From  
Wrecked Plane  
Goodwin, Ark. 1-14**

1936

- 36.1 **January 14. GOODWIN, ARK.**—AA—AM 23. 7:30 pm. Newark-Ft. Worth. Trip 1. Pilot Gerald Marshall and co-pilot Glenn Freeland killed. Plane crashed in swamp, cause unknown. 150 lbs of mail in damaged condition salvaged and forwarded from Little Rock on the 15th with special cachets as follows: "DAMAGE DUE TO AIR MAIL INTERRUPTION NEAR GOODWIN, ARK. Jan. 14, 1936" or "DAMAGED DUE TO PLANE WRECK NEAR GOODWIN, ARK. JAN. 14, 1936"; or "RECOVERED FROM WRECKED PLANE — GOODWIN, ARK. JAN. 14, 1936." ..... 30.00
- 36.2 **April 1. PAVILION, N. Y.**—AA—AM 7. 7:15 pm. New York-Buffalo. Trip 7. Pilot Sanford Underwood killed. Snowstorm caused plane to crash. 9 lbs of mail were salvaged in burned condition. No special markings were applied. One cover known. .... 50.00
- 36.3 **April 7. UNIONTOWN, PA.**—TWA—AM 2. 10:20 am. Newark-Los Angeles. Trip 7. Plane, piloted by Otto Ferguson, struck tree on Chestnut Ridge and was demolished. 151 lbs of mail salvaged and forwarded from Uniontown on 7th and 8th after being cacheted as follows: "DAMAGE DUE TO AIR MAIL INTERRUPTION NEAR UNIONTOWN, PA. APRIL 7." ..... 40.00
- 36.4 **April 11. PORT OF SPAIN, TRINIDAD.**—PAA—FAM 6. Miami-Rio de Janeiro. Capt. C. D. Culbertson, on the take-off from Port of Spain for Rio., ground-looped on the water to avoid hitting boat. Mail carried, 69 lbs was salvaged in water soaked condition and forwarded on April 12 without special markings. Registered mail is identified by Miami back-stamp of April 9. A cover is known cacheted at destination: "ACCIDENT DE AVIATION." ..... 20.00

**DAMAGE DUE TO AIR MAIL  
INTERRUPTION NEAR  
CHICAGO, ILL.  
MAY 26 1936**

- 36.5 **May 26. CHICAGO, ILL.**—AA—AM 7. Chicago-Detroit, Trip 26. Pilot Edward Coates' plane caught fire on take-off and exploded soon after. 9 lbs

of a total of 11 lbs of mail carried were salvaged of which 35 pieces are known to be badly burned. Mail was forwarded with four line cachet in purple as illustrated. Damaged covers were delivered in Detroit in penalty envelopes with typed slip as follows: "The enclosed piece of mail is sent you with the information that the damage sustained was caused by fire when airplane carrying this mail burned near Chicago, Ill. May 26, as stated on reverse side of this letter." Three covers known. ....

50.00

- 36.5A **December 3. McGrath, ALASKA**—Alaska Airlines. Pilot Jack Allen, enroute to McGrath, Alaska, crashed into the lowland hills. An authenticated cover postmarked Anchorage, Alaska, Dec. 3 6 pm 1936 to Folsom, Alaska, where that office applied a postmark Jan. 26, 1937, indicating the plane was lost over a month. A memorandum endorsement reading "EMERGENCY MAIL CARRIED by Plane — Anchorage, Alaska," and a manuscript reading "pilot killed". The cover has been verified by the Seattle Regional Office at Seattle, Washington. Only cover reported. ....

75.00

**DELAY DUE TO AIR MAIL  
INTERRUPTION NEAR  
SALT LAKE CITY, UTAH  
DEC. 15, 1936**

- 36.6 **December 15. SALT LAKE CITY, UTAH**—WAE—AM 13. 3:14 am. Los Angeles-Salt Lake City. Pilot S. J. Samson and Co-pilot Willim Bogen killed. Plane crashed into mountain peak and was not discovered until June 6, 1937. 559 lbs of mail salvaged in damaged condition were forwarded to Salt Lake City on June 7, 8, 15 and 16 and later dates. Cachet applied reading: "DAMAGE DUE TO AIR MAIL INTERRUPTION NEAR SALT LAKE CITY, UTAH, DEC. 15, 1936" and also the DELAY type illustrated. Badly damaged mail was flown in penalty envelopes with explanatory notes, mimeographed. ....

10.00

- 36.7 **December 18. CALDER, IDAHO**—NWA—AM 3. 2:23 am. Chicago-Seattle, Trip 1. Pilot Joseph Livermore and co-pilot A. A. Haid killed. Severe icing condition caused plane to become lost and it crashed into Cemetery Ridge. Plane was destroyed by fire. 141 lbs of mail were salvaged in damaged condition and forwarded from Spokane, Wash. on Dec. 28 with mimeographed manila paper sticker attached in two types as follows: "DAMAGE DUE TO AIR MAIL INTERRUPTION NEAR CALDER, IDAHO, DEC. 18, 1936" or "DELAY DUE TO AIR MAIL INTERRUPTION NEAR CALDER, IDAHO, Dec. 18, 1936." ....

15.00

- 36.8 **December 19. MILFORD, PA.**—EAL—AM 6. 8:47 pm. Miami-Newark, Trip 14. Pilot Henry T. Merrill's plane ran into rain squalls near Baltimore, and in trying to land at Newark by dead reckoning, he made an emergency landing near Milford. All mail, 931 lbs, was salvaged undamaged. It was forwarded without special markings. Northbound dedication covers from West Palm Beach as well as resumption of service covers have been identified as having been on board. ....

10.00

LIND CORP  
1 Canal Street  
New York, N. Y.



Plane carrying this letter crashed  
Pilot killed

1937

- 37.1 **February 8. VICTORIA, BRAZIL**—PAA—FAM 10. Miami-Buenos Aires. Plane caught fire during take-off; pilot landed plane and removed passen-

## THE AMERICAN AIR MAIL CATALOGUE

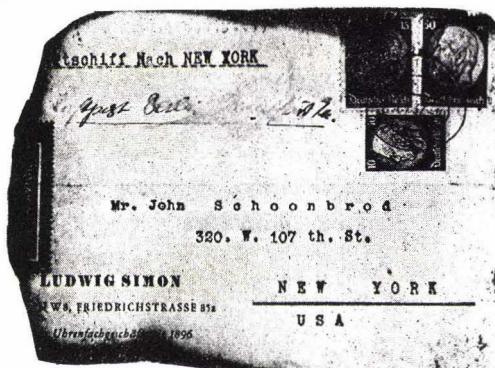
gers before it sank. Mail was salvaged 24 hours later with about 20% illegible from watersoaking. It was forwarded by relief plane to Rio de Janeiro. No special markings were applied but can be identified by postmarks, routing, and evidence of severe watersoaking. ....

20.00

**DAMAGE DUE TO AIR MAIL  
INTERRUPTION NEAR  
SAN FRANCISCO CALI.**

- 37.2 February 9. SAN FRANCISCO, CALIF.—UAL—AM 11. 8:50 pm. Los Angeles-Oakland, Trip 23. Pilot A. R. Thompson and co-pilot Joe DeCesaro killed. Plane crashed into water attempting to land. Mail carried, 62 lbs was all salvaged in badly watersoaked condition and was forwarded on the 10th after application of cachet in red as illustrated above. Other types have been reported. ....

15.00



- 37.3 May 6. LAKEHURST, N. J.—L. Z. 129, the "Hindenburg"—6:21 pm. Frank-am Main to Lakehurst. This was greatest air mail conveyance disaster of all time. The big ZEPP left Frankfurt at 8:15 pm., May 5 on its first trip to Lakehurst. As the ship approached the field at 6:15 pm. it burst into flames and was quickly consumed. 22 of the crew and 36 passengers died as result of burns and injuries. 357 pieces of mail were salvaged in burned condition. 147 of these were addressed to persons in U.S.A. All salvaged mail was sent to Foreign Air Mail Division at New York and then sent to addressees' postmaster with request to secure registered receipt. Covers alleged to be in this disaster should be checked with Foreign Air Mail Division at New York to ascertain if addressee's receipt signature is on file, unless cover is accompanied by official letter. ....

1,200.00

**Recovered from  
Plane N.C 15065  
Aug. 3, 1937  
Cristobal, C.Z.**

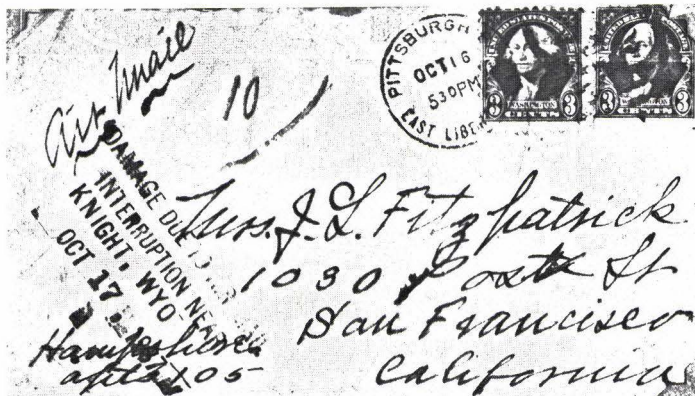
- 37.4 August 2. CRISTOBAL, CANAL ZONE.—Panagra—FAM 9. 7:40 pm. Guayaquil, Ecuador-Cristobal, C. Z. Pilot Stephen S. Dunn killed. Thick low lying clouds and rain squalls caused plane to crash into waters of Mosquito Gulf. Salvaged mail, 43 lbs, including 3 pouches of diplomatic mail, was dried in a Canal Zone bakery and forwarded after application of four line cachet in black as illustrated. ....

15.00



- 37.5 August 10. DAYTONA BEACH, FLA.—EAL—AM 10. 4:40 am. Chicago-Miami, Trip 7. Pilot Stuart G. Dietz and co-pilot Robert R. Reed killed. Plane struck power line in take-off and crashed. Mail carried, 98 lbs all salvaged undamaged, was forwarded same day without special markings. Georgia Air Mail Week covers addressed to Miami believed to be aboard.

7.50



- 37.6 October 17. KNIGHT, WYO.—UAL—AM 1. 9:00 pm. Newark-Oakland, Trip 1. Pilot Earl D. Woodgerd and co-pilot John B. Adams killed. Flying off course. Plane crashed into Hump Ridge, 80 miles southwest of Knight. All mail, 170 lbs was salvaged and forwarded from Salt Lake City AMF on Oct. 20th without special markings. About 8 hours after first mail was found, an additional 12 pieces wrinkled and oil soaked were found. They were forwarded after application of four line red cachet as illustrated. It is known that a few pieces bore a different "DELAYED" type of cachet.

|                                                                                                              |       |
|--------------------------------------------------------------------------------------------------------------|-------|
| Without special markings. ....                                                                               | 35.00 |
| a. With DAMAGE type cachet. ....                                                                             | 40.00 |
| b. With DELAY type cachet. ....                                                                              | 40.00 |
| c. With manuscript notation "wrecked plane" and cachet "Received in damaged condition at Oakland, Cal". .... | 40.00 |

Delayed and damaged in wreck of  
airmail plane, A.M. 3-2, en route  
Seattle to Chicago, near Bozeman,  
Montana. January 10, 1938.

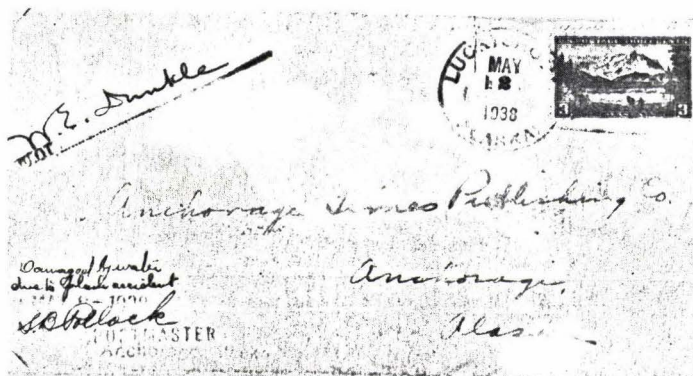
1938

- 38.1 January 10. BOZEMAN, MONT.—NWA—AM 3. 3:07 pm. Seattle-Chicago, Trip 2. Pilot Nick B. Mamer and co-pilot Frederick W. West, Jr. killed. Air currents caused plane to crash into Bridger Mt. and to catch fire. 40 lbs of mail in badly burned condition were salvaged and forwarded from Bozeman on 13th and 14th with sticker printed in red ink, as illustrated, attached.
- 38.2 March 11. WAWONA, CALIF.—TWA—AM 37. 9:31 pm. Burbank-San Francisco, Trip 8. Pilot John D. Graves and First Officer Clyde W. Wallace killed. Plane was blown off its course and crashed into the side of Buena Vista Crest at 9500 feet altitude. Wreckage was found June 12, 1938. All mail, 14 lbs, was salvaged, and forwarded on June 14 and 15 from Yosemite endorsed by hand as follows: "DAMAGE DUE TO AIR MAIL INTERRUPTION NEAR YOSEMITE NATIONAL PARK, CALIF., MARCH 1, 1938."

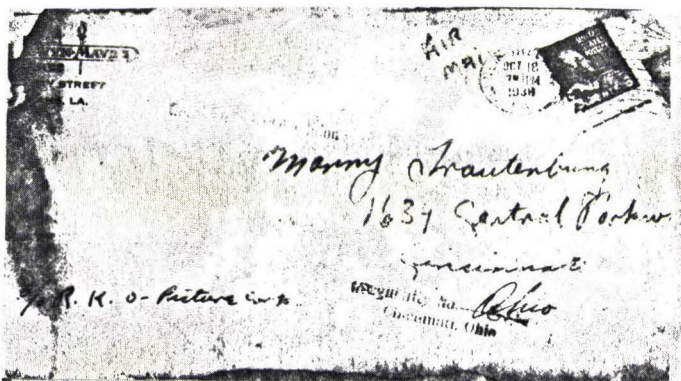
35.00

20.00



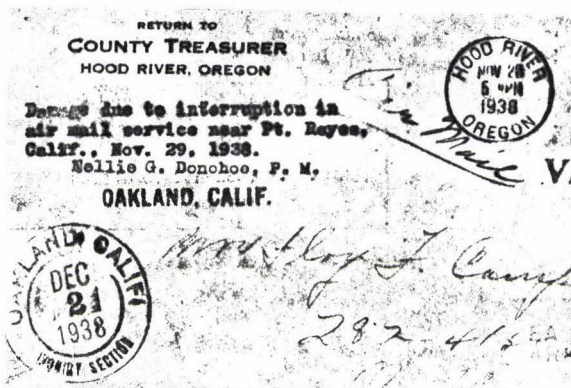


- 38.3 May 2. ANCHORAGE, ALASKA.—Star Route—Lucky Shot—Anchorage. Landing on Lake Spenard, plane piloted by W. E. Dunkle broke thru ice and was submerged. One pouch of mail containing eight letters and a gold brick was salvaged. The letters were autographed by the pilot and bear notation by postmaster of Anchorage "DAMAGED BY WATER DUE TO PLANE ACCIDENT." 3 covers known. .... 75.00
- 38.4 A May 17. ALBERNO CANAL, B. C.—"Ginger Coote" Airways of Vancouver, B. C. Vancouver-Zeballos. Seaplane "C. F. Aux" left Vancouver May 27, 1938 and disappeared. On March 9, 1939, the wreck was found near Alberno Canal, B. C. together with a bag of mail. Letters bore a cachet in box reading "Courtesy "Ginger" Coote Airways, Ltd., 515 Howe Street". Salvaged pieces were endorsed on back: "This envelope was recovered from the Seaplane 'C. F. AUX' that crashed into the hillside on Alberno Canal May 27, 1938 and found March 9, 1939. The contents were intact. Signed Benj. Nicholson, Postmaster, Zeballos, B. C. March 31, 1939" ..... 20.00
- 38.4 May 19. LOWVILLE, N. Y.—11:40 am. Massena to Syracuse. Special first flight plane from Massena on May 19, during National Air Mail Week, crashed at Lowville. All mail was salvaged and forwarded by auto to Syracuse for plane connections. Covers postmarked Massena, N. Y. May 19, 9 am. were among others aboard. Plane carried bags of mail from Massena, Canton, Ogdensburg, Gouverneur, Potsdam and Alexandria Bay. .... 12.50
- DAMAGE DUE TO AIR MAIL INTERRUPTION.
- CLEVELAND, OHIO - May 25, 1938
- 38.5 May 24. CLEVELAND, OHIO.—UAL—AM 1. 10:17 pm. Newark-Chicago. Trip 9. Pilot James L. Brandon killed. Plane caught fire, and in attempting to land, crashed and was destroyed. 200 lbs of mail in burned condition were salvaged. Mail was forwarded from Cleveland P. O. prior to 5:00 pm. of May 25. Damaged pieces were forwarded in penalty envelopes. Mailable damaged pieces were forwarded with a mimeographed gummed label attached, reading: "DAMAGE DUE TO AIR MAIL INTERRUPTION, CLEVELAND, OHIO, MAY 25, 1938." ..... 15.00



- 38.6 October 18. MONTGOMERY, ALA.—EAL—AM 20-5. 11:00 pm. Houston-Newark, Trip 2. Motor of plane piloted by Dave Hissong caught fire but pilot landed burning plane in time for all to escape; plane was destroyed. From 200 to 300 letters in burned condition were recovered and forwarded from Montgomery without special markings but delivered in penalty envelopes by postmaster at destination with note explaining damage to mail. Covers postmarked New Orleans, Oct. 18, 7:30 pm to points north were aboard. Cincinnati received 36 letters which were marked "IRREGULARITY No. 89" and "RECEIVED N BAD CONDITION." 25.00

DAMAGE DUE TO AIR MAIL  
INTERRUPTION NEAR  
PT. REYES, CALIF.



- 38.7 November 29. PT. REYES, CALIF.—UAL—AM 11. 5:30 am. Seattle-Oakland, Trip 8. Pilot Charles Stead unhurt. Co-pilot Lloyd Jones drowned. Its gasoline supply exhausted, plane landed in sea off Pt. Reyes, and the heavy sea demolished it. 518 lbs of mail were salvaged and forwarded after application of a special cachet in black in four lines as illustrated, to mail damaged by sea water. Stamps are missing from many covers. 10.00  
Three cachet varieties. 15.00  
a. With Oakland type sticker. ....

1939

- 39.1 February 19. SAN JUAN, PUERTO RICO.—PAA—FAM 10. 6:00 pm. Miami-Buenos Aires. Tropical rain storm caused plane piloted by Capt. George Snow to submerge in landing. All mail, 500 lbs, was salvaged except 40 pieces made undecipherable by sea water. No cachet or forwarding notes used by San Juan. Mail for north of Trinidad was forwarded Feb. 23 and that for points south on Feb. 27. Mail destined for Argentina was resealed with official seal and Buenos Aires backstamped with black machine marking dated 4 Mar. 13-14, 1939 and in lieu of killer bars the words AVON/ATRASADO in two lines. .... 25.00

**DAMAGE DUE TO AIR MAIL  
INTERRUPTION NEAR  
OKLAHOMA CITY OKLA.,  
MAR. 28 1939**

- 39.2 March 26. OKLAHOMA CITY, OKLA.—BAC—AM 9-15. 2:50 am. Chicago-Brownsville, Trip 1. Pilot Claude Seaton killed. On take-off motor trouble caused plane to crash and burn. Of the 222 lbs of mail aboard, 10 lbs were salvaged in burned condition. The mail was forwarded next day after application of cachet as illustrated. Damaged pieces delivered by postmasters at destination in official envelopes with variously worded notes explaining the damage. .... 35.00
- 39.3 August 13. RIO DE JANEIRO, BRAZIL.—PAA—FAM 10. 8:00 pm. South-bound Miami-Buenos Aires. Pilot Capt. A. G. Person and co-pilot George B. King killed. Flying boat S-43 struck dry dock in Guanbara Bay, and was demolished. Mail carried was 100 lbs; about half of it was salvaged in burned or watersoaked condition. Mail for Buenos Aires is known resealed with round Argentine official seals over which a red oval cancellation was applied, dated "14 AGO 1939." Backstamped "VIA AEREA C 14 AGO 39-1-ARGENTINA." A one line black cachet was also applied in large type, "AVION ATRASADO." Mail for Rio de Janeiro received a black one line cachet "ACCIDENTE DE AVIAO." Some of the mail was backstamped "Rio De Janeiro 14 VIII 39 2a Seccac Tarde." .... 20.00
- 1940
- 40.2 August 31. LOVETTSVILLE, VA.—PCA—AM 14. 2:41 pm. Washington-Detroit, Trip 19. Pilot Lowell Scroggins killed. Severe rain squall caused plane to crash at full speed and it was completely demolished. Mail carried 68 lbs, all salvaged in undamaged and damaged condition, was forwarded without special markings from Washington, D. C. on Sept. 1. .... 20.00
- 40.4 December 4. CHICAGO, ILL.—UAL—AM 1. 5:49 am. New York-Chicago, Trip 21. Pilot Geo. S. Young killed. Landing at airport, plane struck two houses and crashed. Schedule. Lv. New York 3rd, 10:00 am.; Phila. 10:55 am.; Akron 4th, 1:50 pm.; and Cleveland 2:30 pm. 84 lbs of mail were salvaged and forwarded in original pouches same day without markings. Covers postmarked Cleveland between 11:20 am. and 1:00 pm. were scheduled for this plane. Covers reported. .... 25.00

1941

- 41.1 January 23. ST. LOUIS, MO.—TWA—AM 2. 4:13 am. Los Angeles-New York, Trip 6. Pilot P. T. W. Scott lost control of plane in landing and it was demolished by impact with ground. All mail, 324 lbs, was salvaged but 135 lbs were in damaged condition. Printed slip was attached to



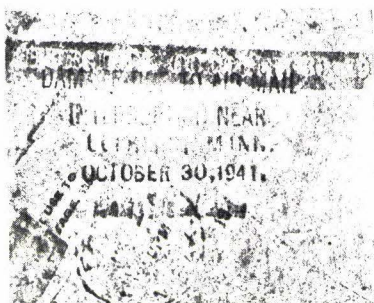


damaged covers and official forwarding envelopes as illustrated. Unmarked damaged covers are known. All mail forwarded from St. Louis AMF on 23rd.

a. With official label. .... 25.00

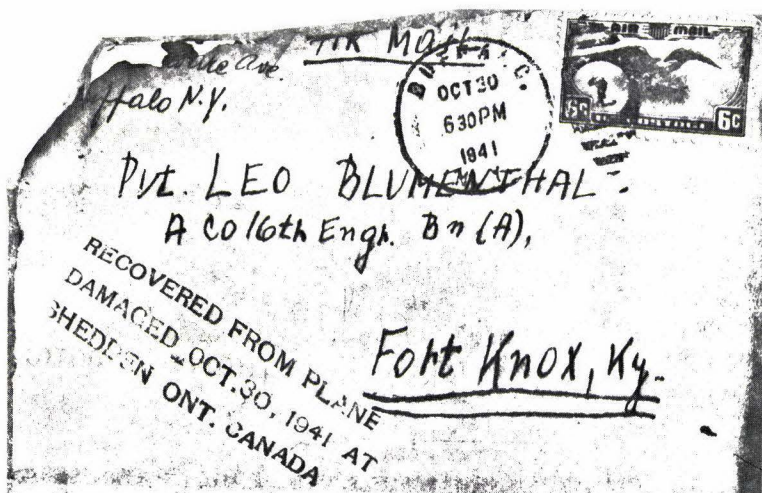
- 41.1 A February 6. **ARMSTRONG, ONTARIO, CAN.** T.C.A. Montreal to Winnipeg. Capt. W. E. Twiss, and First Officer C. E. Lloyd lost their lives in this crash. The big ship was approaching Armstrong for a landing and went down in the bush about a mile south of Armstrong. Cover reported and verified was postmarked Montreal Feb. 6, 1941 and addressed to Vancouver. It was backstamped at Winnipeg in blue, Feb. 8, 1941, and the face of cover bears a hand set typed cachet in blue reading "Received Damaged at Winnipeg". .... 30.00
- 41.2 February 26. **ATLANTA, GA.**—EAL—AM 5. 11:50 pm. New York-New Orleans, Trip 21. Pilot James Perry and co-pilot L. E. Thomas killed. Capt. Eddie Rickenbacher, famous flyer was injured in this crash. Flying at low altitude plane crashed into some trees and was demolished. Mail carried 187 lbs, all undamaged, was forwarded from Atlanta AMF on 27th without special markings. Covers postmarked Washington 7 pm scheduled for this plane. .... 10.00
- 41.3 April 3. **VERO BEACH, FLA.**—EAL—AM 6. 9:15 am. North-Miami-New York, Trip 14. Pilot Gerald O'Brien was forced to land plane in swamp due to storm. Mail carried 18 lbs, was all salvaged with approximately 75 letters in damaged condition. Mail was forwarded on 4th at 11:35 am. Damaged pieces endorsed: "DAMAGED IN CRASH OF AM 6-14. April 3, 1941." .... 15.00
- 41.4 October 3. **SAN JUAN, P. R.**—PAA—FAM 10. 5:48 pm. Miami-Rio de Janeiro, Trip 203. Plane, piloted by Capt. Charles A. Lorber, nose dived into water in landing. 614 lbs of mail were salvaged in watersoaked condition. Stamps are missing in most instances. Purple cachet applied at San Juan reading: "Received in bad condition at ....." together with registry stamp of Oct. 7. Rio de Janeiro applied black cachet reading: "ACCIDENTE DE AVIAO" with receiving stamp of Oct. 12. British censors applied a blue printed sticker: "P. C. Slip N. 137 \*\* not responsible for absence of stamps \*\*\*". Covers known. .... 20.00





- 41.5 October 30. **MOORHEAD, MINN.**—NWA—AM 3. 2:10 am. Minneapolis-Seattle, Trip 5. Pilot Clarence Bates' plane was destroyed in crash landing. 743 lbs of mail were salvaged in burned condition and forwarded from Fargo with cachet reading: "DAMAGED ACCOUNT IRREGULARITY NEAR MOORHEAD, MINN. OCT. 30, 1941." Also, the "DELAYED" type cachet was used. ....

35.00



- 41.6 October 30. **SHEDDON, ONTARIO, CANADA**.—AA—AM 7. 10:10 pm. New York-Chicago via Detroit, Trip 1. Pilot David I. Cooper killed. Plane caught fire and crashed. 694 pieces were salvaged in burned condition and forwarded from Detroit after application of illustrated cachet. ....

30.00

1942

- 42.1 January 16. **LAS VEGAS, NEV.**—TWA—AM 2. 7:25 pm. New York-Los Angeles, Trip 3. Pilot Wayne G. Williams killed. Plane struck Spring Mountain and was demolished and burned. Carole Lombard was one of

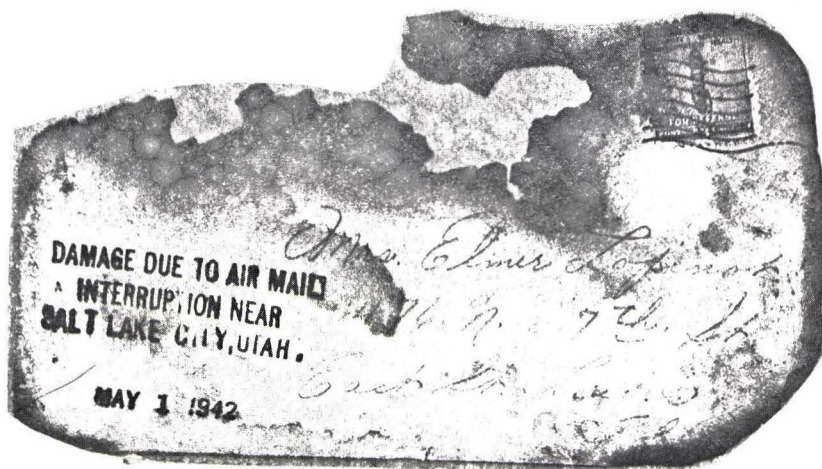
**DAMAGE DUE TO AIR MAIL  
INTERRUPTION NEAR  
LAS VEGAS, NEV.**

**JAN 16 1942**

the passengers killed. 67 lbs out of 632 lbs of mail, salvaged in bad condition, were forwarded from Las Vegas on 20th after application of illustrated cachet. The DELAYED type was also used. Four covers known. 35.00

**DELAY DUE TO  
AIR MAIL INTERRUPTION  
AT  
NEW YORK, N.Y.  
APR 11 1942**

- 42.2 April 11. NEW YORK CITY, N. Y.—UAL—AM 1. 5:38 am. Oakland-Chicago, Trip 18. Pilot Douglas Wilson in attempting to land at LaGuardia Field, overshot his mark, and landed in Flushing Bay. 1056 lbs of mail were salvaged, watersoaked and forwarded from New York after cachet as illustrated, was applied. Both DAMAGE and DELAY types were used. .... 10.00



- 42.3 May 1. SALT LAKE CITY, UTAH.—UAL—AM 1. 11:30 pm. San Francisco-New York, Trip 4. Pilot Don Brown killed. Plane crashed into Wasatch Mountain and was destroyed. Only 10 lbs of the 95 lbs of mail aboard were salvaged which were forwarded May 2 by San Francisco Post Office, endorsed: "Damage due to air mail interruption near Salt Lake City, Utah, May 1, 1942." Most letters were addressed to points in Illinois, Wisconsin and Michigan. They were forwarded under penalty envelopes. .... 15.00

- 42.4 May 12. MILES CITY, MONT.—NWA—AM 3. 11:50 am. Minneapolis-Seattle, Trip 1. Pilot Eugene S. Shank killed. Plane over-shot air field, crashed into ravine and was destroyed by fire. Only 15 lbs of mail were salvaged in burned condition. Mail was forwarded from Miles City on the 14th under penalty envelopes with explanatory notes written on the covers or accompanied by typewritten memo. Covers identified are postmarked St. Louis, May 12, 2 pm. and Chicago, May 11, 12 pm. and are addressed to Fort Lewis, Wash. Pencil manuscript on one cover reads: "Damaged—wreck of air mail Plane—AM 3, Trip 1—Miles City, Mont.—May 12, 1942." Two covers known. .... 75.00
- 42.5 October 23. PALM SPRINGS, CALIF.—AA—AM 4. 5:15 pm. Los Angeles-New York, Trip 28. Pilot Chas. F. Pedley and co-pilot L. F. Reppert killed. Plane struck army bomber in mid-air and was destroyed. Mail carried was 298 lbs. One examined cover is postmarked Los Angeles 11:30 am., and was returned to addressee in penalty envelope postmarked Palm Springs, Oct. 23, 3 pm., accompanied by stenciled mimeographed form letter explaining damage and signed R. M. Gorman, P. M. Between 2000 and 3000 loose letters were recovered with sufficient address to permit forwarding on to destination or return to sender. .... 25.00

**DAMAGED BY  
SEA WATER**

1943

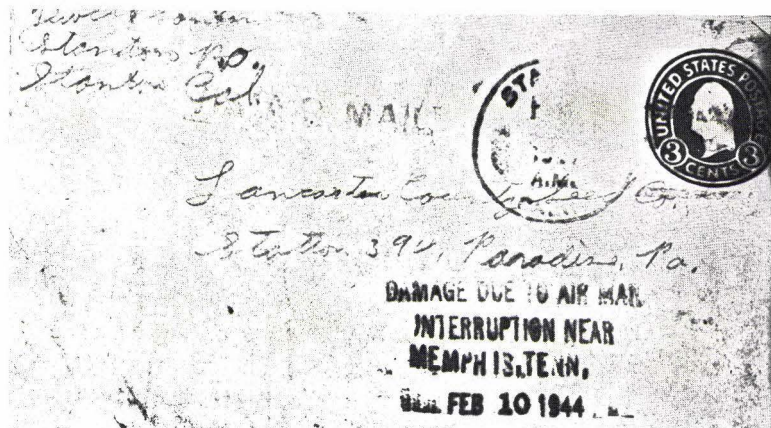
- 43.1 February 22. LISBON, PORTUGAL.—PAA—FAM 18. New York to Lisbon. The "Yankee Clipper", under command of Capt. R. O. D. Sullivan, and after completing 240 flights since May 20, 1939, crashed in the Tigre River near Lisbon while coming in for the usual landing. 93 bags of mail were salvaged in watersoaked and damaged condition. 5000 letters were forwarded to army camps, and early in March 70,000 letters were sent to London with explanatory bulletins of verification for sorting and distribution. Various markings were applied. Letters addressed to Sweden are known to be cacheted "Inneläggande försändelse har skadats af vatten vid forlisningen av en Clippermaski pa Tjorfloden utanfor Lissabon den 22 Febr. 1943," meaning that the Clipper mail was damaged by water at Lisbon. Many other varieties exist. .... 20.00



- 43.2 July 28. TRAMMEL, KY.—AA—AM 22. 10:40 pm. Louisville-Nashville, Trip 63. Pilot Harry S. Stiller killed. Plane struck tree and was destroyed by fire. Only 5 lbs of mail (231 letters) were salvaged in damaged condition and were forwarded from Nashville. Cachet was applied reading: "Damage due to Air Mail Interruption near Trammel, Ky. July 28, 1943." 35.00



- 43.3 October 15. CENTERVILLE, TENN.—AA—11:17 pm. South Bend, Ind.-Nashville-Memphis. Pilot Dale Dryer killed. Motor trouble caused attempted emergency landing, during which plane exploded and was destroyed. 206 lbs of mail were recovered (1000 letters) in damaged condition and forwarded from Nashville after cachet was applied reading: "Damage due to Air Mail Interruption near Centerville, Tenn. Oct. 15, 1943." ..... 15.00



1944

- 44.1 February 10. MEMPHIS, TENN.—AA—AM 23. 11:36 pm. Little Rock-Memphis, Trip 2. Pilot Dale Francis killed. Plane crashed into Mississippi river. 278 lbs of mail were salvaged in watersoaked condition and forwarded from Memphis from 11th to 16th, after application of cachet illustrated. Both DELAYED and DAMAGED type cachets used; DELAYED type in red and DAMAGED type in green. .... 15.00
- 44.2 August 3. SCOTCH RIDGE, OHIO.—ALL—PU—AM 49B. 8:36 am. Pittsburgh-Huntington, Trip 3. Shortly after picking up mail at Yorktown, plane piloted by J. G. Lindemuth crashed in wooded area, near Martins Ferry, Ohio. Only 13 lbs of mail were salvaged in burned condition and forwarded from Martins Ferry on 3rd. No special markings were officially applied. .... 20.00

### Miami, Fla.

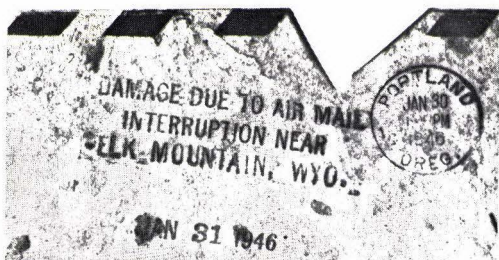
REC'D IN DAMAGED CONDITION

CONTENTS APPARENTLY UNDAMAGED

- 44.3 August 8. ANTILLA, CUBA.—PAA—FAM 5. 1:30 am. San Juan-Miami, Trip 218. Motor of plane, pilot—ed by Capt. M. K. Williams, failed and plane fell in bay. Salvaged mail, watersoaked, was forwarded Aug. 8th and 9th to Miami for re-distribution. No special cachet was applied before forwarding, except a "bad damage" marking was applied at Miami. Others were forwarded with explanatory note under penalty envelope. This plane was the famous Sikorsky S-12 which pioneered the Trans-Pacific route to China via Midway, Wake and Guam in 1935. .... 20.00



- 44.3A September 29. STATE COLLEGE, PA.—ALL—PU—AM 49E. 9:20 am. Pittsburgh-Williamsport. Pilot Wilson A. Scott killed. First fatality for this contractor, operating Pick-up and delivery service. Plane crashed into trees while flying in for a pick-up of mail. Recovered mail was forwarded from State College by train and was picked up by relief plane. No special markings are reported. .... 20.00
- 44.4 November 4. HANFORD, CALIF.—TWA—AM 37. 5:15 pm. San Francisco-Burbank, Trip 8. Pilot A. Bethel and co-pilot G. E. Smith killed. Flying at 10,000 feet plane suddenly disintegrated in mid-air and burned. 1023 lbs of mail aboard, mostly damaged, were salvaged. Mail was forwarded Nov. 4 and 5 by train for connections at Los Angeles and Fresno. There is no report of use of special covers examined is postmarked New York, Dec. 22, 1944, with usual registration markings, and is backstamped, Miami Dec. 31st, and Trinidad, Jan. 11, 1945. It is also marked "Received in damaged condition." It also bears the usual Leopoldville, Belgian Congo markings. 113 lbs, 7oz of mail were salvaged, dried out at Trinidad and forwarded Jan. 11 to Miami for re-distribution. When reforwarded it was accompanied by bulletin of verification explaining condition of the mail and the delay. .... 12.50
- 1945
- 45.1 January 8. PORT OF SPAIN, TRINIDAD.—PAA—FAM 22. 9:10 pm. Miami to Leopoldville, Belgium Congo via Port of Spain. "The China Clipper" under command of Capt. C. A. Coyette, left Miami at 6:00 am, and was due at Port of Spain at 9:15 pm. It crashed in the bay while attempting to land in storm. Due cover examined is postmarked New York, Dec. 22, 1944, with usual registration markings, and is backstamped, Miami Dec. 31st, and Trinidad, Jan. 11, 1945. It is also marked "Received in damaged condition." It also bears the usual Leopoldville, Belgian Congo markings. 113 lbs, 7oz of mail were salvaged, dried out at Trinidad and forwarded Jan. 11 to Miami for re-distribution. When reforwarded it was accompanied by bulletin of verification explaining condition of the mail and the delay. .... 25.00
- 45.2 January 10. BURBANK, CALIF.—AA—AM 4. 4:05 am. New York-Los Angeles, Trip 1. Pilot J. R. McCauley and co-pilot R. G. Eifner killed. Fog caused plane to crash into peak above Ben Mar Canyon in Verdugo Mountains. 99 lbs 8 oz of loose mail were recovered on 11th, taken to Los Angeles where 105 pieces were endorsed: "DAMAGE DUE TO AIR MAIL INTERRUPTION NEAR BURBANK, CALIF. JAN. 10, 1945." 198 pieces bore sufficient address to permit sending or returning and were re-enveloped with mimeographed slips bearing same wording. Recovered pouches were made up at Greenville, S. C., New York AMF-8th, Texarkana-9th and Shreveport-9th. All other pouches destroyed. .... 25.00
- 45.4 April 14. MORGANTOWN, W. VA.—PCA—AM 55. 5:05 pm. Pittsburgh-Birmingham, Flight 142. Pilot Harold D. Jones was killed as plane crashed during stormy weather in the Cheat Mountain range in Preston County. Of 105 lbs of mail aboard, 26 lbs were forwarded in damaged condition from Morgantown on the 15th. No special markings were applied. .... 10.00
- 45.5 September 7. FLORENCE, S. C.—EAL—AM 6. 2:00 am. Miami-New York, Trip 42. Pilot Olin King was killed when his plane burned after crashing in swamp. Of 202 lbs of mail aboard 35 lbs were salvaged in damaged condition. About 600 letters were mailed to addressees or senders under penalty cover with explanatory notes. Two types of markings (Delay and Damage) were applied to the damaged mail.
- a. Covers accompanied with mimeo ..... 12.50
  - b. Covers bearing special markings ..... 15.00



1946

- 46.1 January 31. ELK MOUNTAIN, WYOMING.—UAL—AM 1. 2:40 am. Vancouver-New York. Pilot Walter P. Briggs and co-pilot Harry N. Atlas killed. This trip left Van Couver at 6:15 pm. on the 30th, and was due in Denver at 4:20 am. Of 403 lbs of mail aboard only 85 lbs were salvaged including a one pound outside package and 41 pieces of registered air mail. All recovered mail was forwarded February 4 at 3:05 pm. from Denver. Some odd pieces were found after the spring thaw. 600 pieces received the appropriate cachets DELAYED or DAMAGED 'ACCOUNT INTERRUPTION OF SERVICE NEAR ELK MOUNTAIN, WYOMING, Jan. 31, 1946.' Five types of cachets have been reported by collectors. Pouches salvaged were mail destined for Denver, Chicago, Cleveland, Omaha, Washington and New York. .... 20.00
- 46.2 March 3. SAN DIEGO, CALIF.—AA—AM 4. 8:10 am. New York-Los Angeles, Trip 103. Pilot S. L. Stoner and co-pilot E. E. Baker killed. Plane departed Dallas at 1:41 am. (connecting trip AM23-103, departed New York 12:02 am. 2nd) Mail carried consisted of 422 lbs or 24 pouches. Pouches were taken on at Washington, Memphis, Nashville, El Paso and Dallas. Only one pouch was recovered, estimated as containing 6 lbs of mail, together with some loose letters. Balance of mail was destroyed. .... 15.00

**DAMAGE DUE TO AIR MAIL  
INTERRUPTION NEAR  
Cheyenne, Wyo  
OCT 8 1946**

1946

- 46.3 October 8. CHEYENNE, WYO.—UAL—AM 1. 4:33 am. San Francisco-Cheyenne non-stop, Trip 28. Plane was piloted by Capt. Leonard H. Smith with Jerome L. Buchman as First Officer. Both were uninjured. Plane left San Francisco at 10:30 pm on the 7th. The plane crashed on the Fort Warren military reservation northwest of Cheyenne at 4:33 am. In landing it burst into flames. 85 lbs of mail was too badly damaged to be deliverable and was forwarded to the postmaster at Omaha, Neb., Nixie Div. 360 lbs. of damaged mail in deliverable condition was forwarded from Cheyenne bearing a red cachet as illustrated. 200 lbs of badly damaged mail was sent forward under penalty envelope with explanatory note.
- a. Cacheted covers ..... 15.00  
b. With explanatory note and forwarding envelope ..... 20.00



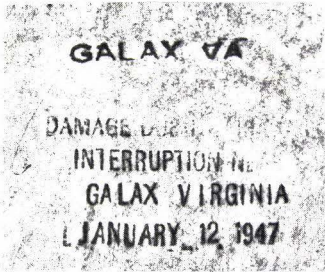
1947

- 47.1 January 6. CHICAGO, ILL.—NWAL—AM-3. Trip 420. At 5:58 pm. Minneapolis-Chicago plane piloted by Capt. John R. Galt touched the runway in an attempted landing at Chicago Municipal Airport. The landing

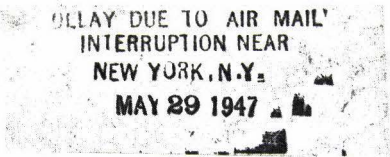
THE AMERICAN AIR MAIL CATALOGUE

gear failed, shearing the gas line and the plane was set on fire. 509 pieces of mail were salvaged in burned condition and marked "DAMAGE DUE TO AIR MAIL INTERRUPTION NEAR CHICAGO January 6, 1947". Some mail was forwarded under penalty cover with explanatory note being sent on to postmasters for delivery to senders. There were no casualties.

- a. Cacheted covers ..... 15.00
- b. Covers under penalty with exp. notes ..... 20.00



- 47.2 January 13. GALAX, VA.—EAL—AM-6. Trip 665. Detroit-Miami. Pilot H. M. Haskew was killed as plane crashed in rain storm and burned. Of the 87 lbs. of mail aboard 15 lbs was salvaged in damaged condition and forwarded to Galax, Va., where a cachet was applied as follows: "DAMAGE DUE TO INTERRUPTION OF AIR SERVICE NEAR GALAX, VA., Jan. 12, 1947". ..... 25.00

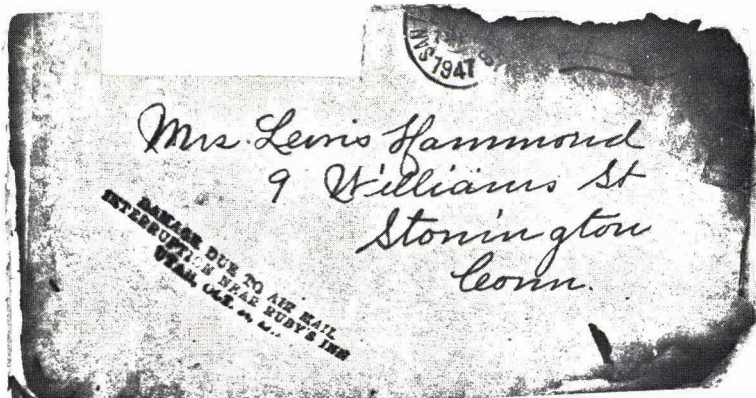


- 47.3 May 29. NEW YORK (La Guardia Field), N. Y.—UAL—AM-1, 7:07 pm. New York-Cleveland. Trip 521. Pilot Benton "Lucky" Baldwin was injured and co-pilot R. E. Sands was killed. The big ship crashed shortly after take-off careening through a fence at the airport boundary. 15 lbs. of mail was salvaged in burned and damaged condition, and was forwarded under penalty cover with explanatory note. .... 20.00

RECEIVED IN  
BAD CONDITION

- 47.4 May 30. BALTIMORE, MD.—EAL—AM-6. 6:40 pm. (EST). Newark-Miami. Trip 605. Pilot Capt. Wm. E. Coney and co-pilot K. V. Willingham were killed. The plane burst into flames in mid-air and crashed in a wooded area between Port Deposit and Havre de Grace, Md. There were no survivors. 45 lbs. of mail, salvaged in burned and damaged condition, were forwarded on 31st from Baltimore after application of a cachet reading "DELAY DUE TO AIR MAIL INTERRUPTION NEAR BALTIMORE, MD., May 30, 1947". ..... 12.50





- 47.5    October 24. RUBY'S INN, UTAH.—UAL—AM-1. Trip 608. 12:29 PM Los Angeles-New York. Pilot Capt. E. L. McMillan and co-pilot George Giesbach were killed. While in flight a fire broke out in baggage compartment and in the attempted emergency landing the plane exploded and was destroyed. Accident occurred near Ruby's Inn, Utah. Plane departed Los Angeles 9:23 am. 44 lbs. of loose mail were recovered in badly burned condition and forwarded to San Francisco, Calif. marked "DAMAGE DUE TO AIR MAIL INTERRUPTION NEAR RUBY'S INN, UTAH Oct 24. 1947". A few days later an additional 200 pieces of mail were recovered and forwarded after appropriate marking. Some mail was found 45 miles from crash and was placed in charge of the FBI. Most of salvaged mail was forwarded under penalty envelope. .... 20.00
- 47.6    October 26. ANNETTE ISLAND, ALASKA—PAAW—FAM-20. Trip 923. 1:45 pm. Seattle-Juneau, Alaska. Pilot Capt. A. L. Monson and co-pilot L. A. Foster killed. The plane passed over Annette Island at 1:44 pm. and crashed 8 miles away. Wreck was not located until October 31. Mail was recovered on Nov. 6. 7 pouches and 50 loose letters were dispatched on-ward. Badly damaged loose letters were sent to Postmaster at Seattle for forwarding. Pouches contained mail for Ketchikan, Wrangell, Petersburg, Juneau, Yakutat, Cordova and Anchorage. .... 25.00

**Damaged in Plane  
Crash    Flight 23  
Dec. 6, 1947  
Wheeling, W. Va.**

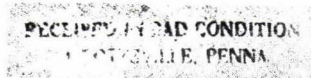
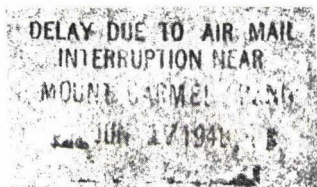
- 47.7    December 6. WHEELING, W. V.—AA Pick-up Route 49B. 10:28 am. Pittsburgh-Wellsburg, W. Va. Trip 23. Pilot Thos. E. Bryan, uninjured. The flight left Pittsburgh at 10:18 am and after the pick-up was made at Wellsburg, the tail section dropped off and the plane crashed. 81 lbs of mail was salvaged in damaged condition and forwarded from Wellsburg, W. Va. Cachet, as illustrated, was applied by the postmaster at Wellsburg. One cover known. .... 60.00



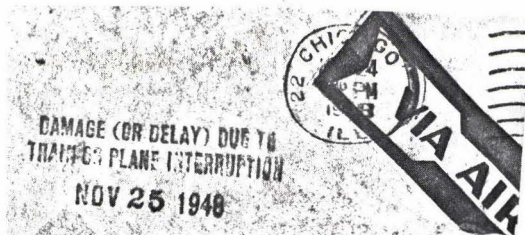
# **RECOVERED FROM PLANE CRASH WASHINGTON D C**

1948

- 48.1 January 13. WASHINGTON, D. C.—EAL—AM 5. 4:40 am. Houston-Boston. Trip 572. Capt. Paul Saltanis, Pilot, and co-pilot Ralph B. Sanborn, Jr., killed. Plane crashed five miles southeast of Washington during a rain storm. 627 lbs of mail was salvaged, 2 lbs of which was in damaged condition and part of the balance was wet or oil soaked. It was forwarded from Washington on the 13th and 14th. The illustrated cachet was applied to damaged and wet mail ..... 10.00
- 48.2 January 21. BOSTON, MASS.—EAL—AM 6. 4:17 am. Miami-Newark. Trip 604. Pilot M. E. Thayer, uninjured. Pilot attempted an emergency landing at Logan airport, skidded on icy runway, and crashed into a snow bank, demolishing the ship. 539 lbs of mail was salvaged, of which 440 lbs was damaged and found in wet, burned and charred condition. It was forwarded from Boston with mimeo of explanation from Inquiry Section. South Postal Annex, Boston, Mass. .... 10.00



- 48.4 June 17. WILBURTON, PA.—UAL—AM 1. 12:41 pm. San Diego-New York. Trip 624. Capt. George Warner, Jr., Pilot, and First Officer Richard C. Schember, were killed. The big ship struck a transformer while coming in for an emergency landing near a coal mine. Fire had broken out in the plane before the attempted forced landing. The salvaged mail was taken to Pottsville, Pa. for processing and forwarding. Approximately 95 lbs of mail had been processed and either forwarded or returned to sender by the 20th. This included some registered pieces. Salvaged mail was forwarded with explanatory note signed by L. E. Smith, Post Office Inspector, Pottsville, Pa. A cachet was also applied to some covers reading "Delay due to Air Mail interruption near Mount Carmel, Penna., June 17, 1948". ..... 20.00



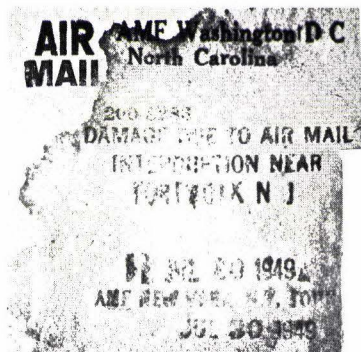
- 48.5 November 25. LOS ANGELES, CALIF.—TWA—AM 2. 5:51 am. Wash- ington-Los Angeles. Trip 211. Capt. Evan Lewis, Pilot, injured. Plane broke up on landing and fire ensued. Salvaged mail was taken to Ter-

minal Annex, Los Angeles by motor vehicle at 7:30 pm on the 25th. 2106 damaged pieces were forwarded under penalty cover accompanied by explanatory note of damage. About 1,000 covers were dispatched under original covers and bore a cachet.

- a. Damaged letters accompanied by mimeo. .... 12.50
- b. Original covers bearing cachet ..... 17.50

1949

- 49.1 May 11. CLARKSBURG, W. VA.—AMAL—AM 49A. 7:32 am. Pittsburgh-Huntington, Trip 1. Pilot W. R. Burkheart killed. The plane crashed and burned following take-off from Benedum Airport at Clarksburg, W. V. The aircraft was destroyed. The salvaged mail, all in badly burned condition, consisted of 155 ordinary letters and 5 lbs of registered mail plus two loose registered letters. Salvaged mail was forwarded under penalty cover accompanied by mimeo of explanation of damage and delay ..... 20.00



- 49.2 July 30. FORT DIX, N. J.—EAL—AM 5. 10:30 am. New York-Wilmington, Del. Capt. LeRoy Roland Matthews, pilot, and First Officer Julien B. Simmons were killed. The trip originated at Boston as flight No. 557. At approximately 10:30 am. the plane collided with an F6F type of Navy plane and crashed at a point 6 miles north of Fort Dix, burning upon hitting the ground. 27 lbs. of mail was aboard at time of crash. Most of this mail was recovered in a badly burned, soaked, and mutilated condition. Mail salvaged consisted of 13 lbs. for Wilmington, Del., Washington, D. C. and Spartansburg, S. C., 3 letters for Winston-Salem, N. C., and 15 registered letters for Washington, D. C. Salvaged mail was forwarded with mimeo of explanation as to damage and delay. Some pieces bore a cachet in green reading "Damage due to Air Mail Interruption near Fort Dix, N. J., July 30, 1949". ..... 25.00

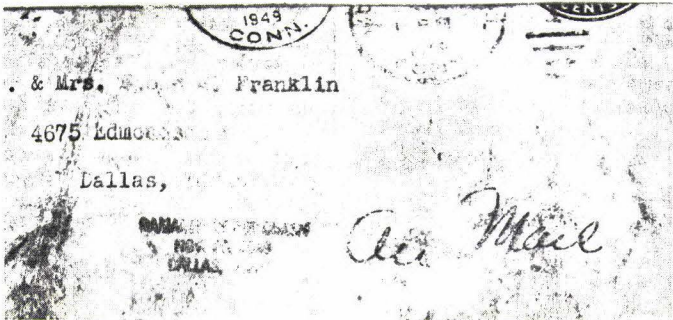
**DAMAGED IN PLANE CRASH  
AT WASHINGTON D C**

- 49.3 November 1. WASHINGTON, D. C.—EAL—AM 5. 11:45 am. Boston-Houston. Trip 537. Capt. George Ray, pilot, and Co-pilot Charles Hazelwood were killed. The plane left Boston airport at 9:00 am. and col-

THE AMERICAN AIR MAIL CATALOGUE

lided with a Bolivian fighter plane in midair in vicinity of Four Mile Run, Va., near Washington National Airport. 1039 ordinary air mail letters and 6 registered pieces were recovered and trucked to Washington post office to be dried out and forwarded. Salvaged mail was cacheted by hand stamp as illustrated above .....

