

455 97 E 500. # 510

Mit Flugpost
Par poste aérienne
Con posta aerea



POSTE AÉRIENNE
GENÈVE-PARIS

R
Genève 1
N° 624



Mrs. Jeanne Sabour

8 Boulevard Nord

Blackheath

London.

S.E. 3



Mr. M. T. Mauck
c/o Postmaster
Laredo, Texas



Mr. S. Soltis
c/o Postmaster
Brownsville, Texas

Gaisa pasts. Flugpost.
Par avion. Air-mail.
Eerakettis. Einschreiben.
Recommandée. Registered.



Suisse.



G a i s a

58, Rue du Stand, 58

Ad. U m l a n t

Herrn



Mrs E A Coleen
E O



W. Giguere
42 Avenue misti
Bruxelles
Belgium





Mademoiselle BERGE

62, rue Saint-Lazare

PARIS -

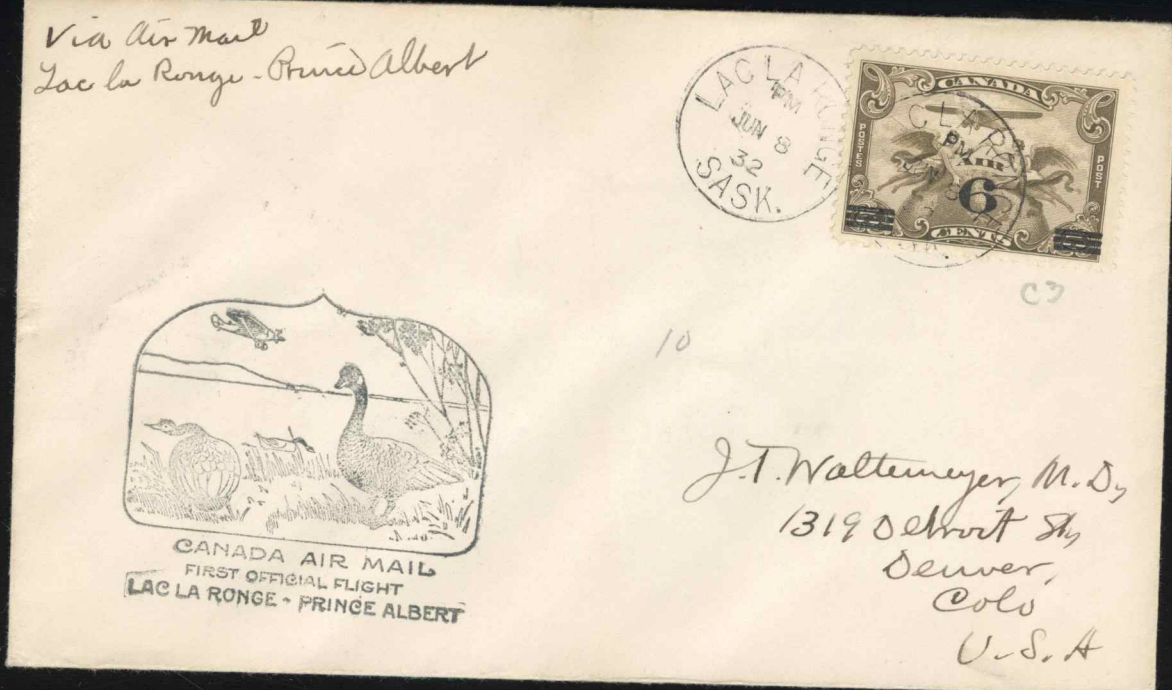


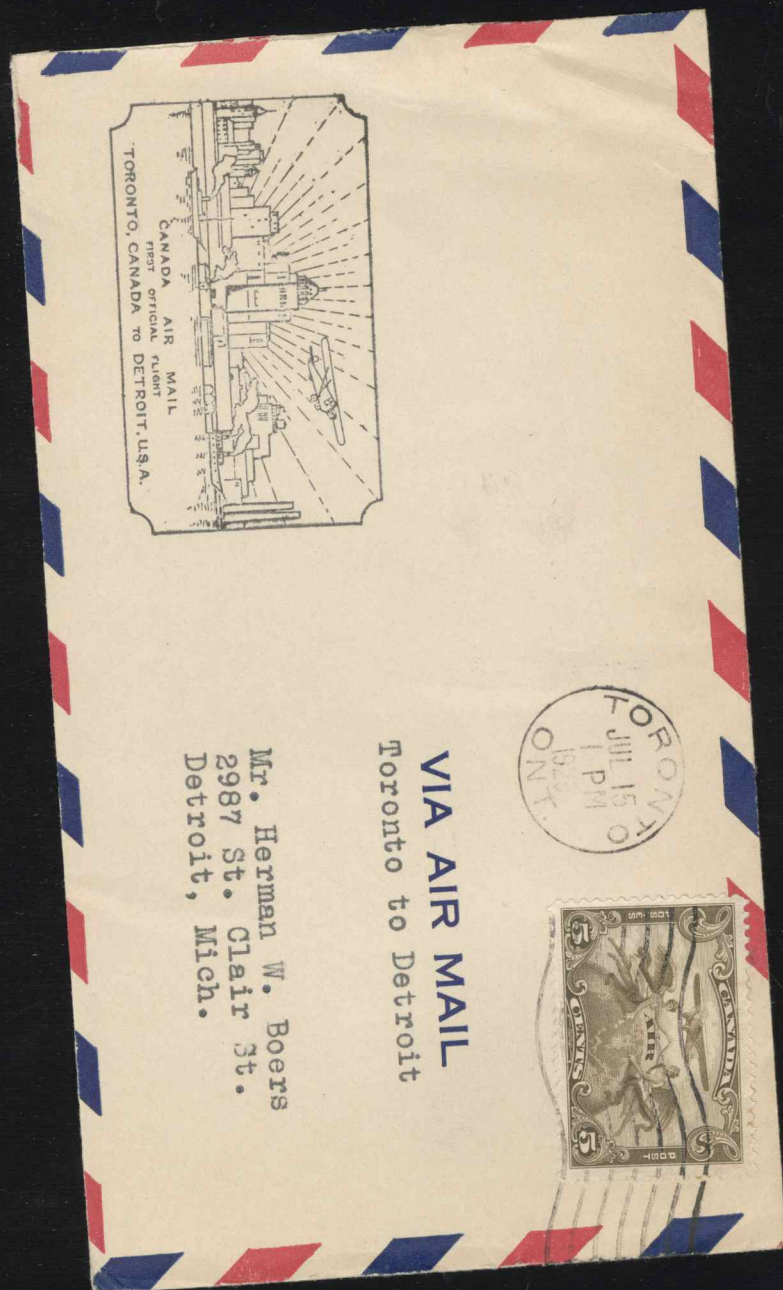
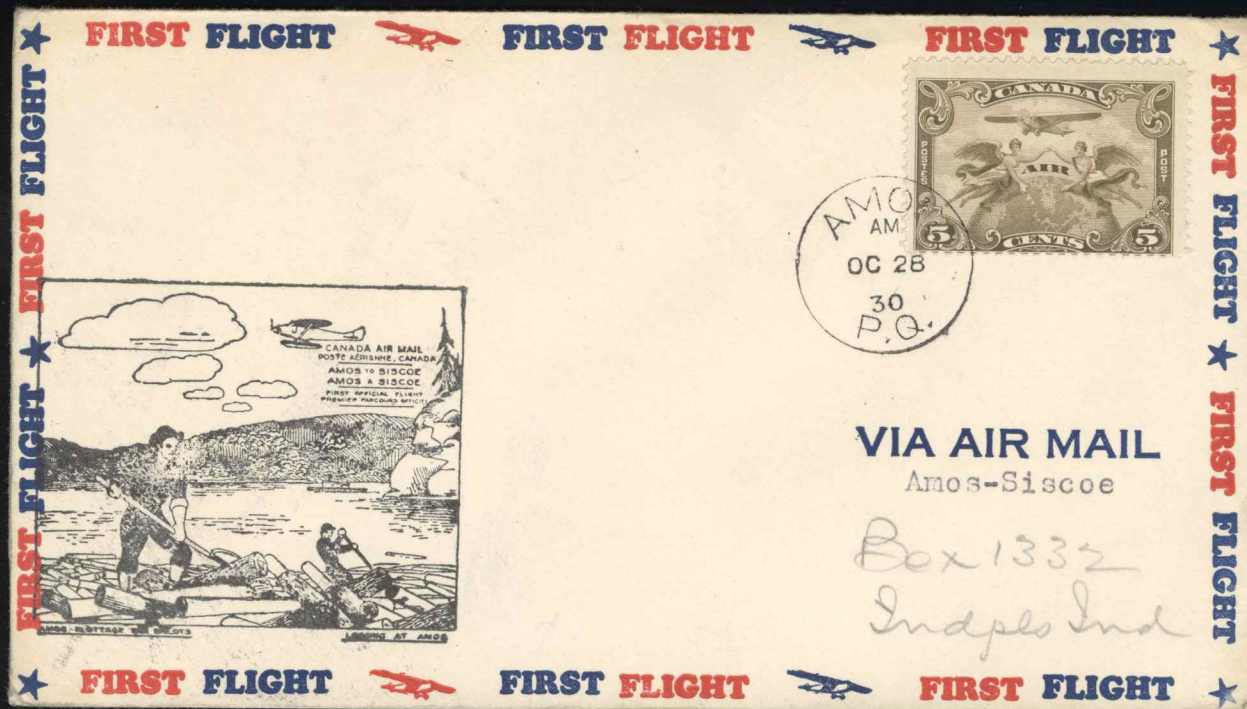
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75-

Par Avion

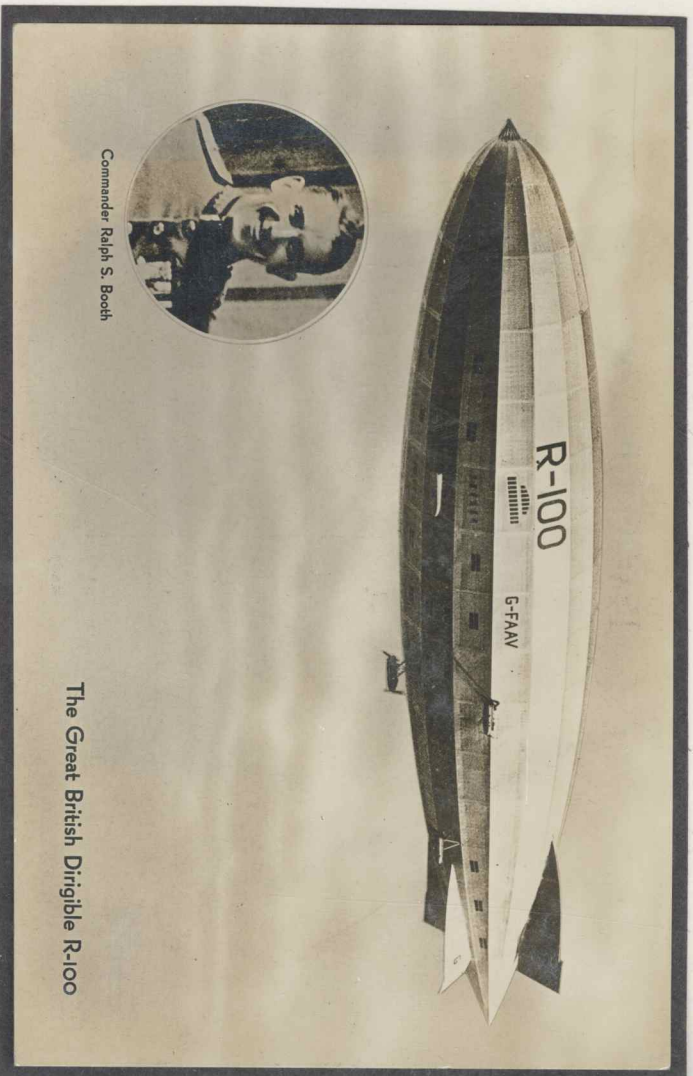


Via Air Mail
Lac la Ronge - Prince Albert





THE BRITISH DIRIGIBLE R-100



The R-100 was built in Great Britain By the Vickers Company for the British Government and was first flown in December 1929. In August 1930 a trans-Atlantic crossing was made from Bedford, England to Montreal, Canada. No mail was officially carried on this flight. AAMS Z-462.