20.00



- 49.4 November 29. DALLAS, TEX.—AAL—AM 4. 5:45 am. New York-Mexico City. D. F. Trip 157. Capt. Laurens Claude, pilot, and R. E. Lewis, co-pilot, injured. Coming in for a landing at Dallas airport the ship struck a building near Love Field airport and then burned. Sorting the salvaged mail took until Dec. 1. Of estimated 30,000 pieces of mail aboard, 5,000 pieces were undeliverable, 20,000 were delivered or returned to sender, and 5,000 pieces were damaged. Damaged mail received a hand stamp cachet as illustrated above in magenta or purple ..... 15.00

DAMAGED IN PLANE CRASH  
WASHINGTON D.C  
DEC. 12 1949

- 49.5 December 12. WASHINGTON, D. C.—CAL—AM 14. 8:40 pm. Memphis-Washington. Trip 500. Pilot W. J. Davis and co-pilot Lloyd L. Porter killed. After leaving Norfolk, Virginia, the pilot ran into dense fog over the National Airport and after circling for an hour plunged the ship into the Potomac River. The salvaged mail consisted of 146 lbs. of badly water-soaked mail which was taken to Washington post office, dried out, and forwarded after application of hand stamp cachet as illustrated ..... 15.00

1950

- 50.1 March 7. MINNEAPOLIS, MINN.—NWAL—AM 3. 11:02 pm. Washington, D. C.-Minneapolis. Donald B. Jones, pilot, and William McGinn, co-pilot, killed. The pilot was attempting an instrument landing when he struck a flagpole located three miles from the airport in a National Cemetery at Fort Snelling, resulting in wreck and burning of the plane. Salvage operations continued thru the 11th. On March 8, 1372 1st class

pieces of mail and 6 registered pieces were recovered and forwarded, and on the 10th and 11th, 714 pieces of 1st class mail, 1 registered letter and 1 parcel were forwarded to addressees, and 16 pieces of regular mail were returned to the senders. Salvaged mail was forwarded under penalty cover with mimeo of explanation of damage and delay ..... 20.00

- 50.2 November 7. BUTTE, MONT.—NWAL—AM 3. 8:23 am. Chicago-Seattle, Trip 115. Capt. Lloyd Lampman, and co-pilot, James Huff, killed. The plane, enroute between Helena and Butte, Montana, crashed into the top of a mountain and was demolished and burned. Postmaster J. E. Parker, Butte, advises that 599 lbs. of mail was aboard but only one letter with legible address was recovered and forwarded. On another letter only the last name was legible, and an absent voter's ballot was legible enough to forward to Missoula, Mont. Three pieces in all. No special markings were applied. The burned pieces were delivered and receipt taken ..... 40.00

1951

- 51.1 January 14. PHILADELPHIA, PA.—NAL—AM-31. 4:13 am. Newark to Norfolk, Va., Trip 83. Capt. Howell C. Barwick, pilot, and Co-pilot Edward J. Zatarain in charge. The plane overshot the landing strip at Philadelphia International Airport, crashed and burned. Only a small amount of mail was salvaged and was forwarded with mimeo letter of explanation ..... 20.00
- 51.2 January 16. SPOKANE, WASH.—NWA—AM-3. 12:13 pm. Minneapolis-Seattle. Trip 115. Capt. Lloyd Rickman, pilot, and First Officer Edmond J. Gander, killed. After leaving Spokane at 12:07 pm the ship struck bad weather and crashed 3 miles west of Reardon, Wash. The plane was torn to bits, and mail was strewn over a wide area. 157 lbs of mail was salvaged (including weight of pouches and locks and heavy packages) and forwarded from Spokane, Washington, after application of a cachet in black reading "Damaged in plane accident near Spokane, Washington, Jan. 16, 1951". All of the mail was badly damaged ..... 12.50
- 51.3 March 2. SIOUX CITY, IOWA.—MID.-CONT.. AM-26. 9:17 am. Kansas City-Sioux City, Iowa Trip 26. Captain James Graham and First Officer Phillip K. Toller, killed. During approach to the airport at Sioux City, Iowa, in bad blizzard the plane lost altitude and crashed and burned. 449 letters were salvaged and either returned to sender or forwarded under penalty cover, accompanied by mimeo explanatory note. .... 12.50

**DELAY** caused by

**Air Mail Interruption**

**Near DENVER**

**Date 6305 1**

- 51.4 June 30. FORT COLLINS, COLO.—UAL—AM-1. 2:05 am. San Francisco-Chicago. Trip 610. Capt. J. R. Appleby and First Officer H. G. Tower were killed. The plane crashed into Crystal mountain near Fort Collins, Colorado. 731 letters were salvaged in damaged condition and forwarded from Denver, Colorado, after application of cachet illustrated above. Undamaged mail was forwarded without cachet or mimeo ..... 25.00



## THE AMERICAN AIR MAIL CATALOGUE

- 51.5 July 2. **ONTARIO, CALIF.—LAA—AM-84** (Helicopter) 12:04 pm. Trip 22. Pilot, John De Plauw, and CAA Inspector, Wyman Ellis, a passenger, were killed. The helicopter fell into the street from roof take-off, crashed and burned. 24 lbs of mail were recovered intact and 67 lbs of mail (including weight of pouches and locks) were scattered, some damaged, and forwarded from Ontario. No special marking was applied. .... 10.00
- 51.6 August 24. **DECOTO, CALIF.—UAL—AM-1.** 4:28 am. Chicago-San Francisco. Trip 615. Capt. M. W. Hedden and First Officer G. A. Jewett were killed. The airliner crashed into a ridge one mile east of Decoto, Calif., exploded and burned. Of the 2236 lbs of mail recovered (weight includes pouches, locks and heavy pieces of mail), 1458 lbs were forwarded and 778 lbs were undeliverable due to damage by fire. 14,841 pieces of mail were addressed to points in the Canal Zone. 243 pieces of registered mail were sent on. Damaged mail was forwarded with application of cachet reading: "Attached piece of mail was damaged by plane accident August 24, 1951, at Decoto, Calif". .... 12.50
- 1951
- 51.7 September 2. **KINGSTON, JAMAICA.—PAAW Flight 507.** 10:10 P. M. EST. Miami-Maracaibo, Venezuela. The plane pancaked upon landing in the bay at Kingston in an attempted landing. Wreckage floated some time before sinking. Pilot, Capt. John Olson and Co-Pilot George O. Wright, uninjured. Covers forwarded in penalty envelope together with appropriate mimeo of explanation ..... 20.00
- 1952
- 52.1 January 14. **COLLEGE POINT, N. Y.—NEAL—AM-27,** 9:03 am. Boston-New York. Trip 801. The plane dived out of a heavy fog and crashed into the East River while trying to land at LaGuardia Air Port. Of the small amount of mail aboard, 5 lbs of the 8 lbs was recovered in damaged water-soaked condition and forwarded after the application of a cachet reading: "Delay due to interruption of flight near College Point, N. Y., Jan. 14, 1952". .... 15.00
- 52.2 January 22. **ELIZABETH, N. J.—AAL—AM-7** 3:45 pm. Buffalo-Newark Trip 6730. Capt Thomas J. Reid and First Officer Lawrence H. Iudicello were killed. While approaching the Newark air strip the plane crashed in Elizabeth, N. J.. 291 pieces of mail were recovered Jan. 23 and 86 pieces on Jan. 24. The deliverable pieces were endorsed "Delay (or Damaged) due to air mail interruption near Elizabeth, N. J. Jan. 22, 1952". .... 20.00

**DAMAGE DUE TO AIR MAIL  
INTERRUPTION NEAR  
ELIZABETH N. J.**

**FEB 11 1952**

- 52.3 February 11. **ELIZABETH, N. J.—NAL—AM-31.** 12:02 am. Newark-Miami. Trip 101. Capt. Wayne Foster and First Officer C. E. St. Clair

were killed. The big plane crashed within two minutes after take-off from the Newark air port. 44 lbs of mail (including weight of pouches, hardware, and heavy pieces) was salvaged but only 227 letters of that total could be forwarded or returned to sender, and these were enclosed in a penalty cover after application of the cachet illustrated above. .... 25.00

1953

- 53.1 **February 14. GULF OF MEXICO.**—NAL—AM-39. Tampa-New Orleans, La. Trip 470. Capt. E. A. Springer and Pilot G. T. Stettener were lost. The plane was due to arrive at New Orleans at 5:25 pm C.S.T. The ship fell into the Gulf of Mexico and pieces of wreckage were found 44 miles off shore, southeast of Mobile, Ala. About 800 letters were found floating and were re-enclosed in penalty envelopes and forwarded from Mobile with mimeo slip explaining delay. No cachet was officially applied. 15.00
- 53.2 **May 18. MARSHALL, TEX.**—DAC—AM-24. 2:18 pm. Dallas-Shreveport, La. Trip 318. Capt. Douglas Volk was killed. During a heavy thunderstorm the ship crashed 13 miles from Marshall, Tex., and partially burned. 14 lbs of mail was salvaged and forwarded with explanatory note. .... 15.00
- 53.3 **September 16. ALBANY, N. Y.**—AMA—AM-7. 8:35 am. Boston-Chicago. Trip 723. Pilot Capt. J. W. Stentz, First Officer W. J. Schanken, and all passengers killed. The aircraft was executing an approach to the Albany Municipal Airport and struck two radio towers. The aircraft was destroyed by impact and fire. 118 lbs of mail was salvaged and forwarded after application of cachet reading "Delay due to interruption of flight near Albany, N. Y. Sept. 16, 1953". ..... 10.00
- 53.4 **October 19. NEW YORK, N. Y.**—EAL—FAM-29. 12:56 am. New York-San Juan. Trip 627. Pilot, Capt. C. C. Foxworth and First Officer E. M. Engle escaped without serious injury. While taking off the ramp at the New York International airport the aircraft lost altitude and crashed into the ground. The impact seriously damaged the aircraft and fire developed upon impact. 5431 pieces of mail was salvaged in more or less damaged condition and after application of a cachet reading "Damage due to Air Mail Interruption New York, N. Y. Idlewild Airport Oct. 19, 1953" the mail was forwarded to addressee or sender. .... 10.00
- 53.5 **October 29. HALF MOON BAY, CAL.**—BCPA. 8:45 am. Trip 304 departing Sydney, Australia Oct. 28, 1953. Pilot, Capt. Bruce Dickson and First Officer Frank Campbell were killed. Crash occurred twenty miles south-southwest of the San Francisco Airport, and three miles east of Half Moon Bay. The aircraft was destroyed by impact and subsequent fire. Only 9 pounds and 5 ounces of mail was recovered, of which 136 pieces were undamaged and 208 pieces were damaged and forwarded after being endorsed "Damage due to Air Mail Interruption near Half Moon Bay., Calif.—Oct. 29, 1953". ..... 15.00

1954

- 54.1 **February 26. GILLETTE, WYO.**—WAL—AM-35. 10:25 am. Eastbound Los Angeles-Chicago. Trip 34. Capt. M. R. Cawley and First Officer R. E. Crowther were killed. The aircraft crashed in level open country near Wright, Wyoming and the mail was re-made and forwarded from

**Damage caused by  
Air Mail Interruption  
Near GILLETTE, WYO  
Date Feb. 26, 1954**

Gillette, Wyo The mail was strewn over a wide area and was picked up and forwarded over the period Feb. 1-6, thus making varieties as to length of delay. 268 lbs, 13 oz of mail, including heavy pieces, was damaged and forwarded after application of cachet reading "Damaged due to air mail interruption near Gillette, Wyoming, Feb. 26, 1954". There are five different types of endorsements known. Some were endorsed "Delay etc." instead of damaged. .... 20.00

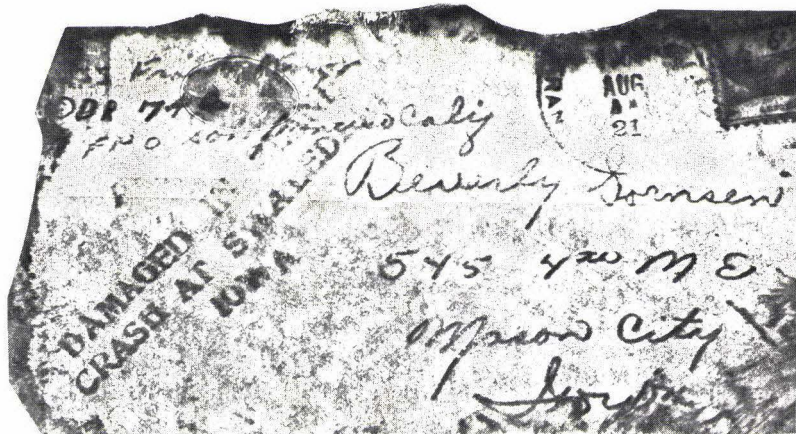
**SALVAGED FROM  
T -C-A- WRECK**

- 54.2 April 8. **MOOSE JAW, SASK.**—TCA—Toronto-Vancouver. Capt. I. H. Bell of Vancouver and First Officer D. W. Guthrie as well as the balance of the crew and all passengers were killed. A plane flown by a student pilot collided with the big four-engine ship at 2,000 ft. altitude, causing it to crash in flames. Canadian officials state that a half ton of mail was aboard. Many pieces of recovered mail show much damage and were endorsed "SALVAGED FROM T.C.A. WRECK", or "DELAYED, OR DAMAGED, M. JAW. PLANE WRECK", applied in several different colors ..... 10.00
- 54.2A April 24, **PLATINUM, ALASKA**—ALASKA AIRLINES—AAM-24. Flight between Platinum and Bethal, Alaska, a 110 mile scheduled trip. Pilot Robert Lindsey and mechanic Wallace Johnson were killed. About 100 pounds of mail was aboard; a good share was salvaged and returned to Anchorage, Alaska, for processing and forwarding. The plane crashed at Kuskokwim Bay which is seven miles south of Jacksmith Bay. The plane burned on impact. Covers bear an April 24, 1954, Platinum, Alaska postmark and an Anchorage marking in oval reading District Superintendent, RMS. June 15, 1954 Anchorage, Alaska. Also on face of cover in manuscript is text reading "recovered from Wreck of Alaska Airlines AAM-24. April 24, 1954 near Platinum. One cover known. .... 50.00

**Delay caused by Air  
Mail Interruption Near  
Norwich Conn Aug 3 1954**

- 54.3 August 3. **NORWICH, CONN.**—Air France. Captain Jean Coboche, pilot, and Jean Rosseau, were both killed as well as the rest of crew and passengers. The big four-engine Paris-New York Constellation plane crashed and burned on a rain sodden farm. After application of cachet in red reading "Delay (or damage) caused by Air Mail Interruption near Norwich, Conn. Aug. 3, 1954" the mail was forwarded. About 700 lbs. of mail was recovered. Four different types of cachets are known. .... 15.00





- 54.4 August 22. SWALEDALE, IA.—BA—AM-48. 5:05 pm. Kansas City-Minneapolis. Trip 152. Capt. Wm. A. Pickering and First Officer Wm. B. Wilde were killed. The stewardess and some passengers survived. The big plane was caught in a bad storm and crashed on a field, destroying the ship. 22 lbs of mail were recovered intact but it was water-soaked, and was forwarded, cacheted as above in red, from Mason City, Iowa. ....

17.50

*Mail delayed because of  
Airplane Wreck*

MICHAEL SAYCHECK, ACT. P. M.

BERLIN, N. H.

- 54.5 November 30. BERLIN, N. H.—NEA—AM-27. 11:15 am. Boston to Berlin, N. H. Trip 792. Pilot W. Peter Carey survived the crash but Co-pilot George D. McCormick lost his life. The plane was making a routine instrument approach to Berlin, N. H. due to snow showers and low ceiling. The ship crashed at the base of Speck Mountain ten miles northwest of Berlin, N. H. and was not located for two days. Only 3 lbs. of mail was salvaged and delivered. Some of the pieces were inscribed in manuscript by the Berlin postmaster as follows: "Mail delayed because of airplane wreck" and underneath this was a handstamp reading MICHAEL SAYCHECK, ACT. P. M. BERLIN, N.H. One cover known. ....

50.00

**DAMAGE DUE TO AIRMAIL INTERRUPTION** **DAMAGED BY PLANE CRASH**  
**NEAR N.Y. INT'L AIRPORT DEC. 18, 1954** **AT NEW YORK, 12-18-54**

- 54.6 December 18. NEW YORK—Italian Air Lines. 2:00 pm. Rome to New York. Flight 451. Pilot Guglielmo Almagarotti, entire crew of 12, and 22 passengers were killed; 6 passengers survived. Plane came in over Idlewild Airport three times on instruments and on fourth approach fell short of Runway No. 4 and came down over a 2,000-footlong pier and sank in Jamaica Bay. The original load of mail was 2116 lbs and approximately 95% was salvaged and the damaged pieces processed at the



## THE AMERICAN AIR MAIL CATALOGUE

New York Morgan Station after application of cachet. Four types of cachets are known, the common one reading "Damage due to Air Mail Interruption near N. Y. Int'l Airport Dec, 18, 1954".

One reads AMT IML N.Y. .... 12.50

1955

- 55.1 January 10. **ST. PETERSBURG, FLA.—NAL—AM-31.** 9:38 am. Orlando-St. Petersburg. Trip 1. Capt. Marshall Hope, pilot; Geo. R. Graham, Co-pilot. No lives lost. The ship groundlooped following loss of directional control during a take-off at the Pinellas County International Airport, St. Petersburg, Fla. 66 letters were salvaged in damaged condition and forwarded in penalty envelope. No cachet applied. 30.00
- 55.2 January 12. **CINCINNATI, OHIO—TWA—AM-2.** 9:04 am. Cincinnati-Cleveland. Trip 694. Capt. James W. Quinn and First Officer Robert K. Childress killed, as well as all crew and passengers. 14 lbs of mail recovered of which 10 lbs was in damaged condition and was forwarded from Cincinnati after identification hand stamp was applied. 15.00
- 55.3 February 19. **ALBUQUERQUE, N. M.—TWA—AM-2.** Trip 260. 7:00 am. Flight originated at Albuquerque, N. M. with Baltimore, Maryland as destination. Capt. Ivan R. Spong, and First Officer Jesse J. Creason all members of crew and passengers were killed. The plane crashed into a 1,000 foot mesa west of Rowe, N. M. Cause unknown. Only 8 lbs of mail was salvaged and forwarded accompanied by mimeo of explanation. 20.00

**DAMAGED delayed IN  
PLANE CRASH at  
Springfield, Missouri  
MAR 20 1955**

- 55.4 March 20. **SPRINGFIELD, MO.—AAL—AM-4.** 10:35 pm. Newark-Tulsa, Okla. Trip 711. Capt. John Pripish survived but First Officer Glenn E. Walker lost his life. The ship crashed in bad weather on approach to the airport at Springfield, Mo. 18 lbs of mail was recovered in damaged condition and was forwarded after application of cachet reading "Delayed and/or damaged in plane crash at Springfield, Mo. on March 20, 1955". 20.00
- 55.4A March 26. Pacific Ocean off Oregon Coast near Portland. 11:04 PST. Pan American World Airways, trip 845/26. Seattle to Portland to Honolulu. Pilot Herman Joslyn, with 19 members of crew and passengers, boarded life rafts after forced ditching, 25 miles from Portland. The plane caught fire and sank. Amount of mail aboard unknown but several pouches were recovered, all addressed to foreign countries. The salvaged mail was endorsed "De Lay caused by Air Mail Interruption near PORTLAND OREGON Mar 26 1955". 50.00
- 55.5 August 4. **FT. LEONARD WOOD, MO.—AAL—AM-4.** 12:23 pm. Tulsa-New York. Trip 476. Capt Hugh C. Barron, and First Officer William G. Gates were killed with rest of crew and all passengers. The plane

overshot the airport at Ft. Leonard Wood and crashed. Only 11¼ lbs of mail was recovered and forwarded in penalty envelope with explanation "Delayed and/or damaged in plane crash at Fort Leonard Wood, Mo., on Aug. 4, 1955".

40.00

**DELAYED BY AIR MAIL**

**INTERRUPTION**

**LARAMIE WYO 10.6.55**

- 55.6 October 6. LARAMIE, WYO.—UAL—AM-1. 7:00 am. New York-Salt Lake City, Utah. Trip 409. Capt. C. C. Cook and First Officer Ralph D. Salisbury lost their lives along with crew and passengers. The ship crashed into Medicine Bow Peak near Laramie and then dropped to a ledge some 2000 feet below. 102 lbs of mail was salvaged of which 70 lbs was damaged and forwarded from Cheyenne after application of a cachet reading "DELAYED—AIR MAIL INTERRUPTION. LARAMIE, WYO. 10.6.55" in three lines or was placed in penalty cover with mimeo explanatory note and forwarded.

17.50

**DELAYED OR DAMAGED BY  
INTERRUPTION OF SERVICE  
NEAR DENVER, COLORADO**

- 55.7 November 1. DENVER, COLO.—UAL—AM-1. 7:05 pm. New York-Seattle. Trip 396. Capt. L. H. Hall and First Officer D. A. White killed, as were rest of crew and passengers. This plane was wrecked in flight by a bomb placed aboard it at Denver and crashed near Longmont, Colo. 396 lbs of mail was recovered as well as 9 lbs in damaged condition. The mail was forwarded from Denver, after re-processing, either in cover with mimeo note of explanation or by application of a type-set die reading "Delayed or Damaged by interruption of service near Denver, Colorado". Also "Delay caused by Air Mail interruption, etc."

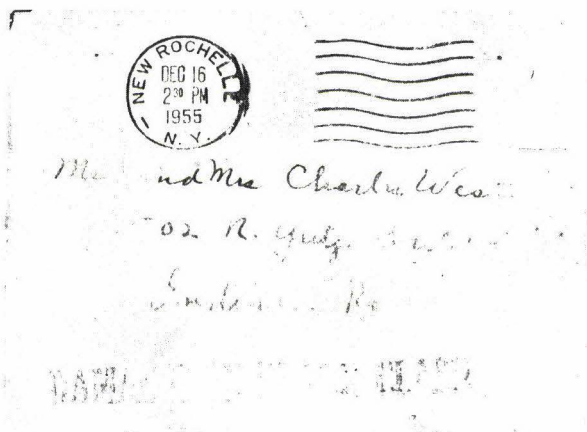
With mimeo ..... 20.00

a. With cachet ..... 25.00

**DAMAGED IN PLANE CRASH  
HOLLYWOOD, S. C. 12/17/55**

- 55.8 December 17. HOLLYWOOD, S. C.—Riddle Airlines —AM-306. 8:40 pm. New York-Miami. Trip 16. Plane exploded in mid-air. Pilot G. L. Lohr was killed. This plane carried Christmas ordinary mail for Florida residents. All mail was identified by application of handstamp reading "DAMAGED IN PLANE CRASH HOLLYWOOD, S. C. 12/17/55".

10.00



- 55.9 December 21. JACKSONVILLE, FLA.—EAL—AM-5. 3:40 am. Miami-New York. Trip 642. Capt. Tom McBrien and all of the rest of the crew and passengers lost their lives. This plane crashed on approach to the Imeson Airport at Jacksonville. 2400 lbs of mail was recovered, of which 300 lbs was in damaged condition. It was forwarded from Jacksonville after application of a cachet in red reading "DAMAGED IN PLANE CRASH" or was enclosed in penalty envelope accompanied by mimeo of explanation. Most of the mail was ordinary Christmas cards and greetings. .... 5.00
- a. A variety showing the word 'crash' spelled CLASH. .... 20.00

1956

- 56.1 April 2. SEATTLE, WASH.—NWAL. 8:05 am. Seattle-New York. Trip 2. Capt. Robt R. Heard and first Officer Gene P. Johnson escaped death. The plane departed Seattle-Tacoma Airport on an IFR flight to Portland, Oregon. The plane was subjected to severe buffeting and fell in Puget Sound near Seattle and sank in shallow water. 5 bags of mail were salvaged and brought to Tacoma, South Tacoma Annex, for processing and forwarding. Most of the salvaged mail was bound for Chicago, New York and overseas. About 3,000 pieces were salvaged and cacheted "DAMAGED IN HANDLING IN THE POSTAL SERVICE". .... 5.00

### DAMAGED IN HANDLING IN THE POSTAL SERVICE

- 56.2 June 30. GRAND CANYON, ARIZ.—TWA-AM 2. 11:31 am. San Francisco-Kansas City-Washington. Trip 2. Capt. Jack S. Gandy, First Officer James H. Ritner, and all passengers were killed. This plane

collided with a UAL ship at about 22,000 feet in Temple Butte area and fell to the rocky ledge below the canyon. 148 letters were found and processed at Flagstaff, Arizona. They were cacheted "DAMAGED IN HANDLING IN THE POSTAL SERVICE. See illustration. Seven covers known. .... 50.90

- 56.3 October 6. **PACIFIC OCEAN—PAWA-FAM 18.** 8:16 am. Trip 6. Capt. Richard Ogg, after two motors had failed to function, pan-caked the big Boeing Strato Cruiser into the Pacific Ocean approximately 1055 miles southwest of San Francisco. There were no deaths. The Coast Guard ship "Pontchartrain" stationed in the vicinity helped Pilot Ogg to ditch the big ship, and picked up the the floating mail. 650 lbs. of mail of all sorts was salvaged and marked "DAMAGED IN HANDLING IN THE POSTAL SERVICE". It was brought to San Francisco for dispatching. .... 15.00
- 56.4 December 9. **VANCOUVER, B. C.—Trans-Canada Air Lines.** 6:00 pm. Capt. Allen J Clark, pilot, and all crew and passengers lost. Reported as the worst Canadian air line disaster in history. The big ship left Vancouver, B. C. at 6:00 pm. and the last radio contact with the pilot was at 7:09 pm., reporting that the port engine was afire. On May 13, 1957, air air line spokesman reported that pieces of wreckage had been found on the 8,200 Mount Slesse, 70 miles east of Vancouver. Under date of June 18, 1957, the District Director of Post Service at Vancouver reported that "only a few letters have been salvaged" and these were forwarded wherever possible after having been endorsed "Salvaged from Plane Wreck". .... 20.00
- 1957  
57.1 November 8. **PACIFIC OCEAN. PAAW. FAM 14,** Trip 7. San Francisco-Hawaii. Capt. Gordon H. Brown, Pilot, lost. No survivors. Last word from the pilot was at 3:00 A. M. PST. The big ship dunked into the Pacific mid-way to Honolulu. Approximately 390 lbs. of mail of original load of 3,297 lbs. salvaged by the Coast Guard and processed Nov. 18 and 19 at Los Angeles, Cal. All damaged pieces bore the red cachet: DAMAGED IN HANDLING IN THE POSTAL SERVICE ..... 15.00
- 1958  
58.1 March 25. **MIAMI, FLA. BAW-FAM 34,** Trip 971. Miami-South America. Trip departed Miami at 9004 Mar. 25. Pilot, Capt. Thomas D. George and Co-pilot John C. Winthrop, survived. The plane developed engine trouble upon take-off and crashed in a swamp six miles west of Miami. 16 lbs. of mail salvaged, 8 lbs. of which was damaged and marked RECEIVED AT MIAMI, FLA. IN DAMAGED CONDITION ..... 25.00
- 58.2 April 21. **LAS VEGAS, NEV.—UAL. AM 1,** Trip 763 at 0830 MT. Los Angeles-Denver. The plane collided in mid-air with a jet. Capt. D. M. Ward and First Officer A. E. Sommers lost. Crash occurred 1½ miles northeast of Sloan, Nev. 78 lbs. of mail recovered of which 60 lbs. could be processed and forwarded from Las Vegas cacheted DAMAGED IN HANDLING IN THE POSTAL SERVICE ..... 25.00
- 58.3 May 20. **BRUNSWICK, MD.—CAL AM.** Trip 300. Chicago-Pittsburgh. Collided in mid-air with a jet from Martin Field. Capt. Kendell J. Brady and Co-pilot Paul F. Meyer were lost. The pilot of the jet parachuted to safety. 3 pouches of mail ejected and found undamaged. 63 lbs. of mail recovered in damaged condition and a red cachet reading DAMAGED IN HANDLING IN THE POSTAL SERVICE was applied .... 12.50



## THE AMERICAN AIR MAIL CATALOGUE

- 58.4 August 27. MINNEAPOLIS, MINN.—Northwest Orient Airlines. AM-3, Trip 537. 0329 ST. Minneapolis-Seattle and Portland. The plane crashed in flames on take-off. Fortunately enough time elapsed to enable the pilot, James Wilkinson and Co-pilot A. R. Mielke and members of the crew and passengers to leave the plane in safety. 146 lbs. of mail recovered in damaged condition. Identifiable pieces were forwarded under penalty cover with mimeo of explanation. Others were cacheted  
DAMAGED IN HANDLING IN THE POSTAL SERVICE ..... 35.00



1959

- 59.1 February 3, NEW YORK, N. Y.—11:57 P. M. AAL. AM 4. Trip 320. Chicago-New York. Capt. Albert H. DeWitt, killed. The four-engine turbo-prop ship came in low, crashed in East River, and sank. A shipment of registered mail from the Federal Reserve Bank of Chicago was so badly damaged that the contents had to be replaced causing a tremendous financial tangle. 256 lbs. of mail was salvaged in damaged and water-soaked condition and forwarded after application of a cachet reading: THIS MATTER WAS RECOVERED FOLLOWING A RECENT AIRPLANE CRASH. NEW YORK POST OFFICE ..... 12.50
- 59.2 February 23. BADDECK, N. S. CANADA.—First flight of "Silver Dart" replica plane from Baddeck, N. S. Shortly after take-off the plane crash-landed. Plane carried about 300 pieces of mail, mostly from high Canadian officials. Letters were franked with the new 5c Canadian stamp, issued the same day, and had a printed and a hand-stamped cachet. Mail was undamaged ..... 20.00
- 59.3 March 30. ALMA, GA.—Riddle Airlines. AM 120, Trip 402. 11:45 A. M. Miami-Chicago. Capt. Eugene Nesselhaus, pilot, killed. The aircraft suffered two explosions in mid-air, crashed and burned. 950 pieces of mail salvaged and processed at Waycross, Ga. were forwarded after application of cachet: DAMAGED IN HANDLING IN THE POSTAL SERVICE ..... 12.50
- 59.4 April 10. JUNEAU, ALASKA.—PAAW. Seattle-Juneau. Piloted by John McDonald, uninjured. The big ship developed fire in the fuselage, crash landed at the Juneau Airport and was destroyed by fire. Some mail was salvaged in badly burned condition ..... 15.00
- 59.5 MAY 12. CHARLESTON, W. VA.—CAL—AM 14. 3:30 p.m. Trip 983. Buffalo-Atlanta. Piloted by Capt. Richard W. Ohm, the plane crashed in attempted landing at Charleston, W. Va. airport. Plane was destroyed by impact and fire. Pilot and co-pilot Charles Spoth injured. 42 lbs. of mail salvaged and forwarded under penalty envelope with mimeo reading "The enclosed letter was delayed and damaged in a plane crash at Charleston, West Virginia, May 12, 1959" ..... 15.00

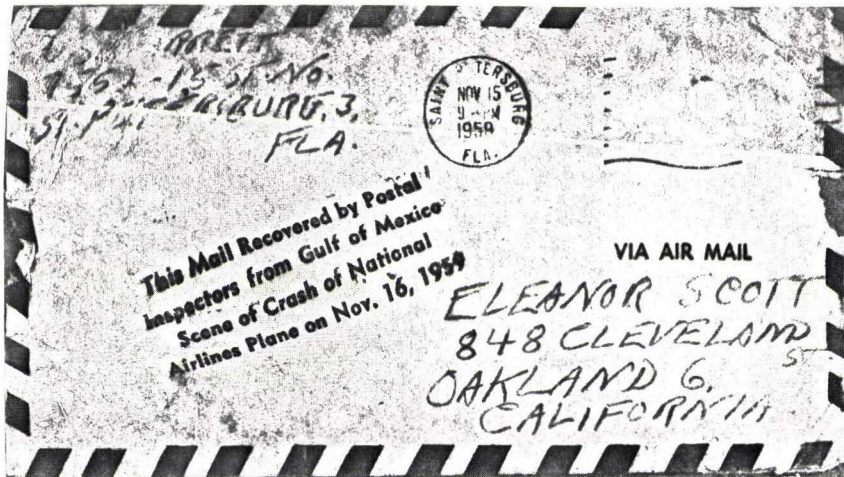
# RECOVERED FROM PLANE CRASH AT BUFFALO TEX

- 59.6 SEPTEMBER 29. BUFFALO, TEXAS—BAC—AM 9. 11:00 p.m. Trip 542. northbound Houston-New York. Capt. Wilson Elza Stone, pilot, and Dan Hollowell, First Officer, killed. Plane broke up in flight and was further destroyed by ground impact and fire 3.19 miles southeast of Buffalo, Texas. Of 1332 lbs. of mail aboard, 69 lbs. recovered in damaged condition and forwarded from Waco, Texas after application of cachet reading RECOVERED FROM PLANE CRASH AT BUFFALO, TEX.

25.00

- 59.7 OCTOBER 30. CHARLOTTESVILLE, VIRGINIA—PIEDMONT AIRLINES—AM 87. 8:20 p.m. Trip 349. Washington-Lynchburg & Roanoke, Va. Pilot, George Lavrine and First Officer Bascom Haley killed. The plane went down on Bucks Elbow Mountain 13 miles west of the Charlottesville-Albemarle County, Virginia, airport while attempting an instrument landing. Original load of mail 39 lbs, of which 17 lbs. was recovered in damaged condition. Mail was transferred to serviceable equipment and dispatched to destinations with a note of explanation concerning interruption

17.50



- 59.8 NOVEMBER 15. GULF OF MEXICO, southeast of New Orleans—NAL—AM 31. 1:33 a.m. Trip 967. Miami-New Orleans. Plane was spotted in the Gulf 23 miles southeast of New Orleans from the Louisiana line. The plane appeared to have disintegrated in the air. Of the mail salvaged 44 lbs were in wet condition. Some covers were cacheted as illustrated above. Other covers were cacheted "Mail damaged by crash of National Airlines flight in Gulf of Mexico Nov. 15, 1959"

15.00

# CHICAGO POST OFFICE

## ENCLOSURE RECOVERED

### FROM PLANE WRECK 11-24-59

- 59.9 **NOVEMBER 23. CHICAGO, ILL.—TWA—AM 2. 5:37 a.m.** Trip 595. Flight originated at New York (IDL) via Philadelphia, Chicago to Los Angeles. Pilot, Capt. Claude Helwig, First Officer Delas Earl Watters, and all crew members killed. The flight took off from Midway Airport at Chicago, fire developed in one engine and in attempting to circle back the plane grounded and fire ensued. Of 4100 lbs. of mail aboard 85 to 90 percent was retrieved and sent on to the addressee without any endorsement. The balance was stamped with a cachet as shown above; other pieces were stamped "Damaged in handling in the Postal Service" or "Damaged By Fire in the Postal Service" in magenta. There was also a mimeo reading "Chicago Post Office. Enclosure Recovered from Plane Wreck 11-24-59". Just what percent bore any respective cachet is not known. .... 12.50
- 1960
- 60.1 **JANUARY 18. CHARLES CITY, VA.—CAL—AM 14. 10:22 p.m.** Trip 20. Chicago-Norfolk, Va. Pilot, Capt. James B. Fornasero and First Officer Phillip H. Cullom, Jr. and other crew members and passengers killed. Plane crashed in a wooded area near Charles City, after having trouble with ice-protection system. Of the 26 lbs. of mail aboard only 24 letters were recovered and forwarded. 13 letters, badly burned, were returned to senders. The cachet applied read "Damaged in handling in the Postal Service" ..... 25.00
- 60.2 **MARCH 17. CANNELTON, INDIANA—AM 3. 3:25 p.m.** Trip 710. Chicago-Miami non-stop. Pilot, Capt. Edgar E. LaParle and all crew members killed. Flight originated at Minneapolis, Minn. Of the 77 lbs. of mail salvaged 1 pouch of 23 lbs. was damaged and forwarded from Evansville, Indiana, after application of cachet reading "Damaged in Handling in the Postal Service", applied in magenta ..... 15.00
- 60.3 **OCTOBER 4. BOSTON, MASS.—EAL—AM 5. 5:45 p.m.** Trip 375. Boston-Atlanta, Ga. This Electro turbo-prop ship with 72 passengers aboard plunged into Boston harbor moments after take-off. Of 66 lbs. of mail aboard 46 lbs. were water soaked and forwarded after application of cachet, reading "Damaged in Handling in the Postal Service" or "Damaged in airplane accident over Boston Harbor. No fault of Post Office Department." ..... 10.00
- 60.4 **DECEMBER 16. NEW YORK, N. Y.** In collision over New York—TWA and UAL. 10:33 a.m. UAL—AM 1. Trip 816. TWA—AM 2. Trip 266. UAL Seattle, Wash-Chicago and New York. TWA Columbus, Ohio-LaGuardia Field. TWA fell at Staten Island, N. Y. and the UAL plunged to earth near or in Brooklyn, N. Y. Pilot, Capt. R. H. Sawyer, passengers and crew of UAL killed, and pilot, Capt. David A. Woolman of TWA, passengers and crew killed. All mail recovered from trip 266 and re-enclosed at Staten Island. About 2,000 lbs. of mail in all was recovered, much of it damaged by impact and fire; about one-third of burned mail was too badly charred for identification. Covers bear the cachet "DAMAGED IN HANDLING IN THE POSTAL SERVICE" in two type fonts. One apparently hand set. TWA mail ..... 15.00  
     (a) UAL Mail ..... 20.00
- 1961
- 61.1 **JULY 11. DENVER, COLO.—UAL—AM 1. Trip 859. 11:37 a.m.** 116 persons aboard, 18 killed. Flight originated at Philadelphia for Los Angeles, Cal. Pilot, Capt. John Grosso and First Officer A. F. Putz and crew sur-



- ted. The ship disintegrated upon impact and burned at the airport in Denver. Mail recovered 889 letters - 23 flats regular air mail, and airlift 3730 letters - 238 flats. Endorsed "Damaged in handling in the Postal Service" ..... 10.00
- 61.2 **AUGUST 31. CHICAGO, ILL.—TWA—AM 2. 2:04 p.m. Trip 529.** Flight originated at Boston, scheduled for Chicago, Las Vegas, Los Angeles, Cal. The ship crashed after takeoff from Chicago in a field 10 miles west of Midway Airport, killing crew and all passengers. Pilot, Capt. James H. Saunders and First Officer, Capt. Dale Tarrant. All pouches of mail torn and burned. 288 pieces weighing 10 lbs. 1 oz. dispatched to addressees, 8 pieces weighing 8 oz. returned to senders. Forwarded after application of cachet "Damaged in Handling in the Postal Service" ..... 15.00
- 61.3 **SEPTEMBER 17. CHICAGO, ILL.—NWAL—AM 3. 8.57 a.m. Trip 706.** Originated at Milwaukee-Chicago-Tampa-Ft. Lauderdale and Miami. The big ship crashed approximately 60 seconds after take-off from O'Hara Airport in a swamp near southwest corner of the airport. Pilot, Capt. Ralph E. Hagstrom and Co-Pilot, Richard L. Anderson and rest of crew killed. Aboard were 8 lbs. of air mail and 143 lbs. of airlift. Mail was badly burned and re-processed at Chicago for forwarding where possible after application of cachet reading "Damaged in Handling in the Postal Service". ..... 10.00
- 61.3A **September 24. BOSTON, MASS.—AM EST. San Francisco to Boston,** with intermediate stop at Chicago. Capt. Ted E. Johnson, survived. The plane carried a large load of mail. Plane splashed in bay of International Airport at Boston while attempting to land but overshot the runway. Damaged wet mail endorsed DAMAGED IN HANDLING IN THE POSTAL SERVICE. Some recovered pieces postmarked at Chicago. .... 35.00
- 61.4 **OCTOBER 4. CHICAGO, ILL.—CHICAGO HELICOPTER AIRWAYS, INC.—AM 96. 12:16 p.m. Trip 40, Segment C.** Pilot, Hendrik Van Der Marel, killed. Mail load 44 lbs. in 8 pouches. One pouch burned and some mail damaged by fire on edges and re-processed at Chicago. About 100 letters were fire damaged and forwarded after application of cachet reading "Damaged in Handling in the Postal Service" ..... 10.00
- 61.5 **October 24. WHALE PASS, KETCHIKAN, ALASKA—Juneau to Ketchikan. ELLIS AIR LINES.** Pilot, 5 passengers injured coming down on the water for a landing. Amount of mail carried and recovered not known. Covers endorsed "Damaged in Handling in the Postal Service". Water-soaked covers endorsed by Roberta Rich, Acting Postmaster, and officially sealed. Standard "Damaged" cachet applied. Exact amount of mail carried and recovered uncertain. .... 25.00
- 1962
- 62.1 **MARCH 1. JAMAICA BAY, N.Y.—AAL—AM 4. 10:30 a.m. Trip 1.** New York-Los Angeles. This Boeing 707 jet turned suddenly, after taking off from Idlewild Airport, and plunged into a marsh off south Long Island. Pilot, Capt. James H. Heist, and rest of crew perished as well as all the passengers. Aboard was 500 lbs. of mail, all of which was salvaged in wet and/or burned condition, and forwarded after application of cachet or mimeo of explanation. .... 10.00
- 62.2 **November 30. NEW YORK, N. Y.—EAL—AM-5, 9:45 pm. Trip 512.** Charlotte, N. C.-New York. Pilot, Capt. Edward J. Bechtold, attempted to land at Idlewild airport in heavy fog and crash landed, destroying the plane. Fire ensued. Aboard were 41 pouches of mixed air mail packages and letters out of which 88 lbs. were salvaged in damaged condition and processed by New York post office which applied a cachet reading "Damaged in Handling in the Postal Service." ..... 25.00



## THE AMERICAN AIR MAIL CATALOGUE

## 1963

- 63.1 January 29. KANSAS CITY, MO.—EAL—AM-29, 10:45 pm. Trip 290. Midland, Texas-Kansas City. Pilot, Capt. Joseph W. Smith killed. The plane crash landed at Kansas City Municipal Airport and burned. Intermediate stops were made at Lubbock and Wichita Falls, Texas, and at Lawton, Oklahoma City and Tulsa, Okla. Of 182 lbs. of mixed mail aboard 108 lbs. were salvaged in damaged condition and processed at Kansas City. The mail was forwarded on Jan. 30, 31 and Feb. 1 after application of cachet reading "Damaged in Handling in the Postal Service." ..... 20.00

## 1964

- 64.1 February 25. NEW ORLEANS, LA.—EAL—AM-5, 2:07 am. Trip 304. Mexico City to New York. Pilot William B. Zeng killed as was the entire crew. The DC-8 jet airliner took off from the Moisant airport at New Orleans at 2:01 a.m. and in a few minutes crashed into Lake Ponchartrain 15 miles north of the airport. The plane sank in mud and water and it took several days to find and salvage about 40 lbs. of mail out of 1320 lbs. aboard. Known covers bear the cachet "Damaged in Handling in the Postal Service." ..... 35.00

## 1965

- 65.1 August 16. LAKE MICHIGAN NEAR HIGHLAND PARK, ILL.—UAL Trip 389, 9:20 P.M. New York to Chicago. Pilot Melville W. Towie, 24 passengers, crew of six lost. 727 jet plane in clear and calm weather plunged into the lake. Mail 10 sacks weighing 223 pounds. Two sacks found floating on the water on August 17, and two more recovered by divers early in December. Total of 70 pounds recovered, some undamaged, some watersoaked. No known markings applied to damaged mail. 25.00
- 65.2 November 11. SALT LAKE CITY, UTAH.—UAL. Flight from La Guardia Field, N.Y. 5:27 P.M. Pilot Gale C. Kehmier, attempted to land at Salt Lake City Municipal Airport and came in too steeply. He landed short of runway and skidded. Plane demolished by impact and fire. 110 lbs. of mail in damaged condition was recovered and endorsed DAMAGED IN HANDLING IN THE POSTAL SERVICE. .... 35.00

## 1968

- 68.1 November 13. CHEYENNE, WYO.—Ross Aviation. Pilot Robert Kash on leg from Rawlins to Rock Springs, Wyo. attempted to land at Cheyenne in very stormy weather but overshot the runway and crashed near Saratoga, Wyo. and was lost until November 19. Mail carried 546 lbs. but only 80 lbs. recovered. Recovered mail endorsed DELAYED BY PLANE, CHEYENNE, WYO. and forwarded under penalty cover. .... 40.00

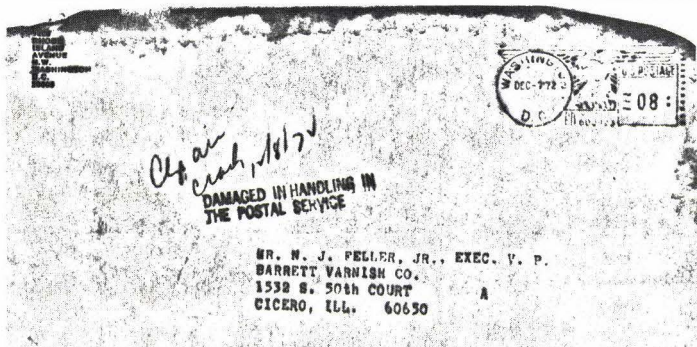
**FROM PLANE CRASH 12/18/68 near  
Enterprise, Oregon  
Mail Forwarded 3/29/69 by  
Lewiston, Idaho, Post Office**

**DAMAGED IN HANDLING  
IN THE POSTAL SERVICE**

- 68.2 December 18. **NEAR LEWISTON, IDAHO**—Combs Airways. (chartered plane authorized to carry mail) Enroute Boise, Idaho to Lewiston. Pilot Eugene Whittlesey killed. The plane went down in a severe snow storm on a mountain north of Joseph, Oregon. Plane was found May 21 with 1500 lbs. of mail aboard. Endorsed at Lewiston **DAMAGED IN HANDLING IN THE POSTAL SERVICE**. Endorsed by a collector **FROM PLANE CRASH 12/18/68**. Cargo contained a large bundle of pension checks issued by the State of Idaho. The postmaster of Lewiston forwarded envelopes containing the pension checks to Pension Board of State of Idaho as "outside mail", meaning they were no longer in the postal service. A collector noted these envelopes in the pension office, busy re-issuing duplicate checks. He obtained permission to use a private endorsement from that department. .... 15.00
- 1969
- 69.1 February 5. **RED BANK, N.J.**—Suburban Air (air taxi). Pilot John Botbyl and all passengers killed. Amount of mail is reported as about 100 pieces. Plane crashed shortly after taking off from Red Bank. Mail recovered endorsed **DAMAGED IN HANDLING IN THE POSTAL SERVICE**. Covers examined have been authenticated by the postmaster at Red Bank who forwarded in ambulance cover also endorsed, on Feb. 7, 1969. .... 40.00
- 69.2 September 9. **INDIANAPOLIS, IND.**—Allegheny Airlines. Flight 853. Flight originated at Boston, Mass. and picked up passengers at Baltimore and Cincinnati. Pilot James M. Elrod. No survivors. The plane collided in midair with a private plane and catapulted into a field near Indianapolis. Salvaged mail forwarded in a penalty envelope accompanied by note of explanation of the damage by C. H. Boswell, postmaster at Indianapolis. Amount of salvaged mail unknown. .... 40.00
- 69.3 September 10, 11:06 PM—**SAN FRANCISCO BAY**. Eureka - San Francisco. Carrier: Eureka Industries air taxi, contract mail carrier. The pilot and co-pilot were killed. Plane plunged into San Francisco Bay in making a landing approach during heavy fog, and was recovered by the Coast Guard. It carried six pouches of airmail, and seven pounds of first class mail, and one of registered pieces. All watersoaked and endorsed "Received in bad condition at San Francisco." Backstamp reads '1969.' .... 20.00
- 1970
- 70.3 July 5. **TORONTO, ONT.**—AIR CANADA, Flight 621, Montreal to Los Angeles, Calif. Capt. Hamilton hit runway, lost engine, got airborne and then crashed. 1,100 pounds of mail carried, 600 pounds salvaged unharmed. Black 2-line cachet reading "Salvaged from / Air Crash July 5" applied to recovered mail. Two variations in type style were used. .... 20.00
- 1971
- 71.1 June 22. 1:00 PM—**BIRMINGHAM, ALABAMA**. Jim Hankins Air Service, a shuttle service between Birmingham, Nashville and Mobile. Plane crashed on take-off from the Municipal Airport at Birmingham, killing the pilot, and burned upon impact. It carried 1664 lbs. of first class and air mail, about which 85% was salvaged. 500 lbs. was intact without damage. Most mail endorsed **DAMAGED IN PLANE CRASH AT BIRMINGHAM, ALA**. Damaged pieces are burned around the edges. .... 20.00

## THE AMERICAN AIR MAIL CATALOGUE

- 71.3 September 4. 11:30 AM—JUNEAU, ALASKA. Alaska Airlines, flight 1866, enroute from Anchorage to Seattle. Pilot Richard C. Adams and all aboard were killed. Stops were scheduled at Juneau, Cordova, and Yakust. The plane crashed 20 miles northeast of Juneau at the 2500 foot level of Chilkla mountain. The impact demolished the plane. Helicopters were the only means of reaching the disaster. The large mail was scattered over a wide area; amount recovered in deliverable condition is unknown. The least damaged pieces were endorsed **DAMAGED IN HANDLING IN THE POSTAL SERVICE** while the badly damaged mutilated pieces were forwarded or returned to sender under penalty PO cover from Juneau. with enclosure reading "Dear Postal customer: The enclosed piece of mail, addressed either to you or from you, was recovered from the site of an airline disaster. A. K. Weber, Postal Inspector, Postmaster, Juneau, AK 99801." ..... 25.00
- 1972
- 72.1 June 10. 3:15 AM. NASHVILLE, TENN. Sierra West Airlines of Van Nuys, Calif., a P. O. chartered mail plane. Pilot, Barry Dallwig, survived, but co-pilot, died of burns. Stops had been made at Detroit, Cincinnati and Louisville before an attempted landing at the Metro Airport at Nashville. Landing gear failed as the plane crashed and burned. 19,992 lbs. of ordinary, airmail, and parcel post aboard. Most mail was destroyed; the salvageable mail was forwarded endorsed "Returned to sender from Nashville" under penalty P. O. cover accompanied by a memo note reading "June 10, 1972. The accompanying mail was damaged in an aircraft accident on this date. Any inconvenience or loss by this incident is sincerely regretted. David I. Huggins, Postmaster." So far as known no endorsement was applied to the covers. Amount of mail salvaged is unknown. .... 35.00
- 72.2 July 8. 2:47 AM. TOLEDO, OHIO. Buckeye Air Freight, Pilot James Fugate, killed. Paducah, Kentucky - Detroit. Private carrier under P. O. D. contract. On a charter run from Paducah to Detroit with stop-overs at Louisville, Lexington. Columbus and Toledo, attempting a landing at the Toledo Express Airport it crashed and burned. There were 1800 lbs. of ordinary, first class and air mail, 28 bags of which were for Michigan. About 90% of the mail was recovered, some undamaged, some damaged by fire and fire extinguisher foam. The damaged pieces were forwarded under penalty cover and accompanied by one of two types of memos signed by Francis E. Szollosi, Toledo Postmaster. .... 20.00





72.3 December 8. 2:27 pm. CHICAGO—UAL (737) Flight 533. Washington to Omaha, Neb. Pilot L. W. Whitehouse. Attempted landing at Midway Airport at Chicago, and came in too low and crashed into several houses doing immense damage, caught fire and burned. 1659 lbs. of light and heavy mail was aboard. About 1200 lbs. was salvaged. Mail later delivered at Omaha was endorsed "Mail damaged in plane accident". Salvaged mail processed in Chicago was endorsed DAMAGED IN HANDLING IN THE POSTAL SERVICE. One piece is also inscribed in long hand "Chicago air crash 12 8 72". 20.00

1973

73.1 September 27. MENA, ARKANSAS—Texas International Airways. Memphis, Tenn. to Pine Bluff and El Dorado, Ark. 28 pounds of burned mail recovered, of which 24 pounds were returned to sender without special markings. 20.00

1974

74.1 January 30. PAGO PAGO, AMERICAN SAMOA—PANAM—Flight 806 Auckland, N.Z. to Honolulu. 101 aboard, 92 killed, including pilot, Capt. Leroy Peterson. Boeing 707 jet caught fire during violent thunder squall, crashed into hill 200 yards from runway. 596 pounds of mail, mostly destroyed, about 250 letters recovered, burned and watersoaked. Enclosure with mimeo explanation and all unendorsed mail forwarded in official post office envelope. 15.00

74.2 February 14, 1974. 2:40 A.M. TULLAHOMA, TENN—Semo Aviation Air Taxi (St. Louis-Nashville-Chattanooga). Pilot John Husted and co-pilot uninjured, plane demolished. Attempted emergency landing in violent thunderstorm, crashed into a stand of trees, missing runway. Mail cargo was two pouches, 78 pounds. 10 pieces, badly burned, were salvaged and forwarded to various Tennessee addresses. Marking not known 50.00

## PART II

Crashes or Air Mail Interruptions are known to have occurred at the following points and on the dates indicated but to date no authenticated covers have been noted. If and when such covers are located they will be duly listed in PART I.

| DATE           | PLACE              | DATE           | PLACE                  |
|----------------|--------------------|----------------|------------------------|
| July 19, 1919  | Dix Run, Pa.       | Oct. 2, 1926   | Bakersfield, Calif.    |
| March 10, 1920 | New Paris, Ind.    | Dec. 23, 1926  | Bowling Green, Ohio    |
| March 30, 1920 | Newark, N.J.       | Feb. 5, 1927   | Tamarock Sink, Calif.  |
| June 5, 1920   | Cleveland, Ohio    | March 16, 1927 | Framingham, Mass.      |
| Aug. 31, 1920  | Hoytville, Ohio    | April 15, 1927 | Kings Hill, Idaho      |
| Sept. 27, 1920 | Millersburg, Pa.   | April 22, 1927 | Topeka, Kan.           |
| Nov. 6, 1920   | Laramie, Wyo.      | Nov. 29, 1927  | Coronna, Ind.          |
| Feb. 3, 1921   | Mendota, Minn.     | Jan. 22, 1928  | Shosta Springs, Calif. |
| Feb. 9, 1921   | La Crosse, Wisc.   | May 7, 1928    | Stone Mountain, Ga.    |
| Feb. 14, 1921  | Laramie, Wyo.      | May 22, 1928   | Richmond, Va.          |
| July 16, 1921  | Truckee, Calif.    | May 26, 1928   | Richmond, Va.          |
| Nov. 18, 1921  | Gary, Ind.         | June 22, 1928  | Lebo, Kans.            |
| Jan. 25, 1922  | Rock Springs, Wyo. | Aug. 15, 1928  | Old Fort, N.C.         |
| Jan. 4, 1923   | Wanship, Utah      | Sept. 28, 1928 | Rural Hall, N.C.       |
| Dec. 6, 1923   | Costalia, Ohio     | Jan. 17, 1929  | Cove, Ore.             |
| Dec. 24, 1923  | Burns, Wyo.        | Jan. 20, 1929  | Davenport, Iowa        |
| Dec. 21, 1924  | Kaneville, Ill.    | Jan. 24, 1929  | Secret Pass, Nev.      |
| July 8, 1924   | Chappell, Nebr.    | Feb. 4, 1929   | Kelton, Utah           |
| Dec. 28, 1924  | Saddle Pass, Nev.  | March 20, 1929 | Glenburnie, Md.        |



| DATE           | PLACE                |
|----------------|----------------------|
| April 25, 1929 | Blue Plains, D.C.    |
| June 30, 1929  | Columbus, Ohio       |
| Sept. 20, 1929 | Weiser, Idaho        |
| Oct. 21, 1929  | Beaver Falls, Pa.    |
| Nov. 9, 1929   | Phillipsburg, Pa.    |
| Dec. 12, 1929  | Beacon, N.Y.         |
| Dec. 24, 1929  | Michigan City, Ind.  |
| Jan. 6, 1930   | DuPont, Colo.        |
| Feb. 18, 1930  | Flint, Mich.         |
| Feb. 24, 1930  | St. George, Utah     |
| March 11, 1930 | Mishawaka, Ind.      |
| March 24, 1930 | Hagerstown, Md.      |
| July 8, 1930   | Charlotte, N.C.      |
| Oct. 30, 1930  | Brookston, Ind.      |
| Nov. 27, 1930  | Girard, Pa.          |
| Dec. 4, 1930   | Wooster, Ohio        |
| Dec. 15, 1930  | Grayville, Ill.      |
| Jan. 9, 1931   | Newton, N.C.         |
| Feb. 9, 1931   | Wells, Nev.          |
| March 15, 1931 | Laurel, Md.          |
| March 31, 1931 | Concord, N.C.        |
| Aug. 10, 1931  | Ila, Ga.             |
| Aug. 27, 1931  | Marblehead, Mass.    |
| Nov. 30, 1931  | El Paso, Texas       |
| Dec. 11, 1931  | Whitehall, N.Y.      |
| Jan. 14, 1932  | N. Madison, Ohio     |
| Jan. 14, 1932  | Mobeetie, Texas      |
| Jan. 21, 1932  | Geneva, Ill.         |
| Feb. 2, 1932   | Rio Vista, Calif.    |
| Feb. 7, 1932   | Knight, Wyo.         |
| Feb. 9, 1932   | Arden, Nev.          |
| Feb. 10, 1932  | Elko, Nev.           |
| March 14, 1932 | Sierraville, Calif.  |
| April 12, 1932 | Wabaska, Minn.       |
| April 20, 1932 | Soda Springs, Calif. |
| Aug. 25, 1932  | Newton, Iowa         |
| Sept. 2, 1932  | El Paso, Texas       |
| Nov. 5, 1932   | Camden, N.J.         |
| Sept. 27, 1932 | Snow Shoe, Pa.       |
| Nov. 19, 1932  | Rock Hill, S.C.      |
| Dec. 3, 1932   | Edgemore, S.C.       |
| Dec. 14, 1932  | Amarillo, Texas      |
| Dec. 17, 1932  | Oakland, Calif.      |
| Feb. 10, 1933  | Bakersfield, Calif.  |
| Feb. 26, 1933  | Cross Ford, Pa.      |
| March 22, 1933 | Conneaut, Ohio       |
| May 11, 1933   | Provo, Utah          |
| May 13, 1933   | Bedford, Pa.         |
| June 28, 1933  | Goodland, Kans.      |
| Aug. 29, 1933  | Quay, N.M.           |
| Nov. 9, 1933   | Portland, Ore.       |
| Nov. 13, 1933  | Moriarty, N.M.       |
| Dec. 3, 1933   | Watrous, N.M.        |
| Dec. 11, 1933  | Portage, Pa.         |
| Dec. 16, 1933  | Detroit, Mich.       |
| Jan. 15, 1934  | Albuquerque, N.M.    |
| Feb. 12, 1934  | Danville, Ky.        |
| Feb. 22, 1934  | Uniontown, Pa.       |
| Feb. 22, 1934  | Marion Station, Md.  |
| Feb. 27, 1934  | Rockwood, Pa.        |
| March 9, 1934  | Daytona Beach, Fla.  |
| March 22, 1934 | Dudlev, N.C.         |
| Oct. 16, 1934  | Pinta Bay, Alaska    |
| Nov. 6, 1934   | New Centerville, Pa. |
| Dec. 28, 1934  | Morehouseville, N.Y. |
| Jan. 10, 1935  | Shiloh, Tenn.        |
| May 1, 1935    | Rattlesnake, Colo.   |
| May 28, 1935   | Nilwood, Ill.        |
| July 27, 1935  | Nashville, Tenn.     |
| Aug. 3, 1935   | Barton, N.M.         |
| Dec. 24, 1935  | Birmingham, Ala.     |
| Dec. 27, 1935  | Burbank, Calif.      |
| Aug. 5, 1936   | St. Louis, Mo.       |
| Jan. 12, 1937  | Newhall, Calif.      |
| Jan. 17, 1937  | Charleston, S.C.     |
| March 25, 1937 | Pittsburgh, Pa.      |

| DATE           | PLACE                 |
|----------------|-----------------------|
| March 10, 1938 | Richlands, N.C.       |
| April 25, 1938 | Kingston, Jamaica     |
| Aug. 24, 1938  | Albuquerque, N.M.     |
| July 8, 1938   | Billings, Mont.       |
| March 27, 1939 | Atlanta, Ga.          |
| July 24, 1939  | Horta, Azores         |
| Aug. 30, 1939  | Los Angeles, Calif.   |
| Oct. 25, 1939  | Memphis, Tenn.        |
| March 27, 1940 | Leamington, Ont.      |
| Nov. 4, 1940   | Bountiful, Utah       |
| Dec. 11, 1940  | St. Louis, Mo.        |
| March 10, 1941 | Cincinnati, Ohio      |
| June 6, 1941   | Joliet, Ill.          |
| July 16, 1941  | Los Angeles, Calif.   |
| Dec. 15, 1942  | Fairfield, Utah       |
| March 26, 1944 | Ottumwa, S.D.         |
| Aug. 3, 1944   | Yorktown, Ohio        |
| Dec. 1, 1944   | Van Nuys, Calif.      |
| Feb. 23, 1945  | Rural Retreat, W. Va. |
| April 16, 1945 | Morgantown, W. Va.    |
| April 28, 1945 | Lynchburg, Va.        |
| Dec. 30, 1945  | New York, N.Y.        |
| Jan. 5, 1946   | Salsburyville, Va.    |
| Jan. 6, 1946   | Birmingham, Ala.      |
| March 29, 1946 | Washington, D.C.      |
| June 18, 1946  | Willimantic, Conn.    |
| July 2, 1946   | Chicago, Ill.         |
| Sept. 18, 1946 | Gander, Newfoundland  |
| Oct. 11, 1946  | Alexandria, Va.       |
| Nov. 11, 1946  | Cleveland, Ohio       |
| Dec. 19, 1946  | Aberdeen, Md.         |
| Dec. 19, 1946  | New Orleans, La.      |
| Dec. 28, 1946  | Michigan City, Ind.   |
| Jan. 5, 1947   | Jones Beach, N.Y.     |
| May 21, 1947   | Butte, Mont.          |
| June 13, 1947  | Leesburg, Va.         |
| Nov. 11, 1947  | Gallup, N.M.          |
| Nov. 13, 1947  | Seattle, Wash.        |
| March 10, 1948 | Chicago, Ill.         |
| July 14, 1948  | Des Moines, Iowa      |
| Aug. 12, 1948  | Sydney, Nova Scotia   |
| Aug. 29, 1948  | Winona, Minn.         |
| March 3, 1949  | Pittsburgh, Pa.       |
| June 22, 1949  | Memphis, Tenn.        |
| Aug. 11, 1949  | Port Washington, L.I. |
| Aug. 15, 1949  | Shannon, Ire.         |
| Aug. 11, 1949  | Portland, Maine       |
| Dec. 18, 1949  | Chicago, Ill.         |
| Dec. 20, 1950  | Penticton, B.C.       |
| March 18, 1951 | Minneapolis, Minn.    |
| April 28, 1951 | Ft. Wayne, Ind.       |
| April 29, 1951 | Belem, Brazil         |
| Aug. 27, 1951  | Lynwood, Calif.       |
| Jan. 19, 1952  | Sandpit, B.C.         |
| Aug. 21, 1952  | Indianapolis, Ind.    |
| Dec. 7, 1952   | Fallon, Nev.          |
| March 4, 1953  | Windsor Locks, Conn.  |
| May 16, 1953   | Dallas, Texas         |
| Sept. 6, 1953  | Tacoma, Wash.         |
| Oct. 29, 1953  | San Francisco, Calif. |
| Jan. 12, 1954  | Cincinnati, Ohio      |
| March 15, 1954 | Ventura, Calif.       |
| Nov. 4, 1954   | Pelican City, Alaska  |
| Dec. 17, 1954  | Toronto, Ont.         |
| Dec. 18, 1954  | Brampton, Ont.        |
| Jan. 19, 1955  | Dexter, Iowa          |
| March 26, 1955 | Tacoma to Sidney      |
| July 15, 1955  | Yakima, Wash.         |
| July 17, 1955  | Chicago, Ill.         |
| Aug. 5, 1955   | Chicago, Ill.         |
| Aug. 9, 1955   | McGrath, Alaska       |
| Feb. 17, 1956  | Owensboro, Ky.        |
| Feb. 20, 1956  | Chicago, Ill.         |
| Feb. 26, 1956  | Pullman, Wash.        |
| April 10, 1956 | Alaska                |
| Aug. 19, 1956  | Cold Bay, Alaska      |

| DATE                                   | PLACE                        | DATE                   | PLACE                 |
|----------------------------------------|------------------------------|------------------------|-----------------------|
| Oct. 2, 1956                           | Nome, Alaska                 | Aug. 19, 1964          | Tonapah, Nev.         |
| Dec. 9, 1956                           | Vancouver, B.C.              | Oct. 30, 1964          | Boston, Mass.         |
| Jan. 5, 1957                           | Tulsa, Okla.                 | Nov. 15, 1964          | Arden, Nev.           |
| Feb. 1, 1957                           | New York, N.Y.               | Nov. 30, 1964          | Newhall, Calif.       |
| March 2, 1957                          | Blyn, Wash.                  | Dec. 30, 1964          | New Boston, Mich.     |
| March 5, 1957                          | New Memphis, Tenn.           | Dec. 30, 1964          | Newhall, Calif.       |
| March 10, 1957                         | Louisville, Ky.              | Feb. 8, 1965           | New York, N.Y.        |
| April 21, 1957                         | Phoenix, Arizona             | July 23, 1965          | Williamsport, Pa.     |
| June 23, 1957                          | Port Hardy, B.C.             | Aug. 16, 1965          | Chicago, Ill.         |
| June 24, 1957                          | Minneapolis, Minn.           | Sept. 17, 1965         | Miami, Fla.           |
| Aug. 12, 1957                          | Montreal, Quebec             | Nov. 8, 1965           | Cincinnati, Ohio      |
| Sept. 15, 1957                         | New Bedford, Mass.           | Dec. 4, 1965           | Carmel, N. Y.         |
| Sept. 15, 1957                         | Miami, Fla.                  | Aug. 6, 1966           | Falls City, Nebr.     |
| Nov. 14, 1957                          | New York, N.Y.               | Aug. 21, 1966          | Juneau, Alaska        |
| Jan. 15, 1958                          | Tenakee, Alaska              | Oct. 1, 1966           | Wemme, Oregon         |
| March 10, 1958                         | Kodiak, Alaska               | Mar. 5, 1967           | Kenton, Ohio          |
| March 15, 1958                         | Chicago, Ill.                | Mar. 8, 1967           | Urbana, Ohio          |
| April 6, 1958                          | Freeland, Wis.               | July 19, 1967          | Hendersonville, N. C. |
| May 2, 1958                            | Miami, Fla.                  | Nov. 20, 1967          | Cincinnati, Ohio      |
| July 4, 1958                           | Pacific Ocean                | Nov. 25, 1967          | Sanger, Cal.          |
| Aug. 15, 1958                          | Nantucket, Mass.             | Jan. 29, 1968          | Grand Island, Nebr.   |
| Aug. 23, 1958                          | Pueblo, Colo.                | Feb. 1, 1968           | Kansas City, Mo.      |
| Nov. 11, 1958                          | Idlewild Airport, L.I., N.Y. | May 3, 1968            | Dawson, Texas         |
| Jan. 8, 1959                           | Bristol, Tenn.               | Aug. 10, 1968          | Charleston, W. Va.    |
| Jan. 17, 1959                          | Miami, Fla.                  | Oct. 25, 1968          | Hanon, Mo.            |
| Jan. 17, 1959                          | New York, N.Y.               | Dec. 2, 1968           | Anchorage, Alaska     |
| Feb. 3, 1959                           | Gander, Newfoundland         | Dec. 19, 1968          | Chicago, Ill.         |
| March 15, 1959                         | Chicago, Ill.                | Dec. 25, 1968          | Bradford, Pa.         |
| May 6, 1959                            | Washington, D.C.             | Dec. 27, 1968          | Sioux City, Iowa      |
| May 12, 1959                           | Baltimore, Md.               | Jan. 6, 1969           | Bradford, Pa.         |
| Aug. 23, 1959                          | Santa Maria, Calif.          | Jan. 13, 1969 (copter) | Los Angeles, Cal.     |
| Aug. 26, 1959                          | Charleston, W. Va.           | Jan. 18, 1969 (copter) | Los Angeles, Cal.     |
| Sept. 24, 1959                         | Great Sitkin Island, Alaska  | Oct. 3, 1969           | New York, N.Y.        |
| Oct. 28, 1959                          | Santa Maria, Calif.          | Nov. 2, 1969           | Lake George, N.Y.     |
| Nov. 9, 1959                           | Pacific Ocean, westbound     | Nov. 20, 1969          | Denver, Colo.         |
| Dec. 1, 1959                           | Williamsport, Pa.            | Sept. 15, 1970         | New York, N.Y.        |
| Jan. 5, 1960                           | Bolivia, N.C.                | Dec. 28, 1970          | Virgin Islands        |
| Jan. 14, 1960                          | On Mt. Gilbert, Alaska       | June 6, 1971           | New Haven, Conn.      |
| March 10, 1960                         | Chicago, Ill.                | June 6, 1971           | Los Angeles, Cal.     |
| May 9, 1960                            | New York, N.Y.               | July 25, 1971          | Manila, P.I.          |
| July 28, 1960                          | Forest Park, Ill.            | Oct. 21, 1971          | Peoria, Ill.          |
| Sept. 14, 1960                         | New York, N.Y.               | Oct. 25, 1971          | Bethlehem, Pa.        |
| Oct. 28, 1960                          | Missoula, Mont.              | Feb. 16, 1972          | Jackson, Mich.        |
| Jan. 19, 1961                          | New York, N.Y.               | March 3, 1972          | Albany, N.Y.          |
| Sept. 25, 1961                         | Boston, Mass.                | June 29, 1972          | Neenah, Wisc.         |
| Oct. 10, 1961                          | Des Moines, Iowa             | Oct. 1, 1972           | San Francisco, Cal.   |
| Nov. 15, 1961                          | Boston, Mass.                | Dec. 20, 1972          | Chicago, Ill.         |
| May 23, 1962                           | Centerville, Iowa            | Dec. 30, 1972          | Miami, Fla.           |
| July 8, 1962                           | Amarillo, Texas              | July 23, 1973          | St. Louis, Mo.        |
| July 22, 1962                          | Honolulu, Hawaii             | July 23, 1973          | Papeete, Tahiti       |
| (Covers were processed in New Zealand) |                              | July 31, 1973          | Boston, Mass.         |
| Aug. 6, 1962                           | Knoxville, Tenn.             | Dec. 18, 1973          | Boston, Mass.         |
| Nov. 23, 1962                          | Ellicott City, Md.           | Nov. 27, 1973          | Akron, Ohio           |
| Dec. 14, 1962                          | North Hollywood, Calif.      | Nov. 27, 1973          | Chattanooga, Tenn.    |
| Dec. 21, 1962                          | Grand Island, Nebr.          | Nov. 27, 1973          | Muscatine, Iowa       |
| Jan. 13, 1963                          | Memphis, Tenn.               |                        |                       |
| Feb. 12, 1963                          | Miami, Fla.                  |                        |                       |
| May 31, 1963                           | Newark, N.J.                 |                        |                       |
| June 3, 1963                           | Annette Island, Alaska       |                        |                       |
| July 2, 1963                           | Rochester, N.Y.              |                        |                       |
| Sept. 25, 1963                         | Las Vegas, Nev.              |                        |                       |
| Oct. 14, 1963                          | Jamaica, N.Y.                |                        |                       |
|                                        | (helicopter)                 |                        |                       |
| Nov. 29, 1963                          | Montreal, Quebec             |                        |                       |
| Dec. 8, 1963                           | Elkton, Md.                  |                        |                       |
| Feb. 3, 1964                           | Gainesville, Fla.            |                        |                       |
| Feb. 25, 1964                          | New Orleans, La.             |                        |                       |
| Feb. 28, 1964                          | Birmingham, N.Y.             |                        |                       |
| March 10, 1964                         | Boston, Mass.                |                        |                       |
| March 12, 1964                         | Miles City, Mont.            |                        |                       |
| April 7, 1964                          | New York, N.Y.               |                        |                       |
| May 7, 1964                            | San Ramon, Calif.            |                        |                       |
| July 1, 1964                           | Kennedy Airport, N.Y.        |                        |                       |
| July 9, 1964                           | Newport, Tenn.               |                        |                       |

# Airmail Rarities Of The World



through

**LUDER & CO.**

Bahnhofstr. 102 — ZURICH  
(Switzerland)

# PHILIPPINE ISLANDS

This Section was originally adapted from the brochure "AIR POST FLIGHTS OF THE PHILIPPINE ISLANDS" privately published and written especially for use herein by the late Walter Bruggmann of Manila, in collaboration with members of the Philippine Air Mail Society. The illustrations used herein were generously provided from the same source. Later additions are from the Catalogue published by Pablo M. Esperidion.

Edited by *H. Harrison Huster*, Chairman;  
*Irwin Heiman* ; *William J. Oliver*





### FOREWORD

Collectors of Philippine covers will note that many Philippine First Flight covers are addressed or serviced to Walter Bruggmann, a long time resident and business man of the Philippine Islands. Mr. Bruggmann is known as the "Father of Aerophilately in the Philippines." He published the first catalogue as a report to the "American Air Mail Society" and this was used as the basis of the listings in the 1940 AAMS catalogue.

Many covers were exchanged between Walter Bruggmann and Major I. F. Peak of the U.S. Army Medical Corp. who was stationed with the U.S. Air Corps in the Philippines and these two men together were responsible for much of the material that is available today.

With the issuance of the Madrid-Manila Commemorative stamps on May 13, 1926 and the L.O.F. Commemorative stamps on November 9, 1928, many of the flights after these dates were franked with stamps from either or both of these sets. Today this franking enhances the value of these covers over and above the prices listed in this edition.

The supply of covers has been considerably reduced because many collectors and dealers soaked off the Madrid-Manila and L.O.F. stamps as well as others to make complete used sets which after the war were more readily saleable than the covers.

Quantities issued of the Madrid-Manila stamps are listed below:

2c - 10,000, 4c - 9,000, 6c, 8c, 10c - 5,000 each  
12c - 16c Dewey, 20c, 26c, 30c - 4,000 each, 2P - 900,  
4P - 700, 10P - 500, 16c Sampson - 100, 1P - 2,000

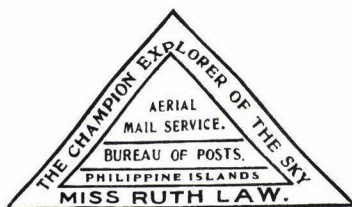
These include the following errors: 16c Sampson, 100 with violet surcharge; 16c Sampson, 100 with red surcharge; 26c, 100 with perf. 12; and 4c, 100 inverted overprint.

L.O.F. quantities follow:

2c - 101,200, 4c - 50,500, 6c - 12,600, 8c - 10,000,  
10c - 10,000, 12c - 8,000, 16c - 12,600, 20c - 8,000,  
26c - 7,000, 30c - 7,000, 1P - 6,000

Pricing in this catalog is based on scarcity and quantities carried as well as demand, condition, appearance and franking on the covers. Naturally the law of supply and demand governs in this Section as well as in all others.

The Editors



Type 1

- 1 1919, April 4-5—**Manila Exhibition Flight by Miss Ruth Law.** Special Cards were issued, reading on their face "AERIAL POST CARD to COMMEMORATE the First Aerial Mail Service in the Philippines, April 4 and 5, 1919." On the reverse the card carried the inscription: "THE AERO CLUB OF THE PHILIPPINES," the portrait of the American Aviatrix and below: "MISS RUTH LAW No. .... (Number of Card in printing) A." An official cachet as shown, Type 1, was used in red violet as cancellation over the postage stamps by the Manila Post Office Authorities. Cards exist from both the 4th and 5th. Those of the latter date are souvenirs only, not flown, and have the cachet NOT over the stamps but elsewhere on the card. The regular dated killer of Manila appears on the stamps.

|                            |        |
|----------------------------|--------|
| April 4, .....             | 400.00 |
| April 5, (not flown) ..... | 75.00  |

- 1A 1919, Nov. 25—**Manila-Cebu via Iloilo and return.** First pioneer interisland flight by Philippine National Guard aviators Alf Croft and Major J. H. Stevenot. Covers bear a cachet: "INTERISLAND AERIAL FIRST TRIP."

Manila - Cebu - Manila Cancellation Nov. 25, 8 A.M., 1919, back-stamped Cebu Nov. 27, 1.30 P.M. Only one cover known to exist certified by Director of Posts official. Cover legal size without stamps. ....

- (a) Iloilo-Manila, two covers exist, also certified by Director of Posts Nov. 28, 8:45 A.M. Arrived Nov. 28, 4:30 P.M. backstamp .....  
 (b) Cebu-Manila, none known to exist .....

- 2 1919, Nov. 28—**Iloilo-Manila. First Pioneer Inter-Island Flight.** Flown by Philippine National Guard aviators Alf. Croft and Major Stevenot. Only two letters are known to exist, signed by Alf. Croft as Pilot and certified by the Director of Posts of Manila, and bearing a cachet: INTERISLAND AERIAL MAIL-FIRST TRIP. The Manila Receiving Postmark of Nov. 28, 4:30 P. M. appears on the covers. ....

400.00

- 2A 1920, January 20-21—**Demonstration Flight By Glidden Aerial Derby** around the World. Experimental flights under the auspices of American pilots were made in Manila. See also TRANSOCEAN SECTION, Volume I

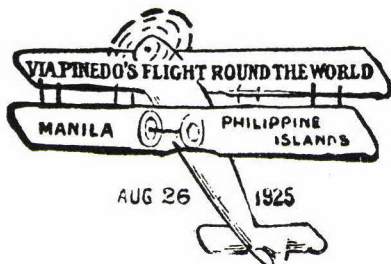
500.00

- 2B 1923, April 13—**Second Pioneer Inter-Island Flight.** First use of Airplane cancellation, type 3 ILOILO-MANILA cancelled ILOILO April 13th, 1 P.M. Only two letters known. ....

400.00

**COMMANDER F. de PINEDO'S ROUND THE WORLD FLIGHT  
ROME—PHILIPPINES—TOKYO**

Left Rome, April 23. Arrived at Tokyo, Sept. 26, 1925  
On Aug. 19, 1925, Marquese Francisco de Pinedo on his Round the World Flight arrived in Zamboanga, Island of Mindanao and by special permit of the Philippine Government carried regular mail from the Southern Islands (Zamboanga, Cebu and Atimonan) to Manila. Later he flew to Manila, carrying mail. On Sept. 12 he carried a small mail from Corregidor to Manila having previously taken his plane to the Naval Station for repairs. Also when he left for Japan he carried mail to Aparri, Northern Luzon en route to Tokyo. All mail carried received a special Air Mail Receiving Cachet at Manila, Type 2.



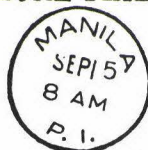
Type 2

- |    |                                                                                                                                                                                                                                                                                                                                                                                                                                                    |        |
|----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| 3  | 1925, August 20—Zamboanga-Manila. de Pinedo carried 292 letters, bearing postmarks of Zamboanga between Aug. 17 and 20, 1925, which received at Manila the special cachet, Type 2, as a backstamp, dated Aug. 26, 1925.                                                                                                                                                                                                                            | 350.00 |
| 4  | 1925, Aug. 23—Cebu-Manila. 732 letters were carried mostly addressed to Chinese Merchants, who threw away the envelopes and consequently not over 50 covers exist today and these are scarcer than those from Zamboanga. These are postmarked Cebu, Aug. 23, 6 A. M. 1925 and were backstamped at Manila with the same special cachet, Type 2, as were the Zamboanga letters.                                                                      | 250.00 |
| 4A | 1925, Aug. 21—Palompon (Leyte) to Manila. Postmarked Palompon Aug. 21, 10:00 A.M., 1925. Backstamped Manila Aug. 26, 1925                                                                                                                                                                                                                                                                                                                          |        |
| 4B | 1925, Aug. 26—Jola-Manila - Official Mail. Legal size, unstamped, one cover known                                                                                                                                                                                                                                                                                                                                                                  |        |
| 5  | 1925, Aug. 27—Atimonan-Manila. Only 10 letters were, carried from this port, at which Pinedo landed on account of a Typhoon. As the Postmaster refused to postmark the letters, having received no special orders or permit from Manila, Pinedo mailed the letters in a small bag to the special care of the Director of Posts, Manila, who ordered the Manila special cachet, Type 2, but dated Aug. 27, 1925 to be applied the following morning | 400.00 |
| 6  | 1925, Sept. 12—Corregidor-Manila. 34 letters were carried postmarked at Corregidor Sept. 11, 2 P. M. 1925. On arrival at Manila they received the special Pinedo cachet, Type 2, dated Manila, Sept. 12, 1925.                                                                                                                                                                                                                                     | 250.00 |



Type 3

Comm. F.de Pinedo's  
 ☆Airplane SAVOIA 1925☆  
 ROME-PHILIPPINES-TOKYO



Type 4

- 7 1925, Sept. 16—Manila-Aparri. Enroute to Japan, Pinedo carried 4 letters and cards on which all postage stamps were cancelled with a special diminutive Air Mail cancellation mark, Type 3, and in addition the Post office applied a cachet, Type 4, as illustrated. The mail was backstamped at Aparri, with a special Receiving cachet, similar to Type 2, but inscribed: VIA PINEDO'S FLIGHT ROUND THE WORLD—APARRI, PHILIPPINE ISLANDS, SEPT. 16, 1925.

|                                                      |        |
|------------------------------------------------------|--------|
| Manila-Aparri, 446 letters .....                     | 200.00 |
| (a) Manila-Abulug via Aparri .....                   | 150.00 |
| Backstamped Aparri, September 16, 1925               |        |
| Backstamped Abulug, September 19, 4 p.m., 1925       |        |
| (b) Manila - Laoag via Aparri .....                  | 150.00 |
| Backstamped Aparri, September 15, 1925               |        |
| Backstamped Laoag, September 22, 1925                |        |
| (c) Manila - Shanghai via Aparri .....               | 250.00 |
| Backstamped Aparri, (no date)                        |        |
| Backstamped Shanghai, September 22 - six covers only |        |

Note: Covers accepted by Post Office September 10-15, Flight took place September 16th.



Type 5

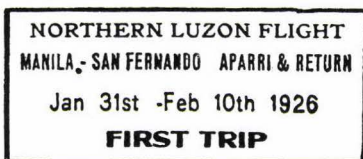
- 8 1925, Dec. 1—Manila to the Southern Islands and Return. First Inter-island Pioneer Aerial Mail Service by three U. S. Army Sea Planes. 135 letters were carried. All covers were marked with the special cachet, Type 5.

|                                                                                                               |        |
|---------------------------------------------------------------------------------------------------------------|--------|
| (a) Manila to San Jose, (24) New Washington, (19) Capiz, (21) Iloilo, Cebu, (29) Masbate. (17) Dansalan ..... | 75.00  |
| (b) Manila to Zamboanga or Tacloban (11) .....                                                                | 150.00 |
| (c) Tacloban, or Masbate or Romblon to Manila (8) .....                                                       | 150.00 |
| (d) Cagayan de Misamis or Surigao to Manila (6) .....                                                         | 150.00 |



- 9 1926, Jan. 4-20—Manila to the Southern Islands and Return. Second Inter-island Flight to the Southern Islands with additional stops at Silay, Negros Occidental and Batangas. Special official cachet, similar to Type 5, but inscribed SECOND instead of FIRST and dated Jan. 4-20, 1926, was applied. The stamps were cancelled with the diminutive Aeroplane mark, Type 3. 390 letters carried.

|                                                                                                                        |        |
|------------------------------------------------------------------------------------------------------------------------|--------|
| (a) Manila - Silay. Backstamped Silay Jan. 9, 10 A.M., 1926 .....                                                      | 50.00  |
| (b) Batangas - Manila. Postmarked Batangas Jan. 19, 1926 3 PM<br>Backstamped Manila Jan. 19, 8.30 PM, 1926 Rec'd ..... | 60.00  |
| (c) Manila - San Jose .....                                                                                            | 100.00 |
| (d) Manila - Masbate ..... (6 letters)                                                                                 | 150.00 |



Type 6

- 10 1926, January 31 - February 10— NORTHERN LUZON FLIGHT.  
264 letters carried Manila - Manila.

Special official cachet, Type 6, was applied; the postage stamps were cancelled with the diminutive Aeroplane Mark, Type 3.

|                                                  |       |
|--------------------------------------------------|-------|
| (a) Manila - Corregidor - 41 letters .....       | 35.00 |
| (b) Manila - San Fernando - 37 letters .....     | 35.00 |
| (c) Manila - Aparri - 26 letters .....           | 50.00 |
| (d) Aparri - Manila - 28 letters .....           | 50.00 |
| (e) San Fernando - Manila - 27 letters .....     | 50.00 |
| (f) Corregidor - San Fernando - 28 letters ..... | 40.00 |
| (g) Corregidor - Aparri - 29 letters .....       | 40.00 |
| (h) San Fernando - Aparri - 23 letters .....     | 40.00 |
| (i) Aparri - San Fernando - 25 letters .....     | 40.00 |

Note:—All quantities on 10a-10i certified by Jose Topacio, Director of Posts, Manila, on the 19th of February, 1926.

- 10AA 1926, April 22—Batangas-Manila.

Rubber stamp type 12.

|                                           |       |
|-------------------------------------------|-------|
| Backstamped. Manila, April 22, 8 PM. .... | 20.00 |
|-------------------------------------------|-------|



Type 7



Type 8



Type 9



Type 10

- |                                                                                                                                                                                                                                                                                                                                                                                         |        |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| 11 1926, May 13—Aparri-Manila. Madrid-Manila Flight by Spanish aviators, Gallarza and Loriga. 2514 letters bearing postmark of Aparri, May 13, 6 A. M. 1926, were carried and were obliterated with a new diminutive Aero-plane cancellation-mark, Type 7. The covers bear a cachet, Type 9, as illustrated, and also received at Manila a receiving cachet, Type 10, also illustrated. | 15.00  |
| (a) Camp Stotsenburg-Manila—81 letters carried by Army Planes escorting Spanish fliers.                                                                                                                                                                                                                                                                                                 | 25.00  |
| (b) Madrid-Manila, carried 16 letters which received the same cachets being postmarked MADRID April 4 or 5, 1926, 9 of which were for the Kings of Spain and England                                                                                                                                                                                                                    | 600.00 |
| (c) Madrid-Manila with Philippine Postage Due Stamps carried outside the official mail dispatch.                                                                                                                                                                                                                                                                                        | 400.00 |
| (d) Calcutta-Manila, carried 44 letters bearing same cachets and with India Postage.                                                                                                                                                                                                                                                                                                    | 300.00 |
| (e) Bangkok-Manila, carried 15 letters with Siam postage, same cachets                                                                                                                                                                                                                                                                                                                  | 250.00 |
| (f) Macao-Manila, carried from Macao 59 letters with Macao postage, a few registered, same cachets                                                                                                                                                                                                                                                                                      | 200.00 |

## ➡Via ARMY SEA PLANE↩

### Northern Luzon Flight -Second Trip-

Type 11

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |       |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 12 1926, June 8—Manila-Corregidor-Aparri. U. S. Army Sea Planes made a Second Northern Luzon Flight, carrying 28 letters with the Manila postmark of June 5, 10:00 A. M.—1926; backstamped at Aparri, June 9—11 A. M. 1926. Letters bear cachet, Type 11.                                                                                                                                                                                                                        | 35.00 |
| 13 1926, June 25-Aparri-Manila. Only one of the planes made the return flight; another plane suffered a serious accident and the third plane delayed its return flight until July 15. Only 30 covers were carried. The plane had a motor defect, had to stop at Vigan, and finally arrived on June 29, at Manila. Letters postmarked as Aparri-Dispatch June 25, 8 AM 1926 and at Manila the receiving postmark of June 29, 4 PM, 1926 with a cachet reading Via ARMY SEA PLANE. | 35.00 |



Type 12

- 14 1926, July 15—The two planes left behind at Aparri returned to Manila on July 15 bringing 33 letters postmarked Aparri, July 14, 2 P. M. 1926. They received at Manila the backstamp of July 15, 4 P. M. 1926 and also a small circular cachet, Type 12. .... 35.00

**U. S. Army Reconnaissance Flight**  
AND  
**Postal Emergency Mail Service to the**  
**Southern Luzon Typhoon Stricken Areas**  
9-10 November. 1926.

Type 13

- 15 1926, Nov. 9—Manila-Batangas. U. S. Emergency and Reconnaissance Flight to the Southern Luzon Stricken Areas. 36 letters were carried with Manila postmark of Nov. 9, 12:30 P. M. 1926. They bear backstamp of Batangas Nov. 9, 4 P. M. 1926. Cachet, Type 13, was applied to all mail. .... 35.00
- 16 1926, Nov. 10—Return Flight from Batangas to Manila. 21 letters were carried bearing the same cachet, Type 13. Postmarked Batangas, Nov. 10, 8 A. M. 1926; they are backstamped at Manila, P. I., Nov. 10-12 P. M. 1926. .... 45.00



Type 14



Type 15



Type 15a

- 17 1927, Feb. 18-March 4—Southern Islands Tournament Flight, by three U. S. Army Seaplanes. To all points 290 letters were carried, all marked with oval special official cachets, Types 14 or 15. The planes departed from Manila Bay, flying to Corregidor, San Jose, Iloilo, New Washington, Hinigaran, Silay, Cadiz, Pulupandan, Cebu, Zamboanga, Jolo. Dansalan, Iligan, Capiz, Romblon, Manila.
- |                                           |       |
|-------------------------------------------|-------|
| (a) Manila - San Jose (35 letters) .....  | 25.00 |
| (b) Manila - Iloilo (38 letters) .....    | 25.00 |
| (c) Manila - Hinigaran .....              | 25.00 |
| (d) Manila - Silay (25 letters) .....     | 30.00 |
| (e) Manila - Cadiz (13 letters) .....     | 35.00 |
| (f) Manila - Cebu - 12 letters .....      | 35.00 |
| (g) Manila - Zamboanga (12 letters) ..... | 50.00 |
| (h) Manila - Jolo (8 letters) .....       | 25.00 |
| (i) Manila - Corregidor .....             | 35.00 |
| (j) Manila - Iligan (12 letters) .....    | 35.00 |
| (k) Manila - Capiz (13 letters) .....     | 35.00 |
| (l) Manila - Romblon (8 letters) .....    | 50.00 |

|                                                                                                                                                                  |        |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| (m) Manila - Pulupandan (15 letters) .....                                                                                                                       | 35.00  |
| (n) San Jose - Manila (18 letters) .....                                                                                                                         | 30.00  |
| (o) Capiz - Manila .....                                                                                                                                         | 25.00  |
| (p) Jolo - Manila .....                                                                                                                                          | 25.00  |
| (q) Zamboanga - Manila 3 letters .....                                                                                                                           | 100.00 |
| (r) Cebu - Manila - 6 letters .....                                                                                                                              | 75.00  |
| (s) Iloilo - Cebu - 5 letters. First type 15a cancellation includes description beginning U.S. Experimental Army Flights .....                                   | 85.00  |
| (t) Pulupandan - Zamboanga .....                                                                                                                                 | 50.00  |
| 18 1927, Sept. 24—Manila to San Jose. 21 letters were carried, postmarked Manila, Sept. 24, 6 P. M. 1927, and backstamped San Jose, Sept. 25, 9 A. M. 1927. .... | 30.00  |
| 19 1927, Sept. 25—San Jose to Manila. 26 letters were carried, postmarked San Jose, Sept. 25—12:00 P. M. 1927, and backstamped Manila, Sept. 26, 1927. ....      | 30.00  |

On the following dates, additional Experimental flights were made:—

| 20 1928.—From Manila to San Jose; |              | From San Jose to Manila; |               |
|-----------------------------------|--------------|--------------------------|---------------|
| (a) Jan. 28                       | (58 letters) | (aa) Jan. 29             | (81 letters)  |
| (b) Feb. 5                        | (41 letters) | (bb) Feb. 6              | (47 letters)  |
| (c) Mar. 3                        | (65 letters) | (cc) Mar. 4              | (51 letters)  |
| (d) Apr. 7                        | (80 letters) | (dd) Apr. 8              | (103 letters) |
| (e) Oct. 6, 12                    | (24 letters) | (ee) Oct. 7, 16          | (29 letters)  |
| (f) Nov. 3                        | (22 letters) | (ff) Nov. 3              | (12 letters)  |
| (g) Nov. 17                       | (11 letters) | (gg) Nov. 18             | (13 letters)  |
| (h) Nov. 21                       | (7 letters)  | (hh) Nov. 21             | (5 letters)   |
| (i) Dec. 6                        | (9 letters)  | (ii) Dec. 11             | (4 letters)   |
| (j) Dec. 14                       | (12 letters) | (jj) Dec. 16             | (8 letters)   |
| (k) Dec. 23                       | (8 letters)  | (kk) Dec. 23             | (9 letters)   |
| (l) Jan. 6, 1929                  |              | (ll) Jan. 7, 1929        |               |
| (m) June 19th, 1928               |              |                          |               |

Note:—Prices on all number 20 items to be priced as follows - Less than 12, \$50.00; 13 - 30, \$35.00; over 30, \$25.00 each.

Pilots—James A. Woodruff and Paul T. Burrows



Type 16

- 21 1928, Feb. 19—Philippine Airways, Inc. First Experimental Flight. Manila-Corregidor-Bataan and return to Manila. 10 Cards were carried, on which a special cachet, Type 16, was applied. Manila postmark reads Feb. 19—9 A. M. 1928 and the cards are backstamped again at Manila at 2:30 P. M. the same day. .... 75.00
- 22 1928, Feb. 22—Exhibition Flights on Washington's Birthday from Paranaque Field by Aviator Alf. J. Croft to Corregidor, Bataan, Bulacan and return to Manila. 109 Commemorative Air Mail cards were carried, stamped with the special official cachet, Type 16. .... 20.00



- 23 1928, March 1—Shore to Ship Flight, by Alf. J. Croft, from Paranaque Air-Field to about 40 Miles at Sea meeting the Dollar Liner President McKinley, 70 numbered Air Mail Cards were carried. These were inscribed, RECEP-TION & WELCOME FLIGHT to the New Governor General of the Philip-pines Hon. COLONEL HENRY LEWIS STIMSON. Cards were signed by the Pilot and all were stamped with the circular special cachet, Type 16. 25.00

➡ FIRST FLIGHT ➡  
 MANILA to CULION ISLAND  
 U.S. Army Amphibian Plane  
 ☆ April 7th, 1928 ☆

Type 17

- 24 1928, April 7—Manila-Culion Island. 75 letters were carried bearing special cachet, Type 17, and Manila postmark of April 6, 1 P. M. 1928. Culion back-stamped with postmark of April 7, 10 A. M. 1928. .... 25.00
- 25 1928, April 8—Culion Island-Manila. The return flight carried 104 letters bearing special cachet, similar to Type 17 but with routing reversed. They bear Culion postmark of April 7, 1928, 10 A. M. .... 20.00
- 26 1928, April 7—Culion Island to Mindoro Island. U. S. Army amphibian plane flight. Lt. Maloy carried 17 letters with Culion postmark of April 7, 10 A. M. 1928. They bear San Jose, Mindoro receiving postmark, reading San Jose, P. I.—Rec'd—Mindoro—Apr. 1928. 1 P. M. Also bear a special cachet in green, similar to Type 17, but with appropriate wording. .... 35.00
- 27 1928, May 2—Manila-Aparri. Exploration and Geodetic Survey Flight to the Pacific Coast of Northeastern Luzon. 68 covers were carried by Lt. George W. Goddard bearing oval cachet. The Manila postmark is May 1, 12:30 (or 1) P. M. and the backstamp is Aparri, May 2, 1 P. M. 1928. .... 25.00
- 28 1928, May 15—Aparri-Manila. Return flight. 83 letters bearing oval cachet, Type 15, and Aparri postmark of May 15, 7 A. M. 1928 plus Manila receiving backstamp of May 15, 1 P. M. 1928, were carried. .... 20.00  
 Pilot, 1st Lt. George W. Goddard
- 29 1928, June 20—Manila-Zamboanga. First Non-stop flight by 3 U. S. Army planes. 43 letters bearing special cachet, Type 15, applied in green, red & black and also the oval U.S. Army Air Service cachet were carried. The Manila postmark is June 19, 1928 and the backstamp is Zamboanga, June 21, 1928. .... 30.00
- 30 1928, June 23—Zamboanga-Dansalan and return to Zamboanga. First Flight by one of the 3 planes. 10 letters were carried. The mail was backstamped Dansalan, Lanao, P. I. Rec'd June 23—9:00 A. M. 1928. .... 75.00

Note:—Of the 10 letters, 5 belonged to the Army, being regular reports without stamps; of the rest only one known to exist.

- 31 1928, June 26—Zamboanga-Mindoro-Manila. First return flight by one of the 3 planes via San Jose, Island of Mindoro. 28 letters, backstamped at San Jose, Island of Mindoro, June 26, 4 P. M. 1928, were carried. .... 35.00

- 32 1928, June 26—Zamboanga-Manila. Two planes made the return flight directly to Manila, one of which carried 24 letters and arrived at Manila June 26. The other, carrying 29 letters, arrived June 27, 1928. Backstamped at Manila with arrival date, covers bear special cachet, Type 15. .... 40.00

**FIRST GOOD-WILL FLIGHT BY PLANES OF BRITISH ROYAL AIR SQUADRON**

Under Command of Capt. Brown Cave

Nov. 9-17, 1928

Puerto Princesa-Manila-Salamague-Hong Kong-Bangkok-Singapore



Puerto Princesa-Manila

Type 18

- 33 1928, Nov. 9—Puerto Princesa-Manila. The mail amounted to 1004 letters, all marked with the Special Cachet, Type 18, and with the postmark of Puerto Princesa, of Nov. 8, 1928, and the Manila receiving backstamp of Nov. 9, 12 M., 1928. .... 7.50
- 34 1928, Nov. 16—Manila-Salamague. Postmarked Manila, Nov. 15-16; back-stamped Salamague, Nov. 16, 12 M., Type 18. (1452 pieces). .... 10.00
- 35 1928, November 16—Manila-Hongkong (via Salamague) by British Royal Squadron. 503 letters were carried restricted to minimum TWO PESOS postage, stamped with special cachet in blue and Manila dispatch postage postmark of Nov. 16, 6 A.M. 1928, and Hongkong receiving back-stamp of November 18, 9:30 P.M. Cachet type 19. .... 15.00
- 36 1928, November 17—Cabugao (Salamague) to Hongkong. By British Royal Air Squadron which was duly authorized by the Philippine Government to carry on this First Flight also mail from Cabugao to Hongkong, Siam and Singapore. Only 5 letters were mailed bearing cachet type 19 and postmark - CABUGAO, ILOCOS SUR, P. I. NOV. 16, 1928. 4 P.M. and backstamped Hongkong, Nov. 18, 1928, 9:30 P.M. .... 200.00
- 36A 1928, November 17—Cabugao (Salamague) to Bangkok, Siam by British Royal Air Squadron. 5 letters carried cachet type 19 backstamped Bangkok, Siam .... 250.00
- 36B 1928, November 17—Cabugao (Salamague) to Singapore. First Flight over the China Sea from the Philippines. Via Hongkong, Siam to the Straits Settlements; 5 letters carried, postage was two pesos or more. Cachet type 19 and backstamp of Dec. 13, 1928, 11:30 A.M. .... 250.00



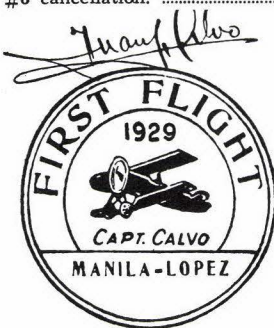
MARCH 21-APRIL 17

Type 20

37 1929, Mar. 21-Apr. 17—Manila-San Miguel-Lingayen-San Fernando-Vigan-Laoag-Aparri and Return. First Commercial Flight by Philippine Aviator Juan Calvo. A special cachet, Type 20, was applied in green. The following Mail was carried:

|                                                                |              |       |
|----------------------------------------------------------------|--------------|-------|
| (a) Manila-San Miguel .....                                    | (27 letters) | 45.00 |
| (b) Manila-Lingayen .....                                      | (19 letters) | 60.00 |
| (c) Manila-San Fernando .....                                  | (25 letters) | 30.00 |
| (d) Manila-Vigan .....                                         | (25 letters) | 30.00 |
| (e) Manila-Laoag .....                                         | (25 letters) | 30.00 |
| (f) Laoag-Aparri .....                                         | (60 letters) | 15.00 |
| (g) Manila-Aparri .....                                        | (57 letters) | 15.00 |
| (h) Aparri-Laoag-Vigan .....                                   | (80 letters) | 10.00 |
| (i) Aparri-Lingayen-Manila .....                               | (40 letters) | 20.00 |
| (j) Laoag-Manila .....                                         | (27 letters) | 30.00 |
| (k) San Fernando-Manila .....                                  | (25 letters) | 30.00 |
| (l) San Miguel-Manila .....                                    | (25 letters) | 30.00 |
| (m) Solona-Laoag .....                                         |              | 30.00 |
| (n) Angadanan-Laoag .....                                      |              | 30.00 |
| (o) Tuguegarao-Laoag .....                                     |              | 30.00 |
| (p) Round trip covers with signature of Capt. Juan Calvo. .... |              | 40.00 |

37A 1929, March 22—Manila-Pinamalayan, Postmarked Manila March 22, 1:00 A.M. Cachet type 15 in red, no date wording in center. Cachet in green reading "VIA AIR PLANE of the UNITED STATES ARMY in the Philippines" type #8 cancellation. .... 40.00



APRIL 29, 1929

Type 21

- 38 1929, Apr. 29—Manila-Lopez. First Flight by Capt. F. Calvo. A special cachet, Type 21, was applied in red. The Manila postmark is April 29, and the Lopez (Tayabas) receiving postmark is April 30, 9 A. M. 1929. Total carried, 304 letters. .... 10.00
- (Illegal unofficial Drop Mail, dropped from another point, and against Philippine Postal regulations, exists.)
- 39 1930, May 3—Iloilo-San Jose to Manila. Three U. S. Army planes under command of Major Henry Harms, made this flight. Letters are postmarked Iloilo, May 3, 7 A. M. and backstamped at Manila, May 3, 4 P. M. 1930. Green army cachet, 25 letters carried ..... 40.00
- (a) San Jose - Manila ..... 40.00
- 39A 1931, Feb. 6—Iloilo-Manila. 700 letters carried on this Special Army Flight, mostly official and only a small number preserved for collectors. Special cachet type 22 and cancellation type 15a, backstamped Manila Feb. 6. 7:00 P.M. 1931. .... 25.00



Type 22

- 40 1931, March 13—Iloilo-Manila. Inspection Flight by General Hines. Special cachet, Type 22, was applied to the 66 covers which bear postmark of Iloilo, Mar. 13, 3 P. M. 1931; and receiving postmark of Manila, Mar. 13, 8:30 P. M. 1931. .... 15.00



Type 23

- 41 1931, March 18—Iloilo-Manila by Philippine Aerial Taxi Co. Service. 69 letters bearing special cachet, Type 23, were postmarked Iloilo, March 18, 2 P. M. 1931 and backstamped Manila, March 19, 12 P. M. 1931. .... 15.00
- 42 1931, March 19—Iloilo-Tacloban. 34 letters carried by U. S. Army Air Service bear special cachet, Type 22, and postmark of Iloilo, March 19, 6 A. M. 1931. They have receiving postmark of Tacloban, Leyte, March 19, 12 A. M. 1931. .... 20.00



- 43 1931, April 10-17—Angeles-Manila-San Jose-Iloilo-Zamboanga-Jolo-Dansalan-Tacloban-Manila. Tour to Southern Islands by U. S. Army Squadron under command of Major I. F. Peak. The flight carried but a few letters to and between stations. Those from Angeles are First Pioneer Flight. Special cachet, Type 22, was used.

|                                                   |        |
|---------------------------------------------------|--------|
| (a) Angeles - Zamboanga .....                     | 50.00  |
| (b) Manila - San Jose .....                       | 50.00  |
| (c) Manila - Iloilo .....                         | 20.00  |
| (d) Manila - Zamboanga .....                      | 45.00  |
| (e) Manila - Jolo .....                           | 20.00  |
| (f) Manila - Dansalan .....                       | 50.00  |
| (g) Iloilo - Zamboanga .....                      | 50.00  |
| (h) Zamboanga - Jolo .....                        | 40.00  |
| (i) Zamboanga - Dansalan .....                    | 45.00  |
| (j) Zamboanga - Manila .....                      | 30.00  |
| (k) Iloilo - Manila - Round trip all cities ..... | 100.00 |
| (l) Angeles - Tacloban .....                      | 35.00  |
| (m) Angeles-Iloilo .....                          | .....  |
| (n) Angeles-Jolo .....                            | .....  |
| (o) Angeles-Cebu .....                            | .....  |

- 44 1931, May 11-20—Manila to Southern Islands including new stations by U.S. Army Squadron from Stotsenburg. Manila-Manila Round trip, all postmarks type 22. Only 7 or 8 letters carried .....

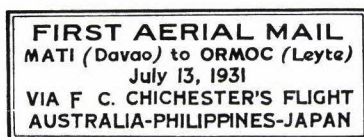
|                                                                              |        |
|------------------------------------------------------------------------------|--------|
| .....                                                                        | 100.00 |
| (a) Manila - Dansalan .....                                                  | 40.00  |
| (b) Manila - Dumaguete .....                                                 | 40.00  |
| (c) San Jose - Iloilo .....                                                  | 35.00  |
| (d) Iloilo - Manila .....                                                    | 25.00  |
| (e) Iloilo - Dumaguete .....                                                 | 50.00  |
| (f) Iloilo - Mindanao .....                                                  | 25.00  |
| (g) Zamboanga - Manila .....                                                 | 40.00  |
| (h) Manila - Iloilo .....                                                    | 30.00  |
| (i) Manila - San Jose .....                                                  | 35.00  |
| (j) Manila - Tacloban .....                                                  | 40.00  |
| (k) Manila - Cebu .....                                                      | 35.00  |
| (l) Iloilo - Cebu .....                                                      | 40.00  |
| (m) Iloilo - Dansalan .....                                                  | 35.00  |
| (n) Iloilo - Jolo .....                                                      | 40.00  |
| (o) Iloilo - Zamboanga .....                                                 | 40.00  |
| (p) Iloilo - Davao .....                                                     | 75.00  |
| (q) Jolo - Manila .....                                                      | 40.00  |
| (r) Stotsenburg - Iba - return - Allen R. Spurgen, 2nd Lt. A. C. Pilot ..... | 100.00 |
| (s) Dansalan - Manila .....                                                  | 40.00  |
| (t) Tacloban - Manila .....                                                  | 30.00  |
| (u) Iloilo - Manila - Round trip all cities .....                            | 200.00 |

- \* About 95 letters carried from Manila and a few from Iloilo.

- 45 1931, May 30—Fort Stotsenburg to Vigan, Ilocos Sur, and return. 25 letters were carried bearing Type 22 cachet, postmarked Fort Stotsenburg, Pampanga, P. I. May 30, 9 A. M. 1931, and backstamped at Vigan, P. I. Ilocos Sur, May 30, 1931, 12 M Rec'd. Also bear return post mark of Fort Stotsenburg, Pampanga, P. I. Rec'd May 30, 3 P. M. 1931. Only 23 letters were carried. ....

35.00

- 46 1931, June 10—Fort Stotsenburg-Canlubang and Return Via Del Carmen to Stotsenburg. First Flight by army planes. In total 36 letters, bearing Stotsenburg postmark of June 10, 1 P. M. 1931, received at Canlubang June 10, 3 P. M. 1931, received at Del Carmen, Pampanga June 10, 5 P. M. 1931, were carried. Part of the letters were forwarded to Fort Stotsenburg the same date, and part by another plane arriving June 12, 1931. Type 22 cachet was used. Pilot 1st Lt. W. H. Hardy. .... 30.00



## Type 24

- 47 1931, July 13—Mati-Ormoc-Manila. By British Aviator F. C. Chichester en route from Australia to Japan. 101 letters postmarked Mati Prov. Davao, July 13, 9 A. M. 1931; backstamped Ormoc Leyte Prov., P. I. Rec'd. July 13, 4 P. M. 1931, were carried. Covers bear a special cachet as illustrated. .... 25.00
- 48 1931, July 19—Fort Stotsenburg to Luna. There were 20 letters to Luna. Cachet, Type 23; postmarked at Stotsenburg July 19, 10 A. M. 1931, letters are backstamped Luna July 19, 12 Noon, 1931. .... 35.00
- 49 1931, July 19—Luna to Fort Stotsenburg. Return flight. 15 letters were carried from Luna, postmarked July 19, 12 noon, and backstamped at Stotsenburg, July 19, 2 P. M. Cachet, Type 22, was applied to all covers. .... 35.00

**PIONEER FLIGHTS BY CAMP STOTSENBURG'S U. S.  
ARMY AIR SQUADRON**

Note:—The U. S. Army Air Squadron stationed at Clark Field, Fort Stotsenburg, Pampanga Province, by special request of the Philippine Government in 1931 and 1932, actively pioneered new Air Routes from Stotsenburg to the different principal Provinces and Islands in the Philippines. Duly authorized by corresponding permits and announcement in advance by the Bureau of Posts, many of the First Flights carried mail. The earliest of these flights bore letters generally marked by an appropriate Type 22 cachet. Later larger and more definite cachets, Types 25, 26 and 27 were introduced.

- 50 1931, July 23-24—Stotsenburg-Laoag, Tuguegarao, Aparri and Return. Flights by Lt. T. J. Du Bose bearing Type 22 cachet, with appropriate date, July 23, and July 24 for return flight.

|                                                  |             |       |
|--------------------------------------------------|-------------|-------|
| Fort Stotsenburg to Laoag .....                  | (21 covers) | 35.00 |
| (a) Fort Stotsenburg to Tuguegarao .....         | (25 covers) | 35.00 |
| (b) Fort Stotsenburg to Aparri .....             | (8 covers)  | 50.00 |
| (c) Laoag-Stotsenburg-Manila .....               | (10 covers) | 50.00 |
| (d) Tuguegarao-Stotsenburg-Manila .....          | (15 covers) | 45.00 |
| (e) Stotsenburg to Stotsenburg, round trip ..... | (30 covers) | 35.00 |

- 50A 1931, July 24—Tuguegarao - Aparri to Stotsenburg. First Solo Flight by a U.S. Army Pilot from Tuguegarao to Stotsenburg with Special Type cachet type 22 dated July 24, 1931, 10 letters carried dispatch postmark of July 24, 9 A.M. and Stotsenburg of July 24, 4:00 P.M. 1931 Rec'd. .... 75.00
- 51 1931, July 24—Zamboanga-Manila. First Solo Flight by U. S. Army Pilot from Zamboanga to Manila. 10 letters with Special Type 22 cachet dated July 24, 1931, were carried. Covers bear Zamboanga postmark of July 24, 9 A. M. and Manila backstamp of July 25, 9:30 P. M. 1931. .... 75.00
- 52 1931, July 31—Manila-Iloilo and Return. Inauguration of service by PHILIPPINE AERIAL TAXI Co's new Air Plane "TAAL." 32 letters were dispatched to Iloilo and 24 letters were returned from Iloilo, the same date. Type 23 cachet. Manila postmark, July 30, 7 P. M. 1931 and Iloilo receiving postmark July 31 10 a. m. applied to Manila dispatches. Return covers are postmarked Iloilo, July 31, 11 A. M. and bear Manila backstamp of July 31, 4 P. M. 1931 and same cachet. .... 30.00
- 53 1931, August 3—Manila-Katsuura (Japan) by Major Francis C. Chichester (of 1968 round the world small sailboat fame). After several delays and general repair of his plane, he finally left for Japan on Aug. 3, 1931 with two mail bags, one with mail from Australia, 147 pieces, the other from Manila with 872 letters mostly addressed to Canada, Alaska, Siberia, Greenland, Iceland, England and only less than 100 for Tokyo, Japan. Unfortunately at Katsuura, Japan (before Tokyo) he met with a very serious crash in which his plane was completely demolished and Chichester only after months as an invalid was able to return by steamer to England. Part of the mail was saved and back-stamped at Katsuura. Covers signed by Major Chichester in most cases.  
(a) Manila to Shanghai Only one bag of 10 letters and cards bearing Philippine Postage and Chinese Air Stamps and stamped with Manila and Shanghai Postmarks. .... 125.00  
..... 75.00
- 54 1931, Sept. 13—Fort Stotsenburg to San Jose, Mindoro Island and Return. The plane left Stotsenburg at 9 A. M. arriving at San Jose, Mindoro Island with 38 letters. Returning, it left Mindoro at 2 P. M. and arrived at Stotsenburg at 5 P. M. Sept. 15, 1931. Cachet, Type 22. .... 30.00  
Pilots—Maj. I. F. Peak and Lt. C. H. Taylor
- 55 1931, Sept. 18—Fort Stotsenburg to Baguio (Mountain Province). First Experimental Drop Mail Flight. Letters are postmarked Fort Stotsenburg, Pampanga, P. I., Sept. 18, 2 P. M., 1931. 48 letters and cards carried, with special cachet, Type 22. The mail bag was dropped in front of the Post Office. .... 25.00  
Pilot—Lt. Dale D. Fisher
- 56 1931, Sept. 25—Zamboanga-Iloilo-Manila. Record flight by Lieut. Davis. Left Zamboanga, Sept. 25, 6 A. M., Iloilo, Sept. 25, 12 M., 1931, arrived at Manila 5:30 P. M., Sept. 25, 1931. Special cachet, Type 22, was applied to mail.  
Zamboanga ..... (10 covers) 75.00  
(a) Iloilo ..... (57 covers) 25.00  
Pilot—Lt. Dale D. Fisher



Minor Variations in Type 25

- 57 1931, Sept. 27—Stotsenburg to Polillo Islands. 52 letters were carried, marked with special cachet, Type 25, in green. They were postmarked at Stotsenburg Sept. 27, 9 A. M., 1931 and are backstamped Polillo, Rec'd. Sept. 27, 10 A. M., 1931. .... 20.00
- 58 1931, Sept. 29—Stotsenburg to Bayombong. 62 letters, each with special cachet, Type 25, applied in blue, were on this flight, postmarked Stotsenburg Sept. 29, 2 P. M., 1931 and backstamped Bayombong, Sept. 29, 3 P. M., 1931. .... 20.00

Pilot—Lt. Dale D. Fisher



OCT. 3, 1931

Type 26



- 59 1931, Oct. 3—Stotsenburg-Legaspi and Return. A total of 86 letters was handled each cacheted with Type 26 in red. Postmarked at Stotsenburg Oct. 3, 8 A. M., 1931, they bear the Legaspi receiving postmark of Oct. 3, 12 M., 1931. On the return flight, Legaspi postmark is 1 P. M. and Stotsenburg backstamp reads 5 P. M. .... 15.00
- 60 1931, Oct. 16—Stotsenburg to Ilagan. 41 letters were carried, each with special cachet similar to Type 25 but reading: FIRST FLIGHT STOTSSEN-BURG TO ILAGAN, ISABELA. Postmarked Stotsenburg Oct. 16, 1 P. M., 1931 they are backstamped Ilagan, P. I. Rec'd. Oct. 16, 3 P. M., 1931 ..... 25.00  
Pilot—Lt. T. J. Du Bose
- 61 1931, Oct. 30—Stotsenburg to Boac. 65 letters were carried, bearing special cachet, similar to Type 25, but reading: FIRST FLIGHT STOTSSEN-BURG to BOAC, MARINDUQUE. Postmarked Stotsenburg Oct. 30, 11 A. M., 1931 they are backstamped at Boac, Marinduque, Oct. 30, 12 M., 1931. .... 20.00  
Pilot—Sam S. Ellis
- 62 1931, Nov. 5—Stotsenburg to Calauag. 73 letters were carried. The bag was dropped on the roof of the Municipal Building, housing also the Post Office. This mail was all addressed to Daet, Camarines Norte, but because of a heavy storm the plane was unable to land and therefore dropped the mail at the nearest Post Office, Calauag, to be forwarded later by train to Daet. All letters bear the special cachet, Type 22, dated Nov. 5, 1931. Covers bear Stotsenburg postmark of Nov. 5, 8 A. M., 1931; Calauag Rec'd. Nov. 5, 11 A. M., 1931, and forwarding postmark of Nov. 6, 10 A. M., 1931. .... 15.00  
Pilot—Lt. K. F. Gregg
- 63 1931, Nov. 9—Stotsenburg to Bangued. 63 letters stamped with special cachet, similar to Type 25 but reading: FIRST FLIGHT STOTSSEN-BURG to BANGUED, postmarked Fort Stotsenburg, Pampanga, P. I., Nov. 9, 8 A. M., 1931; were backstamped at Bangued, Nov. 9, 10 A. M., 1931. .... 20.00  
Pilot—Lt. K. F. Gregg
- 64 1931, Nov. 19—Stotsenburg to Calapan. 44 letters bearing special cachet, similar to Type 25 but worded: FIRST FLIGHT STOTSSEN-BURG to GALAPAN, were postmarked at Stotsenburg, Nov. 19, 10 A. M., 1931 and are backstamped, Galapan, Nov. 19, 11 A. M., 1931. .... 25.00  
Pilot—Lt. Robert W. Harper
- 65 1931, Dec. 3—Stotsenburg to Batangas. 74 letters were carried each with special cachet similar to type 25, reading: FIRST FLIGHT STOTSSEN-BURG to BATANGAS. Postmarked at Stotsenburg, Dec. 3, 10 A. M., 1931, they bear backstamp of Batangas, Dec. 3, 11 A. M., 1931. .... 15.00  
Pilot—Lt. K. F. Gregg
- 65A December 14, 1931—The Philippine Aerial Taxi Co. Service ZAMBOANGA-  
ILOILO via airplane TAAL. .... (41 letters) 25.00
- 66 1931, December 16—Stotsenburg to Sorsogon. A cachet similar to Type 25 was applied to 83 letters carried on this flight. It reads: FIRST FLIGHT STOT-SEN-BURG to SORSOGON. Letters are postmarked Stotsenburg, Dec. 16, 9 A. M., 1931, and backstamped Sorsogon Rec'd. Dec. 16, 1 P. M., 1931. .... 15.00  
Pilot—Lt. T. J. Du Bose



Type 27

- 67 1931, Dec. 18-19—Del Carmen-Iba-Bayombong-Stotsenburg. First flight at request of P. I. Government to perfect an Air Map of Luzon. The plane left Del Carmen, December 18, 1 P. M. and returned to Stotsenburg, December 19, 7 A. M., 1931. The letters all bear the special cachet, Type 27.

|                                   |              |       |
|-----------------------------------|--------------|-------|
| Del Carmen to Iba .....           | (42 letters) | 25.00 |
| (a) Del Carmen to Bayombong ..... | (24 letters) | 35.00 |
| (b) Iba to Stotsenburg .....      | (35 letters) | 30.00 |
| (c) Iba to Bayombong .....        | (45 letters) | 25.00 |
| (d) Bayombong-Stotsenburg .....   | (38 letters) | 25.00 |
| (e) Del Carmen-Stotsenburg .....  | (35 letters) | 30.00 |

- 67A 1932, January 8. Stotsenburg-Tacloban ..... (10 letters) 50.00  
Plane did not land because of typhoon

- 68 1932, Jan. 9—Pandan to Legaspi, by U. S. Army Air Service, with special marking. First flight carried 14 letters, postmarked Pandan, Jan. 9, 7 A. M., 1932 and backstamped Legaspi, Albay, Jan. 9, 12 M., 1932. .... 50.00
- a. Cachet error "1931" instead of 1932. in green .....
- b. Cachet in violet .....



Type 28

- 69 1932, Jan. 21—Del Carmen to San Miguel and San Miguel to Stotsenburg. During the 1932 military Manoeuvres and war games, on the final battle day Army planes carried mail for the Army from Del Carmen to San Miguel. Upon arrival it was found the Division had left only a few minutes before, therefore mail was immediately forwarded by the same plane to Fort Stotsenburg. The mail, (about 55 letters) was stamped for the two flights with two cachets, in magenta for the Del Carmen-San Miguel flight reading in circle, as per Type 28, and a second cachet in green with similar wording

except the lower part reading SAN MIGUEL to STOTSSENBERG. It bears postmark of Del Carmen, Jan. 21, 1932, 2 P. M. and San Miguel, Tarlac same date at 4 P. M. and is backstamped at San Miguel, Tarlac, the same date at 3 P. M. and at Stotsenburg, 4 P. M. .... 30.00

**Note:**—13 letters signed by General Brees who was on the flight.



Type 29

- 70 1932, Jan. 25—First Regular Contract Air Mail, Manila to Baguio. 352 letters marked with cachet, Type 29, were carried, postmarked Manila, P. I., Jan. 25, 6 A. M., 1932, and backstamped Baguio Mountain Prov. P. I., Rec'd. Jan. 25, 9 A. M., 1932. 12 covers cacheted in purple, balance in green..... 10.00
- 71 1932, Jan. 25—Baguio to Manila. About 180 letters, bearing cachet, Type 29, were carried, postmarked Baguio Mountain Prov., Jan. 25, 6 A. M., 1932, P. I. and backstamped Manila, P. I., Jan. 25, 10 A. M., 1932. .... 12.00
- (a) January 26—Baguio-Manila. PATCO, carried 150 letters left behind by mistake on first trip which were stamped with round cachet reading Via PHILIPPINE AERIAL TAXI CO. SERVICE AIR MAIL, JAN. 26, 1932 postmarked at Baguio Jan. 26, 1932 6:00 A.M. and backstamped Manila Jan. 26, 9:00 1932. 12 covers cacheted in green, rest in purple ..... 20.00



Type 30

- 72 1932, Feb. 5—Del Carmen to Baguio. 34 letters, bearing special cachet, Type 30, were carried. They were postmarked at Del Carmen, Feb. 5, 1932, 2 A.M. and backstamped at Baguio Feb. 5, 3 P.M. 1932 ..... 30.00
- 73 1932, Feb. 9—Stotsenburg to Cabanatuan. 52 letters were carried with special cachet, Type 30, but worded: FIRST FLIGHT STOTSSENBERG-CABANATUAN. Postmarked Stotsenburg, Feb. 9, 1 P. M., 1932, they were backstamped at Cabanatuan, Nueva Ecija, Feb. 9, 2 P. M., 1932. .... 25.00



Type 31

- 74 1932, Feb. 18—Stotsenburg to Naga. 43 letters were carried bearing special cachet, violet or green Type 31. They were postmarked at Stotsenburg, Feb. 18, 1 P.M. 1932 and backstamped at Naga, Camarines Sur, P.I., Feb. 18, 3 P.M., 1932 Rec'd. ....

75.00

Note:—Through inexcusable negligence of the Postmaster the covers were ransacked from the mail-bag. Only 18 letters were recovered by the Police. Another 17 letters were found by the Police in homes of natives which had the valuable Air stamps cut off from the covers



Type 32

- 75 1932, Feb. 23—Iba to Tarlac. The mail consisted of 71 letters with special cachet, Type 32, postmarked at Iba, Zambales, Feb. 23, 2 P. M., 1932 and backstamped Tarlac, P. I., Rec'd. Feb. 23, 1932, 3 P. M. ....

20.00



Type 33



- 76 1932, Mar. 2—Loaken (new Airport of Baguio) to Manila. PATCO carried 39 letters bearing special cachet, Type 33( postmarked at Baguio, Mar. 2, 7 A. M., 1932, they are backstamped at Manila, Mar. 2, 10:30 A. M., 1932. .... 25.00



Type 34



Type 35

- 77 1932, Mar. 3—Manila to Loaken (Baguio). The return flight carried 37 letters with special cachet, Type 34. Postmarked Manila, March 3, 6 A. M., 1932 and backstamped at Baguio, Mar. 3, 9 A. M., 1932. .... 25.00
- (a) Sixteen covers were flown to the two landing fields with cachet of Feb. 22 to Rosario Field. Type 35, and March 3 to Loaken Airport. .... 40.00



Type 36

- 78 1932, Mar. 9—Stotsenburg to San Fernando. 82 letters were flown bearing special cachet, Type 36. Postmarked at Stotsenburg, Mar. 9, 1 P. M., 1932, and backstamped at San Fernando. La Union Rec'd Mar 9, 3 P. M., 1932. .... 15.00
- 79 1932, Mar. 18—Stotsenburg to Bontoc. On this flight 68 letters marked with green red or purple cachet, Type 32, with postmark of Baguio, Mar. 18. 8 A.M., 1932, were carried. The plane was unable to land at Bontoc, because of a very thick fog, and returned the mail to Stotsenburg. .... 20.00
- 80 1932, May 4—Jolo-Stotsenburg and Dansalan-Manila. 28 covers with cachet, Type 32, carried from Jolo (Sulu Islands) via Dansalan to Stotsenburg, were postmarked Jolo, Moro, P. I., May 4, 8 A. M., 1932. .... 30.00
- 81 1932, May 6—Dansalan-Stotsenburg consisted of 22 covers with similar cachet as above but dated May 6, 1932. Postmarked at Dansalan, Lanao, May 5, 12 M. they were backstamped at Stotsenburg, May 7, 11 A. M., 1932. .... 30.00

**SECOND MADRID-MANILA FLIGHT**

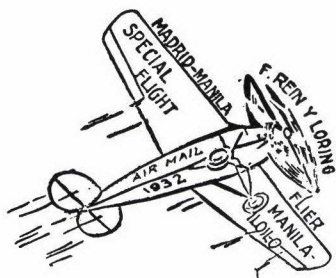
by Fernando Rein

The Philippine Aviator Fernando Rein made a flight from Madrid, Spain to Manila, P. I. during 1932. On the second leg of such flight which occurred within the Islands, official mail was carried and commemorative cachets were applied to the mail. A special series of stamps was issued to commemorate the flight.