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.

THE BRITISH DIRIGIBLE R-100



Cover cancelled at the St. Hubert Airport, Montreal, Canada on the day of arrival and the day of departure of the R-100. Cover has the official cachet plus the additional R100 marking.



Back of cover which has a vignette advertising the National Air Races to be held in Chicago, August 23-September 1, 1930. Vignette is tied to cover with Montreal, Quebec postmark.

THE RUSSIAN DIRIGIBLES

Russian airmail stamps of 1934. Are these true pictures of the Russian dirigibles?

In November 1933, the British publication, "The Aeroplane" had a short article stating that the first Russian airship named "Klim Voroshiloff," built by the Red Army Air Force, was to be ready for the 16th anniversary of the revolution.

The designer and superintendent of construction was the Italian who had left Italy in disgrace, Gen. Umberto Nobile.

The Voroshiloff was a semi-rigid airship, 104 meters long and 25 meters in diameter, and had a capacity of 22,000 cubic meters.

It was designed to lift 16 persons and 100 kilograms of baggage, besides its crew. The estimated speed was 100 kilometers. A second airship was to be ready for the Spring of 1934 with a capacity of 55,000 cubic meters and 150 meters long.

According to the Riga correspondent of the "British Morning Post," in an article dated Nov. 2, 1933, four Russian airships each of 10,000 cubic meters capacity had already been built and had done very well in their tests.

Finally, the authoritative publication, "Janes," in its 1938 edition, page 56 of its Russia section, confirmed the previously published information and then goes on to state that the original Russian Airship program called for seven airships:

Klim Voroshiloff, Lenin, Pravda, Kolchinsk, Stary Bolshevik, Komissarof and Profintern (the latter has nothing to do with profiteers, but is a contraction for the Russian International Trade Unions).

"Janes" goes on to state that construction began in 1936 of the "D. P. 9" by the Dirigiblestroil (Dirigible Construction Trust) for arctic research flights.

The ship was to have a volume of 25,000 cubic meters, a length of 107.5 meters, height of 24 meters and accommodations for 16 passengers in eight cabins with an electric kitchen.

The Russians also claimed the airship duration record in September 1937 with the V-6 by remaining in the air for 130 hours, 27 minutes, during which time it covered a distance of 5,000 kilometers (3,107 miles).

The previous record held by the Graf Zeppelin in 1935 was 119 hours. The V-6 was to operate between Moscow and Sverdlovsk.



Airship "Pravda"



Airship Landing



Airship "Voroshilov"



Airship "Lenin"

but was destroyed on Jan. 5, 1938. The V-8 airship was under construction in 1938 in order to operate a line between Moscow and Leningrad. In May 1938, another new airship, the V-10, began its tests at the Moscow airport.

Airship bases were prepared at Moscow, Leningrad and Sverdlovsk with short mooring masts and radio stations. This was reported in "Janes."

The war came along and all airship activity stopped. The airships

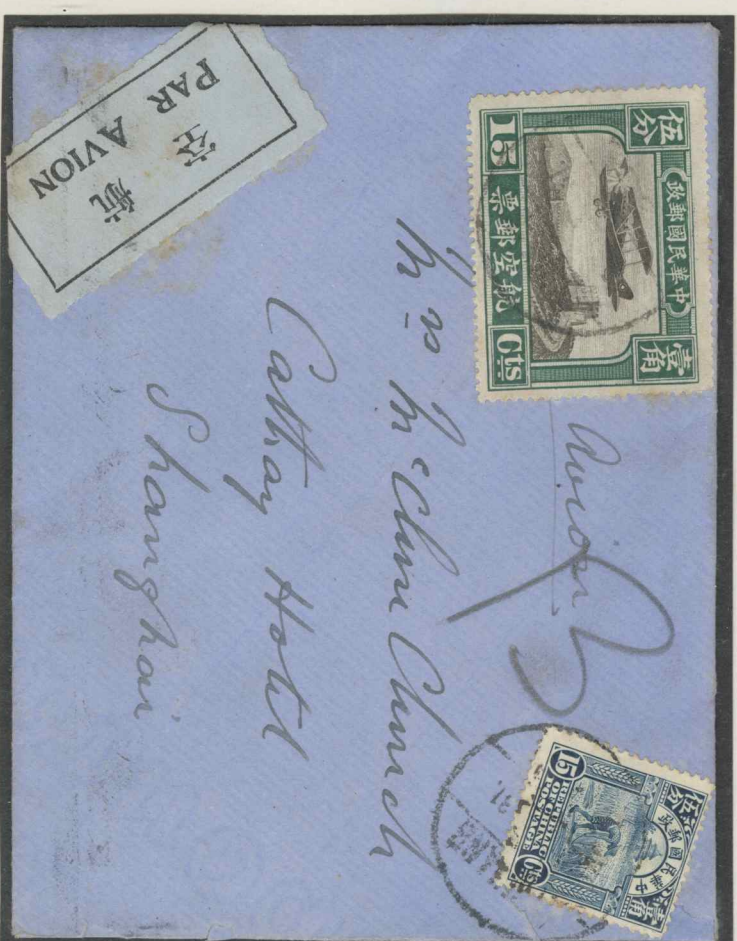
were dismantled so that their materials could be put to other wartime use. The hangers and radio stations were taken over by the Air Force for military use.

We must keep in mind that Russia was and is a closed society, and the first group of airships were built under the auspices of the Red Army Air Force for military use.

AIR MAIL IN CHINA



Issue of 1932-37 - Junkers F-13 over the Great Wall.



Cover postmarked March 5, 1931 franked with Scott #C6 (Issue of 1929)

EARLY ESTONIAN AIR MAIL COVERS



Block of four of #C1 on cover - Postmarked Tallinn, Dec. 7, 1923.



Joined pair of #C4 on cover - Postmarked Tallinn, Dec. 7, 1923.

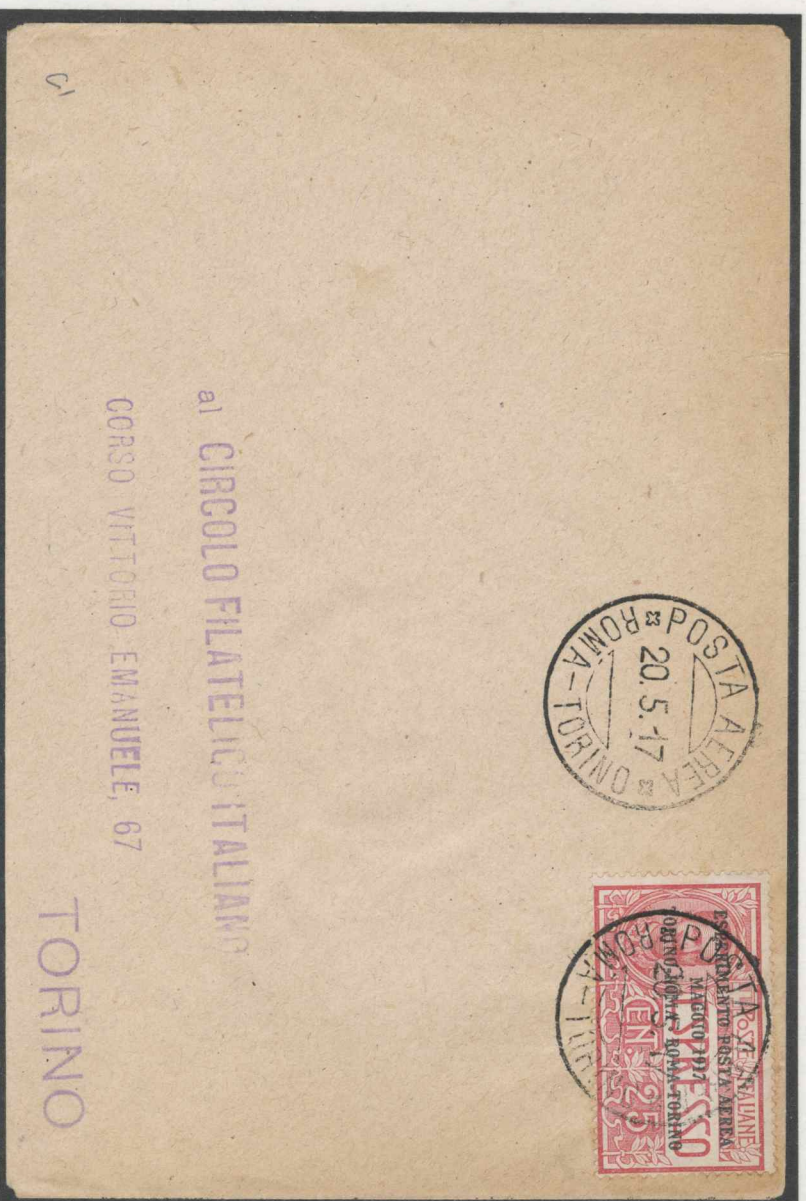
RUSSIAN AIRPLANES OF THE 1930's
Russian airmail stamps issued in 1937 to commemorate the Jubilee Aviation Exhibition at Moscow, November 15-20, 1937.



4175-

THE FIRST REGULAR AIR MAIL STAMP

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 by Italy, constituting the first regular airport stamp ever to be issued.



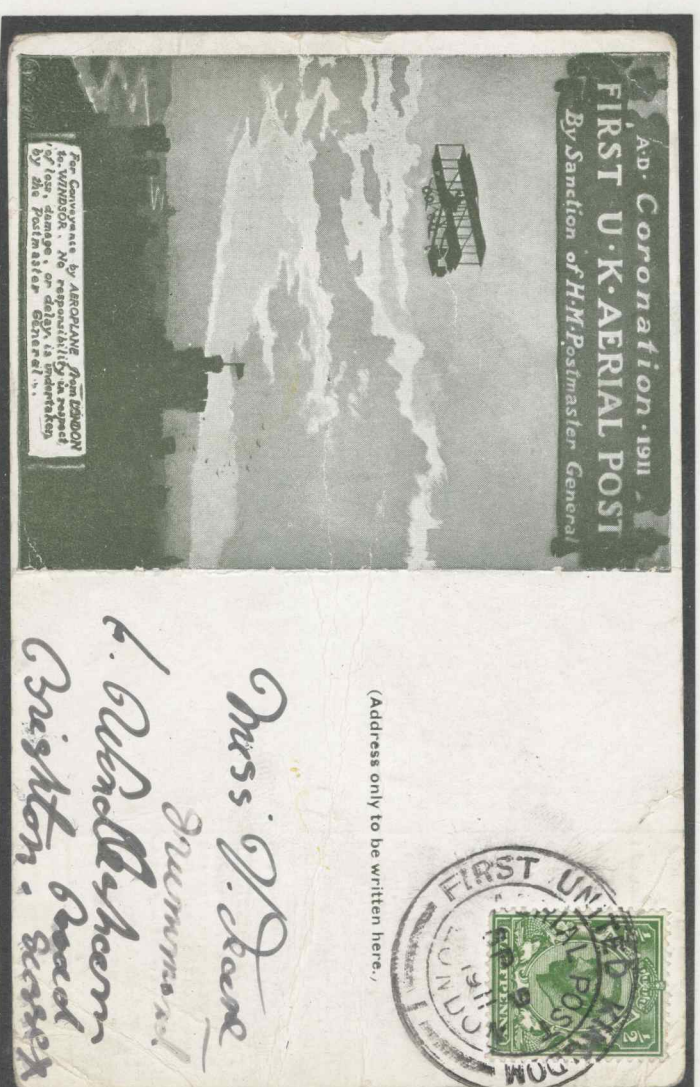
Cover carried on the return flight from Rome to Turin and franked with the special airport stamp (Italy #C1).