Type 37

- 82 1932, July 11—Aparri-Manila. On this leg 402 letters from Kowloon and Hongkong, China, and 1309 letters from Aparri to Manila, all bearing special oval cachet, Type 37, were carried. Letters from Hongkong and Kowloon are postmarked July 11, 7 A. M., 1932. and are backstamped at Manila, July 11, 1 P. M., 1932.
- |                                                      |       |
|------------------------------------------------------|-------|
| .....                                                | 7.50  |
| (a) Madrid - Manila (postage due stamps) .....       | 22.50 |
| (b) Hongkong - Manila (postage due stamps) .....     | 22.50 |
| (c) Kowloon - Aparri - Manila (regular stamps) ..... | 17.50 |
| (d) Hongkong and Kowloon covers .....                | 17.50 |



Type 38

- 83 1932, July 23—Manila-Iloilo. Letters carried on this flight bear a special cachet, Type 38, as illustrated. The 1350 covers carried were postmarked Manila July 22, 7 P. M. 1932 and backstamped Iloilo, July 23-1 P. M. Rec'd . 7.50



Type 39

- 84 1932, Aug. 1—Iloilo-Manila. On Rein's return flight, 1245 letters bearing special cachet, Type 39, were carried. They were postmarked Iloilo, Aug. 1, 6 A. M., 1932 and backstamped Manila, Aug. 2, 1:30 P. M., 1932. .... 7.50



Type 40

- 85 1932, Aug. 26—Stotsenburg to Balanga. 156 letters were carried each with special cachet, Type 40. Postmarked Stotsenburg, Aug. 26, 10 A. M., 1932, they are backstamped Balanga, Bataan, Rec'd. Aug. 26, 11 A. M., 1932. .... 12.00
- 86 1932, Sept. 22—Stotsenburg to Lingayen. 315 letters with special cachet, Type 40, and another one line cachet in violet reading FIRST FLIGHT from STOTSENBURG to LINGAYEN, were carried, postmarked Stotsenburg, Sept. 22, 10 A. M., 1932 and backstamped Lingayen, Pangasinan, Sept. 22, 1932, 11 A. M., Rec'd. .... 10.00
- 87 1932, Sept. 23—Stotsenburg to Sta. Cruz. Mail carried totalled 295 letters with special cachet, Type 40, and another one line cachet in red reading FIRST FLIGHT from STOTSENBURG to Sta. CRUZ. They were postmarked Stotsenburg, Sept. 23, 10 A. M., 1932 and backstamped Santa Cruz, Laguna Rec'd. Sept. 23, 11 A. M., 1932. .... 10.00
- 87A 1932, Sept. 23—Stotsenburg-Santa Cruz-Manila. 10:00 A.M., Stotsenburg, 11:00 A.M. Manila, Sept. 24th 5:00 P.M. .... 20.00

## VON GRONAU ROUND THE WORLD FLIGHT



Type 41

The famous German flyer Wolfgang von Gronau on a Round-the-World flight stopped at Manila en route from Shanghai via Tokyo to Surabaya, Java. A special set of air mail stamps was issued in his honor and officially authorized air mail was carried. In addition mail arriving at Manila from Shanghai and Tokyo was marked with a special receiving cachet, Type 41.

- 88 1932, Sept. 22-24—Shanghai to Manila. Covers bear Type 41 cachet and are backstamped at Manila, Sept. 27, 3:30 P. M., 1932. (306 pieces) ..... 175.00
- 89 1932, Sept. 27—Tokyo to Manila. Same receiving cachet and backstamp as above. (25 pieces) ..... 400.00



Type 42

Via "DORNIER GREENLAND WHALE  
By Capt. Wolfgang von Gronau in  
ROUND THE WORLD FLIGHT."

Type 43

- 90 1932, Sept. 29—Manila-Surabaya, Java. Covers carried by von Gronau on departure from Manila are postmarked on Sept. 29, 6 A. M. and are marked with both Type 42 and Type 43 cachets. They were backstamped at Soerabaja, Java, 3-10-32, 17. (471 pieces) ..... 75.00
- 91 1932, Sept. 29—Manila-Friedrichshafen, Germany. A few covers were dispatched from Manila for ultimate delivery to Friedrichshafen, Germany. In addition to the above cachets they bear a one line rubber stamp reading "FROM MANILA TO FRIEDRICHSHAFEN" and are backstamped, Friedrichshafen (Bodensee), 10-11-32-2. (471 pieces sent but many became "lost") 27 covers delivered ..... 200.00



## EXPERIMENTAL SERVICE VIA INAEC



Type 44

- 92 1933, Feb. 3—Inaugural Flight of ILOILO - NEGROS AIR EXPRESS CO (INAEC) ILOILO - MANILA. 1467 letters carried with special cachet type 44 generally applied in green. All covers are properly backstamped.
- 1933, Feb. 3—Iloilo-Manila. (1467 pieces) ..... 5.00
- (a) Feb. 4—Iloilo-La Carlota. (260 pieces) ..... 10.00
- (b) Feb. 4—La Carlota-Iloilo (200 pieces) ..... 10.00
- (c) Feb. 4—Iloilo-Bacolod. (319 pieces) ..... 7.50
- (d) Feb. 4—Bacolod-Iloilo. (217 pieces) ..... 10.00
- (e) Feb. 19—Iloilo-Cebu. \* (216 pieces) ..... 10.00
- (f) Feb. 19—Cebu-Iloilo. \* (270 pieces) ..... 7.50
- (g) March 19—Iloilo-Fabrica. (362 pieces) ..... 7.50
- (h) March 19—Fabrica-Iloilo. (250 pieces) ..... 10.00
- \* Note: Items (e) and (f) bear a special circular cachet, applied in purple reading "VIA ILOILO NEGROS AIR EXPRESS COMPANY — Feb. 19, 1933 — Air Mail."
- 93 1933, Feb. 24—Stotsenburg-Cebu. 704 letters bearing special cachet: VIA U. S. ARMY PLANE STOTSENBURG CEBU FIRST FLIGHT FEBRUARY 24, AIR MAIL" were carried postmarked Stotsenburg, Feb. 24, 7 A. M., 1933, and backstamped Cebu-Cebu, Feb. 24, 4 P. M., 1933. .... 7.50
- 94 1933, Feb. 26—Cebu-Manila-Stotsenburg. 12 letters, postmarked Cebu, May 26, 6 A. M., 1933, and backstamped Manila, May 26, 2 P. M., 1933 exist from this flight. They bear no special cachet. .... 75.00
- 94A 1933, May 1—Manila-Europe, via Saigon and Marseilles, by first regular French Air Service. (28 covers carried) ..... 35.00
- (a) Manila - Bangkok via Hong Kong ..... 35.00

## FIRST CONTRACT AIR MAIL FLIGHTS BY INAEC

Late in May of the same year the INAEC Company received a contract to carry the mail between certain points in the Southern Islands. The first flights were made commencing May 25.

|     |                                                                                                                                                                                                                       |       |
|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 95  | 1933, May 25—Iloilo-Bacolod. Covers bear a special circular cachet reading: "ILOILO - BACOLOD - LA CARLOTA - FABRICA - FIRST CONTRACT AIR MAIL VIA AIR EXPRESS COMPANY." (47 pieces)                                  | 20.00 |
| (a) | May 25—Iloilo-La Carlota, same cachet. (50 pieces)                                                                                                                                                                    | 20.00 |
| (b) | May 25—La Carlota-Iloilo, same cachet. (27 pieces)                                                                                                                                                                    | 30.00 |
| (c) | May 26—Manila-Iloilo. Covers bear a special five line cachet in rectangular box reading: "FIRST REGULAR AIR MAIL SERVICE - MANILA - ILOILO NEGROS AND FIRST DAY SALE OF AIR MAIL STAMPS - MAY 26, 1933." (950 pieces) | 5.00  |
| (d) | May 26—Iloilo-Manila, same cachet. (170 pieces)                                                                                                                                                                       | 10.00 |
| (e) | May 26—Bacolod-Manila, same cachet. (87 pieces)                                                                                                                                                                       | 15.00 |
| (f) | May 26—Manila-Bacolod, same cachet. (8 pieces)                                                                                                                                                                        | 35.00 |
| (g) | May 26—Manila-Fabrica, same cachet. (8 pieces)                                                                                                                                                                        | 35.00 |
| (h) | May 27—Iloilo-Fabrica. Cachet same as on numbers 95 and 95a. (64 pieces)                                                                                                                                              | 15.00 |
| (i) | May 27—Bacolod-Fabrica, same cachet. (29 pieces)                                                                                                                                                                      | 25.00 |
| (j) | May 27—La Carlota-Fabrica, same cachet. (23 pieces)                                                                                                                                                                   | 30.00 |

# EXTENSION OF CONTRACT AIR MAIL TO CEBU AND ZAMBOANGA

The Manila, Iloilo, Bacolod, La Carlota service was extended to Cebu and Zamboanga on September 20-21, 1933. To part of the mail was applied a rectangular cachet inscribed: "BY EXPRESS AIRPLANE" and on another part of the mail printed cachets were imprinted.

|     |                                                   |       |
|-----|---------------------------------------------------|-------|
| 96  | 1933, Sept. 20—Manila-Cebu. .... (95 pieces)      | 12.00 |
| (a) | Sept. 20—Manila-Zamboanga ..... (242 pieces)      | 7.50  |
| (b) | Sept. 20—Iloilo-Cebu ..... ( 29 pieces)           | 25.00 |
| (c) | Sept. 20—Iloilo-Zamboanga ..... ( 81 pieces)      | 15.00 |
| (d) | Sept. 20—Bacolod-Cebu ..... (13 pieces)           | 35.00 |
| (e) | Sept. 20—Bacolod-Zamboanga ..... ( 19 letters)    | 35.00 |
| (f) | Sept. 20—La Carlota-Cebu ..... ( 15 pieces)       | 35.00 |
| (g) | Sept. 20—Cebu-Zamboanga ..... ( 22 pieces)        | 30.00 |
| (h) | Sept. 20—La Carlota-Zamboanga ..... ( 8 pieces)   | 50.00 |
| (i) | Sept. 21—Zamboanga-Cebu ..... (37 pieces)         | 25.00 |
| (j) | Sept. 21—Zamboanga-Iloilo ..... (141 pieces)      | 10.00 |
| (k) | Sept. 21—Zamboanga-La Carlota ..... ( 27 letters) | 25.00 |
| (l) | Sept. 21—Zamboanga-Bacolod ..... (24 pieces)      | 30.00 |
| (m) | Sept. 21—Zamboanga-Manila ..... (236 pieces)      | 7.50  |
| (n) | Sept. 21—Cebu-Bacolod ..... ( 13 pieces)          | 35.00 |
| (c) | Sept. 21—Cebu-La Carlota ..... ( 16 letters)      | 35.00 |
| (p) | Sept. 21—Cebu-Iloilo ..... ( 21 pieces)           | 15.00 |
| (q) | Sept. 21—Cebu-Manila ..... ( 26 pieces)           | 30.00 |
| (r) | Sept. 20—Manila-Iloilo ..... ( 26 pieces)         | 30.00 |

Note:—A total of 8 complete sets possible.

## JOINT CONTRACT SERVICE — INAEC AND PATCO

During the period October 9-13, 1933, a joint service provided by ILOILO NEGROS AIR EXPRESS COMPANY AND PHILIPPINE AERIAL TRANSPORT COMPANY was established between points on the INAEC Route and Baguio, Mountain Province. All covers bear a four line black marking reading: "FIRST AIR MAIL - ILOILO TO BAGUIO - October 9-10, 1933 - VIA INAEC AND PATCO PLANES," suitably altered for each point as to date and service.

- 97 1933, Oct. 9—Iloilo-Baguio. .... (38 pieces) 25.00  
 (a) Oct. 12—Cebu-Baguio. .... (29 pieces) 30.00  
 (b) Oct. 12—Zamboanga-Baguio. .... (35 pieces) 25.00  
 (c) Oct. 13—Baguio-Iloilo. .... (11 pieces) 50.00

- 98 1934, April 8—Puerta Princesa to Manila by British Squadron. A British Royal Air Force Squadron carried 169 letters from Puerta Princesa, Island of Palawan to Manila, postmarked Puerta Princesa, April 8, 7 A. M., 1934, and backstamped at Manila April 8, 3 P. M., 1934. Most of the letters bear a one line cachet: "1934 BRITISH ORIENTAL FLIGHT," and were later flown on to Iloilo by regular plane of the INAEC service. .... 12.00



Type 45

- 99 1935, Mar. 12—Manila-Puerta Princesa by Netherlands Royal Air Force. This flight was made by the Netherlands Squadron, which carried 729 letters bearing special cachet, Type 45. Covers are postmarked Manila, Mar. 11, P. M., 1935, and backstamped Puerta Princesa, Pal. Mar 12, 1 P. M., 1935 ..... 12.00
- 100 1935, Mar. 12—Manila-Soerabaja, Java. On the same flight by Netherlands Royal Air Force, 729 letters with special cachet were carried to Java. Postmarked Manila, Mar. 11, 3:30 P. M., 1935, and backstamped at Soerabaja 15-3-35-18. .... 12.00
- Note:—6 letters carried to Switzerland routed Baguio - Monita - Soerabaja, Java - Switzerland by three airlines in record time of 12 days. ....
- 101 1935, June 24. RAF Flying Boats - Hongkong - Manila backstamped June 25th 3:30 P.M. 53 letters carried ..... 20.00

**VIA FLYING BOAT**  
OF THE  
**BRITISH ROYAL AIR CORPS**  
June 29, 1935

## Type 46

- 101A 1935, June 29—**Manila to Labuan via British Royal Air Corps.** A total of 1032 letters was carried each bearing the printed inscription: **FIRST FLIGHT MANILA to LABUAN, Br. N. BORNEO BY BRITISH ROYAL AIR SQUADRON 205.** Part of the mail had another cachet in violet, as per Type 46. All letters were postmarked Manila June 29, 6 A. M., 1935, and backstamped Labuan, 2:30 P. M., 30 Jun. 1935. .... 7.50
- 102 1935, June 29—**Manila-Singapore via British Air Corps.** On the same dispatch 1,045 letters were carried to Singapore part with printed marking: **"BY FIRST FLIGHT FROM MANILA TO SINGAPORE BY THE BRISH ROYAL AIR SQUADRON NO. 205 UNDER COMMAND OF WING COMMANDER T. W. SCOTT."** Part of the mail also bore Type 46 cachet in violet. The mail was postmarked Manila June 29, 6 A. M., 1935, and backstamped Singapore, 4:30 P. M., July 1, 1935. .... 7.50
- Note:—10 Registered Letters carried Manila, Singapore - Switzerland in record time of 9 to 10 days. ....
- 103 1935, Aug. 20—**Manila-Basco.** 98 letters, bearing special cachet: **"VIA U. S. ARMY AIR CORPS—FIRST FLIGHT,"** Type 40, were carried. Postmarked Manila, Aug. 19, 10 P. M., 1935, they are backstamped Basco, Batanes, Rec'd. Aug. 20, 1935, 3 P. M. .... 15.00
- 104 1935, Aug. 21—**Basco-Manila.** The return flight carried but 14 letters with similar cachet, Type 40. Covers are postmarked Basco, Batanes, Aug. 20, 8 A. M., 1935 and are backstamped Manila, Aug. 21, 7 P. M., 1935 .... 35.00
- Note:—7 Registered Letters Basco - Switzerland via Singapore. ....

## FURTHER EXTENSION OF INAEC CONTRACT

## AIR MAIL SERVICE

On November 1 and 2, 1935, the INAEC Contract Service was extended from Manila and Iloilo to Cagayan de Misamis and Davao. Most covers bear no special marking other than **"FIRST FLIGHT"** rubber stamped in circle or straight line.

- 105 1935, Nov. 1—**Manila-Cagayan de Misamis.** ..... (82 pieces) 15.00
- (a) Nov. 1—**Manila-Davao.** ..... (65 pieces) 25.00
- (b) Nov. 1—**Iloilo-Cagayan de Misamis.** ..... (75 pieces) 15.00
- (c) Nov. 1—**Iloilo-Davao.** ..... (85 pieces) 15.00
- (d) Nov. 1—**Davao-Cagayan de Misamis.** ..... (15 pieces) 40.00
- (e) Nov. 1—**Davao-Iloilo.** ..... (45 pieces) 35.00
- (f) Nov. 1—**Davao-Manila.** ..... (24 pieces) 35.00
- (g) Nov. 2—**Cagayan de Misamis-Manila.** ..... (17 pieces) 40.00
- (h) Nov. 1 **Davao - Cebu** ..... ( 7 pieces) 60.00
- (i) Nov. 1 **Iloilo - Del Monte** ..... ( 5 pieces) 75.00
- (j) Nov. 1 **Del Monte - Iloilo** ..... (12 pieces) 45.00
- (k) Nov. 1 **Del Monte - Cebu** ..... ( 6 pieces) 60.00
- (l) Nov. 4 **Bugo (Del Monte)-Manila** ..... ( 3 pieces) 80.00



## THE AMERICAN AIR MAIL CATALOGUE



Type 47

- 106 1935, Nov. 10 Tokyo Manila TOKYO 10.11.10 backstamped Manila  
P.I. Nov. 12, 4 P.M., 1935 Rec'd ..... 5.00  
(a) 1935, Nov. 16—Manila-Tokyo. On this Special Flight sponsored by two  
Japanese newspapers, 2733 letters were dispatched bearing special  
cachet, Type 47 applied in violet. Postmarked Manila, Nov. 16, 1935,  
P. I., they bear receiving postmark of Tokyo 26-11-35, Nippon. .... 5.00
- 107 1935, Nov. 16—Manila-Osaka. Mail addressed to Osaka consisted of 942 let-  
ters with same cachet, Type 47. Postmarked Manila Nov. 16, 1935, P. I., and  
backstamped Osaka 27-11-35, some covers have the Japanese backstamp in  
Japanese characters and dates. .... 7.50
- 108 1935, Nov. 16—Manila-Taihoku. Approximately 304 letters were dispatched  
to this point, each with same cachet, Type 47. They are postmarked Manila  
Nov. 1, 1935, and backstamped Taihoku 2-12-35, Taiwan, Japan. (Japanese  
year). .... 10.00

## TRANS-PACIFIC AIR MAIL CLIPPER FLIGHTS

by Pan-American Airways, Inc.

(See F.A.M. Section, for More Complete Listing)



Type 48

- 109 1935, Dec. 2—Manila-Guam. The China Clipper, under command of Captain  
Edwin Musick carried 4,808 letters bearing the special First Flight cachet,  
Type 48. Postmarked Manila, Dec. 2, 1935, P. I., they are backstamped Guam.  
Guam Dec. 4, 7 P. M., 1935. .... 10.00  
(a) Guam - Manila-Postmarked Guam, Guam Nov. 29, 6 A.M. 1935  
and backstamped Manila P.I. Nov. 29, 5 P.M. 1935. .... 7.50

- 110 1935, Dec. 2—**Manila-Honolulu, Hawaii.** The China Clipper carried on this leg 4,273 letters, bearing the special First Flight cachet, Type 48. Postmarked Manila, Dec. 2, 1935 and backstamped Honolulu, Hawaii, Dec. 4, 7 P. M., 1935. Postage minimum P 1.00 ..... 10.00
- (a) **Hono'ulu - Manila** Postmarked Honolulu, Hawaii Nov. 24, 5 A.M. 1935 backstamped Manila, P. I. Nov. 29, 5 P.M. 1935. .... 7.50
- 111 1935, Dec. 2—**Manila-San Francisco, U. S. A.** 25,435 letters, bearing also the special First Flight cachet. Type 48, postmarked as above. They are backstamped San Francisco, Calif., Dec. 6, 1935, 12:30 P.M., or at Alameda, Cal. Postage minimum P 1.50. Various Philippine Cities sent mail. .... 5.00
- (a) **San Francisco - Manila, ALL** the letters carried China Clipper bearing the Special Cachet "First Flight TRANS-PACIFIC F.A.M. Route 14 San Francisco (Alameda Air Post) Manila" - Postmarked San Francisco, Calif. Nov. 22 1 P.M. 1935, backstamped Manila, P.I. Nov. 29, 5 P.M. 1935. .... 5.00
- 111A 1935, December 16—**Maiden Flight of the Philippine Clipper at San Francisco, December 26.** 12 pieces were forwarded to Waengi, Switzerland, arriving January 10, 1936. ....
- (a) Plus other letters to various destinations ..... 25.00



Type 49

- 112 1936, Feb. 16—**Manila-Hongkong by British Royal Air Force Flying Boats.** 1,977 letters, bearing special cachet, Type 49, were carried, postmarked Manila, Feb. 16, 5 A. M., 1936, and backstamped Hongkong, Feb. 16, 9:30-36 ..... 7.50
- 113 1936, Feb. 16—**Manila to Amoy, China.** The same squadron carried 1,576 letters with above cachet, Type 49, to Amoy, China. On arrival they were backstamped with date in Chinese letters. .... 7.50
- 114 1936, Feb. 16—**Manila to Shanghai, China.** 726 letters were carried, each bearing the same cachet, Type 49. The mail was backstamped at Shanghai, 26-2-36—21. .... 10.00
- 115 1936, Feb. 16—**Manila-Tokyo.** 2,015 letters, stamped with cachet, Type 49, and Manila postmark as above, were backstamped 3, 11, and other Japanese letters in a red commemorative cachet upon arrival at Tokyo. .... 7.50
- 115A 1936, May 9—**Manila-Guam.** Maiden Flight of the Hawaiian Clipper. .... 20.00
- 115B 1936, May 29—**Manila - Madrid via Hongkong.** First Good Will Flight by Philippine Aviators ARNAIZ & CALVO. Cachet "PIONEER FILIPINO 1936 OVERSEAS FLIGHT". Postmarked Manila, May 29, 5 A. M. 1936 and backstamped Victoria HONGKONG 6 P.M. May 29, 1936 and again Hongkong Air Mail 9:30, 8 Jul. 36 on the 25 cent Hongkong stamp and backstamped "Correo Aereo 11, Jul. 36 ST. Madrid". See Trans-Ocean Section, Volume I, No. 1260 ..... 100.00
- (a) **Manila - Hongkong** ..... 25.00
- Note: Only covers bearing 25c Hongkong stamps postmarked "Hongkong

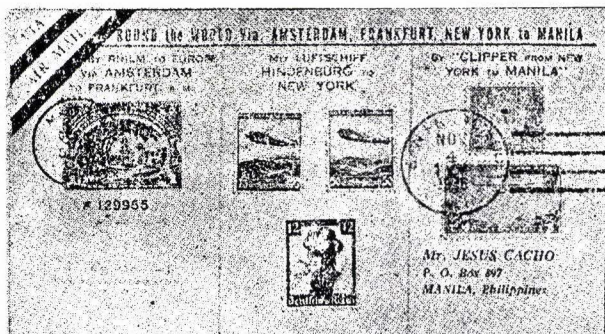
## THE AMERICAN AIR MAIL CATALOGUE

- Air Mail" and backstamped at Madrid as above are considered flown covers to Madrid.
- (b) Laoag (Ilocos Norte)-Madrid via Hongkong. Same cockbird cachet postmarked LAOAG, May 29, 9 A.M. 1936 and backstamped both Hongkong and Madrid as #115. .... 100.00
- (c) Laoag - Hongkong ..... 25.00
- 115C 1936, June 19, Manila - Paracale, First Flight by PATCO postmarked MANILA June 19, 8 A.M. 1936 and backstamped Paracale, June 19, 11 A. M. 1936 (without cachet). .... 10.00
- 116 1936, Oct. 8—"Eakins Around the World in Eighteen Days" Record Flight. This was also the first Batavia to Manila Flight by the Netherlands KNILM service. Eakins arrived at Manila, P. I., with 350 letters of which 160 letters were for Manila, and the rest forwarded to the United States and Europe on the Pan American Clipper on which he continued his trip, winning his Record Race Around the World from "NEW YORK TO NEW YORK," via HONOLULU and SAN FRANCISCO. Eakins represented the "New York Telegram" against representatives of two other New York newspapers, and established a new World Record for traveling around the World by regular commercial services, of 18 days, 11 hours and 45 minutes.
- The 160 letters for Manila, were postmarked in Batavia or Madioen, Java, dated 7, 10, 36, 5-6 N., and bear the arrival backstamp of Manila, P. I., Oct. 10, 1936, 7 p. m. Most of the letters bear a one line printed cachet in red, "FIRST AIR MAIL SERVICE FROM JAVA TO THE PHILIPPINES."
- Letters brought from Java and then forwarded from Manila to Guam, or to the United States on the Pan American Clipper, bear, besides the Java Stamps, additional Philippine Postage, with the departure postmark of Manila, dated Oct. 11, 1936, 6 p. m.
- Batavia to Manila ..... 15.00
- (a) Batavia-Manila to Guam ..... 25.00
- (b) Batavia-Manila to Honolulu ..... 30.00
- (c) Batavia-Manila to San Francisco ..... 30.00

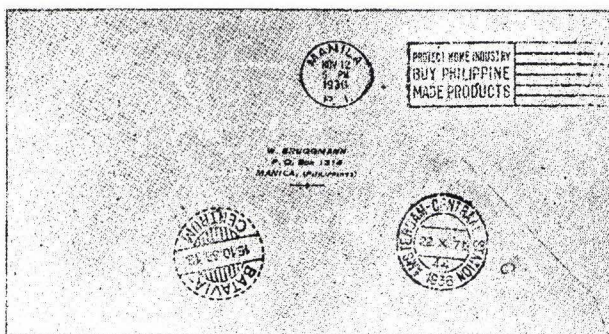


Type 50

- 117 1936, Oct. 15—Manila to Batavia, First Flight by KNILM. The dispatch consisted of about 500 letters, bearing the official cachet shown above, Type 50. Letters were postmarked Manila, Oct. 15, 5 A. M., 1936 and are backstamped Batavia, 15-10-36— ..... 7.50
- (a) Manila - Manila. Round The World Flight Via Amsterdam, Frankfurt, New York, San Francisco to Manila carrying six letters bearing MANILA - BATAVIA cachet of first flight type 50 and Philippine, German and United States postage. Postmarked Manila Oct. 15, 5 A.M. 1936; Postmarked SAN FRANCISCO, NOV. 4 1 P.M. 1936, backstamped BATAVIA 15-10-36-19; AMSTERDAM - CENTRAL STATION 22 X (7N) 1936; and MANILA NOV. 12, 5 P.M. 1936. On the front is printed cachet: "ROUND THE WORLD VIA AMSTERDAM, FRANKFURT NEW YORK to MANILA". Time around the world 28 days. .... 100.00



FRONT AND BACK  
of No. 117(b)



TRANS-PACIFIC AIR MAIL CLIPPER FLIGHTS

by Pan-American Airways, Inc.



Type 51

(See F. A. M. Section, Volume III, for More Complete Listing and for Pricing)

- 118 1937, April 28—Manila-Macao. On this First Flight of extension of service the "Hongkong Clipper" carried 12,238 letters from Manila to Macao, bearing a special First Flight cachet, Type 51. Covers are postmarked Manila, Philippines, Apr. 28, 1937, 3 A. M. and are backstamped Macao 28-IV-37, 17. Postage P 0.52. ....

5.00



|     |                                                                                                                                                                                                                                              |       |
|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 119 | 1937, April 28—Manila-Hongkong. 15,576 letters, bearing cachet, Type 51, and postmarked Manila, Philippines, Apr. 28, 1937, 3 A. M., backstamped Hongkong-Victoria, 23, Apr. 37—2:30, were carried to Hongkong. Postage minimum P 0.52. .... | 5.00  |
| (a) | Manila-Hongkong and return. Backstamped Manila April 29, 4:30 P.M. 1937 P. I. with cachet type 51. ....                                                                                                                                      | 5.00  |
| (b) | Manila-Amoy, same cachet .....                                                                                                                                                                                                               | 5.00  |
| (c) | Manila-Tokyo, same cachet .....                                                                                                                                                                                                              | 5.00  |
| (d) | Manila via Hongkong-Bern, Switzerland, Europe .....                                                                                                                                                                                          | 10.00 |
| (e) | Manila via Hongkong-Europe-New York and return, backstamped Manila, May 27. 4:30 P.M., P.I. ....                                                                                                                                             | 20.00 |
| (f) | Macao-Manila, backstamped Manila April 29, 4:30 P.M. 1937, P.I. ....                                                                                                                                                                         | 5.00  |
| (g) | Canton-Manila, same cachet .....                                                                                                                                                                                                             | 7.50  |
| (h) | Shanghai-Manila, same cachet .....                                                                                                                                                                                                           | 5.00  |
| (i) | Manila-Guam, backstamped April 30 .....                                                                                                                                                                                                      | 5.00  |
| (j) | Manila-Honolulu, backstamped May 2 .....                                                                                                                                                                                                     | 7.50  |
| (k) | Manila-San Francisco backstamped, May 4 .....                                                                                                                                                                                                | 7.50  |
| (l) | Hong Kong-Manila, backstamped April 12 = 29 .....                                                                                                                                                                                            | 5.00  |

#### DOMESTIC FLIGHTS UNDER CONTRACT by Philippine Aerial Transport

On June 12, 1937 Contract Air Mail Service by PATCO was inaugurated between Manila and Naga, Paracale and Legaspi. There were no special markings.

|      |                                                                                                                                                                                                                                                                                                                                                                                                           |       |
|------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 120  | 1937, June 12—Manila-Paracale. .... (305 pieces)                                                                                                                                                                                                                                                                                                                                                          | 10.00 |
| (a)  | June 12—Paracale-Manila. .... (200 pieces)                                                                                                                                                                                                                                                                                                                                                                | 12.00 |
| (b)  | June 12—Manila-Naga. .... ( 97 pieces)                                                                                                                                                                                                                                                                                                                                                                    | 15.00 |
| (c)  | June 12—Naga-Manila. .... ( 36 pieces)                                                                                                                                                                                                                                                                                                                                                                    | 20.00 |
| (d)  | June 12—Manila-Legaspi. .... ( 88 pieces)                                                                                                                                                                                                                                                                                                                                                                 | 15.00 |
| (e)  | June 12—Legaspi-Manila. .... ( 23 pieces)                                                                                                                                                                                                                                                                                                                                                                 | 25.00 |
| 120A | 1937, December 13—Manila-Bangkok, via Hong Kong, backstamped Hong Kong, December 13. ....                                                                                                                                                                                                                                                                                                                 | 20.00 |
| 121  | 1939, February 17—To commemorate the opening of the First Philippine Airmail Exhibition (PAMEX), Manila, covers franked with PAMEX stamps and treated with two special cachets by the Bureau of Posts were flown on the following routes:                                                                                                                                                                 |       |
| (a)  | Manila-Iloilo, 537 covers carried .....                                                                                                                                                                                                                                                                                                                                                                   | 7.50  |
| (b)  | Manila-Bacolod, 306 covers carried .....                                                                                                                                                                                                                                                                                                                                                                  | 10.00 |
| (c)  | Manila-Bagulo, 728 covers carried .....                                                                                                                                                                                                                                                                                                                                                                   | 7.50  |
| (d)  | Manila-Paracale, 177 covers carried .....                                                                                                                                                                                                                                                                                                                                                                 | 12.00 |
| (e)  | Manila Legaspi, 216 covers carried .....                                                                                                                                                                                                                                                                                                                                                                  | 12.00 |
| (f)  | Manila-Cebu, carried 275 covers .....                                                                                                                                                                                                                                                                                                                                                                     | 10.00 |
| (g)  | Manila-Davao, carried 219 covers .....                                                                                                                                                                                                                                                                                                                                                                    | 12.00 |
| (h)  | Manila-Guam - Registered covers .....                                                                                                                                                                                                                                                                                                                                                                     | 12.00 |
| (i)  | Manila-Honolulu - Registered covers .....                                                                                                                                                                                                                                                                                                                                                                 | 12.00 |
| (j)  | Manila-San Francisco, carried 1133 covers .....                                                                                                                                                                                                                                                                                                                                                           | 7.50  |
| 122  | 1939, February 22—New York-Manila via Honolulu and Guam and return to San Francisco, Calif. via first flight "Boeing Clipper". Covers from New York Postmarked Feb. 20, '39 and backstamped Manila, March 2, 1939, covers from Manila were postmarked March 6, 7 P.M. 1939 and treated with a special cachet by Bureau of Posts. They were backstamped at San Francisco, Calif. March 14, 12 M 1939. .... | 5.00  |
| (a)  | Manila-Guam, Guam Mar. 7, 7 P.M. 1939 GUAM .....                                                                                                                                                                                                                                                                                                                                                          | 5.00  |
| (b)  | Manila-Honolulu backstamped Honolulu, Hawaii. March 11, 6 P.M. 1939. ....                                                                                                                                                                                                                                                                                                                                 | 5.00  |
| (c)  | Manila-San Francisco—backstamped San Francisco. March 14, 12 M 1939 Calif. ....                                                                                                                                                                                                                                                                                                                           | 5.00  |

|      |                                                                   |       |
|------|-------------------------------------------------------------------|-------|
| 122A | 1941, March 26—Manila-Baguio, First Flight Phil. Airlines. ....   | 10.00 |
| (a)  | 1941, March 27—Return Flight, First Flight Phil. Airlines. ....   | 15.00 |
| (b)  | 1941, March 27—Manila-Legaspi, First Flight Phil. Airlines. ....  | 10.00 |
| (c)  | 1941, March 28—Return Flight, First Flight Phil. Airlines. ....   | 15.00 |
| (d)  | 1941, March 27—Manila-Paracale, First Flight Phil. Airlines. .... | 10.00 |
| (e)  | 1941, March 28—Paracale-Manila, First Flight Phil. Airlines. .... | 15.00 |

TRANS-PACIFIC AIR MAIL CLIPPER FLIGHTS by Pan American Airways, Inc.  
(See F.A.M. Section for More Complete Listing)



Type 52

- 123 1941, May 9—Manila-Singapore. Covers prepared by the Pan American Airways, approximately 4000, received cachet shown above, Type 52, applied by them. In addition others received an official circular cachet, showing a map of the new service and inscribed "First Flight-Manila-Singapore" uniformly applied in green. Covers were backstamped at Singapore on May 10
- |                                       |       |
|---------------------------------------|-------|
| (a) Green cachet .....                | 5.00  |
| (b) Singapore-Manila. May 10-12 ..... | 20.00 |
|                                       | 5.00  |

EXTENSION OF CONTRACT SERVICE  
by Philippine Air Lines, Inc.

Early in September, 1941 service was established between Manila and Cebu and Manila and Masbate and possibly to other points as well. Each cover received an attractive cachet showing a map of the Islands superimposed upon a wheel with wing and inscription "PHILIPPINE AIR LINES, INC — INAUGURAL FLIGHT — MANILA — CEBU".

|     |                                                   |       |
|-----|---------------------------------------------------|-------|
| 124 | 1941, Sept. 1—Manila-Cebu. Purple cachet. ....    | 10.00 |
| (a) | Sept. 1—Manila-Masbate. Purple cachet .....       | 10.00 |
| (b) | Sept. 2—Cebu-Manila. Blue cachet. ....            | 10.00 |
| (c) | Sept. 2—Masbate-Manila. Blue cachet. ....         | 10.00 |
| (d) | Sept. 1—Manila-Tacloban, Purple cachet. ....      | 10.00 |
| (e) | Sept. 2—Tacloban-Manila, Blue cachet. ....        | 10.00 |
| (f) | Sept. 2—Cebu-Baguio, Red violet cachet. ....      | 12.00 |
| (g) | Sept. 4—Baguio-Manila. Greenish blue cachet. .... | 12.00 |

This section includes only flights to December, 1941 when the Japanese took the Philippines by force. Flights (if any) between then and the fall of 1945, made by the Japanese are not in the scope of this section.

## POSTWAR FLIGHTS OF THE PHILIPPINES

This section lists flights made in the postwar period, between the time the Japanese occupation forces left the country, and the time the Philippine Republic came into being. Because of lack of information and lack of prices realized at auctions, no prices are shown for listing in this section. This, however is not intended to indicate that covers are scarce or plentiful. Additional information on these items will be greatly welcomed by the Section Chairman.

- 1-PW 1945, Oct. 2—C-54 Globester "Bataan Meteor Flight" Manila-San Francisco, postmarked Manila Oct. 2, P.M. 1945 Philippines., backstamped San Francisco Oct. 4, 1945, 2 P.M. ....  
 1945, Nov. 14-19—FEATI 1st Postwar Flight - reopening Inter-Island Service .....
- 2-PW Manila-Iloilo, postmarked Manila Nov. 14 to 18, 1945. Backstamped Iloilo A.M., Nov. 18, 1945 .....  
 Note:—Delayed by bad weather. ....
- 3-PW Manila-Bacolod, postmarked Manila Nov. 18, 1945, P.M. Backstamped Bacolod Nov. 20, 1945, A.M. ....
- 4-PW Manila-Cebu, postmarked Manila Nov. 18, 1945. Backstamped Cebu, P.M. Nov. 23, 1945. ....
- 5-PW Iloilo-Manila, postmarked Iloilo, A.M., Nov. 14, 1945. Backstamped Manila Nov. 19, P.M., 1945. ....  
 Note:—Some covers not backstamped. ....
- 6-PW Bacolod-Manila, postmarked Bacolod Nov. 20, 1945, A.M. Backstamped Manila Nov. 22, P.M. ....
- 7-PW Manila-Zamboanga-Dipolog Sulu and return. Manila-Zamboanga postmarked Jan. 10, 1946 Philippines. Backstamped Zamboanga Jan. 11, 1946. ....  
 (a) Manila-Dipolog Sula Jan 10th - Backstamped Manila Jan 11, A.M. ....  
 (b) Dipolog-Sula Manila Jan 11 - Backstamped Manila Jan. 12, P.M. ....  
 (c) Zamboanga-Manila Jan 11. Backstamped Manila Jan. 12, P.M. ....  
 Feb. 15-16—PAL 1st postwar flight Manila-Legaspi- Taclobon-Tuguegarao Laoag and return .....
- 8-PW Manila-Legaspi Feb. 15, 1946. Backstamped Legaspi Feb. 15, 1946. ....  
 (a) Manila-Taclobon Feb. 15, 1946. Backstamped Taclobon Feb. 15, 1946 .....  
 (b) Manila-Tuguegarao Feb. 16. 1946. Backstamped Tuguegarao Feb. 16, 1946. ....  
 (c) Manila-Laoag Feb. 16, 1946. Backstamped Laoag, April 10, 1946, 11 A.M. ....  
 Note:—Flight to Laoag delayed by bad weather. ....  
 (d) Legaspi-Manila Feb. 15, 1946. Backstamped Manila Feb. 16, A.M. 1946. ....  
 (e) Taclobon-Manila Feb. 15, 1946. Backstamped Manila, Feb. 16, 1946, A.M. ....  
 (f) Tuguegarao-Manila Feb. 16, 1946. Backstamped Manila, Feb. 16, 1946. ....  
 (g) Laoag-Manila April 12, 6-10 A.M. Backstamped Manila, April 13, 1946, P.M. ....



# THE WORLD IS OUR MARKET

No other auction house can provide a global service such as Harmers. With long established branches in London, in Sydney (Australia) and in New York City, the H.R. HARMER Organization can offer your collection to buyers world-wide.

Moreover, interest-free advances, no lotting fees, in addition to profusely illustrated catalogues, are only a few of the many advantages which are all yours when you appoint Harmer your agent.

For complete details, write for our handbook "Modern Methods of Philatelic Selling" -- it outlines the Harmer service and it is yours at no charge.

**H.R. HARMER, INC.**

*The International Auctioneers*

**6 West 48th Street**

**New York, N.Y. 10036**

**(212) 757-4460**



# APPROVALS . . .

## For a Specialist

Our management has been specializing in **ERRORS AND VARIETIES** for 35 years. We have on hand one of the largest selections of **TOPICALS, AIRMAILS, Miniature Deluxe and DIE PROOF SHEETS, TRIAL COLORS, Proofs; Essays, etc. Ask for free special lists with attractive offerings.**

**WE WILL GLADLY COMPOSE INDIVIDUAL SELECTIONS FOR YOU** according to your instructions. **OF COURSE YOU HAVE THE RIGHT TO RETURN ANYTHING FROM THESE APPROVALS. NO OBLIGATION — EXCEPT TO SETTLE IN 14 DAYS AND STAMPS MUST BE RETURNED INSURED AND AT YOUR EXPENSE.**

**Please check your specialty —**

| COUNTRIES                                  |                                           | TOPICALS                             | TOPICALS                                   |
|--------------------------------------------|-------------------------------------------|--------------------------------------|--------------------------------------------|
| <input type="checkbox"/> Belgium           | <input type="checkbox"/> Congo            | <input type="checkbox"/> Antarctica  | <input type="checkbox"/> Min. Sheets       |
| <input type="checkbox"/> France & Colonies | <input type="checkbox"/> Laos             | <input type="checkbox"/> Arts        | <input type="checkbox"/> Music             |
| <input type="checkbox"/> Liberia           | <input type="checkbox"/> Lithuania        | <input type="checkbox"/> Boy Scout   | <input type="checkbox"/> Olympic           |
| <input type="checkbox"/> Monaco            | <input type="checkbox"/> Poland           | <input type="checkbox"/> Centenary   | <input type="checkbox"/> Phil. Exhibitions |
| <input type="checkbox"/> Russia            | <input type="checkbox"/> Spain & Colonies | <input type="checkbox"/> Churchill   | <input type="checkbox"/> Railroads         |
| <input type="checkbox"/>                   | <input type="checkbox"/>                  | <input type="checkbox"/> Eisenhower  | <input type="checkbox"/> Red Cross         |
| <input type="checkbox"/>                   | <input type="checkbox"/>                  | <input type="checkbox"/> Europa      | <input type="checkbox"/> Refugee           |
| <input type="checkbox"/>                   | <input type="checkbox"/>                  | <input type="checkbox"/> Expo '67    | <input type="checkbox"/> Religion          |
| <input type="checkbox"/>                   | <input type="checkbox"/>                  | <input type="checkbox"/> F.A.O.      | <input type="checkbox"/> Rotary            |
| <input type="checkbox"/>                   | <input type="checkbox"/>                  | <input type="checkbox"/> F.D.R.      | <input type="checkbox"/> Dr. Schweitzer    |
| <input type="checkbox"/>                   | <input type="checkbox"/>                  | <input type="checkbox"/> Inv. Center | <input type="checkbox"/> Space             |
| <input type="checkbox"/>                   | <input type="checkbox"/>                  | <input type="checkbox"/> J. Kennedy  | <input type="checkbox"/> Sports            |
| <input type="checkbox"/>                   | <input type="checkbox"/>                  | <input type="checkbox"/> Lincoln     | <input type="checkbox"/> U.N.              |
| <input type="checkbox"/>                   | <input type="checkbox"/>                  | <input type="checkbox"/> Lions       | <input type="checkbox"/> Medicine          |
| <input type="checkbox"/>                   | <input type="checkbox"/>                  | <input type="checkbox"/> Malaria     | <input type="checkbox"/> U.P.U.            |

**Please Check if TOTAL Value Of Our Selections Should be Limited to:**  
 \$50.00      \$100.00      \$209.00      \$500.00      \$1,000.00

**Please check if You Prefer to Receive INDIVIDUAL ITEMS Priced:**  
 Up to \$5.00      Up to \$15.00      Up to \$25.00      Up to ?

**Please check if you are interested in:**

|                                          |                                 |                                        |                                       |
|------------------------------------------|---------------------------------|----------------------------------------|---------------------------------------|
| <input type="checkbox"/> Die Proof Shts. | <input type="checkbox"/> Essays | <input type="checkbox"/> Proofs        | <input type="checkbox"/> Artist Draw. |
| <input type="checkbox"/> Mint            | <input type="checkbox"/> Used   | <input type="checkbox"/> Cancellations | <input type="checkbox"/> Covers       |
| <input type="checkbox"/>                 | <input type="checkbox"/>        | <input type="checkbox"/>               | <input type="checkbox"/> Trial Colors |

**REFERENCES (if unknown to us) .....**

**NAME .....**

**ADDRESS ..... AAMS NO. ....**

**WE ACCEPT U.S. POSTAGE AT FACE (NO SPECIAL DELIVERY)**

## S. SEREBRAKIAN, Inc.

P.O. Box 448

Monroe, New York 10950

**BETTER SUPPLIER! BETTER COLLECTION!**

## AN ALLSYTE ALBUM FOR ALL YOUR COVER COLLECTING NEEDS

If collector acceptance means anything, Allsyte Cover Albums must be doing something right, for these handsome albums are more popular than ever. And no wonder, since there's an Allsyte for just about any size cover, and each album has crystal-clear plastic pockets that protect your covers while leaving them completely visible. What's more, the sturdy binder opens completely flat and closes without bulging even when filled to capacity. And when you're not using your Allsyte, simply store it on a bookshelf. Why not treat your covers — and yourself — to the best cover album a philatelist can buy? Just ask for an Allsyte.

**Allsyte STANDARD:** The original member of the Allsyte family, this handsome album will hold up to 100 of your standard-size U. S. covers. The black leatherette binder of this all-time best seller has gold titling on the front cover and spine. For added protection, a black dustcase is available for just \$2.25.

**Allsyte JUMBO:** The homeless orphans of your cover collection, those extra-long commercial-size (#10) covers have a made-to-order home with this special Allsyte. Just slip up to 50 of your jumbo covers into the clear plastic pockets, and they're fully protected . . . years of appreciation in this special album.

**Allsyte CONTINENTAL:** For those European envelopes that don't fit in other albums, try this space-saver Allsyte by White Ace, which holds up to 50 of your continental covers. Durable binding, heavy-gauge plastic pockets, and sturdy frame construction . . . these qualities are present in this and other Allsytes.

**Allsyte ISRAEL:** White Ace pioneered in albums for Israeli stamps, so we're proud to offer this special Allsyte for Israeli first day, special event, and first flight covers. As many as 100 of them will fit in the album, which has a traditional gold menorah motif on the front cover and spine. It's a beauty.

**Allsyte CANADA:** For your Canadian covers, we have created this "Canada Red" Allsyte . . . complete with our northern neighbor's Maple Leaf flag. You can place up to 100 covers in the album, and we offer a matching red dustcase at \$2.25.

**Allsyte UNITED NATIONS:** "UN Blue" plus special gold stamping on the cover and spine make this Allsyte a real standout. Put 100 of your United Nations first days in it, and they'll stay as fresh as when you bought them. Put the album in the matching dustcase, and it won't grow old either. Try us!

Note: On mail shipments,  
please add 50¢ per shipment.

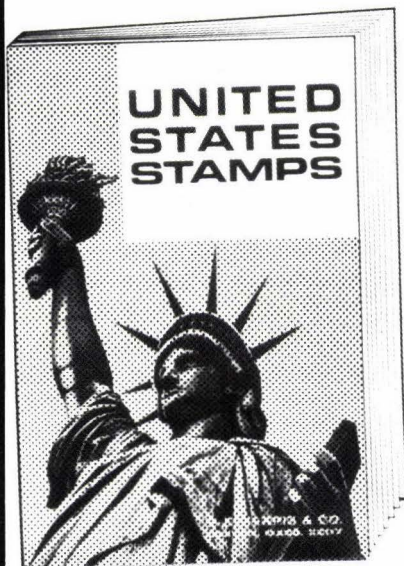
The STANDARD . . . \$ 9.50  
The JUMBO . . . . . 8.50  
The CONTINENTAL 8.35  
The ISRAEL . . . . 10.75  
The CANADA . . . . 9.50  
The UNITED NATIONS 9.50

See Quality ALLSYTE Albums at Your  
Favorite Dealer, or Order Direct

**THE WASHINGTON PRESS**  
publishers

MAPLEWOOD, N. J. 07040

# Harris US/BNA Catalog



**still  
only  
\$100**

Thousands of  
Up-To-The-Minute  
Price Changes!

•

216

Informative Pages

•

2400 Illustrations

•

Fully Illustrated  
U.S. Stamp Identifier

•  
Deluxe

Flat-back Binding

•

Heavy Washable Cover

•

High Quality Paper

Often called the "Bible of the US/BNA Stamp Collecting World," the Harris US/BNA is a "must" for ALL collectors! This is the most important edition in our more than 40 years of publishing this most widely used Catalog. Compiled and edited by the experts of H.E. Harris & Co., it has all these Features: • All major U.S. Postage and Airmail issues — PLUS Special Delivery, Parcel Post, Envelope Squares, Postal Cards, Officials, Revenues, Postage Dues, Plate Blocks, Booklet Panes, Line Pairs, First Day Covers, Mint Sheets, Zip and Mail Early Blocks, and other popular specialties • U.S. Possessions, Confederate States, United Nations; plus Canada & Provinces • Special Money-Saving offers plus albums, popular supplies and accessories. Fully illustrated U.S. Stamp Identifier and Glossary.

## MAIL COUPON TODAY

**H. E. HARRIS & CO., Catalog Dept. Boston, Mass. 02117**

Please RUSH me, post free (in U.S.), the LATEST EDITION of your 216-page catalog, UNITED STATES STAMPS, U.S. POSSESSIONS, UNITED NATIONS, PLUS CANADA & PROVINCES, Including the U.S. Stamp Identifier, etc. I am enclosing \$1.00.

Name \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

# AERIAL PROPAGANDA LEAFLETS



- WORLD WAR I
- WORLD WAR II
- UNITED NATIONS PEACE  
KEEPING OPERATIONS IN  
KOREA  
CYPRUS  
CONGO
- OTHER DISPUTES IN  
India-Pakistan, French Indo China,  
Algeria, East and West Germany, Ber-  
lin Crisis, Czechoslovakia and Hun-  
gary, Formosa-Mainland China, Ma-  
laya-Indonesia, Kenya, Aden-Muscat-  
Oman, Lebanon, Cuba, Rhodesia.
- VIET NAM

Edited by *Peter H. Robbs*, Chairman;  
*R. G. Auckland, J. Beyer*





# Aerial Propaganda Leaflets

## FOREWORD

WORLD War II saw the dissemination of an amazing variety of Aerial Propaganda Leaflets, and this Section, included in the Catalogue for the first time, is designed to give the evergrowing number of leaflet collectors an outline of the whole subject. Owing to limitations of space, it is not practicable to give a detailed individual listing, but an attempt has been made to summarize and classify the wide variety of material available to the collector.

Aerial Propaganda Leaflets include an extensive record of the whole history of Aviation; nearly every eventful incident of our generation is reflected in their contents; the rise and fall of nations in two World Wars, and the making of the history of our time. Few air mail covers or cards are available of military flights in time of war, but leaflets are souvenirs of many amazing flights, of the intrepid flyers of World War I, and of the many thousand of sorties in World War II over Germany and Occupied Europe, over Italy and North Africa, over Southeast Asia and Japan. Leaflets vary from simple scraps of paper a few inches square to multi-colored and extensively illustrated miniature magazines. All are easily collectible. In World War I thousands, and in World War II, millions of each leaflet were often disseminated. Restrictions upon picking them up and retaining them were however usually extremely severe, so that only a small fraction have been saved in most cases, and now very great numbers of leaflets are of exceptional rarity. Whilst the majority of leaflets have been disseminated by airplane, some have been distributed by free balloon, high explosive shells, grenades, Zeppelins and V-1 weapons.

The fact that a leaflet bears evidence of damp or dirt should not detract from its value to a collector, indeed such conditions may enhance its value when the time and place of its finding are known.

It is widely recognized that in World War I Aerial Propaganda was an important contribution to Victory in 1918. In World War II it kept alive the spirit of resistance in Hitler's Europe; it showed the way to surrender to hundreds of thousands of Axis soldiers, and emphasized the Air Power of America to the people of Japan; announcing in fact the opening of the Atomic Era.



As in some other sections of this catalogue the fixing of prices can only be estimated. Many leaflets are exceedingly scarce and the demand is likely to exceed the available supply. The prices inserted in this Section can therefore only be taken as a guide for items in good condition. There are some leaflets of which tens of thousands were disseminated, but which have never been seen by the Editors, whilst other leaflets dropped in quite small quantities are frequently seen. At the time of going to press leaflets in the form of facsimile currency notes are in great demand, as are all the "Flying Bomb — V.I." leaflets. Prices have tended to advance substantially over the last few years, and with greatly increasing interest in the hobby, it is only with the utmost reluctance that the Editors are indicating catalogue prices. It is emphasized that they are only estimated values, probably liable to appreciable fluctuations in the months to come.

## GROUP 1. PIONEERS

Prior to the outbreak of World War I in 1914, occasional leaflets and cards had been dropped by balloon and airplane in various parts of the world. These items are invariably of the utmost rarity, and several are listed in the Foreign Pioneer Flights Section. While of exceptional interest to the collector as souvenirs of the earliest days of aviation, few were really connected with propaganda.

25.00 +

## GROUP 2. WORLD WAR I

### A. WESTERN FRONT

Up to 1916 leaflets were mainly distributed by aeroplane, but from 1917 onwards, small free balloons were commonly used. These had slow-burning fuse attachments, so as to give controlled and gradual release of the leaflets. Many leaflets, cards and newspapers of highest historic interest exist. Only the most important items and series are listed.

#### a) FRENCH

|                          |                                                                                                                |       |
|--------------------------|----------------------------------------------------------------------------------------------------------------|-------|
| 1915 (Oct.)-1916 (March) | "Die Feldpost". Series numbered 1-12.                                                                          | 10.00 |
| 1916 (March)-1916 (Dec.) | "Kriegsblätter". Series numbered 13-30.                                                                        | 10.00 |
| 1917 (Jan.)-1918         | "Das Freie Deutsche Wort". Series numbered 1-40.<br>(These three news-sheets were addressed to German troops). | 7.50  |
| 1915                     | "Lettres a tous les Français". Many issues.                                                                    | 7.50  |
| 1915-1916                | "La Voix du Pays".<br>(These two news-sheets were addressed to French civilians in occupied territory).        | 7.50  |

#### b) BRITISH

|             |                                                                                                                                                                                                                                                                |         |
|-------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| 1914 (Oct.) | "Bekanntmachung". Explanation for German soldiers.                                                                                                                                                                                                             | 100.00  |
| 1916-1917   | Replica "Prisoners of War" letters. Many varieties.                                                                                                                                                                                                            | 25.00   |
| 1917        | "Deutsche Gefangenene in England". A miniature booklet of p.o.w. photographs.                                                                                                                                                                                  | 50.00   |
| 1916-1918   | "Le Courrier de l'Air". Series.                                                                                                                                                                                                                                | 10.00   |
| 1917-1918   | "La Lettre du Soldat". Series.<br>(The above two news-sheets were addressed to occupied France and Belgium).                                                                                                                                                   | 10.00   |
| 1917-1918   | "Truppen Nachrichten". Series, giving up to the minute war news.                                                                                                                                                                                               | 10.00   |
| 1917-1918   | "A.P.—By Balloon" Series, of about 90 different types. The most influential of all the War leaflets. Some are in the form of exceptionally interesting cartoons, e.g. "A. P. No. 74", illustrating the arrival of the first million American troops in France. | 10.00 + |

#### c) AMERICAN

|           |                                                                                                                                                                                                                                                                                                                                                                                           |         |
|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| 1917-1918 | Various types, mostly giving extracts from President Wilson's speeches, and showing the scope of American War production and mobilization. Some were distributed by aeroplane; others by free balloon. Some of the latter were of large size with a range of 600/800 miles. Surrender Pass postcards were also fired into enemy lines on a large scale, though such items are now scarce. | 10.00 + |
|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|

## THE AMERICAN AIR MAIL CATALOGUE

| d) GERMAN   |                                                                                        |        |
|-------------|----------------------------------------------------------------------------------------|--------|
| 1914        | Message from Lt. von Hiddessen                                                         | 500.00 |
| 1916 (July) | "Français". News of French bombing of Karlsruhe.                                       | 20.00  |
| 1917-1918   | Various leaflets in French and English on the general theme of "Why continue the War?" | 20.00  |
| 1918        | "The German people offers Peace".                                                      | 20.00  |

| e) AUSTRO-HUNGARIAN |                                      |       |
|---------------------|--------------------------------------|-------|
| 1918                | "Invitation to Discuss Peace Terms". | 50.00 |

**B. ITALIAN AND BALKAN FRONTS**

Many varieties exist from these fronts, dropped by Austro-Hungarian as well as Allied airmen; the latter group included the Italian poet D'Annunzio. Some items are written in six or more languages, and their contents are of great interest to the student of history. They did much to secure the break-up of the old Austro-Hungarian Empire.

10.00+

**C. EASTERN FRONTS**

A few leaflets were dropped on the Eastern Fronts, by Imperial Russian and Bolshevik Russian aviators as well as by Germans and Austrians. The former are of exceptional rarity, and include one item "Dekret O Miru" — a "Decree about Peace" adopted by the All Russian Assembly (Soviet) on October 26, 1917, and dropped on Croatian troops. Leaflets and newspapers were also dropped in connection with the Siege of Przemyśl.

25.00+

Leaflets were also distributed by American and Australian air forces on New Guinea, Dutch Indies, Philippine Islands, China, etc.

**D. TURKISH EMPIRE**

British Naval aircraft dropped newspapers over Constantinople (Istanbul) in 1915 and leaflets on Turkish troops on Gallipoli. Royal Flying Corps planes dropped leaflets over Palestine and different parts of Arabia from then until the end of the War.

25.00

**GROUP 3. 1919-1939**

Various incidents, some trivial, some historic, in the inter-War period involved the distribution of Aerial Propaganda Leaflets. Some of the more important items are:

|       |            |                                                                                                          |        |
|-------|------------|----------------------------------------------------------------------------------------------------------|--------|
| 1919. |            |                                                                                                          |        |
| 1938  | 'Iraq      | Warnings to tribesmen in revolt.                                                                         | 10.00+ |
| 1919  | Afghan War | Various leaflets from N.W. frontier of India. (Also dropped later.)                                      | 10.00+ |
| 1920  | Fiume      | Declaration by poet-aviator D'Annunzio.                                                                  | 20.00  |
| 1919  | Australia  | "A Bomb of Good Luck from Captain Butler".                                                               | 50.00  |
| 1919  | England    | "Buy Victory Loan". By Balloon.                                                                          | 15.00  |
| 1920  | Russia     | Leaflet signed by Major-General Holmand, Head of English Mission to the Cossacks, dropped near Taganrog. | 25.00  |
| 1930  | Samoa      | "Ia Samoa Uma". Mau Insurrection.                                                                        | 20.00  |
| 1933  | Germany    | Winter Help Campaign.                                                                                    | 10.00  |
| 1933  | Manchuria  | Independence Day.                                                                                        | 10.00  |

|      |                |                                      |         |
|------|----------------|--------------------------------------|---------|
| 1938 | Spain          | Civil War. Many varieties.           | 20.00 + |
| 1938 | Austria        | German Occupation.                   | 10.00   |
| 1938 | Austria        | Plebiscite.                          | 10.00   |
| 1938 | Czechoslovakia | Sudetenland Plebiscite. By Zeppelin. | 25.00 + |

## GROUP 4. WORLD WAR II

### A. 1939-1940 DEFEAT OF FRANCE

About fifty different leaflets, including colored cartoons were dropped by the Germans upon the French, mostly full of anti-British and anti-Jewish propaganda. To be noted is a series of colored cards showing a French soldier in action. When these are held to the light they reveal British soldiers in French Cafes, etc. A few items also exist in English, dropped on British troops. The French Air Force dropped about the same number of leaflets upon Germany, and also two or three types upon Czechoslovakia.

5.00 +



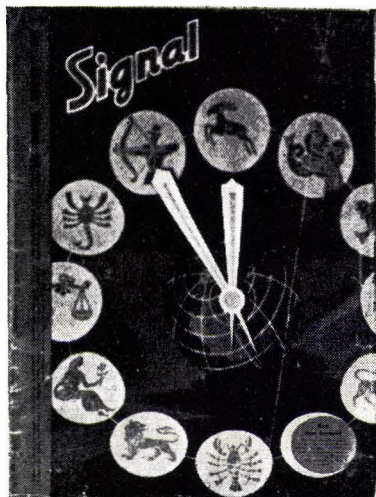
● German Leaflet Dropped  
 over Allied Lines.

### B. (a) GERMANY TO ENGLAND

|               |                                                |       |
|---------------|------------------------------------------------|-------|
| 1940 (Aug.)   | "A last Appeal to Reason".                     | 10.00 |
|               | "From the Führer's Speech".                    | 10.00 |
| 1940 (Autumn) | "Wanted for Incitement to Murder" (Churchill). | 25.00 |



|              |                                             |       |
|--------------|---------------------------------------------|-------|
| 1941         | "The Battle of the Atlantic is being lost". | 10.00 |
| 1942 (Sept.) | "Dieppe".                                   | 10.00 |
| 1943 (May)   | "Shipping losses".                          | 15.00 |
| 1943         | "The Lost War in the Air".                  | 25.00 |
| 1943         | "Life—8th Air Force Bombers".               | 50.00 |
| 1944         | "Why die for Stalin?"                       | 10.00 |



● German Booklet Type Leaflet Brought  
by V-1 Rocket.