Special Delivery stamp (Scott #E1) was the stamp overprinted above.

EARLY GREAT BRITAIN FLIGHTS

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.



Card carried on this flight - Postmarked London, September 9, 1911.

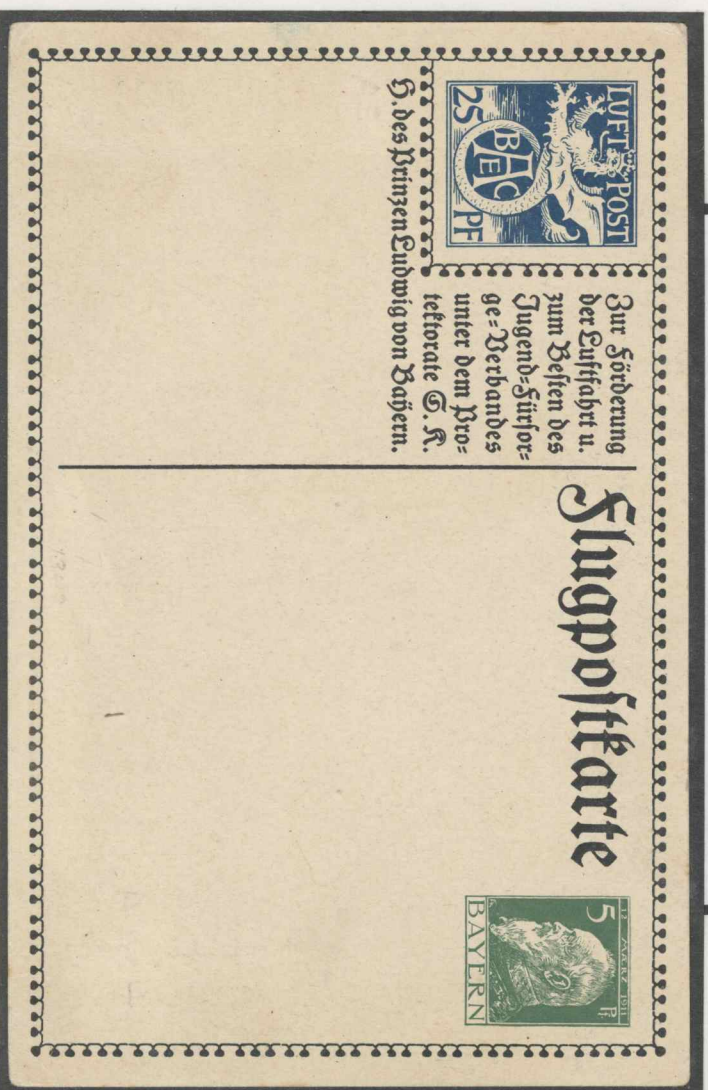
The cost of this operation was met by the sale of the specially printed cards and envelopes. The first flight was made from Hendon Aerodrome near London to Windsor by a Bleriot aircraft piloted by Gustav Hamel. The flight took only 10 minutes at a speed of 105 mph (aided by a 40 mph tail wind). AAMS #8.

EARLY GERMAN SPECIAL FLIGHTS

September 28 thru October, 1912. Air Mail Flights sponsored by the Aero Club of Bavaria. Most of these flights were between Oberweissenfeld and Schlessheim. A special 25 pfennig stamp was impressed on 4000 cards imprinted with regular Bavarian 5 pfennig post card stamp.



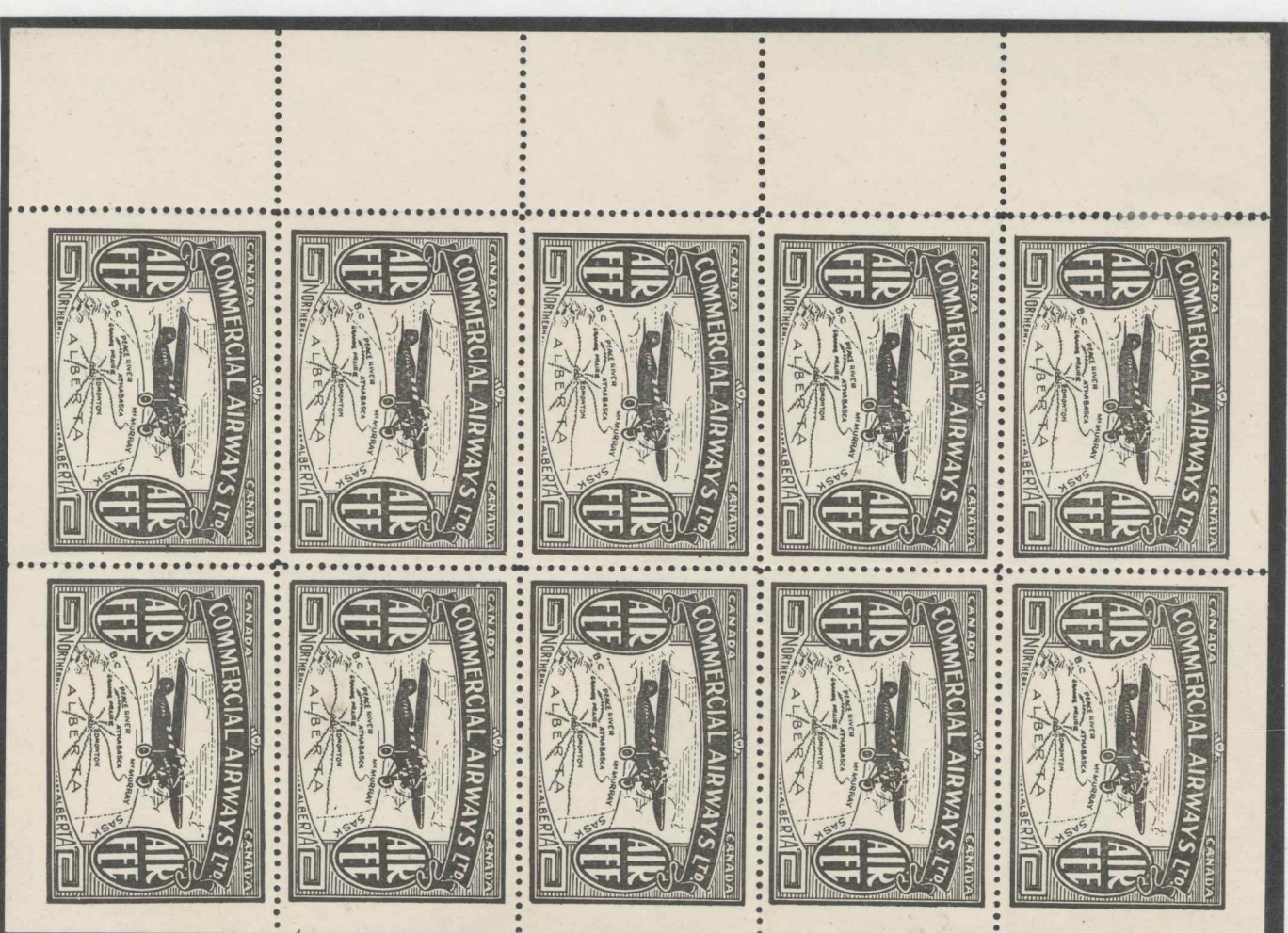
Front of Card



Card with semi-official stamp imprinted on it. AAMMS #18.

CANADIAN AIR MAIL - SEMI-OFFICIAL STAMPS

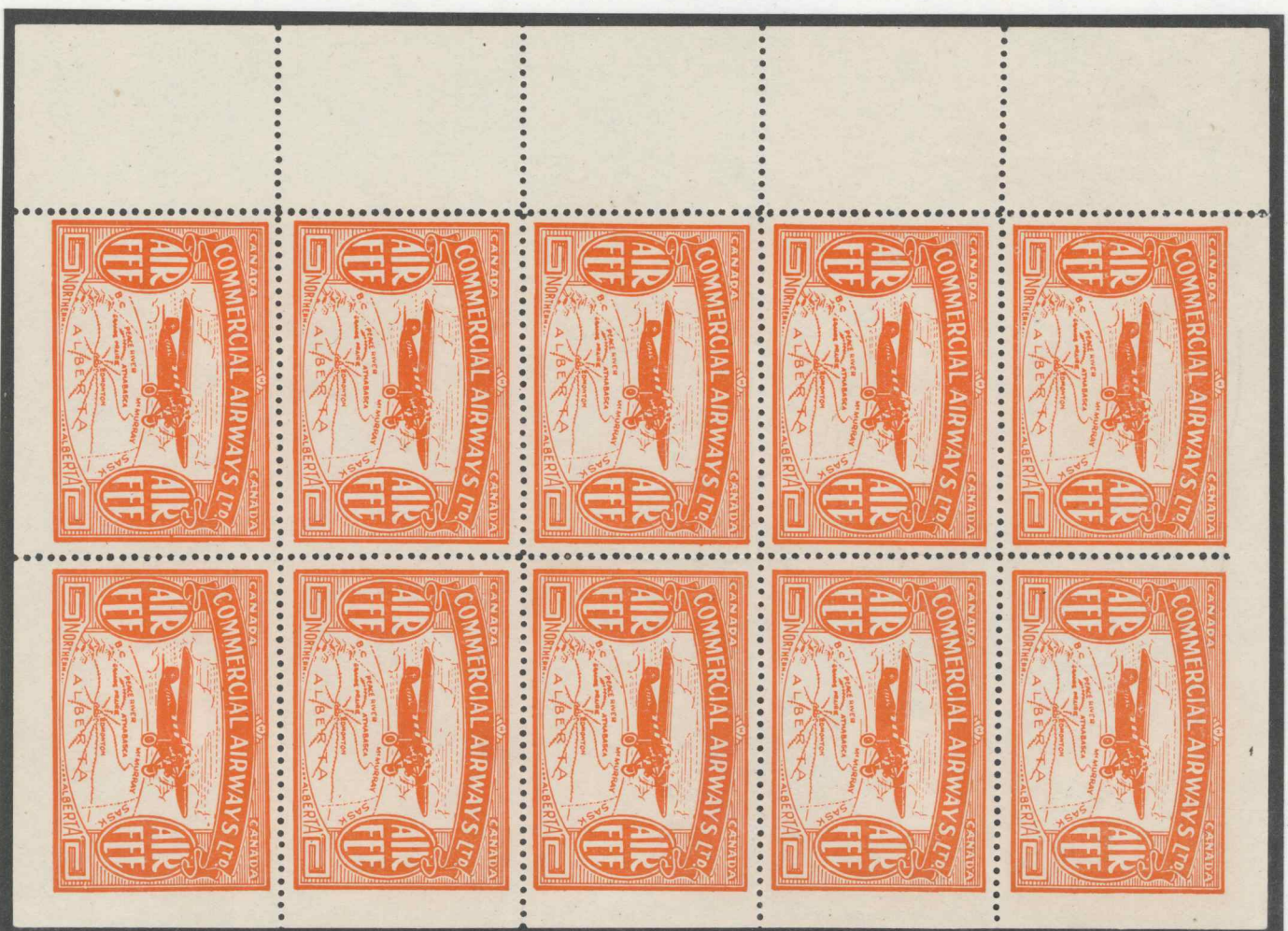
Issued June 1930. COMMERCIAL AIRWAYS. Printed in sheets of 10 with 25 to a book, making a total of 250 stamps in a book. Three in each sheet are perforated all around - others have one or two edges which are straight. 10¢ black. Quantity issued 3000.