## B. (b) V.I. FLYING BOMB LEAFLETS

### ENGLAND AND N.W. EUROPE CONFIRMED V.I. LEAFLETS

| NO. | TITLE                                                                                         | CODE     |       |
|-----|-----------------------------------------------------------------------------------------------|----------|-------|
| 1   | "This is an experiment — let's try it"<br>August 1944, England                                | E 120    | 60.00 |
| 2 a | "Do you like that? You do?"<br>Rev: photo of Cologne air-raid victims<br>August 1944, England | E 121/4a | 60.00 |
| b   | "Do you like that? You do?"<br>Rev: photo of Berlin air-raid victims<br>August 1944, England  | E 121/9a | 60.00 |
| c   | "Do you like that? You do?"<br>Rev: photo of Hamburg air-raid victims<br>August 1944, England | E 121/?  | 60.00 |

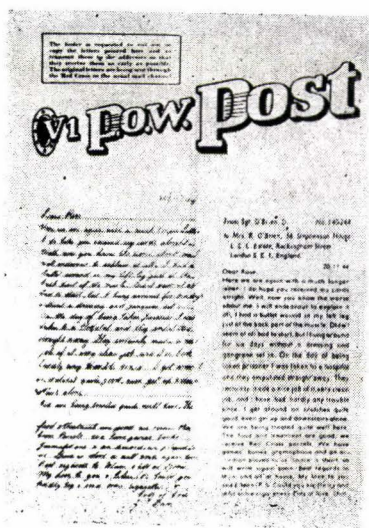
|                                                                                                                                                  |                                                                                                                                              |      |        |
|--------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|------|--------|
| 3                                                                                                                                                | "A splendid decision"                                                                                                                        |      | 300.00 |
| 4 a                                                                                                                                              | "The Other Side" No. 1 — Oct. 1944, England                                                                                                  |      | 200.00 |
| b                                                                                                                                                | "The Other Side" No. 2 — Nov. 1944, England                                                                                                  |      | 175.00 |
| c                                                                                                                                                | "The Other Side" No. 2 — Feb. 1945, Netherlands<br>but with French/Dutch inserts on back page and front<br>page positioned differently to b. |      | 175.00 |
| d                                                                                                                                                | "The Other Side" No. 3 — Netherlands, Dec. 1944                                                                                              |      | 175.00 |
| e                                                                                                                                                | "The Other Side" No. 4 — Netherlands, Feb. 1945                                                                                              |      | 175.00 |
| f                                                                                                                                                | "The Other Side" No. 5 — Netherlands, Feb. 1945                                                                                              |      | 175.00 |
| g                                                                                                                                                | "The Other Side" No. 6 — Netherlands, Feb. 1945                                                                                              |      | 175.00 |
| 5 a                                                                                                                                              | "V.1 POW POST" vertical format — England, Dec. 1944                                                                                          | V1/3 | 224.00 |
| b                                                                                                                                                | "V.1 POW POST" vertical format — England, Dec. 1944                                                                                          | V1/4 | 224.00 |
| c                                                                                                                                                | "V.1 POW POST" horizontal format — England, Dec. 1944                                                                                        | V1/5 | 200.00 |
| d                                                                                                                                                | "V.1 POST POST" horizontal format — England, Dec. 1944                                                                                       | V1/6 | 200.00 |
| Items 5a - 5d all came from V.1s which were slung under Heinkel III aircraft<br>that launched them against England at the Scarborough coastline. |                                                                                                                                              |      |        |
| 6                                                                                                                                                | "POW POST No. 22 — Netherlands, Apl. 1945                                                                                                    |      | 175.00 |
| 7                                                                                                                                                | "POST FOR USA" — Netherlands, Dec. 1944                                                                                                      |      | 175.00 |
| 8                                                                                                                                                | "MEDICAL BULLETIN FROM STALAG XIIa"<br>Netherlands, January 1945                                                                             |      | 200.00 |
| 9                                                                                                                                                | "WHAT AN AMERICAN THINKS OF THIS WAR"<br>Netherlands, April 1945                                                                             |      | 200.00 |
| 10                                                                                                                                               | "COME AND SEE FOR YOURSELF"<br>Netherlands, April 1945                                                                                       |      | 200.00 |
| 11                                                                                                                                               | "CA, C'ETAIT UNE BOMBE VOLANTE"<br>Belgium/Netherlands, Oct. 1944                                                                            |      | 200.00 |
| 12                                                                                                                                               | "AUX HABITANTS DES ZONES D'OPERATIONS<br>ALLIEES" — Belgium/Netherlands, Oct. 1944                                                           |      | 200.00 |
| 13                                                                                                                                               | "PEOPLE OF BERLIN . . ." — Belgium, Jan. 1945                                                                                                |      | 350.00 |
| 14 a                                                                                                                                             | SIGNAL magazine — England, Sept. 1944                                                                                                        | E 16 | 250.00 |
| b                                                                                                                                                | SIGNAL — England, Sept. 1944                                                                                                                 | E 17 | 250.00 |
| Item 14b was dropped from V.1s which had been carried by and launched from<br>HE IIIs flying over the Scarborough coastline.                     |                                                                                                                                              |      |        |
| c                                                                                                                                                | SIGNAL — Netherlands, Nov. 1944                                                                                                              | E 18 | 250.00 |
| d                                                                                                                                                | SIGNAL — Netherlands, Feb. 1945                                                                                                              | E 19 | 250.00 |
| e                                                                                                                                                | SIGNAL — Netherlands, Dec. 1944                                                                                                              | E 1  | 250.00 |

Note: These editions were miniature copies (15,5 x 21 cm.) of the regular SIGNAL magazine except that the four inner colored pages are missing. Approximately 36-38 pages. English language.

## UNCONFIRMED V.1. LEAFLETS

| NO. | TITLE                                             | CODE   |
|-----|---------------------------------------------------|--------|
| 15* | "Facts Figures Faces" No. 3, December 29          |        |
| 16  | "Luftpost" July 5, 1944                           | G 23   |
| 17  | "Go south to sunny Germany"                       | SK 467 |
| 18  | "Know ye by these presents . . ."                 |        |
| 19  | "De Engelsen beweren, dat Vliegende Bommen . . ." |        |
| a   | 149 x 104 cm.                                     |        |
| b   | 144 x 202 cm.                                     |        |
| 20  | "Uw offer voor de devrijding"                     |        |





• Another Form of German  
V-1 Rocket Leaflet.

## C. BRITISH BASED LEAFLETS

These may be divided into four main classes:

- P.W.E. leaflets, published by the Political Warfare Executive, British Foreign Office.
- O.W.I. leaflets, published by the Office of War Information, U.S. Government. (The "U.S." series).
- Joint P.W.E./O.W.I. leaflets (The "X" series).
- P.W.D. leaflets, published by the Psychological Warfare Division of S.H.A.E.F. (The "T", "V", "W", "Y", and "Z" series.)

Most leaflets have their reference number in one of their lower corners. It should be noted that in some cases the same numbers were used for 1942, 1943, and 1944, so that to identify a leaflet the year must be known as well as the reference number. About three hundred leaflets, not included in the following record, were published, but never distributed. Some numbers were never used at all, so that there are many "missing numbers" which a collector cannot ever expect to obtain.

### a) DROPPED ON BELGIUM

|      |        | Types | Numbered    |      |
|------|--------|-------|-------------|------|
| 1940 | P.W.E. | 7     | 200 - 211/1 | 5.00 |
| 1941 | P.W.E. | 34    | 211/2 - 248 | 5.00 |
| 1942 | P.W.E. | 21    | B1 - B26    | 5.00 |
| 1943 | P.W.E. | 13    | B1 - B14    | 5.00 |



## THE AMERICAN AIR MAIL CATALOGUE

|      |            |    |               |      |
|------|------------|----|---------------|------|
| 1943 | O.W.I.     | 7  | USB6 - USB12  | 5.00 |
| 1944 | P.W.E.     | 7  | B1 - B8       | 5.00 |
| 1944 | P.W.E./OWI | 22 | XB2 - XB28    | 5.00 |
| 1944 | P.W.D.     | 3  | ZB1 - ZB3     | 5.00 |
| 1944 | O.W.I.     | 6  | USB13 - USB19 | 5.00 |

The majority of these items are in French and Flemish, although in some cases separate editions were issued. Included are several items of "Le Courrier de l'Air" series (1940/1), and a lengthy "L'Arc en Ciel" series, as well as the "Journal Illustré" and "Le Messager de la Liberté" miniature magazines.

## b) DROPPED ON CHANNEL ISLANDS

|      |        | Types | Numbered      |       |
|------|--------|-------|---------------|-------|
| 1940 | P.W.E. | 2     | 600/1 & 600/2 | 15.00 |
| 1943 | P.W.E. | 1     | J1            | 10.00 |

The titles of these three items are "Message from H. M. the King," "News from England," and "Dr. Garbett's Sermon."

## c) DROPPED ON CZECHOSLOVAKIA

|      |        | Types | Numbered  |        |
|------|--------|-------|-----------|--------|
| 1940 | P.W.E. | 5     | 267 - 444 | 5.00 + |
| 1941 | P.W.E. | 1     | 456       | 5.00   |
| 1942 | P.W.E. | 2     | C1 - C2   | 6.00   |
| 1943 | P.W.E. | 2     | C3 - C4   | 6.00   |

## d) DROPPED ON DENMARK

|      |         | Types | Numbered  |      |
|------|---------|-------|-----------|------|
| 1941 | P.W.E.  | 11    | 802 - 829 | 5.00 |
| 1942 | P.W.E.  | 6     | D2 - D9   | 5.00 |
| 1943 | P.W.E.  | 12    | D11 - D26 | 5.00 |
| 1944 | P.W.E.  | 7     | D1 - D9   | 5.00 |
| 1944 | PWE/OWI | 1     | XD1       | 5.00 |
| 1944 | P.W.D.  | 1     | ZD1       | 5.00 |
| 1945 | P.W.E.  | 1     | D10       | 5.00 |

Included are 13 issues, of which only 10 were disseminated, of the miniature magazine "Vi Vil Vinde". Leaflet D6 of 1944 gives an illustration of "Fridheds-posted", a German "fake", which they dropped upon Copenhagen from an aircraft with R.A.F. markings.

## e) DROPPED ON THE NETHERLANDS

|      |         | Types | Numbered     |      |
|------|---------|-------|--------------|------|
| 1940 | P.W.E.  | 3     | 700 - 707    | 5.00 |
| 1941 | P.W.E.  | 27    | 703 - 736    | 5.00 |
| 1942 | P.W.E.  | 19    | H1 - H26     | 5.00 |
| 1943 | P.W.E.  | 26    | H1 - H33     | 5.00 |
| 1943 | O.W.I.  | 2     | USH5 - USH6  | 5.00 |
| 1944 | P.W.E.  | 4     | H1 - H7      | 5.00 |
| 1944 | O.W.I.  | 4     | USH8 - USH13 | 5.00 |
| 1944 | PWE/OWI | 65    | XH1 - XH75   | 5.00 |
| 1944 | P.W.D.  | 3     | ZH1 - ZH3    | 5.00 |
| 1945 | PWE/OWI | 47    | XH76 - XH122 | 5.00 |

These leaflets form a most interesting collection, as they go right up to V. E.-Day. They included over twenty editions of the miniature magazine "De Wervel-wind", and 139 editions of the newspaper "De Vliegende Hollander".

## f) DROPPED ON FRANCE

| Types |         |     | Numbered       |      |
|-------|---------|-----|----------------|------|
| 1940  | P.W.E.  | 21  | 31 - 72        | 5.00 |
| 1940  | P.W.E.  | 1   | 430            | 5.00 |
| 1941  | P.W.E.  | 92  | 50/2 - 137a    | 5.00 |
| 1942  | P.W.E.  | 145 | F1 - F171      | 5.00 |
| 1942  | P.W.E.  | 2   | T2 - T4        | 5.00 |
| 1942  | O.W.I.  | 7   | USF7 - USF14   | 5.00 |
| 1943  | P.W.E.  | 178 | F1 - F188      | 5.00 |
| 1943  | O.W.I.  | 60  | USF15 - USF79  | 5.00 |
| 1944  | P.W.E.  | 72  | F1 - F78       | 5.00 |
| 1944  | O.W.I.  | 49  | USF80 - USF133 | 6.00 |
| 1944  | PWE/OWI | 2   | XF1 - XF2      | 6.00 |
| 1944  | PWE/OWI | 1   | CF1            | 6.00 |
| 1944  | P.W.D.  | 12  | ZF1 - ZF12     | 6.00 |
| 1944  | P.W.D.  | 20  | Y1 - Y31       | 6.00 |
| 1944  | P.W.D.  | 8   | VF1 - VF8      | 6.00 |

The leaflet material disseminated over France reached terrific proportions, and it will be seen that a total of 670 different items are in existence. The well known British newspaper series, "Le Courrier de l'Air," reached well over a hundred editions, and its American counterpart "L'Amerique en Guerre" began with issue No. 18 (USF7), and ended with issue numbered 113. This latter series provides a complete illustrated history of the War between the dates involved. Most issues are multi-colored and well illustrated with photographs and maps. A wide variety of illustrated magazines are included, the most lavish productions being the U. S. "Voir", and the British "Accord". The "ZF" series are connected with the military operations from "D" Day onwards.



● British Leaflet Dropped on France.



● Allied Leaflet Dropped over Germany.

### g) DROPPED ON GERMANY

|      |         | Types | Numbered      |       |
|------|---------|-------|---------------|-------|
| 1939 | P.W.E.  | 2     | 151 - 152     | 10.00 |
| 1939 | P.W.E.  | 10    | 225 - 290     | 5.00  |
| 1939 | P.W.E.  | 5     | WB1 - WB5     | 7.50  |
| 1940 | P.W.E.  | 63    | 263 - 460     | 5.00  |
| 1940 | P.W.E.  | 5     | WB6 - WB10    | 7.50  |
| 1941 | P.W.E.  | 71    | 461 - 532     | 5.00  |
| 1942 | P.W.E.  | 66    | G1 - G69      | 4.00  |
| 1943 | P.W.E.  | 105   | G1 - G106     | 4.00  |
| 1943 | O.W.I.  | 13    | USG4 - USG22  | 5.00  |
| 1944 | P.W.E.  | 28    | G1 - G30      | 5.00  |
| 1944 | P.W.E.  | 1     | FG1           | 5.00  |
| 1944 | O.W.I.  | 28    | USG3 - USG53  | 5.00  |
| 1944 | PWE/OWI | 15    | XG10 - XG26   | 10.00 |
| 1944 | P.W.D.  | 59    | WG1 - WG27    | 10.00 |
| 1944 | P.W.D.  | 1     | WG1000        | 10.00 |
| 1944 | P.W.D.  | 82    | ZG1 - ZG94    | 10.00 |
| 1944 | P.W.D.  | 1     | 12AG20        | 5.00  |
| 1944 | P.W.D.  | 189   | T9 - T259     | 5.00  |
| 1945 | P.W.E.  | 1     | G32           | 5.00  |
| 1945 | P.W.D.  | 2     | BG151 - BG152 | 5.00  |
| 1945 | P.W.D.  | 1     | UNG1          | 5.00  |
| 1945 | P.W.D.  | 25    | VG1a - VG26   | 10.00 |
| 1945 | P.W.D.  | 31    | ZG95 - ZG130  | 5.00  |
| 1945 | P.W.D.  | 119   | T260 - T381   | 5.00  |
| 1945 | P.W.D.  | 25    | WG28 - WG54   | 5.00  |

The first British leaflets were dropped over Germany on the night of September 25-26, 1939, and by the winter leaflet dropping had reached a substantial scale. The first regular news-sheet was the "Wolkiger Beobachter", and this was followed in 1941 by "Luftpost", which was dropped as regularly as possible from then onwards. In 1943 the U.S.A.A.F. were able to add their efforts to those of the R.A.F. and in November began the dissemination of the "Sternenbanner" series, which ran to 21 editions. The "XG" series leaflets were dropped from May to October 1944 upon German troops, and the "VG" series consisted of a S.H.A.E.F. newspaper, dropped between April and May, 1945. The "WG." series leaflets were chiefly dropped upon the German population near the battle area and its lines of communication. This series included many items for displaced persons, with issues in French, Dutch, Italian, Polish, Russian, Slovakian and Czech. The "ZG" series are of special interest, being sent to German troops in France, Belgium, Holland, and in their own country, and constituting altogether a wonderful record of the Battle for Germany. The "T" series compose the famous "Nachrichten" newspaper, which were dropped almost daily upon troop concentrations, and isolated garrisons in the Channel Islands and elsewhere.

Of exceptional interest are the Allied "Black" propaganda items, not listed in the Official "Index", but including facsimile food and clothing coupons, forgeries of Nazi documents. ....

10.00+

## h) DROPPED ON ITALY

|      |        | Types | Numbered  |       |
|------|--------|-------|-----------|-------|
| 1940 | P.W.E. | 3     | 450 - 452 | 10.00 |
| 1940 | P.W.E. | 5     | 761 - 775 | 10.00 |
| 1941 | P.W.E. | 5     | 776 - 792 | 10.00 |
| 1942 | P.W.E. | 10    | 11 - 111  | 10.00 |
| 1942 | P.W.E. | 9     | 113 - 147 | 10.00 |

In 1942/43 many more leaflets, including some of the "T" series, were dropped from bases in the Mediterranean area, so that the above total by no means represents the whole of the very successful leaflet campaign against the Italians.

## i) DROPPED ON LUXEMBOURG

|      |        | Types | Numbered |       |
|------|--------|-------|----------|-------|
| 1942 | P.W.E. | 2     | L1 - L2  | 10.00 |

## j) DROPPED ON NORWAY

|      |         | Types | Numbered  |      |
|------|---------|-------|-----------|------|
| 1940 | P.W.E.  | 2     | 800 - 805 | 6.00 |
| 1941 | P.W.E.  | 8     | 806 - 808 | 6.00 |
| 1942 | P.W.E.  | 5     | N1 - N7   | 6.00 |
| 1943 | P.W.E.  | 5     | N11 - N15 | 6.00 |
| 1943 | PWE/OWI | 2     | XN7 - XN9 | 6.00 |
| 1944 | P.W.E.  | 4     | N4 - N13  | 6.00 |
| 1944 | O.W.I.  | 1     | USN14     | 6.00 |
| 1944 | P.W.D.  | 1     | ZN1       | 6.00 |
| 1945 | P.W.E.  | 15    | N15 - N31 | 6.00 |

## k) DROPPED ON POLAND

|      |         | Types | Numbered  |      |
|------|---------|-------|-----------|------|
| 1940 | P.W.E.  | 2     | 303 - 446 | 6.00 |
| 1943 | PWE/OWI | 1     | XP1       | 6.00 |



## D. GERMANY TO OCCUPIED EUROPE AND ALLIED TROOPS

During the Occupation, the Germans distributed over France and especially over Paris a very wide variety of leaflets and booklets — mostly anti-Semitic, but not all were air-disseminated. ....

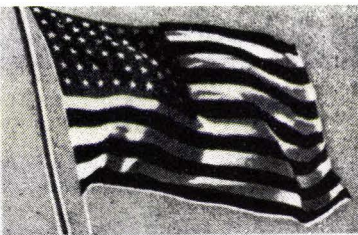
3.00 +

During General Eisenhower's campaign in N.W. Europe several hundred different leaflets were disseminated on Allied troops by airplane, rocket and trench mortar, the latter two droppings usually being very small leaflets. ....

6.00 +

## E. MISCELLANEOUS

Aerial Propaganda leaflets were called on to help the War effort in many many ways. War Loan Campaign items exist from numerous countries, including the United States of America, Canada, Great Britain, India, New Zealand, South Africa, and other countries.



*Ce tract a été lancé sur  
les centres principaux de  
l'Afrique Française du Nord.*

### Français de l'Afrique du Nord:

**F**IDELE à l'amitié traditionnelle et séculaire du gouvernement et du peuple des États Unis pour la France et pour l'Afrique française du Nord, une grande armée américaine débarque sur votre sol.

Notre mission immédiate est de protéger l'Afrique française du Nord

F.142(a)

AU VERSO

**SUITE  
DE LA  
PREMIERE  
PAGE**

*Ce tract a été lancé sur  
les centres principaux de  
l'Afrique Française du Nord.*

contre la menace d'une invasion italo-allemande. Notre but principal est le même qu'en 1917, c'est-à-dire, l'anéantissement de l'ennemi et la libération complète de la France envahie.

Le jour où la menace italo-allemande ne pèsera plus sur les territoires français nous quitterons votre sol.

La souveraineté de la France sur les territoires français reste entière.

Nous savons que nous pouvons compter sur votre concours pour frayer le chemin qui mène à la victoire et à la paix.

Tous ensemble, on les aura!

DWIGHT D. EISENHOWER,  
Lieutenant Général,  
Commandant en Chef des  
Forces Expéditionnaires Américaines.

- Leaflet Dropped by United States Forces on the occasion of the Allied Landing in North Africa.



# SAFE CONDUCT



*The soldier who carries this safe conduct is using it as a sign of his genuine wish to give himself up. He is to be disarmed, to be well looked after, to receive food and medical attention as required, and to be removed from the danger zone as soon as possible.*

Translations in German, Italian  
and Polish on other side.

*H. R. Alexander*  
FIELD MARSHAL

*Supreme Allied Commander in the Mediterranean Theatre of Operations*

● Allied Safe Conduct Pass used by the Mediterranean Operations.

## F. NORTH AFRICAN AND ITALIAN CAMPAIGNS

Several hundreds varieties exist of leaflets from these theatres, including many in Italian and German, in connection with the battles in Egypt, Tripolitania, Tunis, Algeria, and Morocco. An especially interesting item is a false English One Pound note, dropped by the Germans on Cairo in 1942. The battles in Sicily and Italy also resulted in a wide variety of leaflets, including many in English dropped over, or fired into the Allied lines.

10.00 +

Leaflets in Hindustan and Polish are also known from this Theatre of Operations.

About two hundred different German leaflets relating to the Italian Campaign are now known. Many were produced in two sizes, the smaller being for rocket or mortar disseminations. Quite a wide variety were also dropped by them over Occupied Italy.

## G. EASTERN EUROPE THEATRES

Free French. Also German leaflets to Free French Troops.

Leaflets were dropped by the Germans, Finns and Russians on a substantial scale. Few details are available, though "Surrender Passes" dropped by the Red Air Force in the Battle for Berlin are known.

10.00 +

## H. MISCELLANEOUS CAMPAIGNS

|             |                                                                                             |       |
|-------------|---------------------------------------------------------------------------------------------|-------|
| Abyssinia.  | Leaflets in Italian and Abyssinian, dropped by Royal Air Force and South African Air Force. | 10.00 |
| Dakar.      | Appeals by General de Gaulle.                                                               | 10.00 |
| Syria.      | About twenty types, addressed to Vichy French and Arabs from British and Free French.       | 10.00 |
| Madagascar. | Several types to Vichy French forces.                                                       | 10.00 |

一九四年 月 日  
 米國艦隊司令長官海軍大將ニツ  
 ヤルト島守備隊司令官殿  
 交渉開催ニ関スル件  
 貴島守備隊司令官又ハ寺備部隊長ハ二名ノ次席將校或ハ兵ト  
 共ニ軍醫士官(守備隊員必要ナル施療醫藥ハ食料等ニ関ス  
 ル協議ノ爲メ同伴ノ上該指示事項投下ノ翌日一〇〇〇時南東水  
 道ヨリ出發我カ方指定ノ艦船マテ御來臨相成度候  
 我カ方指定艦船ニ御到着相成迄ハ一直線ノ針路又ハ我カ方飛行  
 機ノ示ス針路ヲ御採用相成度候  
 但シ右指定艦船ニ御參上ノ際ハ如何ナル種類ノ武器ト雖モ船内又  
 ハ乗員ニ依ツテ携帶スルコトヲ確ク御断リ申候  
 右指示各事項ニ御賛成無之場合ハ我カ方ノ戰鬪行為再ビ開始致  
 スヘク候也  
 米

● U. S. Leaflet Dropped Over Japanese Lines Asking Surrender.

## I. FAR EAST

The Japanese invasion of Malaya and other British possessions was accompanied by widespread leaflet-dropping. Most of these were very crude and gaudy. Some were pornographic. All are rare. Rather similar types exist from later battle zones, involving American forces. The later Allied attacks were also accompanied by a wide variety of leaflets in Japanese, Burmese, Siamese, etc. After the surrender of Japan, leaflets were widely scattered upon Prisoner of War camps and isolated fighting troops.

10.00+

Leaflets were also distributed by American and Australian air forces on New Guinea, Dutch Indies, Philippine Islands, China, etc. Much information about these has been discovered, but there still remains a great deal undisclosed.

## J. PACIFIC THEATRE

Extremely heavy leaflet dissemination was undertaken over Japan by the great American bomber forces. Many are of exceptional interest, and very well produced. Several hundred types are believed to exist, but full details are not yet available, and to date no official Index has been traced. Some of the more important items are, however, listed below.

### THE J.I. SERIES Psychological Warfare Branch U.S. Forces Pacific Area APO 500

|           |                                                                                                  |       |
|-----------|--------------------------------------------------------------------------------------------------|-------|
| 1 (b) J 1 | Large 'I surrender' leaflet. ....                                                                | 25.00 |
| 2 J 1     | Cartoon 'Jap in the boat' ....                                                                   | 10.00 |
| 3 J 1     | Cartoon 'Jap on the islands' ....                                                                | 10.00 |
| 4 J 1     | Clock-face map with broken flags showing the islands captured by the Americans. ....             | 15.00 |
| 5 J 1     | Cartoon 'Lonely Japan' ....                                                                      | 12.00 |
| 6 J 1     | Cartoon Jap on an island. 'Where are our ships and planes? What is going to happen to you?' .... | 15.00 |
| 7 J 1     | 4 pages of POW photographs. Target: Jap troops anywhere. ....                                    | 10.00 |
| 8 J 1     | Reproduction of two Jap magazine articles ....                                                   | 10.00 |
| 9 J 1     | Cartoon of microphone giving out Jap claims ....                                                 | 10.00 |
| 10 J 1    | Cartoon of MacArthur and Nimitz throttling Japanese life-lines ....                              | 12.00 |
| 11 J 1    | Artwork showing fantastic American naval "losses" during first two years of war ....             | 12.00 |
| 12 J 1    | Cartoon of Japanese oil pipeline being bombed ....                                               | 12.00 |
| 13 J 1    | Cartoon. Naval encirclement of Japan ....                                                        | 12.00 |
| 14 J 1    | Two different leaflets, one with picture of naval ship, the other with picture of airplane ....  | 10.00 |
| 15 J 1    | Photos of Jap POWs 'Good treatment of prisoners' ....                                            | 10.00 |
| 16 J 1    | Similar to 15 J 1 ....                                                                           | 10.00 |
| 17 J 1    | Large leaflet 'I cease resistance'. Front of leaflet is coded 17 J 1; reverse is 108 J 1 ....    | 12.00 |
| 17(a) J 1 | Large leaflet 'I cease resistance' Safe Conduct ....                                             | 12.00 |
| 19 J 1    | 'One general gains fame while tens of thousands die' Target: Ph. Is. and elsewhere ....          | 12.00 |
| 20 J 1    | 'General Nogi' Target: Ph. Is. ....                                                              | 12.00 |
| 21 J 1    | Japanese fleet. Target: Ph. Is. & elsewhere ....                                                 | 12.00 |
| 22 J 1    | Cartoon of Jap on burning island ....                                                            | 12.00 |
| 23 J 1    | Japanese 'Chessboard. Two strategies' ....                                                       | 10.00 |
| 24 J 1    | 'Manila has fallen' Target: Ph. Is. & elsewhere ....                                             | 10.00 |
| 26 J 1    | Cartoon of falling leaves ....                                                                   | 15.00 |
| 27 J 1    | Cartoon soldier stepping from defeated Germany to Japan ....                                     | 12.00 |
| 28 J 1    | Jap soldiers and end of war in Europe ....                                                       | 12.00 |
| 29 J 1    | Treatment of prisoners. 4 pages ....                                                             | 12.00 |
| 30 J 1    | Southern Treasure House. Cartoons showing cuttings of Jap supply lines ....                      | 10.00 |
| 31 J 1    | War photos showing U.S. advances ....                                                            | 10.00 |
| 32 J 1    | 'Japanese statements' ....                                                                       | 10.00 |
| 33 J 1    | 'Type 38 rifle' ....                                                                             | 12.00 |
| 41 J 1    | Cartoon showing U.S. progress ....                                                               | 12.00 |



|            |                                                                                                     |       |
|------------|-----------------------------------------------------------------------------------------------------|-------|
| 101 J 1    | 'War has passed Luzon' .....                                                                        | 12.00 |
| 103 J 1    | Jap prisoners .....                                                                                 | 12.00 |
| 106 J 1    | Cartoon .....                                                                                       | 12.00 |
| 108 J 1    | See 17 J 1 .....                                                                                    | 12.00 |
| 109 J 1    | Luzon surrender appeal .....                                                                        | 10.00 |
| 110 J 1    | 'Where is Daddy?' .....                                                                             | 10.00 |
| 111 J 1    | New Japan .....                                                                                     | 10.00 |
| 112 J 1    | Small leaflet. Jap writing only .....                                                               | 10.00 |
| 113 J 1    | Building of a new Japan .....                                                                       | 12.00 |
| 117 J 1    | Dreaming soldier .....                                                                              | 12.00 |
| 118 J 1    | Japan's hour of doom .....                                                                          | 12.00 |
| 119 J 1    | 'The shadow of the officer is great' .....                                                          | 12.00 |
| 120 J 1    | 'Will friendly forces come?' South Luzon .....                                                      | 12.00 |
| 123 J 1    | 'Peace with honour' .....                                                                           | 12.00 |
| 127 J 1    | Small leaflet. Jap text only .....                                                                  | 10.00 |
| 128 J 1    | U.S. soldiers with Jap child. Target: Jap homeland .....                                            | 10.00 |
| 132B J 1 ) |                                                                                                     |       |
| 132C J 1 ) | Small leaflets with cartoons on front .....                                                         | 10.00 |
| 132D J 1 ) |                                                                                                     |       |
| 134 J 1    | Bomb warning .....                                                                                  | 12.00 |
| 138 J 1    | Photos on Okinawa. Target: Jap homeland<br>(1 large, 1 small printings known) .....                 | 12.00 |
| 139 J 1    | Jap family .....                                                                                    | 12.00 |
| 141 J 1    | Similar to 17 J 1, except no reference to Luzon .....                                               | 12.00 |
| 144 J 1    | 'Red Army strikes' Picture of Russian and U.S. soldier shaking<br>hands. Target: Jap homeland ..... | 12.00 |
| 146 J 1    | Jap uniform .....                                                                                   | 12.00 |
| 147 J 1    | .....                                                                                               | 12.00 |
| 148 J 1    | Jap .....                                                                                           | 12.00 |
| 150 J 1    | Bomb warning .....                                                                                  | 12.00 |
| 150 J 1    | Bomb warning .....                                                                                  | 12.00 |

## THE J.6. SERIES

## (Jap Troops in the Philippines)

|         |                                                                                                                                                                |       |
|---------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 3 J 6   | Artwork of Japanese eagle and U.S. air fleet .....                                                                                                             | 12.00 |
| 4 J 3   | 'The way to Safety No. 4' Especially for Laguna Province .....                                                                                                 | 10.00 |
| 9 J 6   | 'American forces land on Morotai and Palau' .....                                                                                                              | 10.00 |
| 12 J 6  | Coloured leaflet with dish of choice Japanese food .....                                                                                                       | 12.00 |
| 13 J 6  | Cartoon heavy artillery. Especially for troops in defense of<br>Ormoc. ....                                                                                    | 12.00 |
| 15 J 6  | Picture of head and arms of young male Japanese .....                                                                                                          | 12.00 |
| 17 J 6  | Picture of artillery guns. Dropped in outer defenses of Ormoc. ....                                                                                            | 12.00 |
| 18 J 6  | 'I am a prisoner of the Americans' Especially printed by the Re-<br>production Section of the 929th. Engineer Aviation Regiment for<br>cut-off Jap units. .... | 12.00 |
| 19 J 6  | 'I am a prisoner of war — surrender now' .....                                                                                                                 | 12.00 |
| 33 J 6  | Map and Japanese text .....                                                                                                                                    | 10.00 |
| 101 J 6 | .....                                                                                                                                                          | 10.00 |

## THE J.8. SERIES

|        |                              |       |
|--------|------------------------------|-------|
| 29 J 8 | Japanese text .....          | 10.00 |
| 30 J 8 | Map of troop positions ..... | 10.00 |
| 31 J 8 | Japanese text .....          | 10.00 |
| 33 J 8 | .....                        |       |

**THE J.11. SERIES**

|        |                                                                                                   |       |
|--------|---------------------------------------------------------------------------------------------------|-------|
| 8 J 11 | Korean soldiers of the 19th Division. No art. Korean on one side,<br>Japanese text on other. .... | 10.00 |
|--------|---------------------------------------------------------------------------------------------------|-------|

**VARIOUS**

|        |                                                                                        |       |
|--------|----------------------------------------------------------------------------------------|-------|
|        | Large Surrender Pass — no number .....                                                 | 25.00 |
|        | Picture of Japanese soldier on islands. No code .....                                  | 15.00 |
|        | Picture of globe with encircling arrows of planes and troops.<br>Okinawa leaflet. .... | 15.00 |
|        | 'Kiri Leaf' Symbol of Death bomb warning .....                                         | 30.00 |
| 102 A  | Picture of tied hands .....                                                            | 10.00 |
| 503 A  | Picture of tanks .....                                                                 | 10.00 |
| 518 A  | Picture of Japanese idol .....                                                         | 10.00 |
| 608    | Picture of pagoda .....                                                                | 10.00 |
| 700 B  | Japanese text .....                                                                    | 10.00 |
| 701 B  | Photograph of prisoners playing peg-board game .....                                   | 12.00 |
| 801 A  | Picture of flowering cherry trees .....                                                | 12.00 |
| 803 A  | Picture of Jap prisoner .....                                                          | 12.00 |
| 804 A  | Picture of Japanese woman and child .....                                              | 10.00 |
| 807 A  | Picture of moon and Japanese islands .....                                             | 10.00 |
| 809    | Picture of Japanese temple — pink paper .....                                          | 10.00 |
| 1003 A | Japanese text .....                                                                    | 10.00 |
| 2009   | 10 yen note with propaganda on reverse .....                                           | 15.00 |
| 2016   | 10 yen note with propaganda on reverse .....                                           | 15.00 |
| 2017   | 10 yen note with propaganda on reverse .....                                           | 15.00 |
| 2034   | 10 yen note with propaganda on reverse .....                                           | 15.00 |
| 2094   | Picture and Japanese text .....                                                        | 10.00 |
| 2102   | Picture of American soldiers advancing on islands .....                                | 10.00 |
| 2116   | Japanese text .....                                                                    | 10.00 |

**PICTURE NEWS No. 1 — Photos of War Events****RAKASAN NEWS**

|                                                                          |       |
|--------------------------------------------------------------------------|-------|
| No. 1 .....                                                              | 5.00  |
| No. 2 .....                                                              | 5.00  |
| No. 9 .....                                                              | 5.00  |
| No. 10 .....                                                             | 5.00  |
| No. 11 .....                                                             | 5.00  |
| No. 15 .....                                                             | 5.00  |
| 1 FO 1 Liberation of Formosa — To Formosan civilians .....               | 15.00 |
| 2 FO 1 Post-war aims — To Formosan civilians .....                       | 15.00 |
| Wake Island — Call for surrender. Dropped by Admiral Jesse Johnson ..... | 50.00 |

**GROUP 5**

Since 1945 leaflets have played an important part in a great many trouble areas, especially Malaya, Korea, Algeria and Vietnam.

**K. (a) INDIA-PAKISTAN 1947**

1. Peace appeal for communal harmony, bearing the signatures in replica of Gandhi and Jinnah. In Hindi and Urdu. .... 5.00
2. Peace appeal by Nehru and Liaquat Ali; one leaflet in Urdu and another similar leaflet in Gurmukhi. .... 5.00

- |                                                                                                                                                                                                                      |      |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|
| 3. Pakistan leaflet in Urdu "Reward for services."                                                                                                                                                                   | 5.00 |
| 4. Pakistan leaflet in Urdu "Our Home."                                                                                                                                                                              | 5.00 |
| 5. Pakistan leaflet in English "We have got to save them": an appeal for aid to the Quaid-i-Azam's Relief Fund for refugees. Issued by the Ministry of the Interior, Information and Broadcasting Division, Karachi. | 5.00 |
| 6. A similar leaflet in Urdu.                                                                                                                                                                                        | 5.00 |
| 7. "How cold can it be?" A further refugee appeal in English. "Go through your wardrobe today—spare everything you do not really need and send it to the nearest refugee relief centre."                             | 5.00 |
| 8. A similar leaflet in Urdu.                                                                                                                                                                                        | 5.00 |

## K. (b) FRENCH INDO CHINA

- |                                                                                                                                                                                                       |      |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|
| 1947/1952. Cartoons, Safe Conducts, and other leaflets were dropped on a large scale by the French over Viet Minh forces and territory. Leaflets were also dropped on French forces by the Viet Minh. | 6.00 |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|

## L. ALGERIA

- |                                                                                                                                                                                                                                                                                                                                        |       |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 1947-1963. In the long troubles and war with the Algerians the French dropped about five hundred or more different leaflets, many with messages from De Gaulle, others with colour cartoons and pictures, Safe Conducts and Passes. There are also small duplicated messages—chiefly dropped over isolated communities by helicopters. | 2.00+ |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|

## M. "THE IRON CURTAIN"

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |       |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 1950 onwards. There is a wonderful wealth of leaflet material relating to the ideological war between East and West. From the City of Berlin rocket leaflets exist in considerable variety, whilst along the "Iron Curtain" an almost infinite variety of leaflet material was "ballooned" across the frontiers carrying anti-Communist messages to the peoples of East Germany, Czechoslovakia, Hungary, Poland, and also to Russian Occupation troops. Leaflet disseminations probably reached their peak in 1954 when the Free Europe Press Division of the Free Europe Committee Inc. carried out operation "Veto" to Czechoslovakia and "Focus" to Hungary, with leaflet editions running up to three million copies. | 1.00+ |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|

## N. FORMOSA

- |                                                                                                                                                                                                                                                                |       |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 1950 onwards. The Chinese Nationalist Forces have ballooned vast quantities of colourful leaflets many with small gift tokens attached, from Quemoy to the Chinese mainland. Some especially attractive ones are actually printed on real dried bamboo leaves. | 2.00+ |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|

## O. KOREA

### 1950-1953 U.N. LEAFLETS

Hundreds of millions of U.N. leaflets were disseminated by the U.S. Air Force during this bitter conflict, there being many hundreds of different types of an infinite variety of size, colour and format.

Series numbered 1000 on. (Korean). These leaflets are of exceptional appeal, many having coloured pictures and cartoons. A number are in the form of Safe Conduct Passes, e.g. 1005, 1018, 1035 and 1042. Leaflet 1331 was the final War leaflet, and shows a Korean soldier returning home and then to work. Other leaflets include surrender appeals and point out the humane treatment given by U.N. forces to Korean prisoners (e.g. 1010, 1012, 1016, 1019, 1025, etc.). Warnings to civilians to evacuate towns and targets about to be heavily bombed constitute another important group (e.g. 1011, 1013, etc.), while there are other items restricting refugee movements and forbidding certain river crossings.

On August 20, 1950, General MacArthur addressed a letter to the Commander-in-Chief,

3.00+

Armed Forces of North Korea, regarding a series of revolting atrocities committed by North Korean forces upon United Nations prisoners of War, and replicas of this letter, with Korean translation or the back were dropped upon Pyongyang, Seoul, and North Korean Army divisional headquarters (Serial No. of leaflet 1017). The Resolution adopted by the United Nations General Assembly on October 8, 1950, was conveyed to the Premier, Government of North Korea, with a formal call to Surrender by General MacArthur, in leaflet form, with Korean translation, and dropped on North Korean cities. (Leaflet Nos. 1022 and 1023).

On many leaflets the flag of the United Nations is included, and the fact that the war is continuing to enforce a United Nations decision, and not for American aggression, is continually stressed in the leaflets, (e.g. 1008, 1021, 1026, 1029 and 1031). Other leaflets call upon stragglers and guerrillas to surrender (at the time of the advance up to the Manchurian border), while the subsequent Chinese intervention provides the topic for various later leaflets of this series.

Series numbered 2000 on. This constitutes a regular newsheet entitled "Parachute News," bearing the U.N. and Republic of Korea flags, and is addressed both to soldiers and civilians in North and South Korea.

Series numbered 6000 on. These leaflets comprise a Chinese anti-morale group, in the Chinese language, and dealing with frostbite—the silent killer of the Korean War, and U.N. superiority in aircraft, tanks, etc. All seen are half the size of the normal leaflets, making them suitable for dissemination by artillery shells of light aircraft.

**Series numbered 7000 on.** This appears to be rather a miscellaneous series, dating from the time of the U.N. landing at Inchon. Civilians were advised to avoid communist military areas which must be hit by U.N. planes or ships (7001), while enemy troops were called upon to surrender or die (7002). The capture of Seoul, Inchon and Kimpo air fields was announced in leaflet 7005, while a further call for surrender was made by General MacArthur



- United Nations Forces Leaflet Dropped in Korean Action Offering Huge Reward to any Russian Pilot who would Fly a MIG Plane to an Allied Airfield. Several did.





● Safe Conduct Pass Leaflet Dropped over North Korea.

in leaflet 7007, addressed to the Commander-in-Chief, North Korean Forces. In this series are also some more Safe Conduct Passes, including some in Chinese (e.g. 7010, 7011, 7012, 7013, 7027, 7028, etc.). Traditional Sino-American friendship is stressed in other leaflets, for example, in 7017, which shows a drawing of Chinese and American soldiers, with sketch of a Chinese symbolic device representing unending friendship.

Series numbered 8000 on. This series again seems to consist of certain miscellaneous categories. Encouragement to Occupied areas is given by leaflet 8001. "Time is running out" is conveyed to enemy troops by leaflets 8002-3, the latter bearing a replica of Lt. General Walton H. Walker's signature. The crossing of the Han River is prohibited by Leaflet 8009, while movement of refugees is forbidden by 8010.

Series 9000 on. All these appear to consist of artillery-size leaflets, including Safe Conduct Passes and Korean anti-morale leaflets.

3.00+  
3.00+  
3.00+

1950-1953 KOREAN AND CHINESE LEAFLETS

Enemy leaflet drops were on a much more restricted scale, and the following is a catalogue of the main varieties. Owing to the U.S. command of the Korean airspace, many enemy items were fired and disseminated by mortars and artillery shells, and the consequent compression marks may be observed on many leaflets. Most are now very scarce. Leaflets were also dropped for ROK troops, and to those of Porto Rico, Turkey etc.

1. Facsimile letter dated August 20, 1951, signed by Pfc James V. Vosberg, Cpl Edward C. Charret and Pfc Thomas Robertson.
2. "American G.I.s" signed by Charles E. Newton.
3. "To my G.I. Buddy's" signed by Eric E. J. Muise.
4. "To the American soldier" signed by Cpl Billy G. Fogle.
5. "Your folks at home need you." Safe Conduct.
6. Safe Conduct Pass. Small 4-page red and black leaflet. (Very widely used).

10.00+  
10.00+  
10.00+  
10.00+  
10.00+  
10.00+

|                                                                                                                             |         |
|-----------------------------------------------------------------------------------------------------------------------------|---------|
| 7. Safe Conduct Pass. Single sheet, larger size.                                                                            | 10.00 + |
| 8. "Your families need you back." With testimonial by Dr. Perry.                                                            | 10.00 + |
| 9. "What is she thinking now?"                                                                                              | 10.00 + |
| 10. "Why are you here 5000 miles from your homes?" Ref. K.7.                                                                | 10.00 + |
| 11. "Stop and think! What are you doing?" With names of about 80 U.S. POWs.                                                 | 10.00 + |
| 12. "It's money or your life."                                                                                              | 10.00 + |
| 13. "Foxhole in Korea. In America 'Off limits for Negro—Bar White.'" Ref. 121019.                                           | 10.00 + |
| 14. "Happy New Year—1952."                                                                                                  | 10.00 + |
| 15. "May we be heard! 400 American prisoners speak their mind." Small booklet.                                              | 10.00 + |
| 16. Kojima camp. "You go in and clean up, Bud. They don't like me because of some little murders I did!" To British troops. | 10.00 + |
| 17. "Your loved ones are not expecting you to return in this manner . . ." 518122.                                          | 10.00 + |
| 18. "56,430 GIs' lives have been traded away."                                                                              | 10.00 + |
| 19. "I am a prisoner of war in Korea." Letter from Henry C. Corner.                                                         | 10.00 + |
| 20. "Remember your loved ones want you back home safe and sound." Ref. 11504.                                               | 10.00 + |
| 21. "Korea 1952-3." Coloured Christmas card to British officers and soldiers.                                               | 10.00 + |
| 22. "Heaps of mounds increase endlessly."                                                                                   | 10.00 + |
| 23. "Vyshinsky, the representative of the USSR proposed four points . . ."                                                  | 10.00 + |
| 24. "British soldiers! Don't risk your life for Yankee dollars."                                                            | 10.00 + |
| 25. "Old soldiers never die. But young ones do!"                                                                            | 10.00 + |
| 26. "An open letter to POWs in Korea." November 17, 1950.                                                                   | 10.00 + |
| 27. "Officers and men of the U.N. Force." Ref. 913154.                                                                      | 10.00 + |
| 28. "Big business is scared of peace."                                                                                      | 10.00 + |
| 29. "There's money in War." Ref. K.5.                                                                                       | 10.00 + |
| 30. "Here's why YOU are fighting."                                                                                          | 10.00 + |
| 31. "Do you want to know the real things of Kaesong truce parley?"                                                          | 10.00 + |
| 32. "American officers and soldiers."                                                                                       | 10.00 + |
| 33. "Your opinions are welcome!"                                                                                            | 10.00 + |
| 34. "Look and listen! Wall Street say 'Peace is terrible. War is wonderful.'"                                               | 10.00 + |
| 35. "In the U.S.A. the ruling circles drinking toasts and dancing . . ."                                                    | 10.00 + |
| 36. "It's the dollars they're after!" Ref. K.3.                                                                             | 10.00 + |
| 37. "Follow us! We guarantee your safety."                                                                                  | 10.00 + |
| 38. "Do you want to know Why?"                                                                                              | 10.00 + |
| 39. Safe Conduct Pass. Ref. 615130.                                                                                         | 10.00 + |
| 40. "Mr. Moneybags is in Florida this Christmas."                                                                           | 10.00 + |
| 41. Leaflet 101. "The News-Sentinel."                                                                                       | 10.00 + |
| 42. " 113. "You risk your life, Big Business rakes in the dough!"                                                           | 10.00 + |
| 43. " 118. "Christmas—Home—Happiness."                                                                                      | 10.00 + |
| 44. " 120. Christmas card for U.S. troops.                                                                                  | 10.00 + |
| 45. " 125. "Korea's where the G.I.s die, Home's where the politicians lie."                                                 | 10.00 + |
| 46. " 150. "Rejects medal of son slain in needless war."                                                                    | 10.00 + |
| 47. " 156. "Christmas will be happy in the family."                                                                         | 10.00 + |
| 48. " 157. "Darling, I will dream that you are coming back to me this Xmas."                                                | 10.00 + |
| 49. " 158. "Nelly Gray" verses.                                                                                             | 10.00 + |
| 50. " 162. "Truth will out! Why Harrison and Clark broke off the armistice talks?"                                          | 10.00 + |
| 51. " 167. "Use your head, soldier!"                                                                                        | 10.00 + |
| 52. " 184. Safe Conduct Pass. "Demand Peace—Stop the War." Booklet.                                                         | 10.00 + |
| 53. " 188. Death in vain on T-bone Hill."                                                                                   | 10.00 + |
| 54. " 189. "20,000 deserters a month from the U.S. Army."                                                                   | 10.00 + |
| 55. " 196. "New China is not like the old."                                                                                 | 10.00 + |
| 56. " 197. "Frontal attack? Atom bombs? Amphibious landing?"                                                                | 10.00 + |
| 57. " 200. "Win with Ike! . . . Vote Republican!"                                                                           | 10.00 + |
| 58. " 202. "A crime of the worst sort."                                                                                     | 10.00 + |
| 59. " 208. "POWs calling." Letter from T. R. Barnes.                                                                        | 10.00 + |

## THE AMERICAN AIR MAIL CATALOGUE

|                                                                                                                              |         |
|------------------------------------------------------------------------------------------------------------------------------|---------|
| 60. Centre: caricature of peg-leg G.I. Upper corner: "The moon's so beautiful . . ." Pictures and captions in other corners. | 10.00 + |
| 61. "Eisenhower in the wake of MacArthur."                                                                                   | 10.00 + |
| 62. "Come back, son!"                                                                                                        | 10.00 + |
| 63. "My dearest darling, come back soon."                                                                                    | 10.00 + |
| 64. Appeal of the World Peace Council (reverse in Korean). 1115181.                                                          | 10.00 + |
| 65. "Peoples throughout the World, Unite!" 130329.                                                                           | 10.00 + |
| 66. "Eisenhower Inc." 176.                                                                                                   | 10.00 + |
| 67. "Don't Walk in the Lion's Mouth!" 198.                                                                                   | 10.00 + |
| 68. "'ROK' Pilot Deserts 'Allied Forces' Seeking Freedom!" 121218.                                                           | 10.00 + |
| 69. "You can get out of this Mess."                                                                                          | 10.00 + |
| 70. "Mr. Acheson, your striped pants are Down!"                                                                              | 10.00 + |
| 71. "Leave Korea to the Koreans."                                                                                            | 10.00 + |
| 72. "Don't let your Loved Ones Mourn for you."                                                                               | 10.00 + |
| 73. "We have common enemies."                                                                                                | 10.00 + |
| 74. "Armistice Talks Give People New Hope."                                                                                  | 10.00 + |
| 75. "The Continuation of the War only means Death to You."                                                                   | 10.00 + |
| 76. "Life in a POW Camp."                                                                                                    | 10.00 + |

## P. MALAYA

|         |                                                                                                                                                                                                                                                                                                       |      |
|---------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|
| 1953/7. | Several hundred different types were dropped by British and Australian aircraft over Communist terrorists in the jungles. Many offered rewards, others were in the form of safe conducts, and strip cartoons, whilst messages to individual communists introduced a new element in psywar operations. | 5.00 |
|---------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|

## Q. (a) KENYA

|       |                                       |        |
|-------|---------------------------------------|--------|
| 1955. | Mau-Mau safe conducts, warnings, etc. | 6.00 + |
|-------|---------------------------------------|--------|

## Q. (b) ADEN, MUSCAT, OMAN

|               |                                                                                                                                             |      |
|---------------|---------------------------------------------------------------------------------------------------------------------------------------------|------|
| 1955 onwards. | British, Federation and Sultanate leaflets offering rewards for surrendered arms, warnings to rebel tribesmen and Yemeni infiltrators, etc. | 5.00 |
|---------------|---------------------------------------------------------------------------------------------------------------------------------------------|------|

## Q. (c) SUEZ

|               |                                                                                                                                                                                                                                                 |       |
|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| Nov. 4, 1956. | Arabic leaflet entitled "People of Egypt" dropped by the British over Cairo. (Several very attractive leaflets were produced for this campaign but the British Ministry of Defence allegedly cancelled their dissemination at the last minute.) | 20.00 |
|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|

## Q. (d) CYPRUS

|         |                                                                                                                                                                                                   |        |
|---------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| 1956/7. | The British dropped a wide variety of leaflets over the Island including items such as:                                                                                                           |        |
|         | 1) Surrender leaflets.                                                                                                                                                                            |        |
|         | 2) "The killers are only making a hole in the water".                                                                                                                                             |        |
|         | 3) "Shame on pseudo patriots".                                                                                                                                                                    |        |
|         | 4) "There is no other way".                                                                                                                                                                       |        |
|         | 5) "The defeat of terrorism is certain".                                                                                                                                                          |        |
|         | 6) "More blood—more tears".                                                                                                                                                                       |        |
|         | 7) "To the mothers of Cyprus".                                                                                                                                                                    |        |
|         | 8) "To all groups of EOKA".                                                                                                                                                                       |        |
|         | 9) "What sort of democracy do you want?"                                                                                                                                                          |        |
|         | Some leaflets were duplicated so as to resemble EOKA handouts. About 120,000 leaflets of most issues were printed of which about 100,000 were air-dropped, the balance being distributed by hand. | 3.00 + |

**Q. (e) CONGO**

1957 onwards. Various isolated air disseminations have been reported especially appeals to ex Katanga Gendarmes. 5.00

**Q. (f) CHRISTMAS ISLAND**

Mar.-Aug., 1957. Warning leaflets with map dropped on ships in danger zones during British H. Bomb trials. 10.00

**Q. (g) LEBANON**

July, 1958. President Eisenhower's Message. 10.00

**Q. (h) NYASALAND**

March, 1959. Nine different types of leaflet known.

**Q. (i) CUBA**

1960 onwards. Various pro- and anti-Castro leaflets have been reported from time to time. Full details are presently awaited. 5.00

**Q. (j) SOUTHERN RHODESIA**

July 24, 1961. Three different leaflets dropped over Bulawayo. 5.00

**Q. (k) INDONESIA**

1964. Pictures of unclothed women dropped on British troops defending Malaya. The British also dropped leaflets on Indonesian infiltrators. 15.00

**R. VIET NAM**

1964 onwards. As in the Korean War the U.S.A. psychological warfare teams have used aerial propaganda leaflets on a vast scale to help in the influencing of enemy troops and civilian populations. Some drops have been on a massive scale involving upwards of three million copies of a leaflet. The number of types has been steadily increasing at the time of going to the press, and amongst typical examples seen so far are:

- |                                                                                                  |        |
|--------------------------------------------------------------------------------------------------|--------|
| 1. S.P. 134.                                                                                     | 2.00 + |
| 2. S.P. 181.                                                                                     |        |
| "Viet Cong declares War on helpless civilians."                                                  | 2.00 + |
| 3. S.P. 190. "The Dien-Hong Meeting."                                                            | 2.00 + |
| 4. S.P. 215.                                                                                     | 2.00 + |
| 5. S.P. 225.                                                                                     |        |
| "Pacification Campaign Hop Tac 1. (Nov., 1964).                                                  | 2.00 + |
| 6. S.P. 248. "Flood Relief."                                                                     | 2.00 + |
| 7. S.P. 260. "Development of Rural Economy."                                                     | 2.00 + |
| 8. S.P. 277. "Agricultural Service guiding farmers in planting Formosan Black Bean."             | 2.00 + |
| 9. S.P. 282. "Happy New Year."                                                                   | 2.00 + |
| 10. S.P. 327. "Confidential Letter to Kim Son Village."                                          | 2.00 + |
| 11. S.P. 371. "Safe Conduct Pass." (Many other numbers exist.)                                   | 2.00 + |
| 12. S.P. 422. Address by President Johnson (April 7th, 1965).                                    | 2.00 + |
| 13. "Dear friends in V.C. ranks." Letter with multicoloured picture from Long An.                |        |
| Other items seem, believed of more recent date, are in the form of Viet Nam Cong currency notes. | 2.00 + |



The above record is not intended to be complete, but is published as a guide of post-W.W.2. disseminations.

Note. The Psywar Society has undertaken a great deal of research work and produced detailed catalogues of various groups of leaflets. Particulars may be obtained from the Section Editor.

## THE PSYWAR SOCIETY

An International Association of Psychological Warfare Historians  
and Collectors of Aerial Propaganda Leaflets

For details of membership, the Society's journal "The Falling Leaf"  
Catalogue listings, postal Auctions, etc., apply to:

Hon. General Secretary:

P. H. ROBBS  
8 Ridgway Road

Barton Seagrave  
Kettering, Northants  
England

## Now Available

Volume 2  
of the illustrated  
Ellington-Zwisler

## Rocket Mail Catalogue

published by the American Air Mail Society

This Catalogue contains listings for all rocket mail of the world from January 1968 to September 1972, and additional listings and corrections for Volume 1 (covering 1904 through 1967).

**\$10 postpaid**

Copies of Volume 1 are also available at \$10. The two volumes can be purchased together as a set for \$17.50.

ORDER FROM

George D. Kingdom

P.O. Box 449, Conneaut, Ohio 44030

(Checks payable to American Air Mail Society)

# CHRONOLOGICAL INDEX

•

Includes Listings  
Arranged Chronologically  
by Date and Place

•



## FOREWORD

THIS INDEX is arranged **chronologically** by date and by name of place at which the flight or other aeronautical event took place.

The CHRONOLOGICAL INDEX immediately permits the user to locate the Catalogue description and listing of any flight found in the pages of any volume of this work. It is not necessary that the user be familiar with the classification or general character of the cover, the listing of which he desires to locate. If he is in possession of the date flown (generally the postmark date) and the place from which dispatched, he can immediately determine the page number on which the item is listed by reference to this INDEX. The CHRONOLOGICAL INDEX lists such covers by date, place and page number.

The following SECTIONS are not susceptible to CHRONOLOGICAL indexing and items falling in these Sections are NOT included in the CHRONOLOGICAL INDEX.

Paris Balloon Post  
Aerial Propaganda Leaflets

In using the CHRONOLOGICAL INDEX it should be remembered that covers are sometimes postmarked a day or so ahead of the actual date of flight; hence, if the INDEX does not appear to reveal a listing for a particular cover as of the date shown thereon, a few dates immediately following the postmark date should be checked before concluding that the cover is not listed.

Flights or events which were repeated on successive days (such as the early Aviation Meetings of France, Germany, Italy and other countries) are generally limited in the INDEX to a listing for the **first date** only, but such treatment is not followed in the case of those important and popular items which the collector is most likely to encounter. These are given full coverage in the INDEX.

The indexing of the Zeppelin items presents a problem as letters posted from anywhere in Germany and in many countries of Europe were carried on the many trips of the Zeppelin. All such items are uniformly included under FRIEDRICHSHAFEN as the dispatch point, unless, of course, the actual point of dispatch and **cancellation** was restricted to some other place. The regular trips to North and South America during the years 1931-37 are grouped in the INDEX as there are numerous return dispatch points involved, as well as many dispatch points.

**Listing of covers in Interrupted Flight Covers Section is difficult because rarely does a postmark indicate date and place of the crash. Frequently cachets will help identification.**

**Many covers, especially those before 1910 are listed by month, as the exact date of flight is presently unknown. These items do NOT appear in this index.**

1894  
November, 1894  
12 Australia . . . . . 113

1896  
September, 1896  
Berlin, Germany . . . . . 151

1897  
June - October, 1897  
Leipzig, Germany . . . . . 151  
October, 1897  
19 Leipzig, Germany . . . . . 151

1898  
August, 1898  
15-31 Munich, Germany . . . . . 151  
October, 1898  
27 Auckland, New Zealand . . . . . 160

1899  
July, 1899  
16 Auckland, New Zealand . . . . . 160  
August, 1899  
Marotiti, New Zealand . . . . . 160

1900  
July, 1900  
2 Zeppelin L.Z.1 . . . . . 253

1902  
May, 1902  
12 Paris, France . . . . . 144

August, 1902  
9 Beckenham, England . . . . . 160  
9 Canterbury, England . . . . . 160  
9 Leeds, England . . . . . 160

September, 1902  
20 Manchester, England . . . . . 160  
November, 1902  
4 Dover, England . . . . . 160

1903  
September, 1903  
5 Life Boat Saturday . . . . . 161

1905  
June, 1905  
17 Schio, Italy . . . . . 308  
July, 1905  
12 Beckenham, England . . . . . 161  
22 Paris, France . . . . . 144

November, 1905  
Zeppelin L.Z.2 . . . . . 253

1906  
September, 1906  
1-10 Milan, Italy . . . . . 179

1907  
May - October, 1907  
Mannheim, Germany . . . . . 151  
October, 1907  
14 Balloon Mail . . . . . 161

1908  
May, 1908  
24 Rome, Italy . . . . . 179  
June, 1908  
11-13 Milan, Italy . . . . . 179  
July, 1908  
1 Friedrichshafen, Ger. . . . . 254  
1 Zurich, Switzerland . . . . . 214  
6-15 Torino, Italy . . . . . 179

August, 1908  
4 Friedrichshafen, Ger. . . . . 256  
5-10 German Zeppelin Mails . . . . . 257  
5-10 Swiss Zeppelin Mails . . . . . 257

October, 1908  
8-11 Berlin, Germany . . . . . 151

1909  
April, 1909  
15-26 Rome, Italy . . . . . 179  
July, 1909  
13 Frankfurt, Germany . . . . . 152  
15 Tilburg, Netherlands . . . . . 192  
31 Frankfurt, Germany . . . . . 259  
31 Friedrichshafen, Ger. . . . . 259

August, 1909  
5 Friedrichshafen, Ger. . . . . 259  
7-29 Bethany, France . . . . . 145  
25 Reineckendorf, Germany . . . . . 259  
29 Berlin, Germany . . . . . 152

September, 1909  
5-14 Tournai, Belgium . . . . . 118  
10 Brescia, Italy . . . . . 179  
20 Brescia, Italy . . . . . 179  
20 Spa, Belgium . . . . . 118  
26 Berlin, Germany . . . . . 152  
30 Zurich, Switzerland . . . . . 214

October, 1909  
3 Cologne, Germany . . . . . 152  
3 Zurich, Switzerland . . . . . 214, 259  
3-17 Paris, France . . . . . 145  
23 Antwerp, Belgium . . . . . 118  
24 Bucharest, Roumania . . . . . 205

November, 1909  
16 Friedrichshafen, Ger. . . . . 260  
25 Milan, Italy . . . . . 179

1910  
February, 1910  
6-13 Heliopolis, Egypt . . . . . 140  
March, 1910  
12 Lucerne, Switz. . . . . 214, 310  
28 Florence, Italy . . . . . 179

April, 1910  
7 Florence, Italy . . . . . 179  
15-25 Nice, France . . . . . 146  
May, 1910  
7-15 Lyon, France . . . . . 146  
8-15 Petrograd, USSR . . . . . 221  
20-30 Verona, Italy . . . . . 179  
22-30 Bologna, Italy . . . . . 179

June, 1910  
5-12 Budapest, Hungary . . . . . 152  
5-12 Mondorf, Luxembourg . . . . . 188  
19-26 Rouen, France . . . . . 146

July, 1910  
3-10 Bethany, France . . . . . 146  
16 Quimper, France . . . . . 146  
23 Stockel, Belgium . . . . . 118  
27 Caen, France . . . . . 146

August, 1910  
Zeppelin Drop Mail . . . . . 260  
2 Caen, France . . . . . 146  
6-13 Lanark, England . . . . . 162  
7-9 Troyes, France . . . . . 147  
14-21 Nantes, France . . . . . 147  
15-17 Amiens, France . . . . . 147  
17 Blackpool, England . . . . . 163  
17 London, England . . . . . 163  
25 Deauville, France . . . . . 147  
25 Le Havre, France . . . . . 147  
25 Trouville, France . . . . . 147

September, 1910  
4 Zeppelin Parseval . . . . . 153  
10-19 Braine Le Comte Bel. . . . . 118  
11-18 Bordeaux, France . . . . . 147  
19 Milan, Italy . . . . . 180  
22-25 Dijon, France . . . . . 147  
26 Petrograd USSR . . . . . 221

October, 1910  
3 Milan, Italy . . . . . 180  
November, 1910  
Torino, Italy . . . . . 180  
3 Zopp, Kaiserin Viktoria . . . . . 11  
13 Rutherford, N. Jersey . . . . . 11

December, 1910  
16 Palermo, Argentina . . . . . 112  
18 Colonia, Uruguay . . . . . 222

1911  
February, 1911  
18 Allahabad, India . . . . . 174  
April, 1911  
29 Amsterdam, Nether . . . . . 192  
29 Rozenoord, Nether . . . . . 192  
May, 1911  
Zeppelin L.Z. 8 . . . . . 260  
30-29 Chemnitz, Germany . . . . . 153

June, 1911  
21 Groningen, Netherlands . . . . . 192  
25 Groningen, Netherlands . . . . . 192  
25 Rosario, Argentina . . . . . 112

July, 1911  
Zeppelin Schwaben . . . . . 261  
Zeppelin L.Z.-10 . . . . . 261  
Zeppelin Schwaben . . . . . 214  
Trieste, Austria (Italy) . . . . . 180

August 1911  
6-15 Haslet, Belgium . . . . . 119  
6-15 Kiewit, Belgium . . . . . 119  
10-15 Spezia, Italy . . . . . 180  
27 Rimini, Italy . . . . . 180

September, 1911  
2 Frederica, Denmark . . . . . 135  
2 Middelfahrt, Denmark . . . . . 135  
9 Potsdam, Germany . . . . . 261  
9-18 London, England . . . . . 164  
9-18 Windsor, England . . . . . 164  
13 Casablanca, Morocco . . . . . 191  
19 Bologna, Italy . . . . . 180  
23-29 Garden City, N.Y. . . . . 12

October, 1911  
1 Garden City, N.Y. . . . . 12  
2 Helsinki, Norway . . . . . 197  
4-8 St. Louis, Mo. . . . . 13  
11 Minneapolis, Minn. . . . . 14  
13-14 Freshfield, England . . . . . 164  
17 Northampton, England . . . . . 164  
17 Red Wing, Minn. . . . . 14  
17 Winoona, Minn. . . . . 14  
19 Dallas, Texas . . . . . 11  
19 La Crosse, Wisconsin . . . . . 14  
19 Prairie du Chien, Wis. . . . . 14  
20 Waco, Texas . . . . . 11  
21 Rochester, N.Y. . . . . 14  
21 Rock Island, Ill. . . . . 14  
22 San Antonio, Texas . . . . . 11  
30 Milan, Italy . . . . . 180  
31 Turin, Italy . . . . . 180

November, 1911  
3-5 Louisville, Ky. . . . . 15  
4 Imperial Junction, Cal. . . . . 11  
5-6 Fort Smith, Ark. . . . . 15  
8 Pasadena, Cal. . . . . 11  
11 Berlin, Germany . . . . . 153  
16 Long Beach, Cal. . . . . 12  
16-18 Atlanta, Ga. . . . . 16  
21-29 Savannah, Ga. . . . . 16  
December, 1911  
12-13 Columbus, Ga. . . . . 16  
27 Kentworth UN So Afr. . . . . 209  
27 Mulzenburg UN So Afr. . . . . 209  
28 Albany, Ga. . . . . 16

1912  
January, 1912  
1-2 Wilmington, N.C. . . . . 17  
2 Kentworth, U. So. Afr. . . . . 209  
3 Mulzenburg, U.S. Afr. . . . . 209  
20-28 Los Angeles, Cal. . . . . 18  
26 Livorno, Italy . . . . . 180

February, 1912  
17-25 Oakland, Cal. . . . . 18  
18 Bork, Germany . . . . . 153  
22 Corpo, Cyrenaica . . . . . 133  
March, 1912  
2-3 Sacramento, Cal. . . . . 19  
13-15 Hot Springs, Ark. . . . . 20  
17 Galveston, Tex. . . . . 20  
24-31 Houston, Texas . . . . . 20

April, 1912  
6-7 San Diego, Cal. . . . . 21  
7-8 Nancy, France . . . . . 147  
10 New Orleans, La. . . . . 21  
11 Baton Rouge, La. . . . . 21  
21 Eureka, Cal. . . . . 22  
25 Bath, England . . . . . 165  
28 Dordrecht, Netherlands . . . . . 192

May, 1912  
Vienna, Austria . . . . . 116  
16 Marietta, Ohio . . . . . 22  
18 Altona, Pa. . . . . 22  
18 Leipzig, Germany . . . . . 153  
19 Heidelberg, Germany . . . . . 154  
19 Mannheim, Germany . . . . . 154  
23 New York City, N.Y. . . . . 23  
23 Chicago, Ill. . . . . 23  
30 Milwaukee, Wisc. . . . . 24  
30 Salem Depot, N.H. . . . . 23  
30-31 Elmhurst, Ill. . . . . 24  
30-31 Cliffondale, Mass. . . . . 24  
30-31 Elmhurst, Ill. . . . . 24  
30-31 Saugus, Mass. . . . . 24

June, 1912  
Falmouth, England . . . . . 165  
1 Åsarp, Sweden . . . . . 212  
1 Cicero, Ill. . . . . 24

1 Eslof, Sweden . . . . . 212  
1 Marieholm, Sweden . . . . . 212  
1 Saugus, Mass. . . . . 24  
2 Shibaura (Tokyo) Japan . . . . . 184  
2 Yokohama, Japan . . . . . 184  
2 Zeppelin Schwaben . . . . . 261

3-8 Lexington, Ky. . . . . 25  
6-8 Evansville, Ind. . . . . 25  
6-8 Lima, Ohio . . . . . 26  
7-8 Mansfield, Ohio . . . . . 26  
10 Darmstadt, Germany . . . . . 261  
10 Frankfurt, Germany . . . . . 261  
10 Mainz, Germany . . . . . 261  
10 Offenbach, Germany . . . . . 26  
10 Worms, Germany . . . . . 261  
10 Zeppelin, on board . . . . . 261  
10-23 Darmstadt, Germany . . . . . 154  
10-23 Frankfurt, Germany . . . . . 154  
10-23 Berlin, Germany . . . . . 154  
10-23 Offenbach, Germany . . . . . 154  
10-23 Worms, Germany . . . . . 154  
16-17 Angers, France . . . . . 147  
16-23 Kiel, Germany . . . . . 154  
23-30 Vienna, Austria . . . . . 116  
27-28 Portsmouth, Ohio . . . . . 36  
29-30 Atlantic, Mass. . . . . 27  
29-30 Boston, Mass. . . . . 27  
29-30 Squantum, Mass. . . . . 27  
30 Plzeň, Germany . . . . . 154

July, 1912  
Falmouth, England . . . . . 165  
Nottingham, England . . . . . 165  
3 Atlantic, Mass. . . . . 27  
3 Boston, Mass. . . . . 154  
3 Squantum, Mass. . . . . 27  
3-4 Bedford, Indiana . . . . . 27  
4 South Amboy, N. Jer. . . . . 27  
12-13 Hamilton, Ohio . . . . . 28  
13-15 Adria, Italy . . . . . 181  
17-18 Benton Harbor, Mich. . . . . 28  
17-22 Catesville, Ohio . . . . . 28  
20-21 Dubuque, Iowa . . . . . 28  
21-29 Connersville, Ind. . . . . 29  
24-27 Providence, Ky. . . . . 28  
25 Gotha, Germany . . . . . 154  
29 Hareskov, Denmark . . . . . 135  
31 Nancy, France . . . . . 147

August, 1912  
Isle of Man, Ger. Britain . . . . . 165  
3 Hobokuk, New Jersey . . . . . 30  
3-10 Ocean City, New Jer. . . . . 30  
5 Reggia, Italy . . . . . 181  
5-9 Stone Harbor, N. J. . . . . 30  
6-9 Fort Recovery, Ohio . . . . . 31  
10-11 Portland, Oregon . . . . . 31  
21-23 Rockport, Indiana . . . . . 31  
23-24 Plainfield, New Jer. . . . . 32  
25 Salto, Uruguay . . . . . 222  
28-31 Boomville, Indiana . . . . . 32  
29 Stockholm, Sweden . . . . . 213

September, 1912  
3 Salto, Uruguay . . . . . 222  
6-7 Cedar Falls, Iowa . . . . . 32  
7-16 Tamsie, Belgium . . . . . 119  
9-15 Cicero, Illinois . . . . . 33  
10-12 Columbia, Tenn. . . . . 33  
14-30 Argentina . . . . . 112  
16-22 Chicago, Illinois . . . . . 34  
17 Zeppelin Viktoria Luise . . . . . 262  
19 Copenhagen, Denmark . . . . . 135  
19 Hamburg, Germany . . . . . 263  
21 Glenwood Landing, N.Y. . . . . 34  
21-26 Lidö, Sweden . . . . . 213  
21-26 Stockholm, Sweden . . . . . 213  
22 Aarhus, Denmark . . . . . 136  
25-26 Bluffton, Indiana . . . . . 35  
25-29 Vienna, Austria . . . . . 116  
26-28 McLeansboro, Ill. . . . . 35  
28 Oberweissenfels, Ger. . . . . 154  
28 Puyallup, Washington . . . . . 36

October, 1912  
2 Siena, Italy . . . . . 181  
4-12 Springfield, Illinois . . . . . 36  
7 Birmingham, Alabama . . . . . 36  
Zeppelin Haas . . . . . 262  
11-13 Regensburg, Germany . . . . . 155  
12 Lock Haven, Pa. . . . . 37  
12 Frankfurt, Germany . . . . . 262  
12 Wiesbaden, Germany . . . . . 262  
13-26 Wiesbaden, Germany . . . . . 155  
21 Munich, Germany . . . . . 155  
21 Nurnberg, Germany . . . . . 155  
27 Stuttgart, Germany . . . . . 156  
29 Zeppelin Viktoria Luise . . . . . 262  
31 Cuthbert, Georgia . . . . . 37



## THE AMERICAN AIR MAIL CATALOGUE

## November, 1912

- 1-2 Cuthbert, Georgia . . . 37  
24 San Francisco, Cal. . . 37  
December, 1912  
4 Zeppelin Hansa . . . 262

## 1913

- January, 1913  
8 Calcutta, India . . . 175  
13 Boston, Mass. . . 38  
February, 1913  
11 Gostorth, Enland . . . 166  
28 New Haven, Conn. . . 38  
1913----Page 5

## March, 1913

- 3 Bork, Germany . . . 153  
9 Basle, Switzerland . . . 215  
29 Corpus Christi, Texas . . 38  
30 Berne, Switzerland . . . 215  
30 Burgdorf, Switzerland . . 215  
31 Herlisau, Switzerland . . 215

## April, 1913

- 6 Aarau, Switzerland . . . 215  
8 Olten, Switzerland . . . 215  
13-15 La Paz, Bolivia . . . 120  
14 Zeppelin Viktoria Luisa . . 262  
18 San Marino, S. Mar. . . 181, 206  
18 Trieste, Austria (Italy) . 181  
19-20 Sacramento, Cal. . . 38  
20-22 Dusseldorf, Germany . . 263  
22 Liestal, Switzerland . . . 215

## May, 1913

- Zeppelin Sachsen . . . 264  
Vercelli, Italy . . . 181  
1 Ghent, Belgium . . . 119  
1 Ghent, Belgium . . . 119  
1 Langnau, Switzerland . . . 215  
5 Olten, Switzerland . . . 217  
12 Colbentz, Germany . . . 156  
17 Ghent, Belgium . . . 119  
17 Havana, Cuba . . . 130  
18 Santa Rosa, Calif. . . 39  
18 Sion, Switzerland . . . 216  
21, 25 Ghent, Belgium . . . 119

## June, 1913

- 2 Dornitz, Germany . . . 265  
8 Biel, Switzerland . . . 216  
8 Lugano, Switzerland . . . 216  
14-16 Munich, Germany . . . 154  
15 Lausanne, Switzerland . . 217  
15-22 Vienna, Austria . . . 116  
21 Tilburg, Netherlands . . 192  
21 Ghent, Belgium . . . 119  
22 Vevey, Switzerland . . . 217

## July, 1913

- 1 The Hague, Netherlands . 192  
12 Kiel, Germany . . . 156  
15, 21 Ghent, Belgium . . . 119  
21 Mariel, Cuba . . . 129  
31 Ghent, Belgium . . . 119

## August, 1913

- Venice, Italy . . . 191  
3 Olten, Switzerland . . . 217  
6 Blankenberg, Belgium . . 119  
6 Ghent, Belgium . . . 119  
13 Hamburg, Germany . . . 264  
14 Zeppelin Hansa . . . 262  
17 Solothurn, Switzer . . . 217  
31 Grenchen, Switzer . . . 217

## September, 1913

- Venice, Italy . . . 181  
2 Rutland, Vermont . . . 39  
4-6 McLeanboro, Ill. . . 39  
9-11 Carmi, Illinois . . . 40  
10-11 Parma, Italy . . . 181  
10-13 Mulhausen, Ger. . . 156  
15-20 Hicksville, Ohio . . . 40  
18 Drighliffe, MI, Italy . . . 181  
22-27 Helena, Montana . . . 40  
28 Laufen, Switzerland . . . 217

## October, 1913

- 4 Natrona, Pennsylvania . . 41  
9-10 Como, Italy . . . 181  
9-10 Pavia, Italy . . . 181  
9-10 Pallanza, Italy . . . 181  
10 Zeppelin Sachsen . . . 264  
15 Berlin, Germany . . . 265  
15 Villacaulay, France . . . 147  
17 Woodstock, Virginia . . . 41  
20 Leipzig, Germany . . . 265  
31 Dresden, Germany . . . 156

## November, 1912

- Frankenstein, Germany . . 265  
2 Liegnitz, Germany . . . 265  
5-9 Dresden, Germany . . . 265  
9 Leipzig, Germany . . . 265  
December, 1912  
28 France-Egypt . . . 140

## 1914

- January, 1914  
1 France-Egypt . . . 141  
3 Cairo, Egypt . . . 141  
14 Cairo, Egypt . . . 141  
18 Kolon, Hawaii . . . 41  
20 Khartoum, Sudan . . . 141

## February, 1914

- 8 Kuhnmar, Sweden . . . 213  
12 Olund Island, Sweden . . 213  
17 Suez, Egypt . . . 141  
24 Cienfuegos, Cuba . . . 130  
26 Pinar del Rio, Cuba . . . 129  
May, 1914  
1-15 Madrid, Spain . . . 191  
1-15 Monaco . . . 191  
1-15 Paris, France . . . 191  
15 Brussels, Belgium . . . 119  
19 Huttwil, Switzerland . . 217  
19-26 Budapest, Hungary . . 116  
20-26 Vienna, Austria . . . 116

## June, 1914

- 11 Dresden, Germany . . . 157  
12 Copenhagen, Denmark . . 136  
12 Leipzig, Germany . . . 157  
17-25 Hamburg, Germany . . 157  
18 Swakopmund Ger. SW Afr. . 150  
18-27 Windhoek, Ger. SW Afr. 150  
19 Karibib, Ger. SW Afr. . 150  
19 Usakos, Ger. SW Afr. . 150  
20 Cienfuegos, Cuba . . . 130  
23 Okahandja, Ger. SW Afr. . 150  
June, 1914  
13 Narno, Japan . . . 185  
14 Swakopmund, Ger. SW Afr. 150  
21 Wasserauen, Sweden . . 217  
24 Celeron, New York . . . 42  
28 Bishop, California . . . 42

## July, 1914

- 1-2 Bishop, California . . . 42  
6 Chautauqua, New York . . 42  
14-16 Gotha, Germany . . . 154  
16 Bonus Point, N.Y. . . . 42  
16 Sydney, Australia . . . 114  
18 Hamburg, Germany . . . 265  
19 Celeron, New York . . . 42  
22 Zeppelin Sachsen . . . 264  
25 Chautauqua, New York . . 42  
26 Bonus Point, N.Y. . . . 42  
26 Zeppelin Sachsen . . . 264  
27 Chautauqua, New York . . 42  
30 Benies Point, N. Y. . . . 42  
August, 1914  
9 Hochdorf, Switzerland . . 217  
12, 17 Mayville, New York . . 42  
September, 1914  
7 Chautauqua, New York . . 42  
17-18 Clayton, New Mex . . 43  
October, 1914  
5 Munich, Germany . . . 154  
6 Przemyśl, Poland . . . 117  
17 Des Moines, Iowa . . . 43  
17 Grinnell, Iowa . . . 43  
26 Munich, Germany . . . 154  
November, 1914  
3 Troy, Alabama . . . 43  
29 Przemyśl, Poland . . . 117

## 1915

- January, 1915  
20 Przemyśl, Poland . . . 117  
February, 1915  
20 Tacoma, Washington . . 44  
May, 1915  
to June 10 S.S. Glyndwr . . . 158  
20 Segun, Texas . . . 44  
August, 1915  
7-8 Port Huron, Michigan . . 44  
14-15 Rock Island, Illinois . 45  
September, 1915  
6-14 Detroit, Michigan . . . 45  
13-17 Milwaukee, Wisconsin . 46  
21-24 Chippewa Falls, Wis. . . 46  
November, 1915  
4-6 Tucson, Arizona . . . 47

## 1916

- March, 1916  
6 Vilecamp Sweaterborg, Netherlands . . . 192  
July, 1916  
3 Boise, Idaho . . . 47  
18 Smithville, Kansas . . . 47  
October, 1916  
5 West Branch, Michigan . 48  
13 Ithaca, New York . . . 48  
November, 1916  
2 Chicago, Illinois . . . 49

## 1917

- February, 1917  
15 Mt. Gambier, Australia . 114  
20 Casterton, Australia . . 114  
20 Melbourne, Australia . . 114  
27 Warrnambool, Australia . 114  
May, 1917  
Walon, Albania . . . 111  
18 Brindisi, Italy . . . 181  
22 Turin, Italy . . . 181  
27 Rome, Italy . . . 181  
June, 1917  
Walon, Albania . . . 111  
28 Naples, Italy . . . 182  
28 Palermo, Italy . . . 182  
30 Budapest, Hungary . . . 172  
July, 1917  
15 Tacuaca, Mexico . . . 190  
September, 1917  
2 Buenos Aires, Argentina . 112  
November, 1917  
Adelaide, Australia . . . 114

## 1918

- February, 1918  
15 Berlin (Adlershof) Ger. . . 158  
15 Cologne, Germany . . . 158  
15 Hannover, Germany . . . 158  
March, 1918  
20 Vienna, Austria . . . 117  
30 Vienna . . . 117  
May, 1918  
11 Civitavecchia, Italy . . . 182  
11 Terranova, Italy . . . 182  
15 Washington, D. C. . . . 54, 320  
15 New York, New York . . . 54  
15 Philadelphia, Pa . . . 54  
16 Washington, D. C. . . . 54  
23 Chicago, Illinois . . . 54  
June, 1918  
1 Washington, D. C. . . . 55  
3 New York City, N.Y. . . . 56, 320  
8 Boston, Massachusetts . . 56  
15 New York City, N.Y. . . . 56  
July, 1918  
4-23 Budapest, Hungary . . 172  
11 Vienna, Austria . . . 117  
August, 1918  
12 New York City, N.Y. . . . 56  
12 Philadelphia, Pa . . . 56  
12 Washington, D.C. . . . 56  
17 Escoubac, France . . . 147  
17 Mans, France . . . 147  
17 Paris, France . . . 147  
24 Kiev, U.S.S.R. . . . 221  
September, 1918  
5 Bryan, Ohio . . . 57  
5 Cleveland, Ohio . . . 57  
5 Lock Haven, Pa . . . 57  
5 New York City, N.Y. . . . 57, 320  
9 Bryan, Ohio . . . 57  
9 Chicago, Illinois . . . 57  
9 Cleveland, Ohio . . . 57  
9 Lock Haven, Pa . . . 57  
15 Nice, France . . . 147  
October, 1918  
7, 26 Capetown, Un. So. Afr. . 209  
Africa . . . 209  
November, 1918  
3 Capetown, Un. South  
Africa . . . 209  
23 Venice, Italy . . . 182  
20 Transvaal, Un. South  
Africa . . . 209  
24 Lwowe, Poland . . . 203

## December, 1918

- 1 Cairo, Egypt . . . 142  
10 Lympoe, England . . . 166  
10-16 Transvaal, Un. South  
Africa . . . 209  
3 Botse, Idaho . . . 47  
16-30 Capetown, Un. South  
Africa . . . 209  
18 Bellefonte, Pa . . . 57  
18 Brynau, Ohio . . . 57  
18 Cleveland, Ohio . . . 57  
18 Leighton, Pa . . . 57  
18 New York City, N.Y. . . 57, 320

## 1919

- January, 1919  
1 Valparaiso, Chile . . . 125  
3 Baghdad, Iraq . . . 177  
13 Lampe, England . . . 166  
15-31 Brussels, Belgium . . 112  
February, 1919  
Furth, Germany . . . 158  
Munich, Germany . . . 158  
Nurnburg, Germany . . . 158  
Bangkok, Siam . . . 207  
2 Chandaburi, Siam . . . 207  
23 Buenos Aires, Argentina . 112  
March, 1919  
Furth, Germany . . . 148  
1 Field P.O. Gr. Britain . . 148  
4 Paris, France . . . 148  
17 Alexandria, Egypt . . . 142  
18 Cologne, Germany . . . 166  
19 Casablanca, Morocco . . . 191  
April, 1919  
4-5 Manila, P. Islands . . . 393  
15 Berlin, Germany . . . 159  
15 Gelsenkirchen, Ger. . . 159  
20 Gabes, Tunisia . . . 220  
30 Zurich, Switzerland . . . 217  
May, 1919  
3 Columbus, Georgia . . . 58  
3 Macon, Georgia . . . 58  
3 Montgomery, Ala . . . 58  
6 Macon, Georgia . . . 58  
7 Montgomery, Ala . . . 58  
8 Macon, Georgia . . . 58  
10 Atlanta, Georgia . . . 58  
15 Bryan, Ohio . . . 58  
15 Chicago, Illinois . . . 58  
15 Cleveland, Ohio . . . 58  
25 Cleveland, Ohio . . . 320  
25 New York City, N.Y. . . 320  
25 Rome, Italy . . . 308  
June, 1919  
Berlin, Germany . . . 159  
Gelsenkirchen, Ger. . . 159  
Hannover, Germany . . . 159  
Hannover, Germany . . . 159  
11 Barranquilla, Colombia . . 127  
22 Drighliffe MI . . . 183  
July, 1919  
Berlin, Germany . . . 159  
Gelsenkirchen, Ger. . . 159  
Hannover, Germany . . . 159  
Hannover, Germany . . . 159  
1 Bellefonte, Pa . . . 58  
1 Chicago, Illinois . . . 58  
1 Cleveland, Ohio . . . 58  
1 New York City, N.Y. . . . 58  
2 Drighliffe R34 . . . 307  
4 Toledo, Ohio . . . 58  
5 New York City, N.Y. . . . 307  
9 New York City, N.Y. . . . 307  
13 London, England . . . 307  
22 Buenos Aires, Argentina . 112  
August, 1919  
Constantinople, Fr. Lev. . . 150  
7 Adelaide, Australia . . . 114  
7 Capetown, Un. So. Afr. . 210  
24 Friedrichshafen, Ger. . . 266  
24 Zeppelin, Bodensee . . . 266  
September, 1919  
Adelaide, Australia . . . 114  
Constantinople, Fr. Lev. . . 150  
3 Casablanca, Morocco . . . 191  
3 Hobart, Tasmania . . . 114  
11 Copenhagen, Denmark . . 136  
13 Naestved, Denmark . . . 136  
15 Cleveland, Ohio . . . 320  
15 Copenhagen, Denmark . . . 136

15 New York City, N.Y. . . . 320  
16 Port au Prince, Haiti . . . 171  
17 Poznan, Poland . . . . . 203  
18 Stovesheding, Denmark . . 136  
20 Faes, Denmark . . . . . 136  
21 Lake, England . . . . . 167

**October, 1919**

1-6 London, England . . . . . 167  
3 Tokyo, Japan . . . . . 185  
8 Berlin, Germany . . . . . 267  
8 Stockholm, Sweden . . . . . 213  
14 Catonsville, Maryland . . . 321  
14 Washington, D.C. . . . . 321  
20 Tokyo, Japan . . . . . 185  
23 Augusta, Maine . . . . . 59  
23 Portland, Maine . . . . . 59  
23 Osaka, Japan . . . . . 185

**November, 1919**

Friedrichshafen, Ger. . . . . 266  
Munich, Germany . . . . . 266  
25 Iloilo, Ph. Islands . . . . . 393  
25 Manila, Ph. Islands . . . . . 393  
28 Iloilo, Ph. Islands . . . . . 393

**December, 1919**

5 Washington, D. C. . . . . 59  
6 Christchurch, New Zealand . 194  
16 Auckland, New Zealand . 194

**1920****January, 1920**

8 Chicago, Illinois . . . . . 60  
8 Omaha, Nebraska . . . . . 60  
20-21 Manila, Ph. Islands . . . 393  
23 Karachi, India . . . . . 175  
25 Bombay, India . . . . . 175  
25 Venice, Italy . . . . . 183  
26 Venice, Italy . . . . . 183, 308  
30 Karachi, India . . . . . 175

**February, 1920**

4 Bombay, India . . . . . 175  
6 Karachi, India . . . . . 175  
7 Helsinki, Finland . . . . . 144  
9 Rerval, Estonia . . . . . 144  
11 Bombay, India . . . . . 175  
15 Capetown, Un. So. Afr. . . . 210  
15 Karachi, India . . . . . 175  
17 Bombay, India . . . . . 175  
22 Karachi, India . . . . . 175  
24 Auckland, New Zealand . . 194  
24 Bombay, India . . . . . 175  
26 Melbourne, Australia . . . 167  
27 Karachi, India . . . . . 175  
28 Berlin, Germany . . . . . 159  
28 Leipzig, Germany . . . . . 159

**March, 1920**

1 Auckland, New Zealand . . 194  
2-11 Bombay, India . . . . . 175  
4 Auckland, New Zealand . . 194  
5 Brindisi, Italy . . . . . 183  
5 Karachi, India . . . . . 175  
8 Dargaville, New Zealand . . 321  
10 Chicago, Illinois . . . . . 60  
11 Auckland, New Zealand . . 194  
11 Dargaville, New Zealand . . 321  
12 Auckland, New Zealand . . 195  
15 Opticki, New Zealand . . . 195  
15 Tauranga, New Zealand . . 195  
15 Whakatane, New Zealand . . 195  
16 Auckland, New Zealand . . 194  
20 Athens, Greece . . . . . 167  
31 Auckland, New Zealand . . 195

**April, 1920**

1 Kinshasa, Bel. Congo . . . 118  
3 Dargaville, New Zealand . . 321  
4 Barcelona, Spain . . . . . 210  
4 Seville, Spain . . . . . 210  
9 Auckland, New Zealand . . 195  
10 Awauai, New Zealand . . . 195  
10 Kaitia, New Zealand . . . 195  
10 Russell, New Zealand . . . 195  
12 Auckland, New Zealand . . 195  
13 Kawaii, New Zealand . . . 195  
28 Weltervreden, D.E. Indies . 138

**May, 1920**

5 Stockholm, Sweden . . . . . 213  
7 Tientsin, China . . . . . 126  
7 Weltervreden, D.E. Indies . 138  
15 Chicago, Illinois . . . . . 60  
15 Omaha, Nebraska . . . . . 60  
25-27 Los Angeles, Calif. . . 60

**June, 1920**

9 Weltervreden, D.E. Ind. . . 138  
9 Ellington, D.E. Indies . . . 138  
19 Gisborne, New Zealand . . 195  
19 Kristiansand, Norway . . . 197  
19 Oslo, Norway . . . . . 197  
20 Gisborne, New Zealand . . 195  
22 Milan, Italy . . . . . 60  
26 Cleveland, Ohio . . . . . 60  
30 Korut, Siam . . . . . 207

**July, 1920**

5 Amsterdam, Neth. . . . . 192  
9 Brussels, Belgium . . . . . 120  
19 Riga, Latvia . . . . . 188  
19 Weltervreden, D.E.I. . . . 138  
21 Auckland, New Zealand . . 195  
24 Kihukohu, New Zealand . . 195  
24 Rawene, New Zealand . . . 195  
24 Whangape, New Zealand . . 195  
30 Melbourne, Australia . . . 115

**August, 1920**

8 Melbourne, Australia . . . 115  
10 Chicago, Illinois . . . . . 60  
10 Warnemunde, Germany . . 159  
12 Malmo, Sweden . . . . . 159, 213  
16 Bergen, Norway . . . . . 198  
16 Chicago, Illinois . . . . . 61  
16 St. Louis, Mo. . . . . 61  
19 Chicago, Illinois . . . . . 61  
20 Kyoto, Japan . . . . . 185  
24 Weltervreden, D.E.I. . . . 138  
25 Christchurch, New Zealand . 195  
27 Melbourne, Australia . . . 115  
27 Serpentine, Australia . . . 115  
29 Wellington, New Zealand . 195  
31 Milwaukee, Wisconsin . . . 61

**September, 1920**

3 Amsterdam, Nether. . . . . 192  
4 Blenheim, New Zealand . . 195  
6 Kalkura, New Zealand . . . 195  
7 Cheyenne, Wyoming . . . . 61  
7 North Platte, Nehr. . . . . 61  
9 Omaha, Nebraska . . . . . 61  
7 Reno, Nevada . . . . . 61  
7 Salt Lake City, Utah . . . . 61  
8 Bellefonte, Pa. . . . . 62  
8 Chicago, Illinois . . . . . 62  
9 Iowa City, Iowa . . . . . 62  
9 New York City, N.Y. . . . . 62  
9 Omaha, Nebraska . . . . . 62  
10 Cheyenne, Wyoming . . . . 62  
11 Elko, Nevada . . . . . 62  
11 Reno, Nevada . . . . . 62  
11 Salt Lake City, Utah . . . . 62  
14 New York City, N.Y. . . . . 321  
14 Pemberville, Ohio . . . . . 321  
15 Chiclayo, Peru . . . . . 202  
15 Lima, Peru . . . . . 202  
15 Paiza, Peru . . . . . 202  
15 Trujillo, Peru . . . . . 202  
19 Malmo, Sweden . . . . . 213  
20 New York City, N.Y. . . . . 321  
20 Morristown, New Jer. . . . 213

**October, 1920**

1 Danzig . . . . . 134  
2 Reno, Nevada . . . . . 62  
5 Prague, Czechoslovakia . . 138  
10 Buc, France . . . . . 146  
16 Batavia, Illinois . . . . . 322  
16 Chicago, Illinois . . . . . 322  
16 Oakland, California . . . . 186  
19 Riga, Latvia . . . . . 188  
19 Wanganui, New Zealand . . 127  
20 Barranquilla, Colombia . . 127

**November, 1920**

1 Key West, Florida . . . . . 139  
2 Kanazawa, Japan . . . . . 185  
4 Quayagui, Ecuador . . . . . 172  
8 St. Paul, Minn. . . . . 62, 63  
11 Basle, Switzerland . . . . . 217  
15 Quenca, Ecuador . . . . . 139  
28 Rio Bamba, Ecuador . . . 139  
29 Chicago, Illinois . . . . . 62, 63  
29 LaCrosse, Wisconsin . . . 62, 63  
29 Madison, Wisconsin . . . 62, 63  
29 St. Paul, Minn. . . . . 62, 63

**December, 1920**

Budapest, Hungary . . . . . 127  
1 Syrian Cities . . . . . 218  
25 Medellin, Colombia . . . . 127

**1921**

**January, 1921**  
4 San Francisco, Calif. . . . . 322  
11 Chicago, Illinois . . . . . 63  
11 La Crosse, Wisconsin . . . 63  
31 Christchurch, New Zealand . 195

**February, 1921**

21 San Francisco, Calif. . . . . 322  
22 Elko, Nevada . . . . . 62  
22 Reno, Nevada . . . . . 322  
22 San Francisco, Calif. . . . . 322

**March, 1921**

1 Gombe, Bel. Congo . . . . . 119  
6 Tulcan, Ecuador . . . . . 138  
22 Montevideo, Uruguay . . . 222

**April, 1921**

Aleppo, Syria . . . . . 218  
1 Czechoslovakia . . . . . 133  
1 Mamel . . . . . 189  
1 San Jose, Costa Rica . . . . 123  
1 Warsaw, Poland . . . . . 134  
12 Danzig . . . . . 134  
20 Weltervreden, D.E.E. . . . 138  
20 Weltervreden, D.E.I. . . . 138  
21 Luang, Indo China . . . . . 176  
23 Prague, Czechoslovakia . . 135  
27 Vientiane, Indo China . . . 176  
29 Chicago, Illinois . . . . . 322  
29 Cleveland, Ohio . . . . . 322

**May, 1921**

3 San Francisco, Calif. . . . . 63  
4 Amsterdam, Nether. . . . . 192  
5 Rock Springs, Wyoming . . 322  
5 San Francisco, Calif. . . . . 322  
9 Poznan, Poland . . . . . 203

**June, 1921**

6 Danzig . . . . . 134  
12 Syrian Cities . . . . . 218  
13 San Francisco, Calif. . . . 63  
23 Heliopolis, Egypt . . . . . 198

**July, 1921**

1 St. Louisville, Bel. Cong. . . 118  
1 Tsinan, China . . . . . 126  
8 Cayenne, Fr. Guiana . . . . 149  
16 San Francisco, Calif. . . . 323  
17 Milan, Italy . . . . . 183, 208  
21 Mamel . . . . . 189  
26 Danzig . . . . . 134  
26 Kovno, Lithuania . . . . . 188  
26 Danzig . . . . . 134  
29 Rewel, Esthonia . . . . . 143  
31 Riga, Latvia . . . . . 188

**August, 1921**

2 Kovno, Lithuania . . . . . 188  
6 Elko, Nevada . . . . . 323  
6 San Francisco, Calif. . . . . 323  
12 Peking, China . . . . . 126  
20 Santiago, Chile . . . . . 125  
30 Mexico City, Mexico . . . 190  
30 Tuxpan, Mexico . . . . . 190

**September, 1921**

3 Tampico, Mexico . . . . . 190  
10 Venice, Italy . . . . . 308  
23 Venice, Italy . . . . . 183

**October, 1921**

Baghdad, Iraq . . . . . 176  
1 Barcelona, Spain . . . . . 210  
1 Madrid, Spain . . . . . 210  
1 Villesauvage, France . . . . 148  
3 Mexico City, Mexico . . . . 190  
3 Vera Cruz, Mexico . . . . . 190  
4 Tampico, Mexico . . . . . 190  
6 Aleppo, Syria . . . . . 218  
8 Ely, Nevada . . . . . 63  
13 Cairo, Egypt . . . . . 142  
13 London, England . . . . . 167  
13 Ely, Nevada . . . . . 63  
31 Kansas City, Mo. . . . . 64  
31 Omaha, Nebraska . . . . . 64

**November, 1921**

14 Philadelphia, Pa. . . . . 64  
14 Washington, D.C. . . . . 64  
16 Nelson, New Zealand . . . 196  
21 Mercedes, Uruguay . . . . 222  
21 Montevideo, Uruguay . . . 222

**December, 1921**

17 Buenos Aires, Arg. . . . . 113  
17 Montevideo, Uruguay . . . 222  
19 Colombian Cities . . . . . 127  
23 Guadalajara, Mexico . . . 190  
26 Tepic, Mexico . . . . . 190  
26 Mazatlan, Mexico . . . . . 190

**1922**

**January, 1922**  
6 Wadden Island, Nether. . . 193

**February, 1922**

7 Adalia, Turkey . . . . . 220  
8-25 Kalmecburg, Denmark . 136

**April, 1922**

6 Casablanca, Morocco . . . 192  
6 Safi, Morocco . . . . . 192  
22 Algiers, Algeria . . . . . 111

**May, 1922**

3 Moscow, USSR . . . . . 221  
31 Helsinki, New Zealand . . . 196

**June, 1922**

1 Korut, Siam . . . . . 207  
4-6 Bourges, France . . . . . 148  
6 Budapest, Hungary . . . . . 173  
10 Uboe, Siam . . . . . 207  
23-25 Brussels, Belgium . . . 120

**July, 1922**

1-4 Cleveland, Ohio . . . . . 64  
6 Tunis, Tunisia . . . . . 220  
22 Kovno, Lithuania . . . . . 188  
**August, 1922**  
14 Prague, Czechoslovakia . . 135  
18 Brattleboro, Ver. . . . . 65  
23-26 Norfolk, Nebraska . . . 65  
23-26 Omaha, Nebraska . . . 65

**September, 1922**

1-4 Cleveland, Ohio . . . . . 65  
1-4 Detroit, Michigan . . . . 65  
2-3 Rouen, France . . . . . 148  
2-11 La Baule, France . . . . 148  
3-10 Zurich, Switzerland . . . 217  
10 Bucharest, Roumania . . . 205  
10 Guayaquil, Ecuador . . . . 139  
12 Prague, Czechoslovakia . . 134  
23 Springfield, Illinois . . . . 65

**October, 1922**

6 Casablanca, Morocco . . . 192  
6 Hartford, Conn. . . . . 65  
6 New York City, N.Y. . . . . 65  
6 Oran, Algeria . . . . . 111  
6 Oran, Algeria . . . . . 192  
23 Prague, Czechoslovakia . . 134

**November, 1922**

3 Osaka, Japan . . . . . 183  
3 Tokyo, Japan . . . . . 183  
9-11 Chicago, Illinois . . . . 66  
9-11 Hartford, Conn. . . . . 66

**December, 1922**

7 Capotone Ridge, Utah . . . 323  
15 San Francisco, Calif. . . . 323

**1923**

**January, 1923**  
2 Soma, Indo China . . . . . 176  
3 Uttava, Siam . . . . . 208

**February, 1923**

11 Helsinki, Finland . . . . . 144  
26 Cochran, Pa. . . . . 324  
26 Elko, Nevada . . . . . 66  
26 New York City, N.Y. . . . 324

**March, 1923**

8 Rawlins, Wyoming . . . . . 66  
12 Iowa City, Iowa . . . . . 66  
13 North Platte, Nehr. . . . . 66  
16 Buenos Aires, Arg. . . . . 113  
18 Montevideo, Uruguay . . . 222  
29 Victoria, Br. Columbia . . 324

**April, 1923**

11 Bienhoa, Indo China . . . . 176  
12 Mexico City, Mexico . . . 190  
13 Iloilo, Ph. Islands . . . . . 393  
15 Belgrade, Yugoslavia . . . 186  
17 Damascus, Syria . . . . . 219

**May, 1923**

4 Casablanca, Morocco . . . 192  
11 Dakar, Senegal . . . . . 207  
15 New York City, N.Y. . . . 66  
18 Huto, Ph. Islands . . . . . 393  
28 Peking, China . . . . . 126

**June, 1923**

Colombian Cities . . . . . 128  
1 Prague, Czechoslovakia . . 135  
15 Reno, Nevada . . . . . 66

**July, 1923**

11 Brussels, Belgium . . . . . 120  
15 Budapest, Hungary . . . . 173  
15 Quito, Ecuador . . . . . 139  
28 Bandoeng, D.E. Indies . . 138  
29 Vladivostok, USSR . . . . . 148



## August, 1923

|                                      |     |
|--------------------------------------|-----|
| 14 London, England . . . . .         | 167 |
| 21 Zurich, Switzerland . . . . .     | 218 |
| 21-24 Cheyenne, Wyoming . . . . .    | 66  |
| 21-24 Chicago, Illinois . . . . .    | 66  |
| 21-24 Cleveland, Ohio . . . . .      | 66  |
| 21-24 Elko, Nevada . . . . .         | 66  |
| 21-24 New York City, N.Y. . . . .    | 66  |
| 21-24 North Platte, Nebr. . . . .    | 66  |
| 21-24 Omaha, Nebraska . . . . .      | 66  |
| 21-24 Reno, Nevada . . . . .         | 66  |
| 21-24 Salt Lake City, Utah . . . . . | 66  |
| 22 Taihoku, Japan . . . . .          | 165 |
| 31 St. Joseph, Mo. . . . .           | 67  |

## September, 1923

|                                    |     |
|------------------------------------|-----|
| 1 Prague, Czechoslovakia . . . . . | 134 |
| 2 Basle, Switzerland . . . . .     | 218 |
| 2 Montpeller, France . . . . .     | 148 |
| 23 Rouen, France . . . . .         | 218 |
| 26 Wahpeton, N. Dakota . . . . .   | 324 |
| 30 Chur, Switzerland . . . . .     | 218 |

## October, 1923

|                                     |     |
|-------------------------------------|-----|
| 1 Estevan, Saskatchewan . . . . .   | 324 |
| 1 Revel, Esthonia . . . . .         | 143 |
| 4 Hissat, Iraq . . . . .            | 177 |
| 7 Amiens, France . . . . .          | 148 |
| 12 Sarandi, Uruguay . . . . .       | 223 |
| 29 Prague, Czechoslovakia . . . . . | 132 |
| 31 Paris, France . . . . .          | 117 |

## November, 1923

|                                    |          |
|------------------------------------|----------|
| 14-15 Santiago Dom. Rep. . . . .   | 137      |
| 17 Port au Prince, Haiti . . . . . | 137, 171 |
| 11 Nong Khai, Siam . . . . .       | 208      |
| 31 Santiago, Chile . . . . .       | 225      |

## 1924

## January, 1924

|                                  |     |
|----------------------------------|-----|
| 1 Beyrouth, Lebanon . . . . .    | 187 |
| 2 Buenos Aires, Arg. . . . .     | 113 |
| 2 Montevideo, Uruguay . . . . .  | 223 |
| 5 San Jose, Costa Rica . . . . . | 128 |
| 14 Perth, Australia . . . . .    | 115 |

## February, 1924

|                                  |     |
|----------------------------------|-----|
| 1 Valparaiso, Chile . . . . .    | 125 |
| 14 Ankara, Turkey . . . . .      | 220 |
| 14 Istanbul, Turkey . . . . .    | 220 |
| 16 Guatemala City, Guat. . . . . | 169 |
| 27 San Francisco, Calif. . . . . | 67  |
| 27 Santa Rosa, Calif. . . . .    | 67  |

## March, 1924

|                                 |     |
|---------------------------------|-----|
| 5 Santa Cruz, Bolivia . . . . . | 121 |
| 13 Oran, Algeria . . . . .      | 111 |
| 14 Mukden, China . . . . .      | 173 |
| 9 Santa Monica, Calif. . . . .  | 324 |
| 13 Grenchen, Switzer . . . . .  | 218 |
| 30 Budapest, Hungary . . . . .  | 173 |

## May, 1924

|                                     |     |
|-------------------------------------|-----|
| 1 San Jose, Costa Rica . . . . .    | 128 |
| 2 Belfast, Ireland . . . . .        | 129 |
| 4 Laufen, Switzerland . . . . .     | 218 |
| 6 Belgrade, Yugoslavia . . . . .    | 186 |
| 6 Budapest, Hungary . . . . .       | 178 |
| 10 Prague, Czechoslovakia . . . . . | 134 |

## June, 1924

|                                |     |
|--------------------------------|-----|
| 9 Vincennes, France . . . . .  | 148 |
| 16 Helsinki, Finland . . . . . | 144 |
| 23 Stockholm, Sweden . . . . . | 213 |

## July, 1924

|                                    |     |
|------------------------------------|-----|
| 1 Bellefonte, Pa. . . . .          | 67  |
| 1 Bryan, Ohio . . . . .            | 67  |
| 1 Cheyenne, Wyoming . . . . .      | 67  |
| 1 Chicago, Illinois . . . . .      | 67  |
| 1 Cleveland, Ohio . . . . .        | 67  |
| 1 Elko, Nevada . . . . .           | 67  |
| 1 Iowa City, Iowa . . . . .        | 67  |
| 1 New York City, N.Y. . . . .      | 67  |
| 1 North Platte, Nebraska . . . . . | 67  |
| 1 Omaha, Nebraska . . . . .        | 67  |
| 1 Rawlins, Wyoming . . . . .       | 67  |
| 1 Reno, Nevada . . . . .           | 67  |
| 1 Rock Springs, Wyo. . . . .       | 67  |
| 1 Salt Lake City, Utah . . . . .   | 67  |
| 1 San Francisco, Calif. . . . .    | 67  |
| 15 Rotterdam, Nether. . . . .      | 193 |
| 17 Kharkov, USSR . . . . .         | 221 |

## August, 1924

|                                        |     |
|----------------------------------------|-----|
| 5, 11, 12, 14 Cochabamba, Bol. . . . . | 121 |
| 19 Stockholm, Sweden . . . . .         | 213 |

## September, 1924

|                                       |     |
|---------------------------------------|-----|
| 5-6 Boston, Mass. . . . .             | 68  |
| 13 Budapest, Hungary . . . . .        | 173 |
| 25-26 Hannover, Germany . . . . .     | 267 |
| 25-26 Kolohn P. Rheinfelden . . . . . | 267 |
| 25-26 Germany . . . . .               | 267 |
| 25-26 Stettin, Germany . . . . .      | 267 |

## October, 1924

|                                   |     |
|-----------------------------------|-----|
| 1 Danzig . . . . .                | 267 |
| 1 Amsterdam, Nether. . . . .      | 193 |
| 2-4 Dayton, Ohio . . . . .        | 68  |
| 8 Lakehurst, New Jersey . . . . . | 310 |
| 12 Friedrichshafen, Ger. . . . .  | 267 |
| 12 Los Angeles, Calif. . . . .    | 311 |
| 12 Seattle, Washington . . . . .  | 311 |
| 13 Azora, Azores . . . . .        | 267 |
| 30 Moscow, USSR . . . . .         | 221 |

## November, 1924

|                               |     |
|-------------------------------|-----|
| 15 Ankara, Turkey . . . . .   | 220 |
| 15 Istanbul, Turkey . . . . . | 220 |

## December, 1924

|                              |     |
|------------------------------|-----|
| 3 Buenos Aires, Arg. . . . . | 113 |
| 14 Teheran, Persia . . . . . | 201 |

## 1925

## January, 1925

|                                      |     |
|--------------------------------------|-----|
| Tela, Honduras . . . . .             | 172 |
| 4 San Jose, Costa Rica . . . . .     | 129 |
| 7 Cordoba, Argentina . . . . .       | 113 |
| 10 Montevideo, Uruguay . . . . .     | 223 |
| 14 Rio de Janeiro, Brazil . . . . .  | 121 |
| 21 Buenos Aires, Argentina . . . . . | 113 |

## February, 1925

|                                    |     |
|------------------------------------|-----|
| 5 Bahia, Brazil . . . . .          | 122 |
| 5 Rio de Janeiro, Brazil . . . . . | 122 |
| 7 Dakar, Senegal . . . . .         | 207 |
| 15 Teheran, Persia . . . . .       | 201 |
| 21 Lakehurst, New Jersey . . . . . | 312 |

## March, 1925

|                                    |     |
|------------------------------------|-----|
| 2 Capetown, U. So. Afr. . . . .    | 210 |
| 5 Durban, U. So. Afr. . . . .      | 210 |
| 6 Ispahan, Persia . . . . .        | 201 |
| 6 Rio de Janeiro, Brazil . . . . . | 122 |
| 7 Bahia, Brazil . . . . .          | 122 |
| 9 Pernambuco, Brazil . . . . .     | 122 |
| 10 Bahia, Brazil . . . . .         | 122 |
| 15 Teheran, Persia . . . . .       | 210 |
| 25 Birmingham, Alabama . . . . .   | 69  |
| 25 Chattanooga, Tenn. . . . .      | 69  |

## April, 1925

|                                  |          |
|----------------------------------|----------|
| 1 Helsinki, Finland . . . . .    | 144      |
| 6 Teheran, Persia . . . . .      | 201      |
| 8 Willemstad, Dutch W.I. . . . . | 132      |
| 13 Budapest, Hungary . . . . .   | 173      |
| 15 New York City, N.Y. . . . .   | 312      |
| 16 Hamilton, Bermuda . . . . .   | 312, 313 |
| 17 Birmingham, Alabama . . . . . | 69       |
| 17 Louisville, Ky. . . . .       | 69       |
| 17 Montgomery, Alabama . . . . . | 69       |
| 17 Nashville, Tenn. . . . .      | 69       |
| 20 Fukuoka, Japan . . . . .      | 185      |
| 20 Osaka, Japan . . . . .        | 185      |
| 20 Tokyo, Japan . . . . .        | 185      |
| 21 Lakehurst, New Jer. . . . .   | 312      |
| 23 Hamilton, Bermuda . . . . .   | 312, 313 |
| 23 USS Patoka . . . . .          | 312, 313 |
| 25 Warsaw (Cracow) Pol. . . . .  | 203      |
| 27 Vienna, Austria . . . . .     | 117      |

## May, 1925

|                                   |     |
|-----------------------------------|-----|
| 1 Memel . . . . .                 | 190 |
| 1 Puerto Cortez, Hond. . . . .    | 172 |
| 1 Riga, Latvia . . . . .          | 186 |
| 2 Port au Prince, Haiti . . . . . | 171 |
| 3 New York City, N.Y. . . . .     | 313 |
| 5 Memel . . . . .                 | 190 |
| 7 USS Patoka . . . . .            | 313 |
| 8 Cordoba, Argentina . . . . .    | 113 |
| 8 Mayaguez, P. R. . . . .         | 31  |
| 8 San Juan, P. R. . . . .         | 31  |
| 9 Newark, New Jersey . . . . .    | 69  |
| 15 Birmingham, Alabama . . . . .  | 69  |
| 15 Helsinki, Finland . . . . .    | 44  |
| 15 London, England . . . . .      | 167 |
| 27 Malmo, Sweden . . . . .        | 213 |
| 30 Tirana, Albania . . . . .      | 111 |

## June, 1925

|                                     |     |
|-------------------------------------|-----|
| 1 Bogota, Colombia . . . . .        | 128 |
| 1 Casablanca, Morocco . . . . .     | 192 |
| 1 Marienbad, Czech . . . . .        | 134 |
| 1 Paris, France . . . . .           | 132 |
| 1 Prague, Czechoslovakia . . . . .  | 134 |
| 1 Tirana, Albania . . . . .         | 111 |
| 6 Dakar, Senegal . . . . .          | 207 |
| 6 Lakehurst, New Jer. . . . .       | 314 |
| 15 Kings Bay Spitzbergen . . . . .  | 198 |
| 16 Warsaw, Poland . . . . .         | 203 |
| 27 Barranquilla, Colombia . . . . . | 128 |

## July, 1925

|                                    |     |
|------------------------------------|-----|
| 1 Bellefonte, Pa. . . . .          | 67  |
| 1 Bryan, Ohio . . . . .            | 67  |
| 1 Chicago, Illinois . . . . .      | 67  |
| 1 Cleveland, Ohio . . . . .        | 67  |
| 1 Des Moines, Iowa . . . . .       | 67  |
| 1 New York City, N.Y. . . . .      | 67  |
| 1 Prague, Czechoslovakia . . . . . | 134 |
| 1 Sacramento, Calif. . . . .       | 70  |
| 3 Lakehurst, New Jer. . . . .      | 311 |
| 4 Bar Harbor, Maine . . . . .      | 312 |
| 7 Copenhagen, Denmark . . . . .    | 136 |
| 20 Danzig . . . . .                | 134 |
| 25 Tokyo, Japan . . . . .          | 186 |
| 26 Seattle, Washington . . . . .   | 324 |

## August, 1925

|                                    |     |
|------------------------------------|-----|
| 1 Etah, Greenland . . . . .        | 168 |
| 1 Lake Winnepesaukee, N.H. . . . . | 94  |
| 1 New York City, N.Y. . . . .      | 324 |
| 5 Rupert, Pa. . . . .              | 324 |
| 10, 12, 15 Colombia . . . . .      | 128 |
| 15 Puerto Limon, Costa R. . . . .  | 129 |
| 17 Colombia . . . . .              | 128 |
| 17 Managua, Nicaragua . . . . .    | 196 |
| 20 Colombia . . . . .              | 128 |
| 20 Zamboanga, P.I. . . . .         | 394 |
| 21 Palompon, P.I. . . . .          | 394 |
| 22 Colombia . . . . .              | 128 |
| 23 Cebu, Philippines . . . . .     | 394 |
| 24 Colombia . . . . .              | 128 |

|                                   |     |
|-----------------------------------|-----|
| 25 Florida, Uruguay . . . . .     | 223 |
| 25 Montevideo, Uruguay . . . . .  | 223 |
| 26 Jola, Philippines . . . . .    | 394 |
| 27 Attomon, Philippines . . . . . | 394 |

## September, 1925

|                                  |     |
|----------------------------------|-----|
| 12 Corregidor, P.I. . . . .      | 394 |
| 12 de Pinedo . . . . .           | 126 |
| 16 Manila, P.I. . . . .          | 395 |
| 22 Buenos Aires, Arg. . . . .    | 113 |
| 24 Montevideo, Uruguay . . . . . | 223 |

## October, 1925

|                                   |     |
|-----------------------------------|-----|
| 1 Bellefonte, Pa. . . . .         | 67  |
| 1 New York City, N.Y. . . . .     | 324 |
| 10 Bahia, Cruz, Bolivia . . . . . | 121 |
| 21 Sucre, Bolivia . . . . .       | 121 |
| 27 Cairo, Egypt . . . . .         | 142 |

## November, 1925

|                           |     |
|---------------------------|-----|
| 1 Kano, Nigeria . . . . . | 197 |
|---------------------------|-----|

## December, 1925

|                                 |     |
|---------------------------------|-----|
| 1 Senegal . . . . .             | 207 |
| 1 Cagayan, P.I. . . . .         | 395 |
| 1 Manila, P.I. . . . .          | 395 |
| 1 Masbate, P.I. . . . .         | 395 |
| 1 Romblon, P.I. . . . .         | 395 |
| 1 Surigao, P.I. . . . .         | 395 |
| 1 Tacloban, P.I. . . . .        | 395 |
| 3 Brazzaville, Fr. Con. . . . . | 149 |
| 11 Aswan, Egypt . . . . .       | 143 |
| 11 Cairo, Egypt . . . . .       | 143 |
| 11 Haifa, Egypt . . . . .       | 143 |
| 11 Luxor, Egypt . . . . .       | 143 |
| 11 Wadi, Egypt . . . . .        | 143 |
| 28 Namey, Trigeria . . . . .    | 197 |

## 1926

## January, 1926

|                                  |     |
|----------------------------------|-----|
| 2 Cristobal, C.Z. . . . .        | 129 |
| 2 San Jose, Costa Rica . . . . . | 129 |
| 4 Manila, P.I. . . . .           | 396 |
| 9 Abu Sewer, Egypt . . . . .     | 143 |
| 9 Manila, P.I. . . . .           | 396 |
| 15 Khartoum, Egypt . . . . .     | 143 |
| 19 Batangas, P.I. . . . .        | 395 |
| 31 Corregidor, P.I. . . . .      | 395 |
| 31 Manila, P.I. . . . .          | 395 |
| 31 San Fernando, P.I. . . . .    | 395 |

## February, 1926

|                                |     |
|--------------------------------|-----|
| 4 Chicago, Illinois . . . . .  | 324 |
| 4 Des Moines, Iowa . . . . .   | 324 |
| 4 New York City, N.Y. . . . .  | 324 |
| 12 Bryan, Ohio . . . . .       | 325 |
| 12 Chicago, Illinois . . . . . | 325 |
| 26 Buenos Aires, Arg. . . . .  | 113 |

## March, 1926

|                                   |     |
|-----------------------------------|-----|
| Buenos Aires, Arg. . . . .        | 113 |
| 2-20 Abo, Finland . . . . .       | 144 |
| 3-14 Montevideo Uruguay . . . . . | 223 |
| 28 Guatemala City, Guat. . . . .  | 170 |

## April, 1926

|                                |     |
|--------------------------------|-----|
| Oso, Norway . . . . .          | 308 |
| 5 Egyptian Cities . . . . .    | 143 |
| 15 Madrid, Spain . . . . .     | 211 |
| 15 Elko, Nevada . . . . .      | 325 |
| 6 Jordan Valley, Ore. . . . .  | 325 |
| 6-30 Charlevoix, Mich. . . . . | 94  |
| 10 Rome, Italy . . . . .       | 308 |
| 22 Batangas, P.I. . . . .      | 396 |
| 30 Moscow, USSR . . . . .      | 221 |

## May, 1926

|                                     |          |
|-------------------------------------|----------|
| Calcutta, India . . . . .           | 397      |
| 4 Madrid, Spain . . . . .           | 211      |
| 6 Bangkok, Siam . . . . .           | 208, 397 |
| 11 Kings Bay, Spitzbergen . . . . . | 198      |
| 13 Oslo, Norway . . . . .           | 198      |
| 13 Aparri, Philippines . . . . .    | 397      |
| 13 Camp Stotsenburg, P.I. . . . .   | 397      |
| 13 Manila, P.I. . . . .             | 397      |
| 18 Kings Bay, Alaska . . . . .      | 309      |
| 18 Teller, Alaska . . . . .         | 309      |
| 26 Argo, Illinois . . . . .         | 325      |
| 26 Detroit, Michigan . . . . .      | 325      |
| 28 Amsterdam, Neth. . . . .         | 193      |