Complete sheet of 10 stamps.

CANADIAN AIR MAIL - SEMI-OFFICIAL STAMPS

Issued December 8, 1930. COMMERCIAL AIRWAYS. Printed in sheets of 10 with 25 to a book, making a total of 250 stamps in book. Three in each sheet are perforated all around - others have one or two straight edges. 10¢ deep orange. Quantity issued 4000.



Complete sheet of 10 stamps.

EARLY SOUTH PACIFIC AIR MAIL ROUTES



Registered Air Mail Cover dated April 7, 1931 from City Road, Victoria to Hall's Creek, Western Australia. Stamps are Scott #111-112 & C2.



Air Mail Cover dated April 27, 1933 from Port Moresby, Papua New Guinea to Albury, New South Wales. Cover is franked with a pair of Scott #C2.

BRAZIL - PRIVATE AIR MAIL STAMPS

Condor Syndicate - Sanctioned by the Government - Used as air fee stamps in conjunction with regular postage.



The use of Condor Syndicate stamps was discontinued Nov. 30, 1930. This is a philatelic cover with the last day of use cancellation franked with Sanabria #C21-24.



1927 Condor Syndicate Air Fee Stamps - Sanabria #C1-C2.

BRAZIL - PRIVATE AIR MAIL STAMPS

Condor Syndicate - Sanctioned by the Government - Used as air fee stamps in conjunction with regular postage.



1927 Condor Syndicate Air Fee Stamps - Sanabria #C3-C7.

BRAZIL - PRIVATE AIR MAIL STAMPS

S. A. Empresa de Viacao Area Riograndense (VARIG) - Sanctioned by the Government - Used as air fee stamps in conjunction with regular postage.



1931 Sanabria #V15 & V18

1933 Sanabria #V32



1932 Sanabria #V27 & V28



1934 Sanabria #V36, V38 & V39

The use of Varig stamps was discontinued June 30, 1934.

LITHUANIA

Issue of November, 1921. Lithographed. Perf. 11 1/2. Wmkd. Webbing.



Allegory of Flight

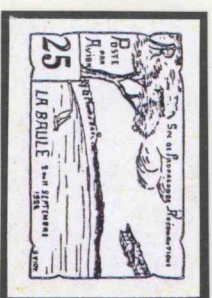
Issued to commemorate the opening of the Air Post Service.

AVIATION MEETING AT LA BAULE, FRANCE

September 2-11, 1922. Continuing the practice of issuing semi-official air stamps, the officials in charge of the meeting brought out such stamps on this occasion. Covers were flown to St. Nazaire and to Le Bourget.



Used copies of the La Baule Semi-official stamps.



Proofs of the La Baule Semi-official stamps.

EARLY FRENCH FLIGHTS

October 7, 1923. Second Aviation Meeting at Amiens. A special cancellation for this meeting reading "Amiens Aviation" and date was provided. Five semi-official air stamps were issued for this meet. Covers were flown from Amiens to Beauvais.



Monsieur BARDON

89, rue de Richelieu,

PARIS (2^e)



Cover franked with the five semi-official stamps plus regular postage, flown to Beauvais and then forwarded on to Paris by regular mail.

THE FIRST ENGLAND TO AUSTRALIA FLIGHT

On November 12, 1919 Ross and Keith Smith with two mechanics left England in a Vickers Vimy plane and reached Melbourne, Australia on February 26, 1920.

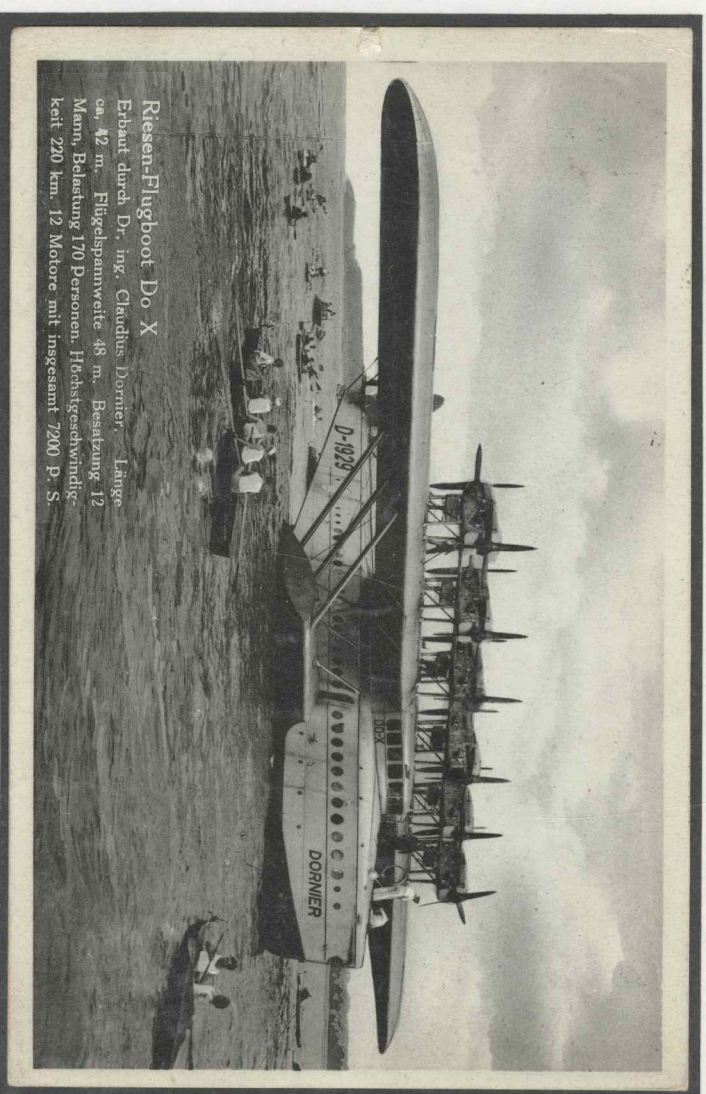


A special stamp was issued by the Prime Minister's Department for the Commonwealth to commemorate this flight. This special stamp was affixed and cancelled by a black oval cachet inscribed "First Aerial Mail-Great Britain to Australia. Received 26 Feb 1920". The above stamp is a reprint.

VICKERS VIMY

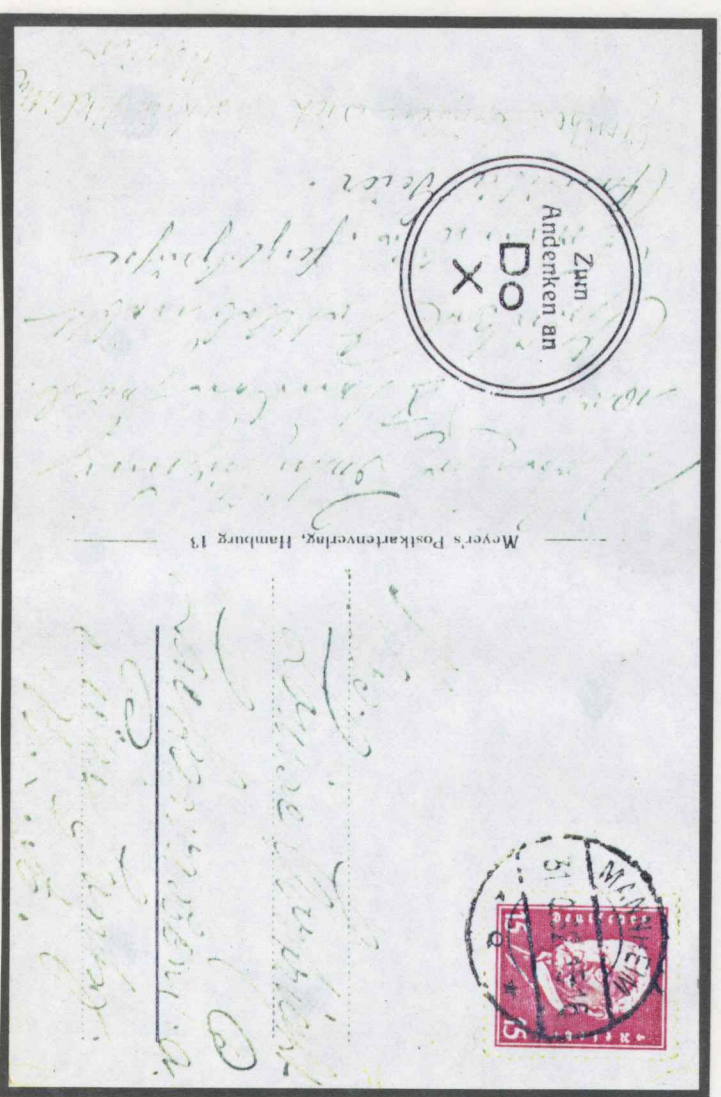
Powered by: Two 360 hp Rolls-Royce Eagle VIII twelve-cylinder Vee-type engines, each driving a four-blade propeller of 10 ft 6 in (3.20 m) diameter
Wing span: 68 ft 0 in (20.73 m)
Length: 43 ft 6 in (13.27 m)
Wing area: 1,330 sq ft (123.56 m²)
Gross weight (bomber): 12,500 lb (5,670 kg)
Max speed: 103 mph (166 km/h) at S/L
Max range (bomber): 1,880 miles (3,025 km) (trans-Atlantic Vimy) : 2,440 miles (3,927 km)
Accommodation: Crew of 2
First flight (bomber): 30 November 1917
The Vimy: flown by Alcock and Brown from St John's, Newfoundland to Clifden, Co Galway, on 14/15 June 1919 was modified from a standard production machine, stripped of its military equipment and carrying 865 imp gallons (3,932 litres) of fuel instead of the normal 516 gallons (2,346 litres). It completed the 1,890-mile (3,032 km) non-stop trip, despite appalling weather and icing difficulties, in 16 hr 27 min.

DORNIER FLYING SHIP - DO-X



Riesen-Flugboot Do X
Erbaut durch Dr.-Ing. Claudius Dornier, Länge ca. 42 m, Flügelspannweite 48 m, Besatzung 12 Mann, Belästung 170 Personen, Höchstgeschwindigkeit 220 km, 12 Motore mit insgesamt 7200 P. S.