## June, 1926

|                                    |     |
|------------------------------------|-----|
| 3 Port au Prince, Haiti . . . . .  | 171 |
| 7 Mendota, Minn. . . . .           | 326 |
| 7 Minneapolis, Minn. . . . .       | 326 |
| 7 Stockholm, Sweden . . . . .      | 213 |
| 8 Manila, P.I. . . . .             | 397 |
| 24 Bucharest, Roumania . . . . .   | 205 |
| 25 Aparri, P.I. . . . .            | 397 |
| 3 Oslo, Norway . . . . .           | 198 |
| 7 Prague, Czechoslovakia . . . . . | 134 |
| 14 Aparri, P.I. . . . .            | 398 |
| 15 Mastanduno, Turkey . . . . .    | 206 |
| 30 Guatemala City, Guat. . . . .   | 170 |

## August, 1926

|                                       |     |
|---------------------------------------|-----|
| 3 Esquipulas, Guat. . . . .           | 170 |
| 3 Guatemala City, Guat. . . . .       | 170 |
| 6 Athens, Greece . . . . .            | 168 |
| 15 Mastanduno, Turkey . . . . .       | 206 |
| 17 Kuching, Sarawak . . . . .         | 206 |
| 23 Singapore, Street Settle . . . . . | 211 |
| 29 Guatemala City, Guat. . . . .      | 170 |
| 31 Santa Rosa, Guat. . . . .          | 170 |
| 31 Santa Rosa, Guat. . . . .          | 170 |

## September, 1926

|                                     |     |
|-------------------------------------|-----|
| 10 Prague, Czechoslovakia . . . . . | 134 |
| 12 Darien, Japan . . . . .          | 186 |
| 12 Keijo, Japan . . . . .           | 186 |
| 12 Kujo, Japan . . . . .            | 186 |
| 12 Osaka, Japan . . . . .           | 186 |
| 16 Ottawa, Illinois . . . . .       | 326 |
| 16 St. Louis, Mo. . . . .           | 326 |
| 18 Alverca, Portugal . . . . .      | 204 |
| 26 Sofia, Bulgaria . . . . .        | 124 |
| 27 Baghdad, Iraq . . . . .          | 177 |
| 30 Boise, Idaho . . . . .           | 326 |

## October, 1926

|                               |     |
|-------------------------------|-----|
| 1 Elko, Nevada . . . . .      | 326 |
| 1 Lucin, Idaho . . . . .      | 326 |
| 1 Minneapolis, Minn. . . . .  | 326 |
| 1 Pasco, Washington . . . . . | 326 |
| 1 St. Paul, Minn. . . . .     | 326 |
| 15 Athens, Greece . . . . .   | 168 |

## November, 1926

|                                   |     |
|-----------------------------------|-----|
| 3 Covell, Illinois . . . . .      | 326 |
| 3 St. Louis, Mo. . . . .          | 326 |
| 9 Manila, P.I. . . . .            | 398 |
| 10 Batangas, P.I. . . . .         | 398 |
| 17 Marseilles, France . . . . .   | 148 |
| 18 Bandung, D.E. Indies . . . . . | 138 |
| 19 Guatemala City, Guat. . . . .  | 170 |
| 20 Algiers, Algeria . . . . .     | 112 |
| 24 Antibes, France . . . . .      | 148 |

## December, 1926

|                                    |     |
|------------------------------------|-----|
| 9 Madagascar, Madagascar . . . . . | 189 |
| 19 Tela, Honduras . . . . .        | 172 |
| 21 Baghdad, Iraq . . . . .         | 178 |

## PAGE 23

30-31 Louisville, Ky. . . . . 95  
30-31 Old Hickory, Tenn. . . . . 95

## 1927

January, 1927  
15 Kismu, Kenya . . . . . 186  
18 Cairo, Egypt . . . . . 143  
18 Jerusalem, Palestine . . . . . 143  
23 Karachi, India . . . . . 175

February, 1927  
12 Teheran, Persia . . . . . 202  
14 Karachi, India . . . . . 175  
18 Capiz, P.I. . . . . 398  
18 Cebu, P.I. . . . . 398  
18 Iloilo, P.I. . . . . 398  
18 Jolo, P.I. . . . . 398  
18 Manila, P.I. . . . . 398  
18 Pulapandan, P.I. . . . . 398  
18 San Jose, P.I. . . . . 398  
18 Zamboanga, P.I. . . . . 398  
28 Horten, Norway . . . . . 198

March, 1927  
7-8 Silverton, Colorado . . . . . 95  
17 Willemstad, Curacao . . . . . 132  
21 Prague, Czechoslovakia . . . . . 134  
28 Porto Alegre, Brazil . . . . . 122

April, 1927  
2 Soerabaya, Dutch E.I. . . . . 138  
2 Tunis, Tunisia . . . . . 220  
3 Gustine, Calif. . . . . 326  
3 Los Angeles, Calif. . . . . 326  
4 Chicago, Illinois . . . . . 327  
4 Cordova, Illinois . . . . . 326  
4 Dallas, Texas . . . . . 326  
4 DeKalb, Illinois . . . . . 327  
4 Ponca City, Oklahoma . . . . . 326  
5 Gaza, Palestine . . . . . 198  
7 Chicago, Illinois . . . . . 327  
7 Karachi, India . . . . . 175  
7 Sidney, Nebraska . . . . . 327  
16 Lae, Papua and N. Gui . . . . . 197  
19 Port au Prince, Haiti . . . . . 171  
19 Prague, Czechoslovakia . . . . . 134  
24 Little Rock, Arkansas . . . . . 95

May, 1927  
2 Prague, Czechoslovakia . . . . . 134  
3 Valparaiso, Chile . . . . . 125  
9 Brno, Czechoslovakia . . . . . 134

June, 1927  
3 Porto Alegre, Brazil . . . . . 122  
11 Washington, D.C. . . . . 70  
15 Porto Alegre, Brazil . . . . . 122  
15 Tananarive, Madagascar . . . . . 189  
21 New York City, N.Y. . . . . 327  
25 Amsterdam, Nether. . . . . 193

July, 1927  
1 Ver-sur-mer, France . . . . . 327  
8 Barabona, Dom. Rep. . . . . 137  
9 Batavia, Dutch E.I. . . . . 138  
12 Port au Prince, Haiti . . . . . 171  
14 Barabona, Dom. Rep. . . . . 137  
14 Cap Hatten, Haiti . . . . . 171  
18 Oslo, Norway . . . . . 198  
18 Port au Prince, Haiti . . . . . 171  
19 Port de Paix, Haiti . . . . . 171

September, 1927  
1 Danzig . . . . . 134  
1 Riga, Latvia . . . . . 187  
2 Boston, Mass. . . . . 327  
2 Wallingford, Conn. . . . . 327  
8 Roodt, Luxemburg . . . . . 188  
24 Manila, P.I. . . . . 399  
25 San Jose, P.I. . . . . 399

October, 1927  
Batavia, D.E.I. . . . . 138  
1 Amsterdam, Nether. . . . . 193  
15 Beyrouth, Lebanon . . . . . 187  
26 Los Angeles, Calif. . . . . 327  
26 Pasadena, Calif. . . . . 327  
26 Sausalito, Calif. . . . . 327  
28 Havana, Cuba . . . . . 130

November, 1927  
2 Brno, Czechoslovakia . . . . . 134  
3 Warsaw (Crakow) Pol. . . . . 203  
7 Sofia, Bulgaria . . . . . 124  
10 Barre, Vermont . . . . . 95  
10 Burlington, Vermont . . . . . 95  
10 Concord, N. H. . . . . 95

10 Montpelier, Vermont . . . . . 95  
13 Lima, Bulgaria . . . . . 124  
15 Condor Service, Brazil . . . . . 122  
21 Rio de Janeiro, Arg. . . . . 113  
22 Rio de Janeiro, Brazil . . . . . 113  
27 Majunga, Madagascar . . . . . 189

## December, 1927

3-6 Santo Domingo, Dom R. . . . . 137  
13 Port au Prince, Haiti . . . . . 171  
17 Friend's Woods, Ind. . . . . 327  
17 Indianapolis, Indiana . . . . . 327  
19 Buffalo, New York . . . . . 328  
19 Dunkirk, New York . . . . . 328  
29 Iquitos, Peru . . . . . 202

## 1928

January, 1928  
8 Warsaw, Poland . . . . . 203  
8 Santo Domingo, Dom. Rep. . . . . 137  
24 Manila, P.I. . . . . 399  
29 San Jose, P.I. . . . . 399  
31 Majunga, Madagascar . . . . . 189

February, 1928  
5 Manila, P.I. . . . . 399  
6 San Jose, P.I. . . . . 399  
6 Santo Domingo, Dom. Rep. . . . . 137  
7 Port au Prince, Haiti . . . . . 171  
8 Manila, P.I. . . . . 399  
12 Teheran, Persia . . . . . 202  
15 Belgrade, Yugoslavia . . . . . 186  
15 Pittsburgh, Pa. . . . . 328  
15 Zagreb, Yugoslavia . . . . . 186  
20 Santo Domingo, D.R. . . . . 137  
24 Manila, P.I. . . . . 399  
24 Havana, Cuba . . . . . 131  
24 Santiago de Cuba, Cuba . . . . . 131, 137  
25 Lima, Peru . . . . . 202  
25 Santiago de Cuba, Cuba . . . . . 131  
26 Chicago, Illinois . . . . . 328  
26 Grand Island, Nebraska . . . . . 328  
26 Marquette, Nebraska . . . . . 328  
26 New York City, N.Y. . . . . 328  
28 Port au Prince, Haiti . . . . . 171

March, 1928  
1 Buenos Aires, Argentina . . . . . 113  
1 S.S. Fries, McKinney . . . . . 400  
2 Natal, Brazil . . . . . 122  
3 Manila, P.I. . . . . 399  
4 San Jose, P.I. . . . . 399  
16-17 DeTour, Mich. . . . . 95  
16-17 Pickford, Mich. . . . . 95  
16-17 Sault Ste. Marie, Mich. . . . . 95  
24 La Paz, Bolivia . . . . . 121

April, 1928  
7 Manila, P.I. . . . . 399, 400  
7-8 Cullon Island, P.I. . . . . 400  
8 San Jose, P.I. . . . . 399  
14 Dirigible Italia . . . . . 309  
21 Valosa, Albania . . . . . 111  
21 Rotterdam, Neth. . . . . 193  
30 Prague, Czech. . . . . 193

May, 1928  
1 Boston, Mass. . . . . 328  
1 Hartford, Conn. . . . . 328  
1 New York City, N.Y. . . . . 328  
1 Philadelphia, Pa. . . . . 328  
1 Riga, Latvia . . . . . 143, 187  
2 Manila, P.I. . . . . 400  
15 Aparri, P.I. . . . . 400

June, 1928  
4 Eide Creek, Papua, N.G. . . . . 199  
4 Reykjavik, Iceland . . . . . 173  
7 Riga, Latvia . . . . . 187  
8-9 Reykjavik, Iceland . . . . . 173  
10 Barranquilla, Colombia . . . . . 128  
10 Lisbon, Portugal . . . . . 204  
16 Guayaquil, Ecuador . . . . . 140  
18 Stockholm, Sweden . . . . . 213  
19 Manila, P.I. . . . . 399  
20 Manila, P.I. . . . . 400  
20 Zamboanga, P.I. . . . . 400  
26 Zamboanga, P.I. . . . . 401  
28 Lisbon, Portugal . . . . . 203  
28 Lisbon, Portugal . . . . . 204

July, 1928  
13 Lima, Peru . . . . . 202  
30 Seadta, Ecuador . . . . . 140

August, 1928  
1 Moscow, U.S.S.R. . . . . 221  
14 Stockholm, Sweden . . . . . 213  
15 Fort Dale, Florida . . . . . 328  
15 Havana, Cuba . . . . . 138  
22 Stockholm, Sweden . . . . . 213  
26 Seadta, Ecuador . . . . . 140  
29 Stockholm, Sweden . . . . . 213

September, 1928  
3 Stockholm, Sweden . . . . . 213  
4 Great Falls, Montana . . . . . 328  
4 Pocatello, Idaho . . . . . 328  
4 Portland, Oregon . . . . . 328  
7 Quito, Ecuador . . . . . 140  
10 Saarbruecken, Saare . . . . . 206  
13 Lima, Peru . . . . . 202  
13 Friedrichshafen, Ger. . . . . 268  
18 Konstanz, Germany . . . . . 268  
18 Poland . . . . . 323  
20 Offenburg, Germany . . . . . 268  
24 Belfast, Ireland . . . . . 178  
24 Konstanz, Germany . . . . . 268  
26 Goggsing, Germany . . . . . 268  
28 Lindau, Germany . . . . . 268  
28 Munich, Germany . . . . . 268  
28 Regensburg, Germany . . . . . 268

October, 1928  
2 Los Angeles, Calif. . . . . 328  
2 Roseburg, Oregon . . . . . 328  
2-3 Altimittweil, Ger. . . . . 268  
2-3 Berlin, Germany . . . . . 328  
2-3 Cologne, Germany . . . . . 268  
2-3 Dusseldorf, Germany . . . . . 268  
2-3 Hamburg, Germany . . . . . 268  
2-3 Nurnburg, Germany . . . . . 268  
2-3 Wurzburg, Germany . . . . . 268  
6 Manila, P.I. . . . . 399  
7 San Jose, P.I. . . . . 399  
8 Friedrichshafen, Ger. . . . . 268  
8 Konstanz, Germany . . . . . 268  
8 Ravensburg, Germany . . . . . 268  
11 Danzig . . . . . 269  
11 Friedrichshafen, Ger. . . . . 269  
12 Manila, P.I. . . . . 399  
16 San Jose, P.I. . . . . 399  
18 Buenos Aires, Arg. . . . . 113  
18 New York City, N.Y. . . . . 328  
18 Polk, Pennsylvania . . . . . 329  
22 Guayaquil, Ecuador . . . . . 140  
22 Patay, Peru . . . . . 202  
28 Lakemurst, N.J. . . . . 229  
29 On Board, Zeppelin . . . . . 270  
29 U.S. Mail - Zeppelin . . . . . 269

November, 1928  
1 Ortenburg, Ger. . . . . 269  
3 Manila, P.I. . . . . 399  
3 San Jose, P.I. . . . . 399  
5 Friedrichshafen, Ger. . . . . 270  
6 Bandung, D.E.I. . . . . 138  
6 Berlin, Germany . . . . . 270  
6 Puerto Princessa, P.I. . . . . 401  
15-16 Manila, P.I. . . . . 401  
17 Cebuago, P.I. . . . . 401  
17 Manila, P.I. . . . . 399  
18 Chicago, Illinois . . . . . 329  
18 Millstone, Pa. . . . . 329  
18 San Jose, P.I. . . . . 399  
21 Manila, P.I. . . . . 399  
21 San Jose, P.I. . . . . 399  
25 Cleveland, Ohio . . . . . 329  
25 West Lebanon, Nether. . . . . 143  
27 Amsterdam, Nether. . . . . 143  
30 San Jose, Costa Rica . . . . . 129

December, 1928  
5 Friedrichshafen, Ger. . . . . 270  
6 Manila, P.I. . . . . 399  
11 San Jose, P.I. . . . . 399  
14 Manila, P.I. . . . . 399  
16 Cleveland, Ohio . . . . . 329  
16 San Jose, P.I. . . . . 399  
16-17 Sufeld, Conn. . . . . 71  
17 Kitty Hawk, N.C. . . . . 71  
18 Canton, China . . . . . 126  
18 Peking, China . . . . . 126  
20 Huron, Ohio . . . . . 329  
20 New York City, N.Y. . . . . 329  
23 Manila, P.I. . . . . 399  
23 San Jose, P.I. . . . . 399

1929  
2 Asuncion, Paraguay . . . . . 201  
3 Baghdad, Iraq . . . . . 178  
5 Boston, Mass. . . . . 329  
5 Union, Conn. . . . . 329  
6 Fort Crook, Nebraska . . . . . 330  
6 Manila, P.I. . . . . 399  
6 San Francisco, Calif. . . . . 330  
7 San Jose, P.I. . . . . 399  
10 Havana, Cuba . . . . . 131  
13 Tripoli, Tripolitania . . . . . 219  
14 Baudette, Minn. . . . . 96  
14 Oak Island, Minn. . . . . 96  
23 Gulfport, Miss. . . . . 330  
23 New Orleans, La. . . . . 330  
23 Cleveland, Ohio . . . . . 330  
31 Follegh Lake, Canada . . . . . 330  
31 Halifax, N.S. . . . . 330  
31 Morgantown, W. Va. . . . . 330

January, 1929  
4 Friedrichshafen, Ger. . . . . 270  
19-20 Friedrichshafen, Ger. . . . . 270  
20 On Board, Zeppelin . . . . . 270  
22 Friedrichshafen, Ger. . . . . 270  
26 Asuncion, Paraguay . . . . . 201

February, 1929  
1 Dayton Beach, Fla. . . . . 330  
5 Santiago, Chile . . . . . 125  
11 Park City, Utah . . . . . 331  
11 San Francisco, Calif. . . . . 331  
15-17 Pensacola, Fla. . . . . 96  
21 Angadanan, P.I. . . . . 402  
21 Aparri, P.I. . . . . 402  
21 Iacon, P.I. . . . . 402  
21 Manila, P.I. . . . . 402  
21 San Fernando, P.I. . . . . 402  
21 San Miguel, P.I. . . . . 402  
21 Solana, P.I. . . . . 402  
21 Tuguegarao, P.I. . . . . 402  
22 Dallas, Texas . . . . . 331  
22 Harmon, Illinois . . . . . 331  
22 Friedrichshafen, Ger. . . . . 270  
22 Manila, P.I. . . . . 402  
22 Friedrichshafen, Ger. . . . . 270  
24 On Board, Zeppelin . . . . . 271  
25 Austrian Zepp Mail . . . . . 271  
25 Danzig . . . . . 371  
25 Friedrichshafen, Ger. . . . . 271  
25 On Board, Zeppelin . . . . . 270  
30 London, England . . . . . 167

March, 1929  
1 Athens, Greece . . . . . 168  
3 Baghdad, Iraq . . . . . 178  
3 Basra, Iraq . . . . . 178  
3 Colombian Mail . . . . . 128  
11 Baghdad, Iraq . . . . . 178  
9 Bushire, Persia . . . . . 202  
9 Rutbah, Iraq . . . . . 178  
12 Hanot, Indo China . . . . . 177  
12 Saigon, Indo China . . . . . 177  
19 Friedrichshafen, Ger. . . . . 271  
22 Friedrichshafen, Ger. . . . . 271  
24 On Board, Zeppelin . . . . . 270  
29 Manila, P.I. . . . . 403  
30 On Board, Zeppelin . . . . . 271

April, 1929  
1 Moscow, U.S.S.R. . . . . 221  
2 On Board, Zeppelin . . . . . 271  
3 Lima, Peru . . . . . 202  
3 San Jose, P.I. . . . . 399  
6 Kachua, Czechoslovakia . . . . . 134  
6 Uzhorod, Czechoslovakia . . . . . 134  
7 Cheyenne, Wyo. . . . . 273  
7 Ft. Collins, Colorado . . . . . 273  
7 Pueblo, Colorado . . . . . 273  
15 Managua, Nicaragua . . . . . 197  
16 Friedrichshafen, Ger. . . . . 273  
16 Managua, Nicaragua . . . . . 197  
16-17 On Board, Zeppelin . . . . . 273  
21 Chicago, Illinois . . . . . 329  
21 Elko, Nevada . . . . . 273  
21 Saarbruecken, Saare . . . . . 206  
23 Cuers, France . . . . . 273  
20 Helsinki, Finland . . . . . 144  
30 Stockholm, Sweden . . . . . 213

May, 1929  
1 Moscow, U.S.S.R. . . . . 221  
2 On Board, Zeppelin . . . . . 271  
3 Lima, Peru . . . . . 202  
3 San Jose, P.I. . . . . 399  
6 Kachua, Czechoslovakia . . . . . 134  
6 Uzhorod, Czechoslovakia . . . . . 134  
7 Cheyenne, Wyo. . . . . 273  
7 Ft. Collins, Colorado . . . . . 273  
7 Pueblo, Colorado . . . . . 273  
15 Managua, Nicaragua . . . . . 197  
16 Friedrichshafen, Ger. . . . . 273  
16 Managua, Nicaragua . . . . . 197  
16-17 On Board, Zeppelin . . . . . 273  
21 Chicago, Illinois . . . . . 329  
21 Elko, Nevada . . . . . 273  
21 Saarbruecken, Saare . . . . . 206  
23 Cuers, France . . . . . 273  
20 Helsinki, Finland . . . . . 144  
30 Stockholm, Sweden . . . . . 213



## June, 1929

|                               |     |
|-------------------------------|-----|
| 2 Adelaide, Australia . . .   | 115 |
| 8 Athens, Greece . . .        | 168 |
| 10 Beyrouth, Lebanon . . .    | 187 |
| 10 Castelrosso, Greece . . .  | 168 |
| 16 Damascus, Syria . . .      | 219 |
| 17 Rio de Janeiro, Brazil . . | 132 |
| 23 Willenstad, D.W. Indies .  | 132 |
| 24 Chicago, Illinois . . .    | 331 |
| 24 St. Paul, Minnesota . . .  | 331 |

## July, 1929

|                               |     |
|-------------------------------|-----|
| 1 Helsinki, Finland . . .     | 144 |
| 3 Reykjavik, Iceland . . .    | 173 |
| 8 Nanking, China . . .        | 126 |
| 8 Shanghai, China . . .       | 126 |
| 13 Kuching, Sarawak . . .     | 206 |
| 15 Dearborn, Mich . . .       | 71  |
| 15 Detroit, Mich . . .        | 71  |
| 18 Chile, Argentina . . .     | 125 |
| 18 Port-Vila, New Hebrides .  | 194 |
| 22 Girardot, Colombia . . .   | 128 |
| 27, 28 Friedrichshafen, Ger . | 273 |

## August, 1929

|                              |     |
|------------------------------|-----|
| Canada . . . . .             | 274 |
| United States . . . . .      | 274 |
| Zeppelin, on board . . .     | 274 |
| 1 Austrian Mail . . . . .    | 273 |
| 1 Friedrichshafen, Ger . .   | 273 |
| 1 Liechtenstein Mail . . .   | 273 |
| 1 Netherlands Mail . . .     | 273 |
| 1 Swiss Mail . . . . .       | 273 |
| 1 On Board Zeppelin . . .    | 273 |
| 7 Lakehurst, N. J . . . .    | 274 |
| 13 Chilean Mail . . . . .    | 125 |
| 15 Friedrichshafen, Ger . .  | 275 |
| 15 Paris, France . . . . .   | 273 |
| 15 On Board, Zeppelin . .    | 274 |
| 23 Tokyo, Japan . . . . .    | 275 |
| 26 Baghdad, Iraq . . . . .   | 178 |
| 26 Capetown, U. S. Afr . .   | 210 |
| 26 Galway, Ireland . . . .   | 179 |
| 27 Papua, New Guinea . . .   | 199 |
| 28 Los Angeles, Cal . . . .  | 275 |
| 29 Durban, U. S. Afr . . . . | 210 |
| 29 Johannesburg, S. Afr . .  | 210 |
| 30 Cleveland, Ohio . . . .   | 71  |
| 30 Pittsburgh, Pa . . . . .  | 71  |
| 30 Youngtown, Ohio . . . .   | 71  |

## September, 1929

|                               |     |
|-------------------------------|-----|
| 1 Lakehurst, N. J . . . .     | 276 |
| 5 Dirre Duan, Abyssinia . .   | 111 |
| 11, 12 Friedrichshafen, Ger . | 276 |
| 12 Mendoza, Argentina . .     | 113 |
| 12 New York City, N.Y . . .   | 331 |
| 13 Fort McPherson, Cal . .    | 331 |
| 13 San Juan, P.R. . . . .     | 331 |
| 17 Boston, Mass . . . . .     | 332 |
| 17 Friedrichshafen, Ger . .   | 276 |
| 17 Hartford, Conn . . . . .   | 332 |
| 17 Meridan, Conn . . . . .    | 332 |
| 17 On Board Zeppelin . . .    | 276 |
| 17 Westfield, Conn . . . .    | 332 |
| 21 Tela, Honduras . . . . .   | 172 |
| 26 Friedrichshafen . . . .    | 277 |
| 27 Tegucigalpa, Honduras . .  | 172 |

## October, 1929

|                               |     |
|-------------------------------|-----|
| 1 Friedrichshafen, Ger . .    | 277 |
| 1 Watertown, S. D . . . .     | 94  |
| 5, 12 Caracas, Venezuela . .  | 224 |
| 13, 14 European Zepp Mail .   | 277 |
| 13, 14 Friedrichshafen, Ger . | 277 |
| 15-17 Friedrichshafen, Ger .  | 278 |
| 15-17 On Board, Zeppelin .    | 278 |
| 17 Chicago, Illinois . . . .  | 332 |
| 17 New York City, N.Y . . .   | 332 |
| 18 Elm Creek, Nebr . . . .    | 332 |
| 23-24 Friedrichshafen . . .   | 278 |
| 23-24 On Board, Zeppelin .    | 278 |
| 29 Cleveland, Ohio . . . .    | 332 |
| 29 Mt. Vernon, Ohio . . . .   | 332 |

## November, 1929

|                               |     |
|-------------------------------|-----|
| 2 Chicago, Illinois . . . .   | 332 |
| 2 Friedrichshafen, Ger . .    | 278 |
| 2 Indianapolis, Indiana . . . | 332 |
| 2 London, England . . . .     | 167 |
| 2 Zurich, Switzerland . . .   | 278 |
| 3 Bohlingen, Germany . . .    | 278 |
| 3 Friedrichshafen, Ger . .    | 278 |
| 5 Los Angeles, Calif . . . .  | 333 |
| 5 Chicago, Illinois . . . . . | 332 |
| 6 Ringtown, Pa . . . . .      | 333 |
| 8 Portland, Oregon . . . .    | 334 |
| 8 Seattle, Washington . . .   | 334 |

|                               |     |
|-------------------------------|-----|
| 9 Athens, Greece . . . . .    | 168 |
| 9 Portland, Oregon . . . .    | 334 |
| 10 Ciudad Bolivar, Venez . .  | 224 |
| 10 Frankfurt, Germany . . .   | 278 |
| 10, 15 Friedrichshafen, Ger . | 278 |
| 30 New York City, N.Y . . .   | 334 |
| 30 Pasco, Washington . . . .  | 334 |
| 30 Vancouver, Washington . .  | 334 |

## December, 1929

|                               |     |
|-------------------------------|-----|
| 1 Sagrin Falls, Ohio . . . .  | 334 |
| 2 Sainte Marie, Reunion . .   | 205 |
| 5 Miami, Florida . . . . .    | 132 |
| 18 Chicago, Illinois . . . .  | 324 |
| 18 Loomis, Calif . . . . .    | 324 |
| 26 Adis Ababa, Abyssinia . .  | 111 |
| 29 Djibouti, Somali Coast . . | 208 |

## 1930

## January, 1930

|                               |     |
|-------------------------------|-----|
| 1 Sydney, Australia . . . .   | 115 |
| 8 Athens, Greece . . . . .    | 168 |
| 9 Los Angeles, Calif . . . .  | 334 |
| 10 Cedar City, Utah . . . .   | 334 |
| 10 San Francisco, Calif . . . | 336 |
| 10 Sidney, Nebraska . . . .   | 334 |

## February, 1930

|                                 |     |
|---------------------------------|-----|
| 3 Hartford, Conn . . . . .      | 334 |
| 3 New York City, N.Y . . . .    | 334 |
| 5 Rio de Janeiro, Brazil . . .  | 123 |
| 7 Baudette, Minn . . . . .      | 96  |
| 7 Penasse, Minn . . . . .       | 96  |
| 7 Rio de Janeiro, Brazil . . .  | 123 |
| 8 Lake of the Woods, Minn .     | 335 |
| 8 Penasse, Minn . . . . .       | 96  |
| 9 Natal, Brazil . . . . .       | 123 |
| 20 Bahia, Brazil . . . . .      | 123 |
| 20 Campao, Brazil . . . . .     | 123 |
| 20 Caravela, Brazil . . . . .   | 123 |
| 20 Pernambuco, Brazil . . . .   | 123 |
| 20 Rio de Janeiro, Brazil . . . | 123 |
| 23 Singapore, Str. Settle . . . | 211 |

## March, 1930

|                               |     |
|-------------------------------|-----|
| 22 Toronto, Ontario . . . .   | 335 |
| 22 Brazzaville, Fr. Congo . . | 149 |
| 22 Fernando Noronha, Bra . .  | 123 |
| 22 Pasadena, California . . . | 335 |
| 29 Cleveland, Ohio . . . . .  | 335 |
| 29 Milwaukee, Wisconsin . .   | 335 |
| 30 Warren, Ohio . . . . .     | 335 |

## April, 1930

|                                 |     |
|---------------------------------|-----|
| 2 Beyrouth, Syria . . . . .     | 219 |
| 2 Damascus, Syria . . . . .     | 219 |
| 3 Beyrouth, Syria . . . . .     | 187 |
| 12 Baghdad, Iraq . . . . .      | 178 |
| 17 Caracas, Venezuela . . . .   | 224 |
| 17 Ciudad Bolivar, Venez . . .  | 224 |
| 17 Djibouti, Somali Coast . . . | 209 |
| 19 U.S. Zeppelin Mail . . . .   | 279 |
| 20 Algiers, Algeria . . . . .   | 112 |
| 20 Bonn, Germany . . . . .      | 278 |
| 22 On Board Zeppelin . . . .    | 278 |
| 25 Chicago, Illinois . . . . .  | 335 |
| 26 Clefield, Pa . . . . .       | 335 |
| 26 Havana, Cuba . . . . .       | 132 |
| 29 Recife, Brazil . . . . .     | 123 |
| 30 Friedrichshafen, Ger . . .   | 279 |
| 30 On Board Zeppelin . . . .    | 279 |

## May, 1930

|                                 |     |
|---------------------------------|-----|
| Canal Zone Zeppelin . . . .     | 283 |
| Colombia Zeppelin . . . . .     | 283 |
| Honduras Zeppelin . . . . .     | 283 |
| Mexico Zeppelin . . . . .       | 283 |
| Venezuela Zeppelin . . . . .    | 282 |
| 1 Natal, Brazil . . . . .       | 123 |
| 2 Friedrichshafen, Ger . . .    | 279 |
| 6 Willenstad, Dutch W.I . .     | 132 |
| 7 United States Zeppelin . .    | 279 |
| 14-18 La Paz, Bolivia . . . .   | 283 |
| 18 Friedrichshafen, Ger . . .   | 280 |
| 18 On Board Zeppelin . . . .    | 280 |
| 19 Asuncion, Paraguay . . . .   | 281 |
| 19 Barcelona, Spain . . . . .   | 281 |
| 19 Seville, Spain . . . . .     | 281 |
| 23 Chicago, Illinois . . . . .  | 336 |
| 24 Bedford, Ohio . . . . .      | 336 |
| 24 Pernambuco, Brazil . . . .   | 282 |
| 26 Rio de Janeiro, Brazil . . . | 282 |
| 26 Pernambuco, Brazil . . . .   | 283 |
| 29 Warsaw, Poland . . . . .     | 204 |

## June, 1930

|                                |     |
|--------------------------------|-----|
| 2 Canada Zeppelin . . . . .    | 284 |
| 2 Canal Zone Zeppelin . . . .  | 285 |
| 2 Honduras Zeppelin . . . . .  | 285 |
| 2 Lakehurst, New Jer . . . .   | 284 |
| 2 Mexico Zeppelin . . . . .    | 285 |
| 2 Nicaragua Zeppelin . . . . . | 285 |
| 2 United States Zeppelin . . . | 284 |
| 6 Seville, Spain . . . . .     | 285 |
| 7 Rio de Janeiro, Brazil . . . | 123 |
| 7 Warsaw, Poland . . . . .     | 204 |
| 15 Friedrichshafen, Ger . . .  | 285 |
| 15 Munster, Germany . . . . .  | 285 |
| 17-18 Friedrichshafen, Ger . . | 285 |
| 21 Friedrichshafen, Ger . . .  | 285 |
| 23 Berlin, Germany . . . . .   | 285 |
| 23 Hannover, Germany . . . .   | 285 |
| 24 Friedrichshafen, Ger . . .  | 285 |

## July, 1930

|                                  |     |
|----------------------------------|-----|
| 2, 4, 5 Friedrichshafen, Ger . . | 285 |
| 5 Montevideo, Uruguay . . . .    | 224 |
| 7 Cologne, Germany . . . . .     | 285 |
| 9 European Zeppelin . . . . .    | 285 |
| 9 Friedrichshafen, Ger . . . .   | 285 |
| 16, 20 Friedrichshafen, Ger . .  | 285 |
| 20 Pfalz, Germany . . . . .      | 286 |
| 21 Buenos Aires, Argentina .     | 336 |
| 21 Cleveland, Ohio . . . . .     | 336 |
| 22 Huron, Ohio . . . . .         | 336 |
| 30 Athens, Greece . . . . .      | 168 |

## August, 1930

|                                  |     |
|----------------------------------|-----|
| 4 Friedrichshafen, Ger . . . .   | 286 |
| 5 Darmstadt, Germany . . . .     | 286 |
| 10 Friedrichshafen, Ger . . . .  | 286 |
| 11 Dortmund, Germany . . . .     | 286 |
| 13 Montreal, Quebec . . . . .    | 307 |
| 18 Wau, Papua . . . . .          | 199 |
| 19 Friedrichshafen, Ger . . . .  | 286 |
| 20 Fort Worth, Texas . . . . .   | 336 |
| 31 Salt Lake City, Utah . . . .  | 336 |
| 32 Baker, Oregon . . . . .       | 336 |
| 32 Berlin, Germany . . . . .     | 286 |
| 32 Friedrichshafen, Ger . . . .  | 286 |
| 32 Kongsburg, Germany . . . .    | 286 |
| 36 Tripoli, Tripolitania . . . . | 219 |
| 39 Rio de Janeiro, Brazil . . .  | 123 |
| 39 Friedrichshafen, Ger . . . .  | 286 |
| 41 Vaduz, Liechtenstein . . . .  | 188 |

## September, 1930

|                                 |     |
|---------------------------------|-----|
| 1 Bielefeld, Germany . . . . .  | 286 |
| 2 Chicago, Illinois . . . . .   | 336 |
| 2 Friedrichshafen, Ger . . . .  | 286 |
| 3 Mercer, Penna . . . . .       | 336 |
| 3 Kassel, Germany . . . . .     | 286 |
| 4 Lisbon, Portugal . . . . .    | 204 |
| 7 Friedrichshafen, Ger . . . .  | 286 |
| 8 Breslau, Germany . . . . .    | 286 |
| 9 Friedrichshafen, Ger . . . .  | 286 |
| 11 Moscow, USSR . . . . .       | 286 |
| 11 On Board Zeppelin . . . . .  | 286 |
| 14 Friedrichshafen, Ger . . . . | 287 |
| 14 Geneva, Switzerland . . . .  | 287 |
| 19 Leningrad, USSR . . . . .    | 221 |
| 20 Chicago, Illinois . . . . .  | 337 |
| 21 Warren, Ohio . . . . .       | 337 |
| 22 Wau, Papua . . . . .         | 199 |
| 23 Berlin, Germany . . . . .    | 287 |
| 23 Friedrichshafen, Ger . . . . | 287 |
| 23 Helsinki, Finland . . . . .  | 287 |
| 24 London, England . . . . .    | 167 |
| 25 Southek, Alberta . . . . .   | 337 |
| 26 Friedrichshafen, Ger . . . . | 287 |
| 28 Reichenbach, Germany . . . . | 287 |

## October, 1930

|                                  |     |
|----------------------------------|-----|
| 12 Basel, Switzerland . . . . .  | 287 |
| 12 Berne, Switzerland . . . . .  | 287 |
| 12 Friedrichshafen, Ger . . . .  | 287 |
| 19 Friedrichshafen, Ger . . . .  | 288 |
| 19 Mannheim, Germany . . . .     | 288 |
| 19 November, 1930 . . . . .      | 288 |
| 10 Baton Rouge, La . . . . .     | 337 |
| 11 Charlotte, N.C . . . . .      | 337 |
| 12 Casar, S.C . . . . .          | 337 |
| 16 Chemnitz, Germany . . . . .   | 288 |
| 16 Friedrichshafen, Ger . . . .  | 288 |
| 17 Los Angeles, Calif . . . . .  | 338 |
| 17 San Diego, California . . . . | 338 |
| 18 Lebec, California . . . . .   | 338 |

## December, 1930

|                                 |     |
|---------------------------------|-----|
| 16 Belgium-Congo . . . . .      | 118 |
| 21 Salt Lake City, Utah . . . . | 338 |
| 22 Alhambra, Cal . . . . .      | 338 |

## 1931

|                               |      |
|-------------------------------|------|
| January, 1931 . . . . .       | 1931 |
| 8 French Guinea . . . . .     | 149  |
| 10 Suculu, Malaya . . . . .   | 338  |
| 20 Beyrouth, Lebanon . . . .  | 187  |
| 21 Seattle, Wash . . . . .    | 338  |
| 22 Washougal, Wash . . . . .  | 338  |
| 28 Lisbon, Portugal . . . . . | 204  |

## February, 1931

|                         |     |
|-------------------------|-----|
| 6 Iloilo, P.I . . . . . | 403 |
|-------------------------|-----|

## March, 1931

|                                 |     |
|---------------------------------|-----|
| 3 Camaguey, Cuba . . . . .      | 132 |
| 3 Roseburg, Ore . . . . .       | 338 |
| 3 Seattle, Wash . . . . .       | 338 |
| 3 Juba, Sudan . . . . .         | 212 |
| 6 Khartoum, Sudan . . . . .     | 212 |
| 6 Kosti, Sudan . . . . .        | 212 |
| 6 Wadi Halfa, Sudan . . . . .   | 212 |
| 8 Malakal, Sudan . . . . .      | 212 |
| 12 Juba, Sudan . . . . .        | 212 |
| 12 Khartoum, Sudan . . . . .    | 212 |
| 12 Kosti, Sudan . . . . .       | 212 |
| 12 Malakal, Sudan . . . . .     | 212 |
| 12 Wadi Halfa, Sudan . . . . .  | 212 |
| 13 Iloilo, P.I . . . . .        | 403 |
| 17 Kisumu, Kenya . . . . .      | 288 |
| 18, 19 Iloilo, P.I . . . . .    | 403 |
| 28 Friedrichshafen, Ger . . . . | 285 |
| 30 Budapest, Hungary . . . . .  | 288 |
| 30 Chicago, Ill . . . . .       | 339 |
| 30 Kansas . . . . .             | 339 |

## April, 1931

|                                   |     |
|-----------------------------------|-----|
| 2 Singapore Str. Settle . . . .   | 211 |
| 4 London, England . . . . .       | 167 |
| 9 Friedrichshafen, Ger . . . .    | 288 |
| 9-11 On Board, Zeppelin . . .     | 288 |
| 10-17 Angeles, P.I . . . . .      | 404 |
| 10-17 Iloilo, P.I . . . . .       | 404 |
| 10-17 Manila, P.I . . . . .       | 404 |
| 10-17 Zamboanga, P.I . . . .      | 404 |
| 11 Alexandria, Egypt . . . . .    | 289 |
| 11 Cairo, Egypt . . . . .         | 289 |
| 11 Port Said, Egypt . . . . .     | 289 |
| 11 Suez, Egypt . . . . .          | 289 |
| 11 India Cities . . . . .         | 176 |
| 16 Singapore, Str. Settle . . . . | 211 |
| 23 Darwin, Australia . . . . .    | 115 |
| 29 Chicago, Ill . . . . .         | 339 |
| 29 Elyria, Ohio . . . . .         | 339 |
| 30 Amsterdam, Nether . . . .      | 115 |

## May, 1931

|                                 |     |
|---------------------------------|-----|
| 1 Athens, Greece . . . . .      | 168 |
| 3 Friedrichshafen, Ger . . . .  | 288 |
| 3 Stuttgart, Germany . . . . .  | 289 |
| 3 Burbank, Cal . . . . .        | 339 |
| 5 Friedrichshafen, Ger . . . .  | 289 |
| 10 Friedrichshafen, Ger . . . . | 289 |
| 10 Nurnberg, Germany . . . . .  | 289 |
| 11-20 Iloilo, P.I . . . . .     | 404 |
| 11-20 Manila, P.I . . . . .     | 404 |
| 11-20 Sotoburg, P.I . . . . .   | 404 |
| 11-20 Sotoburg, P.I . . . . .   | 404 |
| 11-20 Taoblan, P.I . . . . .    | 404 |
| 11-20 Zamboanga, P.I . . . .    | 404 |
| 12 Berlin, Germany . . . . .    | 289 |
| 12 Friedrichshafen, Ger . . . . | 289 |
| 13 Copenhagen, Denmark . . . .  | 289 |
| 15 Lubek, Germany . . . . .     | 289 |
| 22 Melbourne, Australia . . . . | 115 |
| 23 Newark, N.J . . . . .        | 340 |
| 24 Bellefonte, Pa . . . . .     | 340 |
| 30 Ft. Stotsenburg, P.I . . . . | 404 |
| 31 Shanghai, China . . . . .    | 126 |

## June, 1931

|                                  |     |
|----------------------------------|-----|
| 4 Valparaiso, Chile . . . . .    | 125 |
| 7 Friedrichshafen, Ger . . . .   | 289 |
| 7 Magesburg, Ger . . . . .       | 289 |
| 10 Friedrichshafen, Ger . . . .  | 289 |
| 10 Ft. Stotsenburg, P.I . . . .  | 405 |
| 10 Vaduz, Liechtenstein . . . .  | 289 |
| 10 On Board Zeppelin . . . . .   | 289 |
| 14 Friedrichshafen, Ger . . . .  | 289 |
| 14 Hannover, Ger . . . . .       | 289 |
| 17 Tripoli, Tripolitania . . . . | 219 |
| 18 Adis Ababa, Abyssinia . . . . | 111 |
| 18 Malta . . . . .               | 189 |
| 19 Friedrichshafen, Ger . . . .  | 289 |
| 19 Malta . . . . .               | 189 |
| 21 De-X, Brazil . . . . .        | 121 |
| 23 Friedrichshafen, Ger . . . .  | 289 |

28 Boblingen, Germany . . . 289  
28 Friedrichshafen, Ger. . . 289  
30 Friedrichshafen, Ger. . . 290  
31 Bogota, Colombia . . . 128

## July, 1931

1 Asuncion, Paraguay . . . 201  
1 Put-In-Bay, Ohio . . . 294  
3 Reykjavik, Iceland . . . 290  
5 Friedrichshafen, Ger. . . 290  
6 Gletwitz, Ger. . . 290  
6 Tirana, Albania . . . 111  
7,12 Friedrichshafen, Ger. . . 290  
13 Mati, Philippines . . . 290  
21 Vienna, Austria . . . 405  
19 Luna, Philippines . . . 405  
19 Ft. Stotsenburg, P.I. . . 405  
20 Memphis, Tenn. . . 340  
20 St. Louis, Mo. . . 340  
21 Centralia, Ill. . . 340  
23,24 Ft. Stotsenburg, P.I. . . 405  
23,24 Laog, P.I. . . 405  
23,24 Tuguegarao, P.I. . . 405  
24 Berlin, Germany . . . 290  
24 Friedrichshafen, Ger. . . 290  
24 Leningrad, U.S.S.R. . . 290  
24 Stotsenburg, P.I. . . 406  
24 Tuguegarao, P.I. . . 406  
24 Zamboanga, P.I. . . 406  
31 Manila, Philippines . . . 406  
31 S.S. Malygun . . . 290  
31 Manila, P.I. . . 406  
31 On Board Zeppelin . . . 290

## August, 1931

3 Manila, P.I. . . . 406  
8 Akron, Ohio . . . 340  
9 Cleveland, Ohio . . . 340  
9 Cincinnati, Ohio . . . 340  
16 Friedrichshafen, Ger. . . 290  
17 Essen, Germany . . . 290  
17 Munster, Germany . . . 290  
18 Friedrichshafen, Ger. . . 291  
19 Paramaribo, Surinam . . . 212  
20, 27 On Board Zeppelin . . . 291  
29 Berlin, Germany . . . 291  
29 Friedrichshafen, Ger. . . 291

## September, 1931

7 On Board Zeppelin . . . 291  
7,8 Argentina Zeppelin . . . 291  
7,8 Brazil Zeppelin . . . 291  
7,8 Paraguay . . . 201  
11 Friedrichshafen, Ger. . . 291  
11 Hamburg (Mophia), Ger. . . 291  
13 Frankfurt, Germany . . . 291  
13 Orlingen, Germany . . . 291  
13 Stotsenburg, P.I. . . 406  
15 San Francisco, Calif. . . 340  
16 Oakland, Calif. . . 340  
16 Ft. Stotsenburg, P.I. . . 406  
18 Friedrichshafen, Ger. . . 291  
23 Mineola, New York . . . 72  
23 San Francisco, Calif. . . 72  
25 Hilo, P.I. . . . 406  
25 Zamboanga, P.I. . . 406  
29, 29 Stotsenburg, P.I. . . 407

## October, 1931

3 Stotsenburg, P.I. . . . 408  
4 St. Louis, Mo. . . . 340  
11 Friedrichshafen, Ger. . . 292  
11 Meiningen, Germany . . . 292  
12 Wau, Papua . . . 199  
16 Stotsenburg, P.I. . . 408  
17 Friedrichshafen, Ger. . . 292  
23 Zanzibar . . . 225  
28 Argentina Zeppelin . . . 292  
28 Brazil Zeppelin . . . 292  
28 Paraguay Zeppelin . . . 292  
28 Uruguay Zeppelin . . . 292  
30 Stotsenburg, P.I. . . 408

## November, 1931

3 Friedrichshafen, Ger. . . 292  
5 Lagos, Nigeria . . . 197  
5 Stotsenburg, P.I. . . 408  
5 Warri, Nigeria . . . 197  
9 Stotsenburg, P.I. . . 408  
17 Australia . . . 115  
17 New Guinea . . . 199  
19 Stotsenburg, P.I. . . 408  
22 San Francisco, Calif. . . 340  
23 Garfield, Utah . . . 340  
25 Baranquilla, Col. . . 340  
26 Addis Ababa, Abyssinia . . . 111  
26 Pasco, Wash. . . . 341  
26 Seattle, Wash. . . . 341  
27 Bessie, Abyssinia . . . 111  
28 Pittsburgh, Pa. . . 341

## December, 1931

1 Atlanta, Idaho . . . 94  
1 Boise, Idaho . . . 94  
19 Del Carmen, P.I. . . 409  
19 Iba, P.I. . . . 409  
14 Zamboanga, P.I. . . 408  
16 Stotsenburg, P.I. . . 408  
18, 19 Bayombong, P.I. . . 409  
18, 19 Del Carmen, P.I. . . 409  
18, 19 Iba, P.I. . . . 409  
19 Dunville, Ont. . . . 341  
19 Toronto, Ont. . . . 341  
22 Portland, Ore. . . . 341  
24 Allport, Pa. . . . 341  
24 Chicago, Ill. . . . 341

## 1932

## January, 1932

8 Stotsenburg, P.I. . . . 409  
9 Pandan, P.I. . . . 409  
20 London, England . . . 167  
21 Del Carmen, P.I. . . 409  
25 Baguio, P.O. . . . 410  
26 Chicago, Ill. . . . 341  
26 Kottbus, Utah . . . 341

## February, 1932

2 Detroit, Mich. . . . 341  
2 Marcellus, Mich. . . 341  
5 Del Carmen, P.I. . . 410  
9 Stotsenburg, P.I. . . 410  
18 Stotsenburg, P.I. . . 411  
23 Iba, P.I. . . . 411

## March, 1932

2 Lookin, P.I. . . . 412  
3 Manila, P.I. . . . 412  
9 Stotsenburg, P.I. . . 412  
13 Chicago, Ill. . . . 341  
14 Cincinnati, Ohio . . . 341  
26 Kottbus, Utah . . . 341  
15 Bulao, New Guinea . . . 199  
18 Stotsenburg, P.I. . . 412  
19 Calimesa, Cal. . . . 342  
19 Dallas, Texas . . . 342  
19, 20 Argentina Zeppelin . . . 292  
19, 23 Bolivia Zeppelin . . . 292  
19, 23 Brazil Zeppelin . . . 292  
20 Los Angeles, Cal. . . 342  
21 Steubenville, Ohio . . . 342  
19, 23 Friedrichshafen, Ger. . . 292  
19, 23 Paraguay Zeppelin . . . 292  
30 Newark, New Jersey . . . 342  
31 Bedford, Ohio . . . 342

## April, 1932

4-13 Argentina Zeppelin . . . 292  
4-13 Bolivia Zeppelin . . . 292  
4-13 Brazil Zeppelin . . . 292  
4-13 Colombia Zeppelin . . . 292  
4-13 Friedrichshafen, Ger. . . 292  
4-13 Paraguay Zeppelin . . . 292  
4-13 Uruguay Zeppelin . . . 292  
18-27 Argentina Zeppelin . . . 292  
18-27 Bolivia Zeppelin . . . 292  
18-27 Brazil Zeppelin . . . 292  
18-27 Colombia Zeppelin . . . 292  
18-27 Friedrichshafen, Ger. . . 292  
18-27 Paraguay Zeppelin . . . 292  
18-27 Uruguay Zeppelin . . . 292  
21 Chicago, Illinois . . . 342  
21 Fort Wayne, Indiana . . . 342

## May, 1932

2-10 Argentina Zeppelin . . . 292  
2-10 Bolivia Zeppelin . . . 292  
2-10 Brazil Zeppelin . . . 292  
2-10 Colombia Zeppelin . . . 292  
2-29 Friedrichshafen, Ger. . . 292  
2-10 Paraguay Zeppelin . . . 292  
2-10 Uruguay Zeppelin . . . 292  
4 Jolo, Philippine Is. . . 412  
6 Dansalan, P.I. . . . 412  
15 Lakeland, N.J. . . . 316  
16 Burbank, Calif. . . . 341  
16 San Diego, Calif. . . 341  
28 Ashland, Kentucky . . . 343  
29 Friedrichshafen, Ger. . . 293  
29 Salt Lake City, Utah . . 343  
30 Portland, Oregon . . . 343

## June, 1932

1 San Diego, Calif. . . . 343  
2 Fresno, Calif. . . . 343  
4, 7 Friedrichshafen, Ger. . . 293  
4, 5 Friedrichshafen, Ger. . . 293  
9 Enschede, Netherlands . . 293  
19 Rotterdam, Netherlands . . 293

28 Friedrichshafen, Ger. . . 293  
28 Liechtenstein . . . . 293  
28 On Board Zeppelin . . . 293  
30 Friedrichshafen, Ger. . . 293

## July, 1932

1 Atlanta, Georgia . . . 344  
2 Friedrichshafen, Ger. . . 293  
4 On Board Zeppelin . . . 293  
5 Friedrichshafen, Ger. . . 293  
9 Chicago, Illinois . . . 343  
9 Cleveland, Ohio . . . 343  
9 Detroit, Michigan . . . 343  
10 Sterling, Illinois . . . 343  
11 Aparri, P.I. . . . 413  
11 Hongkong . . . . 413  
11 Kowloon . . . . 413  
23 Manila, P.I. . . . 413  
30 Friedrichshafen, Ger. . . 294  
31 Umansk, Greenland . . . 168

## August, 1932

1 Danzig . . . . 294  
1 Hilo, P.I. . . . 414  
1 Lakeshurst, N.J. . . . 314  
2,3,4,16 On Board Zeppelin . . . 293  
17,18 Riga, Latvia . . . 187  
18 On Board Zeppelin . . . 293  
20 Zanzibar . . . . 224  
23 On Board Zeppelin . . . 293  
26 Stotsenburg, P.I. . . 414  
28 Friedrichshafen, Ger. . . 294  
29 Friedrichshafen, Ger. . . 292

## September, 1932

7 On Board Zeppelin . . . 292  
7,12-21 Argentine Zeppelin . . . 292  
7,12-21 Brazil Zeppelin . . . 292  
7,12-21 Paraguay Zeppelin . . . 292  
12-21 Friedrichshafen, Ger. . . 292  
12-21 Uruguay Zeppelin . . . 292  
22 Stotsenburg, P.I. . . 414  
23 Stotsenburg, P.I. . . 415  
24 Shanghai, China . . . 415  
25 Shanghai, China . . . 126  
26 Friedrichshafen . . . 292  
27 Tokyo, Japan . . . 415  
28 Port Moresby, Papua . . . 199  
28 Kokoda, P.I. . . . 199

## October, 1932

1-3 Port Moresby, Papua . . . 199  
4,9-19 Argentine Zeppelin . . . 292  
4,9-19 Brazil Zeppelin . . . 292  
4,9-19 Colombia Zeppelin . . . 292  
4,9-19 Paraguay Zeppelin . . . 292  
4,9-19 Uruguay Zeppelin . . . 292  
4 On Board Zeppelin . . . 292  
9-19 Friedrichshafen, Ger. . . 292  
15 Bombay, India . . . 176  
15 Calcutta, India . . . 176  
15 Madras, India . . . 176  
21 Somerset, Pa. . . . 343  
21 Washington D.C. . . . 343  
22 Dublin, Ireland . . . 179  
22 Galway, Ireland . . . 179  
24 Friedrichshafen, Ger. . . 292

## November, 1932

1 Manchukuo . . . . 189  
3 Argentina Zeppelin . . . 292  
3 Brazil Zeppelin . . . 292  
3 Colombia Zeppelin . . . 292  
3 Paraguay Zeppelin . . . 292  
3 Uruguay Zeppelin . . . 292  
3 On Board Zeppelin . . . 292

## December, 1932

13 Chicago, Illinois . . . 343  
13 McClelland, Iowa . . . 343

## 1933

## January, 1933

2 New York City, N.Y. . . . 343  
10 Pittsburgh, Pa. . . . 343  
19 Brazil, Indiana . . . 343  
19 Chicago, Illinois . . . 343  
19 Los Angeles, Calif. . . 343  
20 Boerne, Texas . . . 343  
20 Marietta, Georgia . . . 343

## February, 1933

3 Hilo, P.I. . . . 416  
4 Bacolod, P.I. . . . 416  
4 Hilo, P.I. . . . 416  
4 La Carlota, P.I. . . . 416  
19 Cebu, P.I. . . . 416  
19 Hilo, P.I. . . . 416

24 New York, N.Y. . . . 344  
24 Stotsenburg, P.I. . . . 416  
25 Toledo, Ohio . . . . 344  
26 Cebu, P.I. . . . 416

## March, 1933

16 Atlanta, Georgia . . . 344  
16 Fort Worth, Texas . . . 344  
19 Fabrics, P.I. . . . 416  
19 Hilo, P.I. . . . 416

## May, 1933

1 Friedrichshafen, Ger. . . 295  
1 Manila, P.I. . . . 416  
6 Friedrichshafen, Ger. . . 294  
6 Spain Zeppelin . . . 294  
17 Brazil Zeppelin . . . 294  
17 Paraguay Zeppelin . . . 294  
30 Rome, Italy . . . . 295  
25 Hilo, P.I. . . . 417  
25 La Carlota, P.I. . . . 417  
26 Friedrichshafen, Ger. . . 295  
26 Hilo, P.I. . . . 417  
26 Bacolod, P.I. . . . 417  
27 Hilo, P.I. . . . 417  
27 La Carlota, P.I. . . . 417  
28, 29 Friedrichshafen, Ger. . . 295  
29 Italy Zeppelin . . . 295  
30 Alean Islands, Zeppelin . . 295  
30 Cirencia Zeppelin . . . 295  
30 Greece Zeppelin . . . 295  
30 Hilo, P.I. . . . 417  
30 San Marino . . . . 295  
30 Tripolitania Zeppelin . . . 295

## June, 1933

2 Phoenix, Arizona . . . 345  
3 Atlanta, Georgia . . . 344  
3 Friedrichshafen, Ger. . . 294  
4 Pagar, Zion, Pa. . . . 344  
13 Brazil Zeppelin . . . 294  
20, 22 Friedrichshafen, Ger. . . 295  
22 Friedrichshafen, Ger. . . 296  
25 Luxembourg . . . 296  
25 Saare . . . . 296

## July, 1933

1 Friedrichshafen, Ger. . . 294  
1 Istanbul, Turkey . . . 221  
3 Medellin, Colombia . . . 128  
7 Reykjavik, Iceland . . . 174  
12 Brazil Zeppelin . . . 294  
12 Uruguay Zeppelin . . . 294  
15 Medellin, Colombia . . . 128  
28 Detroit, Michigan . . . 345  
28 Kansas City, Mo. . . . 345  
28 New York City, N.Y. . . . 345

## August, 1933

3 Copenhagen, Denmark . . . 169  
5 Friedrichshafen . . . 294  
15 Reunion Islands . . . 205  
15 Brazil Zeppelin . . . 294  
15 Maurice, Reunion . . . 205  
15 Paraguay Zeppelin . . . 294  
18 Friedrichshafen, Ger. . . 295  
19 Friedrichshafen, Ger. . . 294  
20 Friedrichshafen, Ger. . . 296  
22-27 Port Moresby, Papua . . . 199  
29 Brazil Zeppelin . . . 294  
29 Paraguay Zeppelin . . . 294

## September, 1933

15 Chicago, Illinois . . . 346  
16 Friedrichshafen, Ger. . . 294  
16 Jackson, Michigan . . . 346  
20 Bacolod, P.I. . . . 417  
20 Cebu, P.I. . . . 417  
20 Hilo, P.I. . . . 417  
20 La Carlota, P.I. . . . 417  
21 Manila, P.I. . . . 417  
21 Cebu, P.I. . . . 417  
21 Zamboanga, P.I. . . . 417  
26 Brazil Zeppelin . . . 294  
26 Uruguay Zeppelin . . . 294  
30 Friedrichshafen, Ger. . . 294

## October, 1933

2 New York City, N.Y. . . . 297  
9 Hilo, P.I. . . . 418  
10 Brazil Zeppelin . . . 294  
10 Uruguay Zeppelin . . . 297  
12 Bell Chaise, La. . . . 346  
12 Brazil Zeppelin . . . 294  
12 Cebu, P.I. . . . 418  
12 Uruguay Zeppelin . . . 294  
12 Zamboanga, P.I. . . . 346  
13 Baguio, P.I. . . . 346  
14 Friedrichshafen, Ger. . . 297



14 On Board Zeppelin . . . 297  
 18 Rio de Janeiro, Brazil . . . 297  
 19 Recife, Brazil . . . 297  
 19 Paraguay Zeppelin . . . 297  
 21 Miami, Florida . . . 298  
 25 Akron, Ohio . . . 298  
 26 Chicago, Illinois . . . 298  
 27 Moffett Field, Calif. . . . 315

## November, 1933

21 El Paso, Texas . . . 346  
 21 Los Angeles, Calif. . . . 346  
 29 Buffalo, N.Y. . . . 346  
 29 Riverdale, Ontario . . . 346  
 December, 1933  
 10 New York City, N.Y. . . . 346  
 11 Roaring Springs, Pa. . . . 346  
 27 Wenatchee, Wash. . . . 96  
 28 Mackinac Island, Mich. . . . 95  
 28 St. Ignace, Michigan . . . 95  
 28 Seattle, Wash. . . . 96

## 1934

January, 1934  
 29 Asheville, N.C. . . . 347  
 30 Albany, N.Y. . . . 347

## February, 1934

13 Boston, Mass. . . . 96  
 19 Akron, Ohio . . . 102  
 19 Atlanta, Georgia . . . 105  
 19 Baltimore, Md. . . . 104  
 19 Boise, Id. . . . 104  
 19 Camden, N.J. . . . 104  
 19 Charleston, S.C. . . . 104  
 19 Charlotte, N.C. . . . 105  
 19 Chattanooga, Tenn. . . . 106  
 19 Cheyenne, Wyo. . . . 103  
 19 Chicago, Ill. . . . 101, 103, 106  
 19 Cincinnati, Ohio . . . 105  
 19 Cleveland, Ohio . . . 105  
 19 Colorado Springs, Col. . . . 102  
 19 Columbus, Ohio . . . 105, 106, 107  
 19 Dallas, Texas . . . 101, 105  
 19 Daytona Beach, Fla. . . . 105  
 19 Denver, Colo. . . . 102  
 19 Des Moines, Iowa . . . 103  
 19 Elko, Nevada . . . 104  
 19 Evansville, Ind. . . . 106  
 19 Florence, S.C. . . . 104  
 19 Fort Worth, Texas . . . 101, 105  
 19 Grand Island, Neb. . . . 103  
 19 Greensboro, N.C. . . . 105  
 19 Greenville, S.C. . . . 105, 347  
 19 Harrisburg, Pa. . . . 106  
 19 High Point, N.C. . . . 105  
 19 Indianapolis, Ind. . . . 107  
 19 Iowa City, Iowa . . . 103  
 19 Jacksonville, Fla. . . . 104, 106  
 19 Kansas City, Mo. . . . 101, 107  
 19 Lincoln, Nebraska . . . 103  
 19 Los Angeles, Calif. . . . 101  
 19 Louisville, Kentucky . . . 105  
 19 Macon, Georgia . . . 106  
 19 Memphis, Tenn. . . . 105  
 19 Miami, Florida . . . 347  
 19 Moline, Illinois . . . 103  
 19 Nashville, Tenn. . . . 105, 106  
 19 Newark, N.J. . . . 104  
 19 New York City, N.Y. . . . 104, 106  
 19 North Platte, Nebraska . . . 103  
 19 Oakland, Calif. . . . 104  
 19 Ogden, Utah . . . 101  
 19 Omaha, Nebraska . . . 103  
 19 Pasco, Wash. . . . 101  
 19 Philadelphia, Pa. . . . 104, 106  
 19 Pocatello, Idaho . . . 101  
 19 Portland, Oregon . . . 102  
 19 Raleigh, N.C. . . . 104  
 19 Reno, Nevada . . . 104  
 19 Richmond, Va. . . . 103  
 19 Rock Springs, Wyo. . . . 104  
 19 Sacramento, Calif. . . . 104  
 19 Salt Lake City, Utah . . . 101, 104  
 19 San Diego, Calif. . . . 101  
 19 San Francisco, Calif. . . . 104  
 19 Spartanburg, S.C. . . . 105  
 19 Terre Haute, Ind. . . . 106  
 19 Texarkana, Ark. . . . 105  
 19 Washington, D.C. . . . 104  
 19 Atlanta, Georgia . . . 105  
 20 Birmingham, Ala. . . . 106  
 20 Chattanooga, Tenn. . . . 106  
 20 Charleston, S.C. . . . 104  
 20 Cheyenne, Wyo. . . . 102

20 Charlotte, N.C. . . . 105  
 20 Cleveland, Ohio . . . 102, 103  
 20 Colorado Springs, Col. . . . 103  
 20 Daytona Beach, Fla. . . . 105  
 20 Detroit, Mich. . . . 106  
 20 Florence, S.C. . . . 104  
 20 Fort Worth, Texas . . . 101  
 20 Greensboro, N.C. . . . 105  
 20 Greenville, S.C. . . . 105  
 20 Harrisburg, Pa. . . . 106  
 20 Indianapolis, Ind. . . . 107  
 20 Iowa City, Iowa . . . 103  
 20 Jacksonville, Fla. . . . 104  
 20 Kansas City, Mo. . . . 101  
 20 Las Vegas, Nevada . . . 101  
 20 Little Rock, Ark. . . . 105  
 20 Mobile, Ala. . . . 106  
 20 Moline, Ill. . . . 103  
 20 New Orleans, La. . . . 106  
 20 New York City, N.Y. . . . 103  
 20 Oklahoma City, Okla. . . . 101  
 20 Philadelphia, Pa. . . . 104, 106  
 20 Pittsburgh, Pa. . . . 102, 106  
 20 Ponca City, Okla. . . . 101  
 20 Pueblo, Colo. . . . 103  
 20 St. Louis, Mo. . . . 107  
 20 Salt Lake City, Utah . . . 104  
 20 Savannah, Georgia . . . 104  
 20 Spartanburg, S.C. . . . 105  
 20 Toledo, Ohio . . . 103, 106  
 20 Washington, D.C. . . . 102, 104  
 20 Kansas, Kan. . . . 101  
 21 Boise, Idaho . . . 101  
 21 Boston, Mass. . . . 101  
 21 Chicago, Illinois . . . 347  
 21 Hartford, Conn. . . . 101  
 21 New York City, N.Y. . . . 101  
 21 Portland, Oregon . . . 101  
 21 Salt Lake City, Utah . . . 347  
 21 Tacoma, Wash. . . . 102  
 21 Deshler, Ohio . . . 347

March, 1934  
 5 Gao, Senegal . . . 207  
 7 New York City, N.Y. . . . 347  
 8 Burton, Ohio . . . 347  
 9 New York City, N.Y. . . . 347  
 30 Chicago, Illinois . . . 347  
 30 Clinton, Iowa . . . 347  
 31 Belgian Congo . . . 118  
 April, 1934  
 8 Chicago, Illinois . . . 102  
 8 Madison, Wisc. . . . 102  
 8 Milwaukee, Wisc. . . . 102  
 8 Minneapolis, Minn. . . . 102  
 8 Puerto Principe, P.R. . . . 418  
 8 Rochester, Minn. . . . 102  
 8 St. Paul, Minn. . . . 102  
 20 Belfast, Ireland . . . 179  
 May, 1934  
 14, 19, 24 Friedrichshafen  
 19 Germany . . . 299  
 26 Friedrichshafen, Ger. . . . 298  
 July, 1934  
 6 Argentine Zeppelin . . . 298  
 6 Bolivia Zeppelin . . . 298  
 6 Paraguay Zeppelin . . . 298  
 6 Uruguay Zeppelin . . . 298  
 10 On Board Zeppelin . . . 299  
 10 Friedrichshafen . . . 299  
 11, 12 Friedrichshafen, Ger. . . . 299  
 21 Friedrichshafen, Ger. . . . 298  
 31 USS Macon . . . 315  
 23 Port Moresby, Papua . . . 199  
 26 Port Moresby, Papua . . . 200  
 31 Argentine Zeppelin . . . 298  
 31 Bolivia Zeppelin . . . 298  
 31 Paraguay Zeppelin . . . 298  
 31 Uruguay Zeppelin . . . 298  
 August, 1934  
 4 Friedrichshafen, Ger. . . . 298  
 14 Argentine Zeppelin . . . 298  
 14 Bolivia Zeppelin . . . 298  
 14 Paraguay Zeppelin . . . 298  
 14 Uruguay Zeppelin . . . 298  
 18 Friedrichshafen, Ger. . . . 298  
 28 Argentine Zeppelin . . . 298  
 28 Bolivia Zeppelin . . . 298  
 28 Paraguay Zeppelin . . . 298  
 28 Uruguay Zeppelin . . . 298  
 31 Kansas City, Mo. . . . 348  
 31 Argentine Zeppelin . . . 298  
 September, 1934  
 1 Friedrichshafen, Ger. . . . 298  
 4 Reykjavik, Iceland . . . 174  
 5 Thorshaven, Iceland . . . 174

7 Gao, Senegal . . . 207  
 11 Argentina Zeppelin . . . 298  
 11 Bolivia Zeppelin . . . 298  
 11 Paraguay Zeppelin . . . 298  
 11 Uruguay Zeppelin . . . 298  
 14, 15 Friedrichshafen, Ger. . . . 299  
 25 Argentine Zeppelin . . . 299  
 25 Bolivia Zeppelin . . . 299  
 25 Paraguay Zeppelin . . . 299  
 25 Uruguay Zeppelin . . . 299  
 27, 29 Friedrichshafen, Ger. . . . 299  
 October, 1934  
 9 Argentine Zeppelin . . . 299  
 9 Bolivia Zeppelin . . . 299  
 9 Paraguay Zeppelin . . . 299  
 9 Uruguay Zeppelin . . . 299  
 11 Friedrichshafen, Ger. . . . 299  
 12 Lisbon, Portugal . . . 204  
 21 Gao, Senegal . . . 207  
 23 Argentine Zeppelin . . . 299  
 23 Bolivia Zeppelin . . . 299  
 23 Paraguay Zeppelin . . . 299  
 23 Uruguay Zeppelin . . . 299  
 27 Friedrichshafen, Ger. . . . 299  
 November, 1934  
 6 Argentine Zeppelin . . . 299  
 6 Bolivia Zeppelin . . . 299  
 6 Paraguay Zeppelin . . . 299  
 6 Uruguay Zeppelin . . . 299  
 14 New York City, N.Y. . . . 348  
 15 Amazonia, Mo. . . . 348  
 15 Newhall, Calif. . . . 348  
 15 Omaha, Neb. . . . 348  
 16 Oakland, Calif. . . . 348  
 27 Chicago, Ill. . . . 348  
 28 Scottsboro, Ala. . . . 348  
 December, 1934  
 7 Dallas, Tex. . . . 349  
 7 Los Angeles, Cal. . . . 349  
 8 Columbia, Mo. . . . 349  
 12 New York City, N.Y. . . . 349  
 19 Buffalo, N.Y. . . . 349  
 21 Cleveland, Ohio . . . 349  
 21 Surinam, D.W.I. . . . 212  
 22 Sunbright, Tenn. . . . 349  
 24 Oranjestad, D.W.I. . . . 132  
 25 Ashton, Idaho . . . 95  
 25 West Yellowstone, Idaho . . . 95

June, 1935  
 1 Friedrichshafen, Ger. . . . 300  
 1 Argentine Zeppelin . . . 300  
 11 Bolivia Zeppelin . . . 300  
 11 Paraguay Zeppelin . . . 300  
 11 Uruguay Zeppelin . . . 300  
 15 Friedrichshafen, Ger. . . . 300  
 24 Hong Kong . . . 418  
 25 Argentine Zeppelin . . . 300  
 25 Bolivia Zeppelin . . . 300  
 25 Paraguay Zeppelin . . . 300  
 25 Uruguay Zeppelin . . . 300  
 29 Friedrichshafen, Ger. . . . 300  
 29 Manila, P.I. . . . 419  
 July, 1935  
 9 Argentine Zeppelin . . . 300  
 9 Bolivia Zeppelin . . . 300  
 9 Paraguay Zeppelin . . . 300  
 9 Uruguay Zeppelin . . . 300  
 15, 25, 29 Friedrichshafen, Ger. . . . 300  
 15, 25, 29 Friedrichshafen, Ger. . . . 300  
 25 Brazil Zeppelin . . . 300  
 25 Paraguay Zeppelin . . . 300  
 August, 1935  
 7 Brazil Zeppelin . . . 300  
 8 Reykjavik, Iceland . . . 174  
 13 Friedrichshafen, Ger. . . . 300  
 13 Mexico City, Mex. . . . 350  
 13 Gilmer, Texas . . . 350  
 14 Manila, P.I. . . . 419  
 20, 21 Basco, P.I. . . . 419  
 22 Brazil Zeppelin . . . 300  
 22 Paraguay Zeppelin . . . 300  
 22 Madag. Papua & N.G. . . . 200  
 27 Friedrichshafen, Ger. . . . 300  
 30 Ioma, Papua & N.G. . . . 200  
 31 Daru, Papua & N.G. . . . 200

September, 1935  
 1 Los Angeles, Cal. . . . 350  
 1 San Diego, Cal. . . . 350  
 5 Brazil Zeppelin . . . 300  
 5 Paraguay Zeppelin . . . 300  
 7 Port Moresby, Papua . . . 200  
 9 Friedrichshafen, Ger. . . . 300  
 16 Brazil Zeppelin . . . 300  
 18 On Board Zeppelin . . . 300  
 23 Friedrichshafen, Ger. . . . 300  
 October, 1935  
 2 Brazil Zeppelin . . . 300  
 2 Paraguay Zeppelin . . . 300  
 2 Seattle, Wash. . . . 351  
 6 San Francisco, Cal. . . . 351  
 6 Seattle, Wash. . . . 351  
 7 Cheyenne, Wyo. . . . 351  
 16 Brazil Zeppelin . . . 300  
 23 Friedrichshafen, Ger. . . . 300  
 24 Fort Worth, Texas . . . 351  
 24 Francisco, Va. . . . 351  
 24 Lynchburg, Va. . . . 351  
 November, 1935  
 1 Davao, P.I. . . . 419  
 1 Del Monte, P.I. . . . 419  
 1 Iloilo, P.I. . . . 419  
 1 Manila, P.I. . . . 419  
 2 Cagayan, de Misamis, P.I. . . . 419  
 4 Argentine Zeppelin . . . 300  
 4 Bolivia Zeppelin . . . 300  
 4 Bugo, P.I. . . . 419  
 4 Port Moresby, Papua . . . 200  
 4 Uruguay Zeppelin . . . 300  
 5 Chicago, Ill. . . . 351  
 7 Des Moines, Iowa . . . 351  
 7 Friedrichshafen, Ger. . . . 300  
 10 Tokyo, Japan . . . 420  
 15, 18 Argentine Zeppelin . . . 300  
 15, 18 Bolivia Zeppelin . . . 300  
 15, 18 Colombia Zeppelin . . . 300  
 15, 18 Paraguay Zeppelin . . . 300  
 15, 18 Uruguay Zeppelin . . . 300  
 16 Manila, P.I. . . . 421  
 22 San Francisco, Cal. . . . 420  
 22, 27 Argentine Zeppelin . . . 300  
 22, 27 Bolivia Zeppelin . . . 300  
 22, 27 Colombia Zeppelin . . . 300  
 22, 27 Paraguay Zeppelin . . . 300  
 22, 27 Uruguay Zeppelin . . . 300  
 24 Honolulu, Hawaii . . . 421  
 27 Oroville, Papua . . . 200  
 29 Argentine Zeppelin . . . 300  
 29 Bolivia Zeppelin . . . 300  
 29 Guam, Guam . . . 420

**December, 1935**

2 Colombia Zeppelin . . . 300  
2 Manila, P.I. . . . 420, 421  
2 Paraguay Zeppelin . . . 300  
2 Uruguay Zeppelin . . . 300  
10 Argentine Zeppelin . . . 300  
10 Bolivia Zeppelin . . . 300  
10 Paraguay Zeppelin . . . 300  
10 Uruguay Zeppelin . . . 300  
16 San Francisco, Cal. . . . 421  
17 New York City, N.Y. . . . 351  
20 Port of Spain, Trinidad . . . 351

**January, 1936**

14 Goodwin, Ark. . . . 352  
14 New York, N.Y. . . . 352

**February, 1936**

15 Kano, Nigeria . . . . 197  
16 Manila, P.I. . . . 421  
28 Monrovia (Duside) Lib. . . 185

**March, 1936**

9 On Board Zeppelin . . . 301  
13 Friedrichshafen, Ger. . . 303  
13 On Board Zeppelin . . . 303  
23 On Board Zeppelin . . . 301  
23, 26, 29 Friedrichshafen, Ger. 301  
23, 26, 29 Friedrichshafen, Germany . . . 301  
23, 26, 29 Friedrichshafen, Germany . . . 302

**April, 1936**

1 New York City, N.Y. . . . 352  
1 Pavilion, N.Y. . . . 352  
2 On Board, Zeppelin . . . 303  
6 New York, N.Y. . . . 352  
7 Uniontown, Pa. . . . 352  
9 Miami, Fla. . . . 350  
10 Brazil Zeppelin . . . 303  
10 Paraguay Zeppelin . . . 303  
11 Port of Spain, Trinidad . . 350  
13 Friedrichshafen, Ger. . . 301  
14 Bolivia Zeppelin . . . 301  
24 Paraguay Zeppelin . . . 301  
27 Friedrichshafen, Ger. . . 301

**May, 1936**

4, 5 Friedrichshafen, Ger. . . 304  
6 Liechtenstein . . . . 304  
9 Manila, P.I. . . . 421  
9 Bolivia Zeppelin . . . 301  
9 Paraguay Zeppelin . . . 301  
9 Manila, P.I. . . . 421  
11 Friedrichshafen, Germany . . . 301, 302  
14 Canada Zeppelin . . . 304  
14 New York (Tipex) Zepp. . . 304  
14 United States Zeppelin . . 304  
14 Venezuela Zeppelin . . . 304  
17 Friedrichshafen, Ger. . . 304  
21 Brazil Zeppelin . . . 301  
22 Frankfurt, Ger. . . . 302  
23 Canada Zeppelin . . . 304  
23 Guatemala Zeppelin . . . 304  
23 Mexico Zeppelin . . . 304  
23 United States Zeppelin . . 304  
25 Friedrichshafen, Ger. . . 304  
25 On Board Zeppelin . . . 304  
26 Chicago, Ill. . . . 352  
29 Laos, P.I. . . . 422  
29 Manila, P.I. . . . 421

**June, 1936**

3 Brazil Zeppelin . . . 304  
5 Friedrichshafen, Ger. . . 304  
5 Friedrichshafen . . . 301, 302  
16 Friedrichshafen, Ger. . . 304  
18, 19 Friedrichshafen, Ger. . . 304  
19 Manila, P.I. . . . 422  
23 Friedrichshafen, Ger. . . 302  
24 Friedrichshafen, Ger. . . 301  
24 Guatemala Zeppelin . . . 304  
26 Salvador Zeppelin . . . 304  
26 U. S. Zeppelin . . . 304  
28 Gaza, Palestine . . . 198  
30 Friedrichshafen, Ger. . . 304

**July, 1936**

6 Argentine Zeppelin . . . 301  
6 Bolivia Zeppelin . . . 301  
6 Paraguay Zeppelin . . . 301  
6 Uruguay Zeppelin . . . 301  
6 U.S. Zeppelin . . . 304  
9 Friedrichshafen . . . 303, 304  
9 Friedrichshafen, Ger. . . 301

10 Friedrichshafen, Ger. . . 304  
17 U.S. Zeppelin . . . 304  
20 Bolivia Zeppelin . . . 301  
20 Frankfurt, Ger. . . . 302  
20 Friedrichshafen, Ger. . . 304  
20 Paraguay Zeppelin . . . 301  
29 Brazil Zeppelin . . . 304  
29 Friedrichshafen, Ger. . . 302  
30 Friedrichshafen, Ger. . . 301

**August, 1936**

1, 5 Friedrichshafen, Ger. . . 304  
5 Berlin, Germany . . . 304  
10 Bolivia Zeppelin . . . 301  
10 Paraguay Zeppelin . . . 301  
11 U.S. Zeppelin . . . 304  
13 Friedrichshafen, Ger. . . 301  
14 Friedrichshafen, Ger. . . 304  
22 U.S. Zeppelin . . . 304  
24 Brazil Zeppelin . . . 301  
25 Frankfurt, Ger. . . . 302  
27 Friedrichshafen, Ger. . . 304  
30, 31 Friedrichshafen, Ger. . 302

**September, 1936**

8 Brazil Zeppelin . . . 304  
9 Brazil Zeppelin . . . 301  
9 Friedrichshafen . . . 301, 302  
14, 17 Friedrichshafen, Ger. . 304  
21 Brazil Zeppelin . . . 301  
23 Friedrichshafen, Ger. . . 301  
24 Cuba Zeppelin . . . 304  
24 U.S. Zeppelin . . . 304  
24 Venezuela Zeppelin . . . 304  
26 Friedrichshafen, Ger. . . 304  
26 On Board, Zeppelin . . . 304

**October, 1936**

3 U.S. Zeppelin . . . 304  
3 Brazil Zeppelin . . . 301  
5 Friedrichshafen, Ger. . . 304  
7 Batavia . . . . 422  
7 Madisen, Java . . . . 422  
11 Friedrichshafen, Ger. . . 301  
12 U.S. Zeppelin . . . 304  
15 Manila, P.I. . . . 422  
19 Brazil Zeppelin . . . 301  
21 Friedrichshafen, Ger. . . 304  
21 On Board Zeppelin . . . 304  
27 Friedrichshafen, Ger. . . 302  
29 Friedrichshafen, Ger. . . 301

**November, 1936**

2 Brazil Zeppelin . . . 304  
5 Friedrichshafen, Ger. . . 305  
5 On Board Zeppelin . . . 305  
9 Bolivia Zeppelin . . . 301  
9 Paraguay Zeppelin . . . 301  
11 Friedrichshafen, Ger. . . 301  
16 Brazil Zeppelin . . . 305  
23 Friedrichshafen . . . 305  
25 On Board Zeppelin . . . 305

**December, 1936**

1 Brazil Zeppelin . . . 301  
3 Anchorage, Alaska . . . 353  
3 McGrath, Alaska . . . 353  
7 Brazil Zeppelin . . . 305  
7 Paraguay Zeppelin . . . 305  
14 Los Angeles, Cal. . . . 353  
15 Salt Lake City, Utah . . . 353  
17 Chicago, Ill. . . . 353  
18 West Palm Beach, Fla. . . 353  
19 Miami, Fla. . . . 353  
19 Milford, Pa. . . . 353

**January, 1937**

25 Reunion Islands . . . . 205

**February, 1937**

3 New York City, N.Y. . . . 353  
5 Miami, Fla. . . . 354  
8 Victoria, Brazil . . . 354  
8 Los Angeles, Cal. . . . 354  
9 San Francisco, Cal. . . . 354

**March, 1937**

2, 6 Monrovia, Liberia . . . 188  
16 Friedrichshafen, Ger. . . 305  
16 On Board Zeppelin . . . 305  
27 Brazil Zeppelin . . . 305  
\*April, 1937  
7 Lydia, Palestine . . . 198  
8, 13 On Board Zeppelin . . 302  
25 Brazil Zeppelin . . . 302  
26, 27 Friedrichshafen, Ger. . 302  
27 Friedrichshafen, Ger. . . 305  
27 Friedrichshafen, Ger. . . 305  
27 On Board Zeppelin . . . 302

28 Canton, China . . . . 424  
28 Macao . . . . 424  
28 Manila, P.I. . . . 423, 424  
28 Shanghai . . . . 424

**May, 1937**

1 Pageboat . . . . 305  
3 Friedrichshafen, Ger. . . 305  
3 Netherlands Zeppelin . . 305, 354  
3 On Board Zeppelin . . . 305  
6 Lakehurst, N. J. . . . 354  
9 Brazil Zeppelin . . . 302

**June, 1937**

12 Legaspi, P.I. . . . 424  
12 Manila, P.I. . . . 424  
12 Nago, P.I. . . . 424  
12 Paracale, P.I. . . . 424  
August, 1937  
1 Guayaquil, Ecuador . . . 354  
2 Cristobal, Canal Zone . . 354  
9 Chicago, Ill. . . . 355  
9 Daytona Beach, Fla. . . . 355  
10 Georgia cities . . . . 355

**October, 1937**

11 Port Moresby, Papua . . . 200  
12 Kitty Hawk, N.C. . . . 73  
16 New York City, N. Y. . . 355  
17 Knight, Wyoming . . . 355  
31 Kutuba, Papua . . . . 200

**December, 1937**

13 Manila, P.I. . . . 424

**1938**

January, 1938  
9 Seattle, Wash. . . . 355  
10 Bozeman, Mont. . . . 355

**March, 1938**

10 Los Angeles, Cal. . . . 355  
11 Wawona, Cal. . . . 355

**May, 1938**

2 Anchorage, Alaska . . . 356  
2 Eeky, Stok, Alaska . . . 356  
17 Alberno Canal, Br. Col. . 356  
18 Rabaul, New Britain . . . 200  
18 Sydney, Australia . . . 200  
19 Alexandria Bay, N. Y. . . 356  
19 Canton, N. Y. . . . 356  
19 Gouverneur, N. Y. . . . 356  
19 Kitty Hawk, N.C. . . . 73  
19 Louisville, N.Y. . . . 356  
19 Massena, N.Y. . . . 356  
19 Ogdenburg, N. Y. . . . 356  
19 Potsdam, N.Y. . . . 356  
23 New York City, N.Y. . . . 356  
24 Cleveland, Ohio . . . . 356

**August, 1938**

11 Curacao, D.W.I. . . . 132  
September, 1938  
14 Friedrichshafen, Ger. . . 306  
28 Albany, N.Y. . . . 96  
28 Boston, Mass. . . . 96

**October, 1938**

10 Albany, Ga. . . . 74  
18 Houston, Texas . . . . 357  
18 Montgomery, Ala. . . . 357  
18 New Orleans, La. . . . 357

**November, 1938**

28 Hood River, Ore. . . . 357  
28 Seattle, Wash. . . . 357  
29 Point Reyes, Cal. . . . 357

**December, 1938**

4 Friedrichshafen, Ger. . . 306

**1939**

February, 1939  
17 Manila, P.I. . . . 424  
18 Miami, Fla. . . . 358  
19 San Juan, Puerto Rico . . 358  
20 New York, N.Y. . . . 424

**March, 1939**

6, 7 Manila, P.I. . . . 424  
25 Chicago, Ill. . . . 358  
26 Oklahoma City, Okla. . . 358

**July, 1939**

2 Friedrichshafen, Ger. . . 306  
3 Sandnes Island, Iceland . . 174  
9, 16, 22 Friedrichshafen . . 306  
23 Munster, Ger. . . . 306  
30 Friedrichshafen, Ger. . . 306

**August, 1939**

11 Miami, Fla. . . . 358  
13 Friedrichshafen, Ger. . . 306  
13 Rio de Janeiro, Brazil . . 358  
20, 26 Friedrichshafen, Ger. . 306  
26 Zweickau, Ger. . . . 306  
October, 1939  
9 Belgrade, Jugoslavia . . . 186

**1940**

May, 1940  
27, 29 Washington, D.C. . . . 74

**December, 1940**

3 Cleveland, Ohio . . . . 358  
3 New York City, N.Y. . . . 358  
4 Chicago, Ill. . . . 358

**1941**

January, 1941  
22 Los Angeles, Cal. . . . 358  
22 Salinas, Cal. . . . 359  
23 St. Louis, Mo. . . . 358

**February, 1941**

6 Armstrong, Ont. . . . 359  
6 Montreal, Quebec . . . 359  
26 Atlanta, Ga. . . . 359  
26 New York City, N.Y. . . . 359  
26 Washington, D.C. . . . 359

**March, 1941**

26 Manila, P.I. . . . 425  
26 Manila, P.I. . . . 425  
27 Baguio, P.I. . . . 425  
27 Manila, P.I. . . . 425  
28 Legaspi, P.I. . . . 425  
28 Paracale, P.I. . . . 425

**April, 1941**

2 Miami, Florida . . . . 359  
3 Vero Beach, Florida . . . 359

**May, 1941**

9 Manila, P.I. . . . 425  
10 Singapore Str. Settle . . . 425

**June, 1941**

16 Washington, D.C. . . . 75

**September, 1941**

1 Manila, P.I. . . . 425  
2 Cebu, P.I. . . . 425  
2 Masbate, P.I. . . . 425  
2 Tacloban, P.I. . . . 425  
4 Baguio, P.I. . . . 425

**October, 1941**

2 Miami, Florida . . . . 359  
3 San Juan, Puerto Rico . . . 359  
29 Minneapolis, Minn. . . . 360  
30 Buffalo, N.Y. . . . 360  
30 Moorhead, Minn. . . . 360  
30 New York City, N.Y. . . . 360  
30 Shedden, Ont. . . . 360

**1942**

January, 1942  
16 Las Vegas, Nevada . . . 360  
16 New York City, N.Y. . . . 360

**April, 1942**

10 New York City, N.Y. . . . 361  
11 San Francisco, Cal. . . . 361

**May, 1942**

1 Salt Lake City, Utah . . . 361  
1 San Francisco, Cal. . . . 361  
11 Chicago, Ill. . . . 362  
12 Miles City, Mont. . . . 362  
12 Minneapolis, Minn. . . . 362  
12 St. Louis, Mo. . . . 362

**October, 1942**

12 Los Angeles, Cal. . . . 362  
23 Palm Springs, Cal. . . . 362

**1943**

February, 1943  
21 New York City N.Y. . . . 362  
22 Lisbon, Portugal . . . . 362

**July, 1943**

28 Louisville, Ky. . . . 362  
28 Trammel, Ky. . . . 362

**October, 1943**

8 Centerville, Tenn. . . . 363  
15 South Bend, Indiana . . . 363



## 1944

## February, 1944

- 10 Little Rock, Ark. . . . . 363  
10 Memphis, Tenn. . . . . 363

## August, 1944

- 2 Pittsburgh, Pa. . . . . 363  
3 Scotch Ridge, Ohio . . . . . 363  
7 San Juan, Puerto Rico . . . . . 363  
8 Antilla, Cuba . . . . . 363

## September, 1944

- 26 Pittsburgh, Pa. . . . . 364  
29 State College, Pa. . . . . 364

## November, 1944

- 4 Hanford, Cal. . . . . 364  
4 San Francisco, Cal. . . . . 364

## December, 1944

- 22 New York City, N.Y. . . . . 364

## 1945

## January, 1945

- 1 Miami, Florida . . . . . 364  
1 Port of Spain, Trinidad . . . . . 364  
8 Greenville, S.C. . . . . 364  
9 New York City, N.Y. . . . . 364  
9 Shreveport, La. . . . . 364  
9 Texarkana, Ark. . . . . 364  
10 Burbank, Cal. . . . . 364

## April, 1945

- 14 Morgantown, W. Va. . . . . 364  
14 Pittsburgh, Pa. . . . . 364

## September, 1945

- 6 Miami, Florida . . . . . 363  
7 Florence, S. C. . . . . 363

## October, 1945

- 2 Manila, P.I. . . . . 426

## November, 1945

- 14 Iloilo, P.I. . . . . 426  
14,18 Manila, P.I. . . . . 426  
20 Bacolod, P.I. . . . . 426

## 1946

## January, 1946

- 10 Manila, P.I. . . . . 426  
11 Dipolot, P.I. . . . . 426  
11 Zamboanga, P.I. . . . . 426  
30 Portland, Ore. . . . . 364  
31 Elk Mountain, Wyo. . . . . 365

## February, 1946

- 15 Laong, P.I. . . . . 426  
15 Legaspi, P.I. . . . . 426  
15 Manila, P.I. . . . . 426  
15 New York City, N.Y. . . . . 75  
15 Tacloban, P.I. . . . . 426  
15 Tuguegarao, P.I. . . . . 426

## March, 1946

- 2 Dallas, Texas . . . . . 365  
2 El Paso, Texas . . . . . 365  
2 Memphis, Tenn. . . . . 365  
2 Nashville, Tenn. . . . . 365  
2 New York City, N.Y. . . . . 365  
2 Washington, D.C. . . . . 365  
3 San Diego, Cal. . . . . 365

## April, 1946

- 12 Loeon, P.I. . . . . 426

## June, 1946

- 22 Chicago, Ill. . . . . 75  
22 Schenectady, N.Y. . . . . 75  
22 Washington, D.C. . . . . 75  
30 Chicago, Ill. . . . . 75

## July, 1946

- 5 Bridgeport, Conn. . . . . 76  
8 Los Angeles, Calif. . . . . 77  
8 Los Angeles Area, Cal. . . . . 77

## August, 1946

- 1 Cleveland, Ohio . . . . . 77

## September, 1946

- 15 Duluth, Minn. . . . . 77  
19 Lisbon, Portugal . . . . . 204  
22 Chicago, Ill. . . . . 78  
25 Dayton, Ohio . . . . . 78  
25 Pittsburgh, Pa. . . . . 78  
25 Washington, D.C. . . . . 78

## October, 1946

- 1 Boston, Mass. . . . . 78  
1 Cheyenne, Wyo. . . . . 79  
1 Chicago, Illinois . . . . . 79  
1 Chicago Suburbs, Ill. . . . . 79  
1 Cleveland, Ohio . . . . . 79  
1 Dallas, Texas . . . . . 78  
1 Denver, Colo. . . . . 79

- 1 El Paso, Tex. . . . . 78  
1 Eugene, Ore. . . . . 79  
1 Fort Worth, Texas . . . . . 78  
1 Little Rock, Ark. . . . . 78  
1 Los Angeles, Cal. . . . . 78  
1 Medford, Ore. . . . . 79  
1 Memphis, Tenn. . . . . 78  
1 Nashville, Tenn. . . . . 78  
1 New York City, N.Y. . . . . 78,79  
1 Philadelphia, Pa. . . . . 78  
1 Portland, Ore. . . . . 79  
1 Sacramento, Cal. . . . . 79  
1 Salt Lake City, Utah . . . . . 79  
1 Santa Monica, Cal. . . . . 78  
1 Seattle, Wash. . . . . 79  
1 Tucson, Ariz. . . . . 78  
1 Washington, D.C. . . . . 78  
7 San Francisco, Cal. . . . . 365  
8 Cheyenne, Wyo. . . . . 365

## December, 1946

- 31 Lisbon, Portugal . . . . . 204

## 1947

- 6 Chicago, Ill. . . . . 365  
6 Minneapolis, Minn. . . . . 365  
6 Newark, N. J. . . . . 80  
6 New York City suburbs . . . . . 80  
11 Lawrence, Mass. . . . . 204  
12 Detroit, Mich. . . . . 366  
12 Galax, Va. . . . . 366  
12 Luanda, Angola . . . . . 204

## October, 1947

- 24 Los Angeles, Cal. . . . . 367  
24 Rialto, Ind. . . . . 367  
25 Seattle, Wash. . . . . 367  
26 Annette Is., Alaska . . . . . 367

## December, 1947

- 6 Wheeling, W. Va. . . . . 367

## 1948

- 12 Houston, Texas . . . . . 368  
12 Washington, D.C. . . . . 368  
20 Miami, Fla. . . . . 368  
21 Boston, Mass. . . . . 368

## May, 1948

- 15 New York City, N.Y. . . . . 82  
15 Philadelphia, Pa. . . . . 82  
15 Washington, D.C. . . . . 82  
29 New York City, N.Y. . . . . 366  
30 Baltimore, Md. . . . . 366  
30 New York City, N.Y. . . . . 366

## June, 1948

- 16 San Diego, Cal. . . . . 368  
17 Wilburton, Cal. . . . . 368

## August, 1948

- 17 Lisbon, Portugal . . . . . 204  
18 Paris, France . . . . . 204

## November, 1948

- 24 Chicago, Ill. . . . . 368  
24 Los Angeles, Cal. . . . . 368

## 1949

- May, 1949  
10 Pittsburgh, Pa. . . . . 369  
11 Clarksburg, W. Va. . . . . 369

## July, 1949

- 29 Boston, Mass. . . . . 369  
29 New York City, N.Y. . . . . 369  
30 Fort Dix, N.J. . . . . 369

## November, 1949

- 1 Boston, Mass. . . . . 369  
1 Washington, D.C. . . . . 369  
28 Dallas, Texas . . . . . 370  
29 New York City, N.Y. . . . . 370  
December, 1949  
11 Memphis, Tenn. . . . . 370  
12 Washington, D.C. . . . . 370

## 1950

- March, 1950  
1 Honolulu, Hawaii . . . . . 82  
1 Kalaupapa, Hawaii . . . . . 82  
6 Washington, D.C. . . . . 370  
7 Minneapolis, Minn. . . . . 370

## November, 1950

- 6 Chicago, Ill. . . . . 371  
7 Butte, Montana . . . . . 371

## 1951

- January, 1951  
13 New York City, N.Y. . . . . 371  
14 Philadelphia, Pa. . . . . 371  
16 Minneapolis, Minn. . . . . 371  
16 Spokane, Wash. . . . . 371

## February, 1951

- 15 Chicago, Ill. . . . . 83  
15 Cleveland, Ohio . . . . . 83  
15 Detroit, Mich. . . . . 83

## March, 1951

- 1 Kansas City, Mo. . . . . 371  
2 Sioux City, Iowa . . . . . 371

## June, 1951

- 29 San Francisco, Cal. . . . . 371  
30 Fort Collins, Colo. . . . . 371

- July, 1951  
1 Koror, Caroline Is. . . . . 83  
1 Majuro, Caroline Is. . . . . 83  
1 Pohnpei, Caroline Is. . . . . 83  
1 Saipan, Caroline Is. . . . . 83  
1 Truk, Caroline Is. . . . . 83  
1 Yap, Caroline Is. . . . . 83  
2 Ontario, Cal. . . . . 372

## August, 1951

- 12 Seattle, Wash. . . . . 84  
22 Chicago, Ill. . . . . 372  
24 Leoto, Calif. . . . . 372

## September, 1951

- 2 Kingston, Jamaica . . . . . 372  
2 Miami, Fla. . . . . 372

## October, 1951

- 1 Anchorage, Alaska . . . . . 84  
1 Portland, Ore. . . . . 84  
1 Seattle, Wash. . . . . 84

## 1952

- January, 1952  
1 College Point, N.Y. . . . . 372  
22 Buffalo, N. Y. . . . . 372  
22 Elizabeth, N.J. . . . . 372

## February, 1952

- 11 Elizabeth, N.J. . . . . 372  
11 New York City, N.Y. . . . . 372

## 1953

- February, 1953  
14 Gulf of Mexico . . . . . 373  
14 Tampa, Fla. . . . . 373

## May, 1953

- 18 Dallas, Texas . . . . . 373  
18 Marshall, Texas . . . . . 373  
30 Dayton, Ohio . . . . . 84

## September, 1953

- 16 Albany, N.Y. . . . . 373

## October, 1953

- 6 Chicago, Ill. . . . . 85  
6 New York City, N.Y. . . . . 85  
6 Washington, D.C. . . . . 85

- 19 Los Angeles, Cal. . . . . 85  
19 New York City, N.Y. . . . . 375  
28 San Francisco, Cal. . . . . 373  
29 Half Moon Bay, Cal. . . . . 373

## November, 1953

- 29 Los Angeles, Cal. . . . . 85  
29 New York City, N.Y. . . . . 85

## 1954

- February, 1954  
22 Chicago, Ill. . . . . 86  
22 Jacksonville, Fla. . . . . 86  
22 Miami, Fla. . . . . 86  
22 Newark, N. J. . . . . 86  
22 New York City, N.Y. . . . . 86  
22 Tampa, Fla. . . . . 86  
22 Washington, D.C. . . . . 86  
22 Los Angeles, Cal. . . . . 373  
26 Guillette, Wyo. . . . . 373

## April, 1954

- 7 Toronto, Ont. . . . . 374  
8 Moose Jaw, Sask. . . . . 374  
24 Platinum, Alaska . . . . . 374

## June, 1954

- 1 San Francisco, Cal. . . . . 86

## July, 1954

- 1 Los Angeles, Cal. . . . . 87  
1 Washington, D.C. . . . . 87

## August, 1954

- 2 Paris, France . . . . . 374  
3 Norwich, Conn. . . . . 374  
22 Kansas City, Mo. . . . . 375  
22 Swaledale, Mo. . . . . 375

## November, 1954

- 22-26 Rakerside, Cal. . . . . 87  
22-26 Bend, Oregon . . . . . 87  
22-26 Eugene, Oregon . . . . . 87  
22-26 Fresno, Cal. . . . . 87  
22-26 Klamath Falls, Ore. . . . . 87  
22-26 Long Beach, Cal. . . . . 87  
22-26 Los Angeles, Cal. . . . . 87  
22-26 Medford, Ore. . . . . 87  
22-26 Merced, Cal. . . . . 87  
22-26 Modesto, Cal. . . . . 87  
22-26 Oakland, Cal. . . . . 87  
22-26 Redmond, Wash. . . . . 87  
22-26 Sacramento, Cal. . . . . 87  
22-26 Seattle, Wash. . . . . 87  
22-26 Salinas, Cal. . . . . 87  
22-26 San Diego, Cal. . . . . 87  
22-26 San Francisco, Cal. . . . . 87  
22-26 Seattle, Wash. . . . . 87  
22-26 Stockton, Cal. . . . . 87  
22-26 Tacoma, Wash. . . . . 87  
22-26 Visalia, Cal. . . . . 87  
29 Boston, Mass. . . . . 375  
30 Berlin, N.H. . . . . 375

## December, 1954

- 17 Rome, Italy . . . . . 375  
18 New York City, N.Y. . . . . 375

## 1955

- January, 1955  
9 Orlando, Fla. . . . . 376  
10 St. Petersburg, Fla. . . . . 376  
12 Cincinnati, Ohio . . . . . 376

## February, 1955

- 10 Albuquerque, N.M. . . . . 376

## March, 1955

- 20 New York City, N.Y. . . . . 376  
20 Springfield, Mo. . . . . 376  
26 Pacific Ocean . . . . . 376  
26 Seattle, Wash. . . . . 376

## May, 1955

- 6 New York City, N.Y. . . . . 88

## July, 1955

- 26 Chicago, Ill. . . . . 88  
26 Norfolk, Va. . . . . 88  
26 Pittsburgh, Pa. . . . . 88  
26 Norfolk, Va. . . . . 80

## August, 1955

- 4 Fort Leonard Wood, Mo. . . . . 376  
4 Tulsa, Okla. . . . . 376

## October, 1955

- 5 New York, N.Y. . . . . 377  
6 Laramie, Wyo. . . . . 377

## November, 1955

- 1 Denver, Colo. . . . . 377  
2 New York City, N.Y. . . . . 377

## December, 1955

- 17 Hollywood, S.C. . . . . 377  
17 New York, N.Y. . . . . 377  
20 Miami, Fla. . . . . 378  
21 Jacksonville, Fla. . . . . 378

## 1956

- April, 1956  
2 Seattle, Wash. . . . . 378

## June, 1956

- 29 San Francisco, Cal. . . . . 378  
30 Grand Canyon, Arizona . . . . . 378

## October, 1956

- 6 Pacific Ocean . . . . . 379  
December, 1956  
9 Vancouver, B.C. . . . . 379

## 1957

- November, 1957  
8 Pacific Ocean . . . . . 379  
8 San Francisco, Cal. . . . . 379

## 1958

- March, 1958**  
 25 Miami, Fla . . . . . 379  
**April, 1958**  
 21 Las Vegas, Nev . . . . . 379  
**May, 1958**  
 15 Philadelphia, Pa . . . . . 379  
 15 Washington, D.C . . . . . 379  
 20 Brunswick, Maryland . . . . . 379  
 20 Chicago, Ill . . . . . 379  
**August, 1958**  
 27 Minneapolis, Minn . . . . . 380  
**October, 1958**  
 10 San Francisco, Cal . . . . . 89

## 1959

- February, 1959**  
 3 Chicago, Ill . . . . . 380  
 3 New York City, N.Y . . . . . 380  
 23 Baddeck, Nova Scotia . . . . . 380  
**March, 1959**  
 30 Alma, Ga . . . . . 380  
 30 Miami, Fla . . . . . 380  
**April, 1959**  
 9 Seattle, Wash . . . . . 380  
 10 Juneau, Alaska . . . . . 380  
**May, 1959**  
 11 Buffalo, N.Y . . . . . 380  
 12 Charleston, W. Va . . . . . 380  
 16 St. Louis, Mo . . . . . 89  
**June, 1959**  
 8 U.S.S. Barbero . . . . . 90  
**September, 1959**  
 29 Buffalo, Texas . . . . . 381  
 29 Houston, Texas . . . . . 381  
**October, 1959**  
 30 Charlottesville, Va . . . . . 381  
 30 Washington, D.C . . . . . 381  
**November, 1959**  
 15 Gulf of Mexico . . . . . 381  
 15 Miami, Fla . . . . . 381  
 15 St. Petersburg, Fla . . . . . 381  
 22 New York, N.Y . . . . . 383  
 22, 23 Chicago, Ill . . . . . 382

## 1960

- January, 1960**  
 17 Chicago, Ill . . . . . 382  
 18 Charles City, Va . . . . . 382  
**March, 1960**  
 17 Cannelton, Indiana . . . . . 382  
 17 Chicago, Ill . . . . . 382  
 17 Minneapolis, Minn . . . . . 382  
**October, 1960**  
 4 Boston, Mass . . . . . 382  
**December, 1960**  
 15 Chicago, Ill . . . . . 382  
 15 Columbus, Ohio . . . . . 382  
 15 Seattle, Wash . . . . . 382  
 16 New York City, N.Y . . . . . 382

## 1961

- July, 1961**  
 10 Philadelphia, Pa . . . . . 382  
 11 Denver, Colo . . . . . 382  
**August, 1961**  
 30 Boston, Mass . . . . . 383  
 31 Chicago, Ill . . . . . 383  
**September, 1961**  
 17 Brooklyn, N.Y . . . . . 90  
 17 Chicago, Ill . . . . . 383  
 17 Milwaukee, Wisc . . . . . 383  
 23 Chicago, Ill . . . . . 383  
 23 San Francisco, Cal . . . . . 383  
 24 Boston, Mass . . . . . 383  
**October, 1961**  
 4 Chicago, Ill . . . . . 383  
 24 Juneau, Alaska . . . . . 383  
 24 Whale Pass, Alaska . . . . . 383  
**November, 1961**  
 5 Pasadena, Cal . . . . . 91

## 1962

- March, 1962**  
 1 Jamaica Bay, N.Y . . . . . 383  
 1 New York City, N.Y . . . . . 383  
**September, 1962**  
 23 Garden City, N.Y . . . . . 91  
**November, 1962**  
 17 Dulles AMF, Va . . . . . 91  
 17 Washington, D.C . . . . . 91  
 30 Charlotte, N.C . . . . . 383  
 30 New York, N.Y . . . . . 383

## 1963

- January, 1963**  
 29 Kansas City, Mo . . . . . 384  
 29 Lawton, Okla . . . . . 384  
 29 Lubbock, Texas . . . . . 384  
 29 Tulsa, Okla . . . . . 384  
 29 Wichita Falls, Texas . . . . . 384

## 1964

- February, 1964**  
 24 Mexico City, Mexico . . . . . 384  
 25 New Orleans, La . . . . . 384  
**May, 1964**  
 20 New York City, N.Y . . . . . 92  
 20 United Nations, N.Y . . . . . 92  
**June, 1964**  
 24 New York City, N.Y . . . . . 92  
**July, 1964**  
 5 Chicago, Ill . . . . . 92

## 1965

- August, 1965**  
 16 Lake Michigan . . . . . 384  
 16 New York City, N.Y . . . . . 384  
**November, 1965**  
 11 New York City, N.Y . . . . . 384  
 11 Salt Lake City, Utah . . . . . 384

## 1968

- May, 1968**  
 15 New York City, N.Y . . . . . 93  
 15 Philadelphia, Pa . . . . . 93  
 15 Washington, D.C . . . . . 93  
**November, 1968**  
 13 Cheyenne, Wyo . . . . . 384  
 13 Rawlins, Wyo . . . . . 384  
**December, 1968**  
 18 Lewiston, Idaho . . . . . 385

## 1969

- February, 1969**  
 5 Red Bank, N.J . . . . . 385  
**July, 1969**  
 20 Moon Landing . . . . . 93  
**September, 1969**  
 1 Fairbanks, Alaska . . . . . 93  
 1 New York City, N.Y . . . . . 93  
 1 Tokyo, Japan . . . . . 93  
 1 United Nations, N.Y . . . . . 93  
 9 Baltimore, Md . . . . . 385  
 9 Boston, Mass . . . . . 385  
 9 Indianapolis, Ind . . . . . 385  
 12 San Francisco, Cal . . . . . 385

## 1970

- July, 1970**  
 5 Montreal, Que . . . . . 385  
 5 Toronto, Ont . . . . . 385

## 1971

- June, 1971**  
 22 Birmingham, Ala . . . . . 385  
**September, 1971**  
 4 Anchorage, Alaska . . . . . 386  
 4 Juneau, Alaska . . . . . 386

## 1972

- June, 1972**  
 9 Cincinnati, Ohio . . . . . 386  
 9 Detroit, Mich . . . . . 386  
 9 Louisville, Ky . . . . . 386  
 10 Nashville, Tenn . . . . . 386  
**July, 1972**  
 7 Columbus, Ohio . . . . . 386  
 7 Lexington, Ky . . . . . 386  
 7 Louisville, Ky . . . . . 386  
 7 Paducah, Ky . . . . . 386  
 8 Toledo, Ohio . . . . . 386  
**December, 1972**  
 7 Chicago, Ill . . . . . 386  
 8 Washington, D.C . . . . . 386

## 1973

- September, 1973**  
 27 Memphis, Tenn . . . . . 387  
 27 Menard, Ark . . . . . 387

## 1974

- January, 1974**  
 30 Pago Pago, American Samoa . . . . . 387  
**February, 1974**  
 14 Tullahoma, Tenn . . . . . 387



## American Air Mail Society

A Non-Profit Corporation under the Laws of Ohio  
Organized 1923, Incorporated 1944

### OFFICERS — 1973-75

**PRESIDENT:** Richard H. Thompson, 223 Morris Ave., Lutherville, Maryland 21093  
**VICE-PRESIDENTS:** Samuel S. Goldsticker, Jr., Herman Kleinert, Dr. Max Kronstein,  
 Lester S. Manning, William H. Miller, Jr., William R. Ware  
**SECRETARY:** Gerhard S. Wolff, % Elmer Fox & Co., 540 Investment Bldg., Wash-  
 ington, D.C. 20005  
**TREASURER:** John J. Smith, 102 Arbor Road, Cinnaminson. New Jersey 08077

### DIRECTORS

1971-75: Frank H. Blumenthal, Mrs. Florence Kleinert, William N. Mead, Kendall C.  
 Sanford, Arthur M. Schmidt  
 1973-77: Jack E. Bettencourt, Dmytro Bykovetz, Jr., Thomas Kassel, Joseph Kocheisen,  
 Don Lussky

### EXECUTIVE BOARD (Former Presidents)

William R. Alley  
 Joseph L. Elsendrath  
 Robert E. Haring  
 Jesse G. Johnson  
 George D. Kingdom  
 Southgate Leigh, Jr., M.D.  
 James J. Matejka, Jr., M.D.  
 Robert W. Murch  
 Dr. Perham C. Nahl  
 Rafael Oriol  
 John J. Smith  
 M. O. Warns  
 Mrs. Grace Zarenko

### AUCTION MANAGER

Dr. Perham C. Nahl  
 1907 Lincoln Street  
 Evanston, Illinois 60201

### GENERAL COUNSEL

George D. Kingdom  
 P.O. Box 499  
 Conneaut, Ohio 44030

### EDITOR — CATALOGUES

Joseph L. Elsendrath  
 490 Sheridan Road  
 Highland Park, Illinois 60035

### SALES MANAGER

Herman Kleinert  
 213 Virginia Avenue  
 Whitehall, Pennsylvania 18052

### ADVANCE BULLETIN SERVICE

Advance Bulletins are sent regularly  
 by the manager only to those members  
 who are in good standing and provide  
 a supply of 25 or more self-addressed  
 regulation U.S. Postal Cards to the  
 Managers.

### FIRST FLIGHTS

Dmytro Bykovetz, Jr.  
 902 Stratford Avenue  
 Philadelphia, Pennsylvania 19126

### AIRPORT DEDICATIONS

William T. Wynn, Jr.  
 13537 Rockdale  
 Detroit, Michigan 48223

### EXCHANGE DEPARTMENT

Each member is entitled to two-25-  
 word Exchange Notices per year in the  
 Official Publication without charge.  
 Send direct to the EDITOR. The Airpost  
 Journal.

### MERCHANDISE MANAGER

Dr. James J. Matejka, Jr.  
 10 North LaSalle Street  
 Chicago, Illinois 60602

### DIRECTOR OF FOREIGN RELATIONS

Dr. Max Kronstein

### TRANSLATION SERVICE MANAGER

Roland F. Kohl  
 Scheuchzerstr 31  
 (8006) Zurich, Switzerland

**MEMBERSHIP DUES \$5.00 PER YEAR.** Dues include subscription to THE AIR-  
 POST JOURNAL. Applicants must furnish two references, philatelic preferred.  
 At least one of these references must reside in Applicant's home town. Appli-  
 cants under 21 years of age must be guaranteed by Parent or Guardian. Mem-  
 bership is a privilege — not a right — and may be terminated by the Society  
 in accordance with its By-Laws. **WRITE SECRETARY FOR APPLICATION.**



# *the Airpost Journal*

Official Publication of the **American Air Mail Society**

Published monthly at Albion, Erie Co., Pa. U.S.A.  
Entered as second-class matter at the Post office  
at Albion, Pa. 16401, February 10, 1932,  
under the Act of March 3. 1879.

### **Subscription Rates:**

**\$5.00 per year, 50c per copy.**

Advertising Rate Card available from the Editor.

All general communications and advertising  
should be sent to the Editor.

### **EDITOR**

Frank H. Blumenthal  
5180 Linnean Terrace, N.W.  
Washington, D.C. 20008

### **ASSOCIATE EDITORS**

Dr. Max Kronstein  
Robert E. Haring

### **CONTRIBUTING EDITORS**

Joseph L. Eisendrath  
Ernest A. Kehr  
James S. Langabeer  
Dr. Perham C. Nahl  
M. F. Stern

### **ART EDITOR**

Lester S. Manning

### **DEPARTMENT EDITORS**

**Air Mail Stamps (New Issues)**  
Gerard A. Caron

**Airport Dedication Covers**  
William T. Wynn, Jr.  
Arthur M. Schmidt

**Air Postal Stationery (New Issues)**

Richard P. Heffner

**Auctions/Philatelic Market**  
Boris B. Joffe

### **CAM Covers**

William R. Ware

### **FAM Covers**

Frank H. Blumenthal

**Foreign Flag Flight Covers**  
Kendall C. Sanford

**Foreign Pioneer Flights**  
Dr. Max Kronstein

**Frontiers of Space**  
Barbara J. Baker

**Interrupted Flight Covers**  
Joseph L. Eisendrath

**Jet Flight Covers**  
Thomas Mackowiak

**Jumbo Jet Aerophilately**  
Harlan B. Radford, Jr.

### **Literature Reviews**

Mrs. Florence L. Kleinert  
**Personal and Chapter News and Notes**  
Samuel S. Goldsticker, Jr.

**U.S. Pioneer Flights**  
Thomas J. O'Sullivan

**Zeppelin Mails**  
George W. Hoffmann





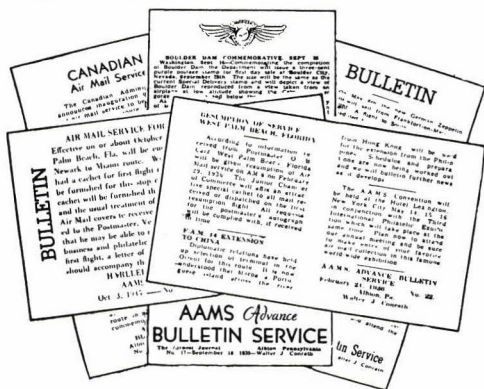
## The Benefits of Membership in the AMERICAN AIR MAIL SOCIETY

**I**F YOU NOW COLLECT, or are contemplating a collection of airposts, you will want to know something of the *American Air Mail Society*. This group, which was organized in 1923, is the oldest and largest aero-philatelic society in existence. Its members, many of whom reside in foreign countries, collect everything from the Paris balloons to the modern airpost adhesives. The membership roster includes the world's leading collectors—for admission is qualified only by either a knowledge of airposts, or a serious desire to learn. The society has been built by men whose interest in it was prompted by a desire to foster study and dissemination of true facts and not by any selfish motives.

Airpost collectors in all walks of life find that beneficial relaxation, demanded by our high-pressured mode of life, through the collection of stamps and covers. Some have started with just the current set of airmail stamps, adding perhaps a few new items as they appear and going back to secure the older pieces. Others are financially fortunate and through the purchase of a few larger collections formed by others, amalgamated them into one comprehensive over-all airpost assemblage. But the one thing that is conspicuous is the fact that whether an airpost collector has \$25 worth of material or \$25,000 worth, he gets about the same amount of satisfaction from his albums and what they contain.

As a mutually cooperative group, organized solely to assist airpost collectors and further interest in this branch of philately throughout the world, the *American Air Mail Society* and all of its branches and publications are not operated for profit. All of the officers, managers and writers serve without compensation. It is interesting to note that every living ex-president of the society still serves the society as a member of a special advisory board which is a part of the regular official staff. It is also interesting to note that the men who first edited THE AIR-POST JOURNAL are still writing for it; new authors and associate editors have been added through the years, but the "old guard" still is on the job. The *American Air Mail Society* is a sound, progressive organization rather than one in which struggles for "glory" or titles are manifest.

The benefits of membership to the airpost collector are many. The publications and various services rendered are unparalleled and practically indispensable to the collector who wishes to keep abreast of his hobby. The major publication of the *American Air Mail Society* is THE AIRPOST JOURNAL, a generously illustrated monthly magazine which has been regularly published without a single interruption since 1931. Even during the war years when manpower and



paper were scarce, each issue appeared on time and without stinting either text or illustrations. Each issue of this magazine covers the entire field of aerophilately giving news of forthcoming airpost stamps and new flights. Feature articles, written by the foremost students of the hobby, are presented each month to provide that background which is so essential to the complete understanding of every stamp and flight. Regular departments on airpost stamps, C. A. M. covers, Dedication covers, F. A. M. covers, Crash covers and other kindred branches are conducted by recognized authorities. Suffice it to say that THE AIRPOST JOURNAL is regularly read by postal officials and airline officials throughout the world and that it is the recognized reference work from here to Bombay. THE AIRPOST JOURNAL is published at the society's facility in Albion, Pennsylvania each month and sent to each member for the duration of his membership. To give you some idea of the high type of this publication, we illustrate some of the covers. Each of the covers has been carefully designed and artistically printed in two or more colors and collectors have added them to their albums to increase interest in stamps and covers.



#### MEMBERSHIP DIRECTORY

The society also publishes a Membership Directory, listing members' names, addresses and their specialties. This is helpful in communicating with other members for the exchange or handling of covers and other favors which many members appreciate.

#### BULLETIN SERVICE

Another outstanding advantage of membership is the A. A. M. S. Advance Airmail Information Bulletin, which is issued as soon and as often as news on new flights or stamp issues is available. It may appear twice a week, or only once a month, if news is not urgent. It is always published in order that collectors may prepare and send their own covers on various flights. It is published from the same office as THE AIRPOST JOURNAL and members who desire this service supply the manager with self-addressed regulation postal cards. The bulletin is printed directly on the cards and mailed to the members. There is no additional charge for this service, other than furnishing of the postal cards.

#### EXPERTIZING SERVICE

The American Air Mail Society has a committee of experts available to whom members may submit questionable stamps or covers. The expert committee will examine material concerning which there may be any doubt and render an opinion as to whether the items are genuine or faked. Thus the vast fund of knowledge of the most competent airpost authorities of the world is placed at members' disposal.

#### AIR MAIL CATALOGUES

The publication of *The American Air Mail Catalogue* is an accomplishment to which the society points with justifiable pride. It is the living testimony of the society's ideals—to provide its members and airpost collectors in general with that information which they need and desire. The publication of a comprehensive catalogue of airpost covers was considered too expensive a venture for any professional to undertake, yet the need for it was manifested. The society planned the work; generous members and patrons became the underwriters and a huge staff of experts prepared the copy and finally in 1939 the first edition came from the presses. It was not only a monumental contribution to philatelic literature, but the instrument by which many new persons were attracted to the hobby.

That catalogue—with its two supplements which appeared in 1941 and 1943, was the sole and standard reference work. But many flights were made since—and besides, the edition was exhausted—so the *American Air Mail Society* embarked on the

job of producing another edition. It really is not a fifth edition—it is a completely revised enlarged work to be contained in four volumes and covering every phase airport flights. And like every other undertaking of the society, this catalogue was offered to members at a price which actually is below production cost. The savings made possible by using engravings already owned by the society were passed along and not charged to this edition.

The society has never had to publish an airport stamp catalogue; there are several already on the market and these are recommended. It has, however, appointed a catalogue committee to assist the editors of the "Standard Catalogue of Airport Stamps", in the compilation and listing of stamps. "Sanabria's Airport Catalogue," lists and prices semi-officials, proofs and essays as well as the standard varieties. In England there are two catalogues of considerable value: the one of D. Field, and the other of Francis J. Field, while in this country there are specialized catalogues on rocket mail and SCADTA flights. Naturally there are many other specialized books, the names of which may be obtained from the society if they are not available in your own libraries.

#### OCCASIONAL PUBLICATIONS

The Society has embarked on the publication of occasional aerophilatelic works. A special memorial publication fund makes worthwhile projects available for about our costs. Write to the Secretary for list of the current available items.

#### SALES DEPARTMENT

A. A. M. S. members may buy stamps or covers at reasonable prices or dispose of their duplicates at a small commission through the Society Sales Department. Auction sales are regularly presented through the society where members may buy or sell.

#### BRANCH CHAPTERS — CONVENTIONS

Branch chapters of the A.A.M.S. are located in many cities. The society holds a national convention each year in one of the principle cities and has sponsored or cooperated in numerous aerophilatelic exhibitions, national and international.



#### AN INVITATION

Airpost collectors and prospective airport collectors everywhere are invited and welcomed to affiliate themselves with the *American Air Mail Society*. A convenient application blank will be found included in this volume. The society will be happy to have you among its members. It is not an "exclusive" club in the sense that it solicits only members whose stature is reckoned in financial wealth. It is an organization that is in favor of anything and everything that will make the hobby of airport collecting more enjoyable, more complete and more fascinating.