Do-X souvenir card showing the airplane with liquid-cooled engines.



Back of Card - Mailed from Mannheim on October 31, 1932.

ADAMS PICK-UP SYSTEM

Lytle Adams invented a method whereby an air mail pouch could be delivered and another picked up instantaneously in flight.



Cover autographed by Pilot Harry Seivers.

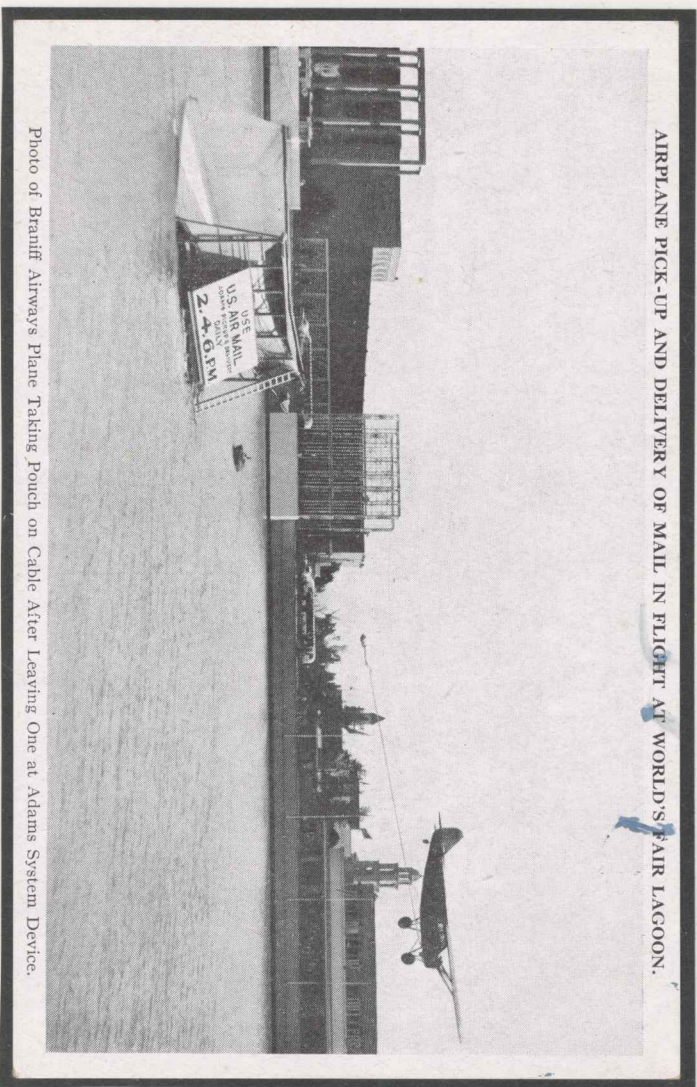


Photo of Braniff Airways Plane Taking Pouch on Cable After Leaving One at Adams System Device.
Post Card showing airplane pick-up and delivery of mail in flight at the Chicago World's Fair Lagoon.

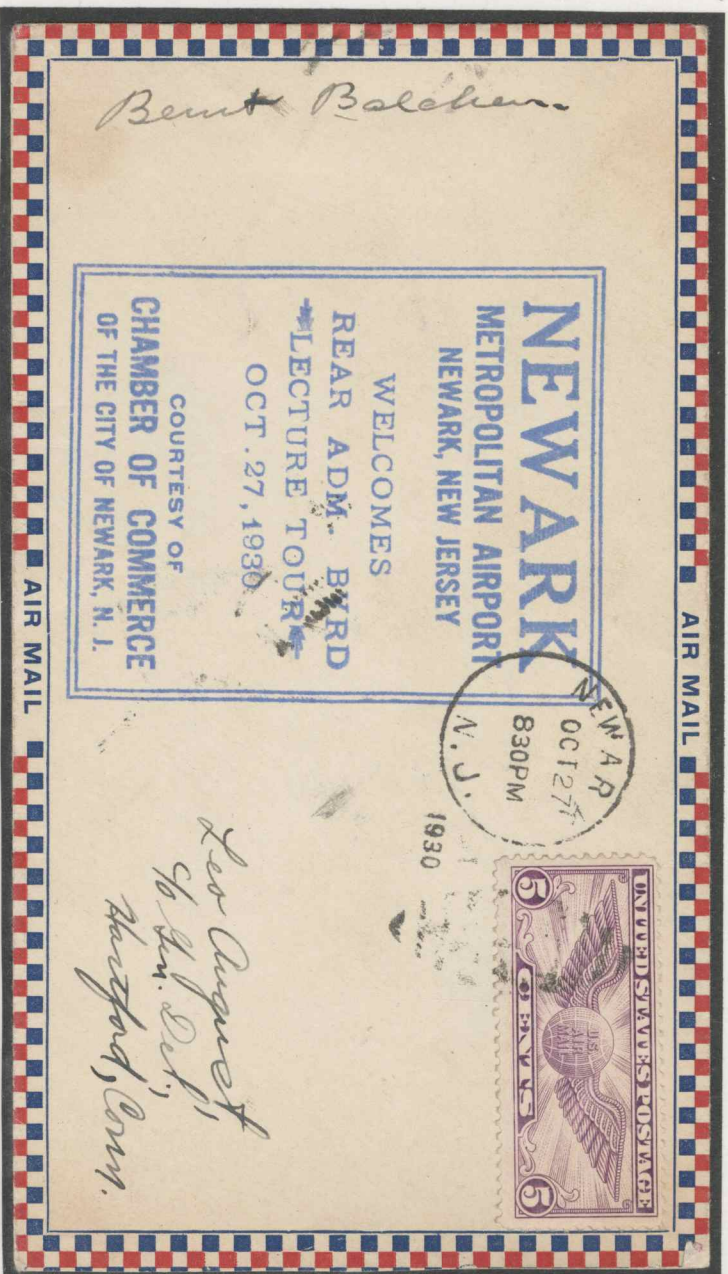
EARLY FOREIGN FLIGHTS - BRAZIL

March 22, 1930. 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. This was the first flight. AAMS 14.



Front of Card showing Condor seaplane used.

FAMOUS AMERICAN AVIATORS



Special Events Cover autographed by Bernt Balchen, Admiral Byrd's pilot.



Photograph of Richard Byrd's crew on his 1927 Trans-Atlantic flight.
From left to right: George Norville, Byrd, Bert Acosta & Bernt Balchen.

FAMOUS AMERICAN AVIATORS

General Ira Eaker participated in many historic moments of aviation before World War II. He was later commander of the U. S. Eighth Air Force and a strong advocate of daylight bombing.



Dedication Cover of Eaker Airport, Durant, Oklahoma, November 11, 1930. Autographed "Ira Eaker, Capt. AC".



General Eaker in England.

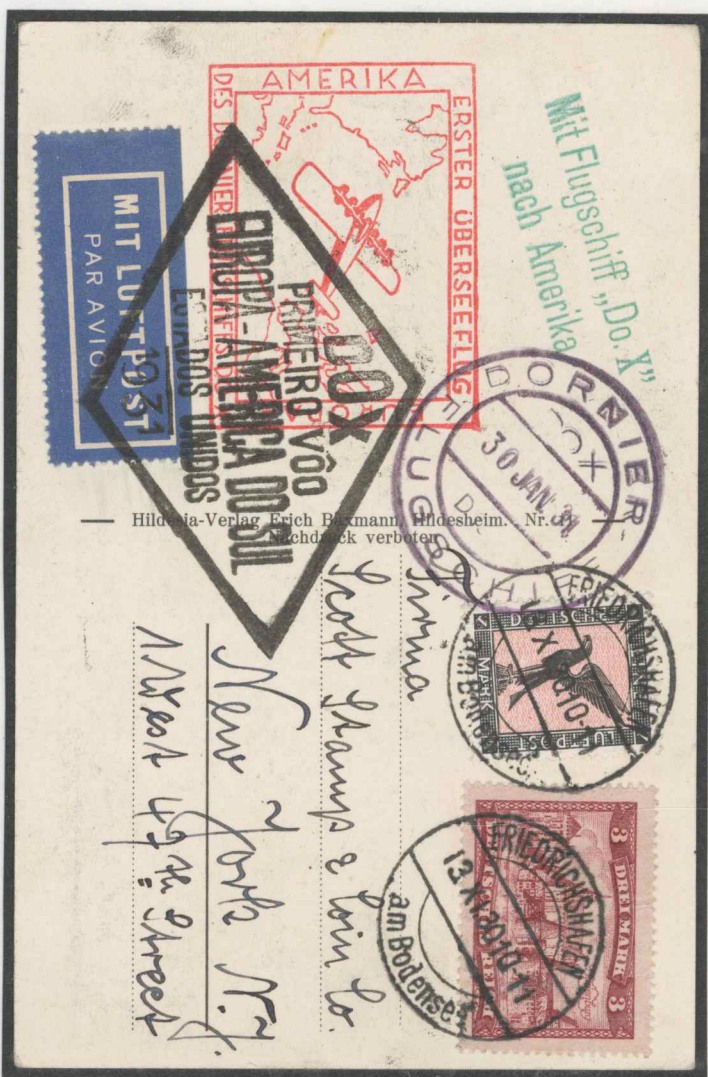


EARLY SOUTH PACIFIC AIR MAIL ROUTES

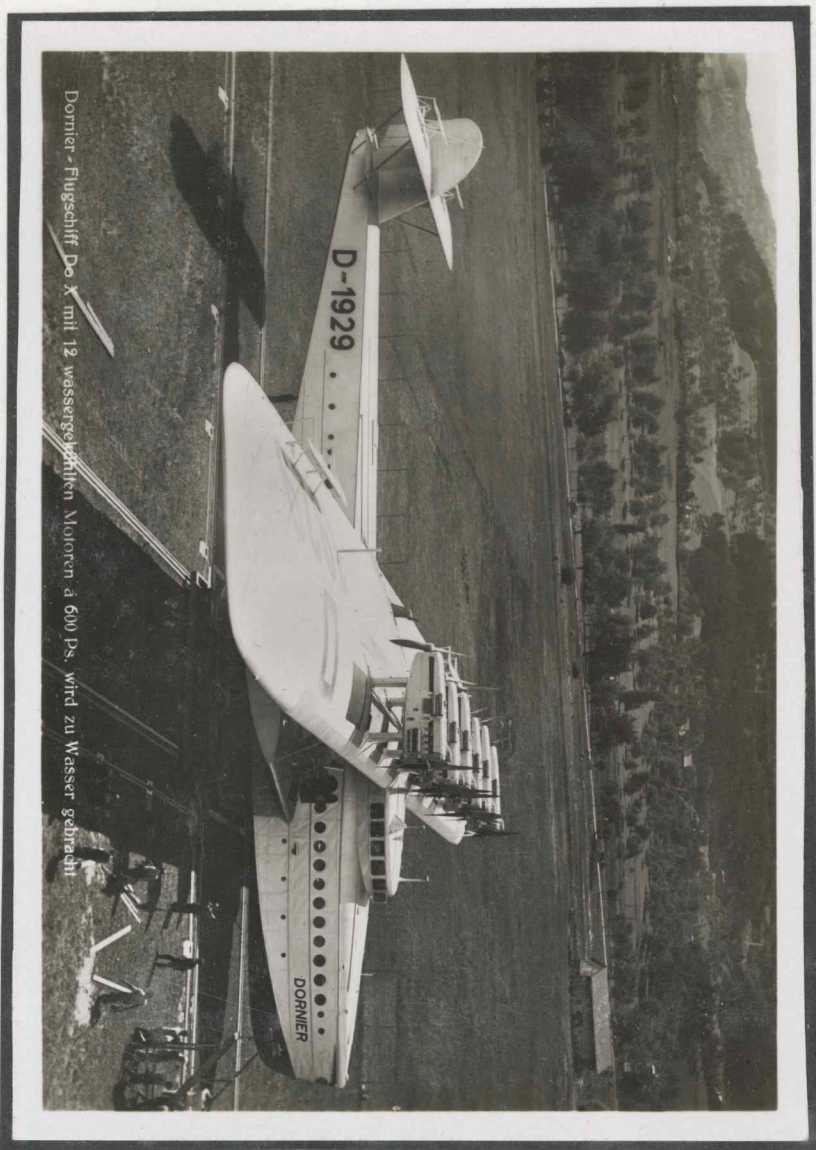


Registered Air Mail cover flown from Port Moresby, Papua New Guinea to Melbourne, Victoria on August 7, 1930. Stamps used on this regular commercial cover are Scott #74-79 and a pair of Scott #C1.

DORNIER FLYING SHIP - DO-X



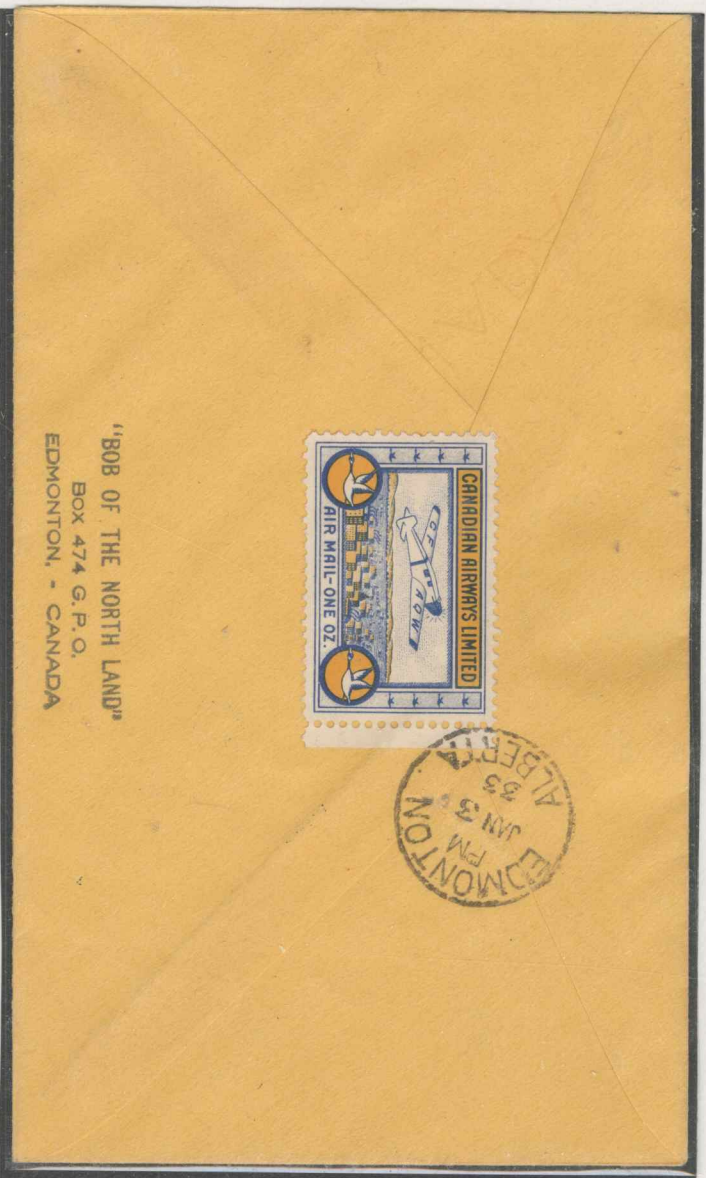
Card carried on the first flight to New York by way of Brazil.



The Do X after the radial engines had been replaced with liquid-cooled engines. Note that the plane has been moved out of the water on tracks for maintenance.

CANADIAN AIR MAIL - SEMI-OFFICIAL STAMPS

Issued December 1932. Canadian Airways Limited. (10¢) orange & blue



Back of Cover with Canadian Airways Limited stamp postmarked Edmonton, Alberta on January 3, 1933.



Front of Cover - First Flight from Fort McMurray to Edmonton, Alberta. Postmarked December 31, 1932.

EARLY FAMOUS AIRMEN



Lt. Alford Williams, shown above at the 1931 Air Races in Cleveland, was one of the Navy's greatest pilots. Winner of the 1923 Pulitzer Race with a record-breaking speed of 244 miles per hour, he was awarded the Distinguished Flying Cross in 1929 for his work as a test pilot. In a series of research flights, he studied the effects on aircraft of inverted flying maneuvers and correctly assessed their potential in military combat.



Special Event Cover autographed by Lt. Al Williams and Col. J. J. Grady.

George Washington Bicentennial Airplane Flight

TO COMMEMORATE THE
ONE HUNDRED AND FIFTY-SEVENTH ANNIVERSARY
OF THE FOUNDING OF THE

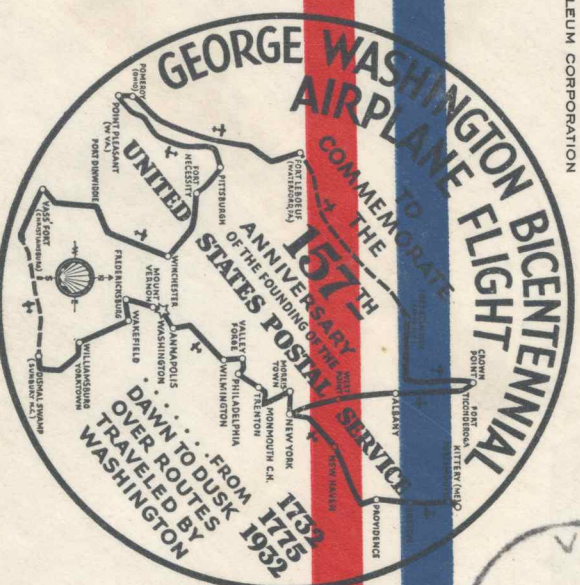
United States Postal Service

JAMES H. DOOLITTLE
MANAGER AVIATION DEPARTMENT
SHELL PETROLEUM CORPORATION

Mrs. Russell W. Magna
President General

- En Route -
Dropped at Place
indicated by Postmark

JAMES H. DOOLITTLE
MANAGER AVIATION DEPARTMENT
SHELL PETROLEUM CORPORATION



VIA AIR MAIL

Mrs. Russell W. Magna
President General
Daughters of the American Revolution
17th & D Streets, N. W.
Washington, D. C.

So that you will have a record of this flight, I am dropping several of these letters as I pass over certain cities, and hope that they will all bear the postmark of the same date.

Hoping that this demonstration will indicate the great advance made in speed in 157 years and show the extent of the travels of the Father of Our Country, I am

Sincerely yours,

J. H. Doolittle
2

Cover carried on Special Flight made by James H. Doolittle, holder of many early flight records, leader of the first air raid on Tokyo and later Commander of the Eighth Air Force in Europe. Note that the letter is signed by him.

FAMOUS TRANS-ATLANTIC FLYERS

Lithuanian Caps. Darius and Girenas were lost on an attempted flight from New York to Kaunas, Lithuania in 1933.



Air Mail stamps issued by Lithuania to commemorate the death of Capt. Darius and Girenas. Scott #C79-84.

LITHUANIAN AIR MEET
AT MAYFAIR FIELD
IN HONOR OF
CAPT. STEPHEN DARIUS
STANLEY GIRENAS
NEW YORK TO KAUNAS



VIA AIR MAIL

for
Mr. Mark C. Emsley
c/o Air Mail Field,
Atlanta, Ga.

Stanley Girenas

Special Events Cover for the Lithuanian Air Meet held at Mayfair Field, Cleveland, Ohio in honor of Darius and Girenas before their attempted Atlantic crossing. Note that this cover is autographed by both Darius and Girenas.

ITALIAN AIR FLEET FLIGHT FROM ROME TO CHICAGO



Special events cover welcoming the Italian Air Fleet to the Century of Progress Exposition in Chicago. Note the special vignette prepared in Italy for this event.

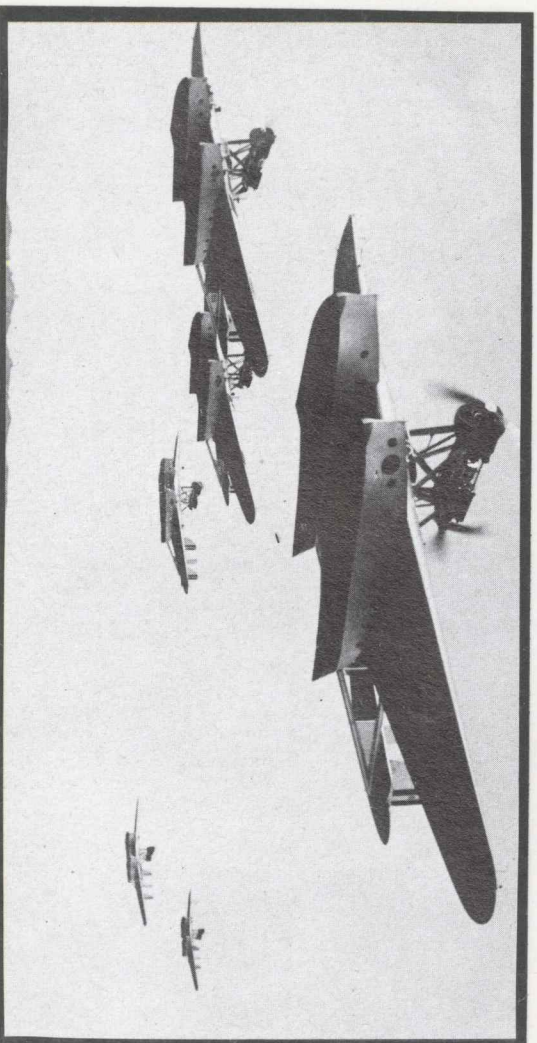
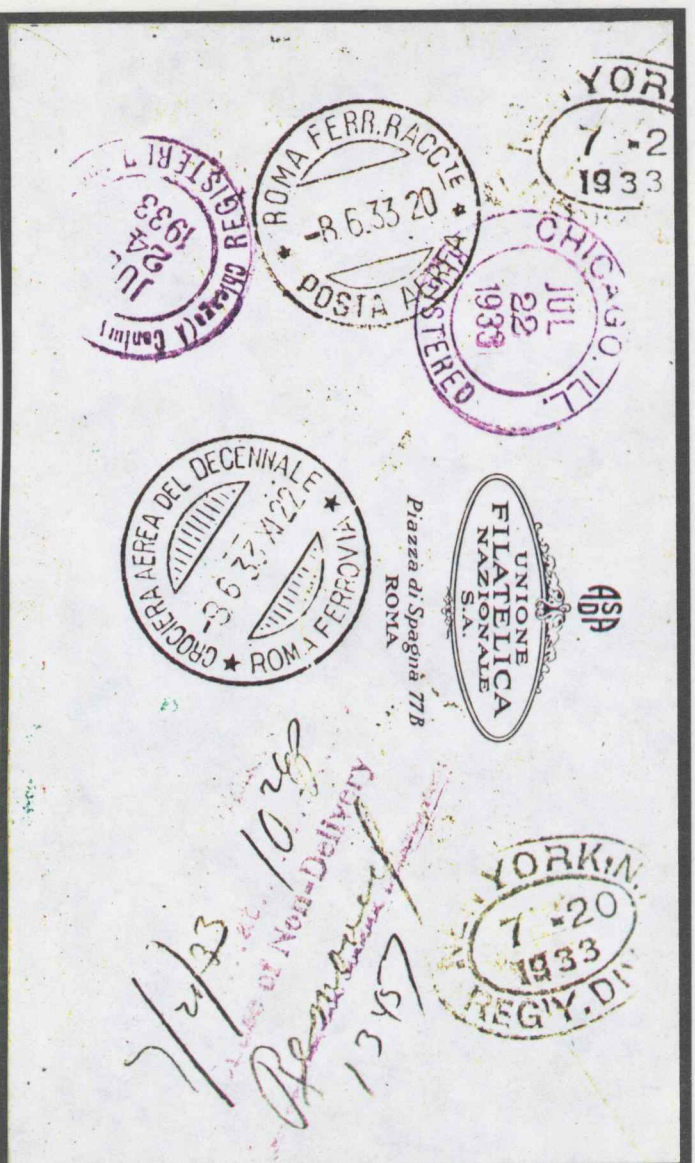


Photo of the Italian Savoia-Marchetta flying boats in formation.

ITALIAN AIR FLEET FLIGHT FROM ROME TO CHICAGO



Cover carried on this flight - originating in Tripoli, Tripolitania and franked with special air mail stamp (Scott #C28) issued for this flight.



Back of Cover - Note various postal markings.

EARLY INTER-CONTINENTAL AIR MAIL

Commercial cover carried by "Panair" from Belem-Para, Brazil on October 9, 1933 to Chicago, Illinois where it was received on October 13, 1933. Back of cover also has Registered cancel of San Juan, Porto Rico dated October 11, 1933.



Note that a pair of Zeppelin stamps (Scott #C27) was used in addition to other stamps to pay the postage rate of 11,600 Reals.



GREAT BRITAIN SEMI-OFFICIAL AIRMAIL STAMPS

November 25, 1933. Provincial Airways Ltd. issued semi-official stamps to be used on their service from London to Plymouth via Southampton. This was to be used in addition to regular letter postage.



Cover with the 3d orange and blue semi-official stamp. Postmarked Plymouth, November 25, 1933.

This semi-official stamp was in use for only two days. The Postmaster General caused this service to stop after the November 26, 1933 flight.

Card carried on special flight from Gravenhage, December 5, 1933, to Bandoeng, Netherlands Indies, December 22, 1933, and return to Gravenhage, December 31, 1933.

BRICKART
J. J.

Not held up
on Township
Pander Postage

J. Conner

NAAM EN
ADRES
AFZENDER

Hotel Teminus

On Soap's

Standano,

Yana

Tea. Ost. Indie

Can not speak the

COPYRIGHT H. PANDER & ZN., 'S-GRAVENHAGE

AMSTERDAM

DEZE BRIEFAART WERD
SPECIAAL UITGEGEVEN VOOR DE
EERSTE SNELPOST
VLUCHT NOVEMBER 1933.

PER
PANDER POSTJAGER
NEDERLAND - NED. INDIE V.V.

BATAVIA

*First Transfer
of United States
Mail in Flight*

*At Chicago
International
Exposition*

UNITED STATES POST OFFICE DEPARTMENT

ADAMS AIR MAIL PICK-UP AND DELIVERY

**FIRST
PICK-UP
AND
DELIVERY**

1934

**U.S.
AIR MAIL
AT
CHICAGO**

CHICAGO
SEP 20
2 PM
1934

UNIVERSITY OF MICHIGAN
A CENTURY
OF
PROGRESS
STATION

VIA AIR MAIL

© 1934, LYLE S. ADAMS
Send by **FIRST FLIGHT**
FROM world's Fair to Airport, Chicago,

[illegible]

Autographs of Lytle S. Adams, inventor of the Adams Pick-up System and also the pilot.

*—Use—
New, Reliable and Unprecedented
Air Mail System for Speed
With Special Delivery*

FIRST IN ARRIVAL
FIRST DELIVERED
FIRST OPENED
FIRST ANSWERED

TRANSPACIFIC ISSUE - SCOTT #C20

By First Contract
Trans-Pacific Flight



Neil R. Quackenbush
East Islip
New York



Cover carried completely across the Pacific from San Francisco to Manila, Philippine Islands.

BY FIRST CONTRACT
TRANS-PACIFIC FLIGHT
SAN FRANCISCO TO HAWAII



DONALD S. FITZWATER
5216 NORTON
KANSAS CITY, MO.



Cover carried on the first leg of the Trans-Pacific Route from San Francisco to Honolulu, Hawaii.

FIRST REGULAR TRANS-PACIFIC AIR MAIL ROUTE

San Francisco, Cal. (November 22, 1935) to Manila, Philippine Islands and return (December 2, 1935).

First Flight
Transpacific Air Mail
Contract Service

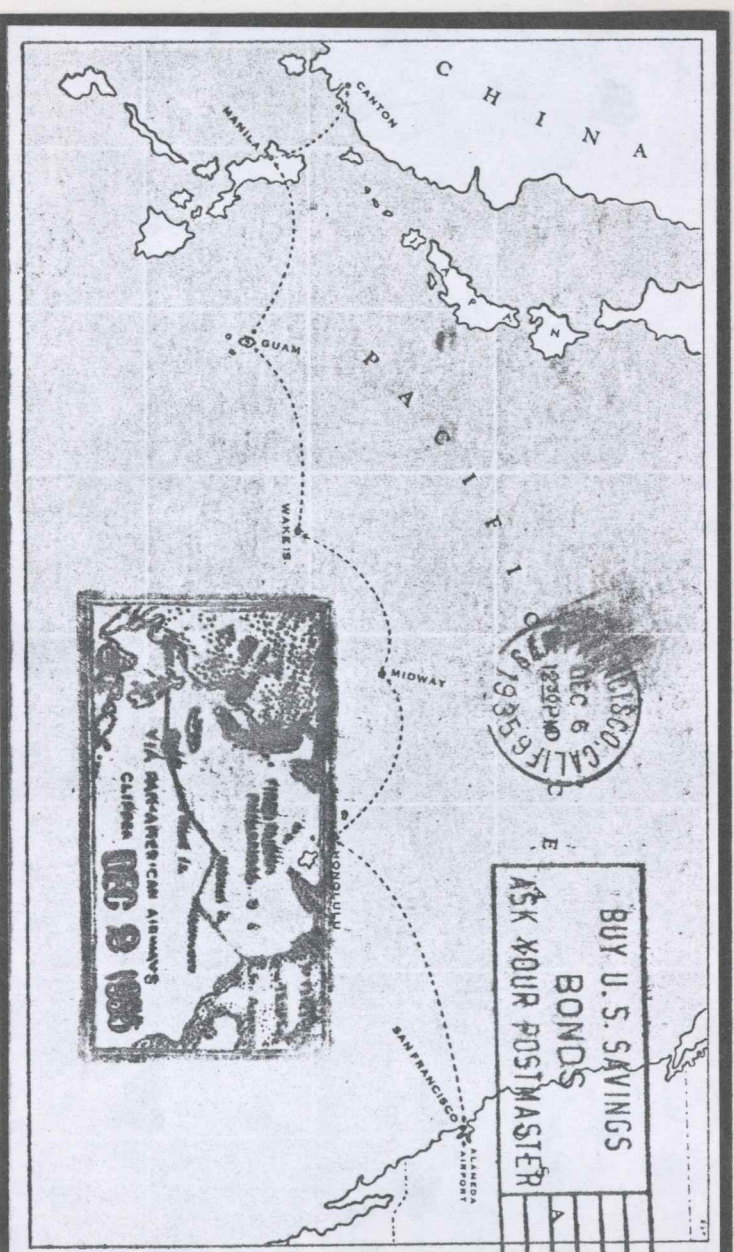


MANILA
TRADE CENTER
PACIFIC

Mr. C. J. Hotz,
245 So. 26th. St.,
Lincoln, Nebraska.

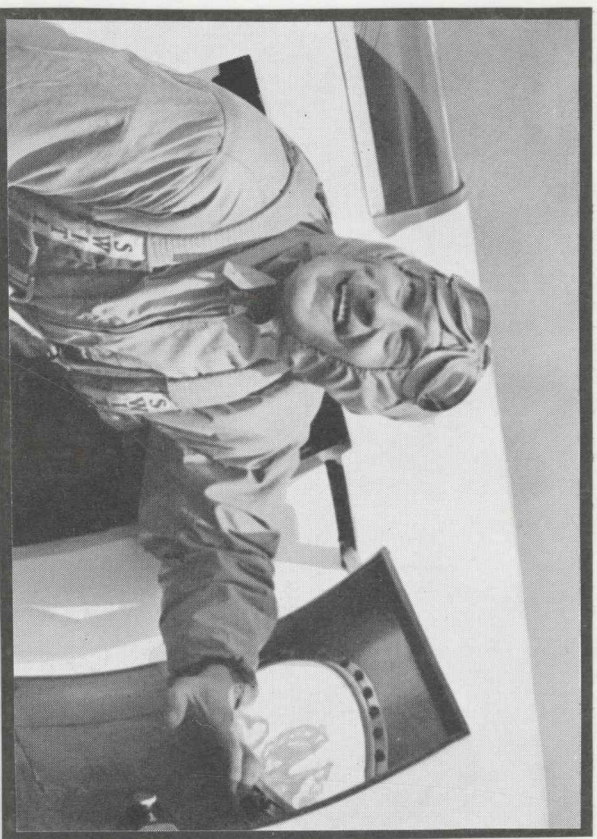
SAN FRANCISCO - HAWAII - MIDWAY - GUAM - PHILIPPINE ISLANDS - CHINA

Cover carried on the return flight franked with special stamps issued for this flight.



Back of Cover

THE "SPEED KINGS"



Frank Hawks earned the title "Meteor Man" with a series of record smashing flights in America and Europe. He was na Air Service pilot and then a barnstormer. Hawks, who flew from Los Angeles to New York in 12 1/2 hours in 1931, was killed in 1938 when his plane struck high tension wires.



Special Event Cover autographed by Frank Hawks.

AIRLINER CRASH COVER

March 26, 1939. Oklahoma City, Oklahoma. Eight persons killed when a twin-motored Braniff Airways transport plane crashed and burned a few minutes after taking off from the Municipal Airport. Of the 222 lbs. of mail aboard, 10 lbs. were salvaged in burned condition and forwarded the next day. AAMS 39.2.

Oklahoma City, Oklahoma.
March 27, 1939.

There is inclosed herewith a piece of mail addressed to a patron of your office, same having been damaged by the burning of the plane carrying the mail on AM 9, Trip 1, of March 26th. Please deliver to patron with suitable explanation.

Joe S. Morris. Postmaster.

Mimeographed slip enclosed with forwarded mail.



Cover salvaged from the crash - Note rubber-stamped message.

TRANS-ATLANTIC ISSUE - SCOTT #C24



This is a very interesting cover showing the re-routing necessary during the early part of World War II. This cover was mailed from New York on Nov. 28, 1940, addressed to Palestine. Since there was no Trans-Atlantic service, it was sent via the Trans-Pacific route. The addressee had left the country and the letter was returned to sender. Note the Palestine censor marks.



Split Arrow Singles

B-19

Initial Flight of
World's Largest Airplane
The Douglas B-19
Super-Bomber for
United States Army Air Corps

Clover Field
Santa Monica
California
to
March Field
Riverside
California



AIR MAIL

Mr. Marjory E. Hall
2406 21st Street
Santa Monica,



DOUGLAS B-19. Largest Airplane ever built (82 tons)

Its first take-off flight over Douglas Santa Monica, Calif. plant. Four engines, 210 m.p.h. Fuel capacity 11,000 gal. Can fly 7750 miles non-stop. Wing 212' length 132' height 42'9"

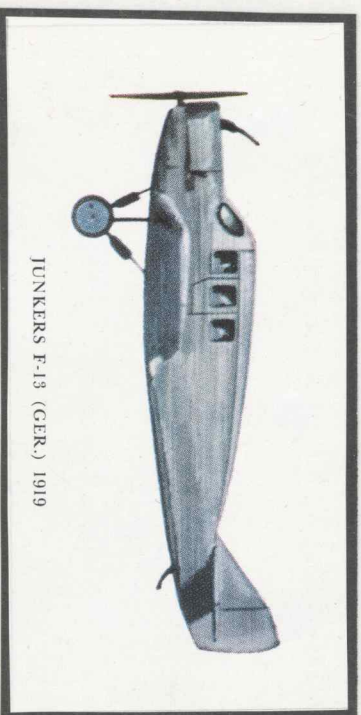
Cover carried on the First Flight
of the B-19 Super Bomber made
on June 27, 1941.

EARLY GERMAN AIR MAIL ROUTES

On April 15, 1919 official airpost service between Berlin and Gelsenkirchen was inaugurated.



Cover carried on this route - Postmarked Gelsenkirchen on May 25, 1919. Franked with block of four of Scott #85.



JUNKERS F-13 (GER.) 1919

REGULAR ISSUE - SCOTT #C1

U. S. Governmental Flights



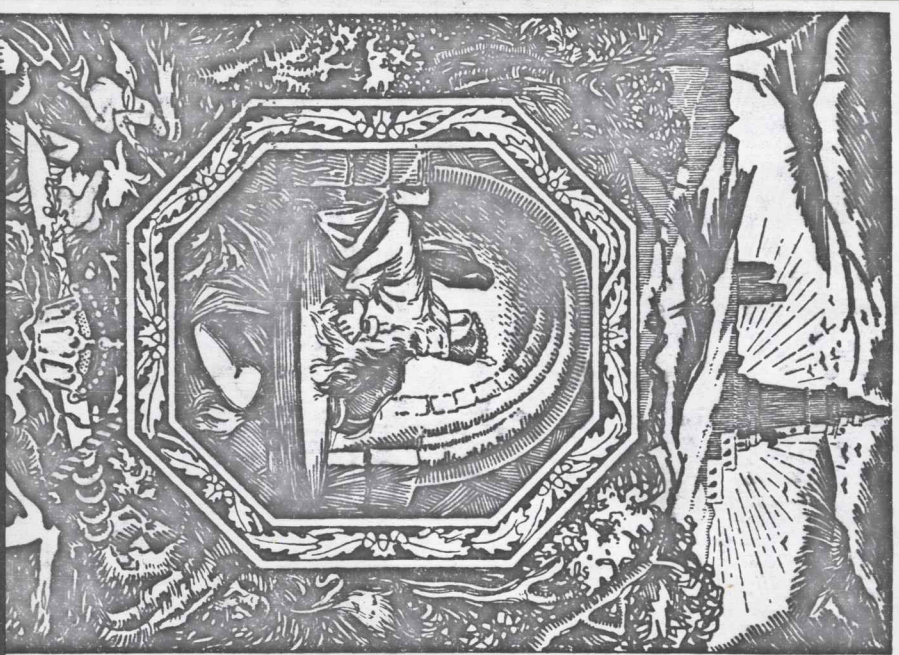
November 29, 1920. Experimental flights were made between Chicago and Minneapolis with stops at Madison, Wisc, LaCrosse, Wisc. and St. Paul, Minn. Pilot Wm. T. Carroll carried 175 pounds of mail. Regular service began on December 1, 1920.



November 29, 1920. Return flight of the above. Pilot E. H. Lee carried approximately 6400 covers. AAMS #138 & #142.

EARLY
GERMAN SPECIAL FLIGHTS

Card issued to commemorate the 25th anniversary of the monument to Emperor William I.



Scott #C1

Front of Card



A special flight with air cancel was made on June 19, 1921 to commemorate the event. A message by Hindenburg was imprinted on the card and Germany's first airmail stamp was used.

POLAND - SPECIAL FLIGHT

May 29-June 30, 1921 - 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.



Cover flown from Poznan to Danzig on June 22, 1921.

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. 15. AAMS #4.

EARLY FOREIGN FLIGHTS - HUNGARY

November 7, 1920 to April 9, 1921. Air service by the Magyar Aeroformalmi Company between Budapest and Szombathely with drop mail over Győr, Sopron and Veszprém. For this service official overprinted air stamps were issued. AAMS 5.



Cover flown from Szombathely to Budapest on March 19, 1921.

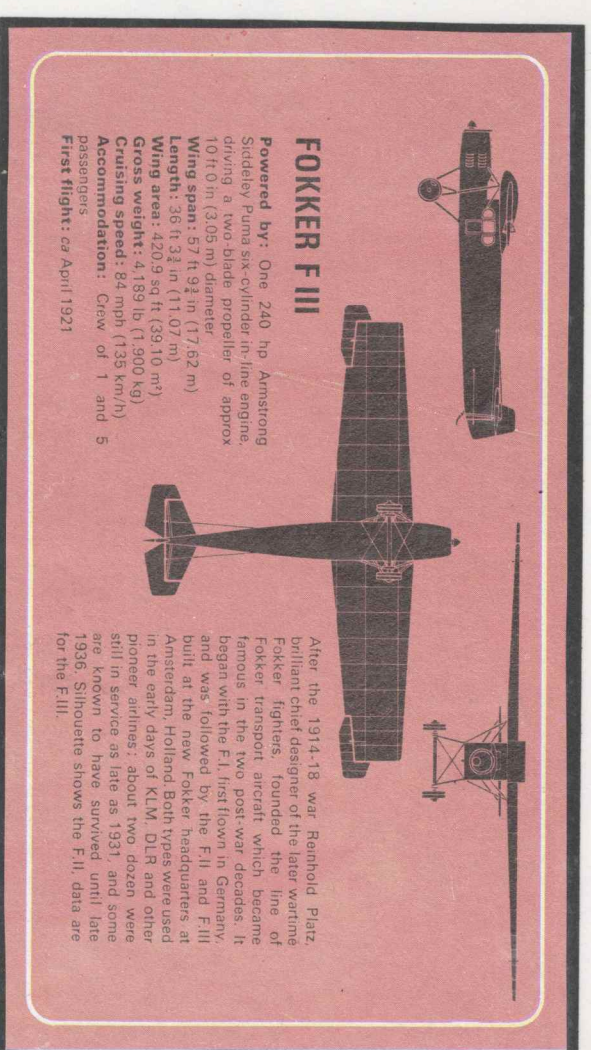


Special overprinted stamps for use on these flights - Scott #C3-C5.

EARLY GERMAN DOMESTIC AIR MAIL ROUTES



Registered Air Mail Cover dated August 13, 1921 from Westerland to Trier. Regular commercial cover is franked with Scott #126, 127, 130, C1 & C2.



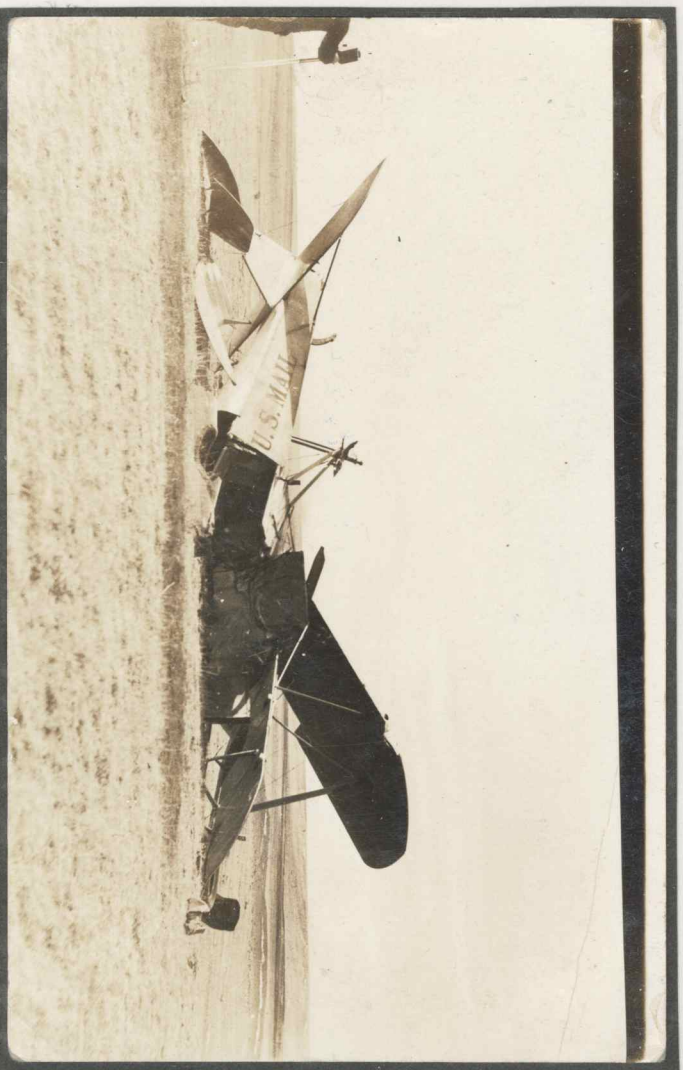
Fokker F.III used by early German Airlines to carry both passengers and Mail.

U. S. GOVERNMENTAL FLIGHTS

U. S. Governmental Flight #155. September 23, 1922 - Springfield, Ill. to 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. A special Aeroplane Station cachet was used.



Cover carried on this flight.



Early air mail pilots faced many hazards. This Post Card shows the wrecked remains of an air mail plane.

EARLY FRENCH FLIGHTS

June 4-6, 1922. Aviation Meeting at Bourges. A set of five semi-official stamps were issued on this occasion. Covers were cancelled: "Bourges-Aviation" and date. Regular postal cancellations were



Cover with two semi-official stamps - Regular postal cancellation dated June 6, 1922.

EARLY AUSTRIAN COMMERCIAL FLIGHTS



Cover from Vienna to Mecklenburg - Postmarked November 15, 1922.



Dornier "Komet III" aircraft - Carried passengers and air mail.

EARLY DANZIG COMMERCIAL FLIGHTS



Dornier "Komet III" aircraft - Carried passengers and air mail.



Registered air mail cover postmarked July 27, 1923.
Franked with air mail stamps Issue of 1923 (C14, C18-21).

EARLY FRENCH FLIGHTS

September 23, 1923. 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.



Cover franked with the six semi-official stamps plus regular postage flown from Rouen to Zurich, Switzerland.

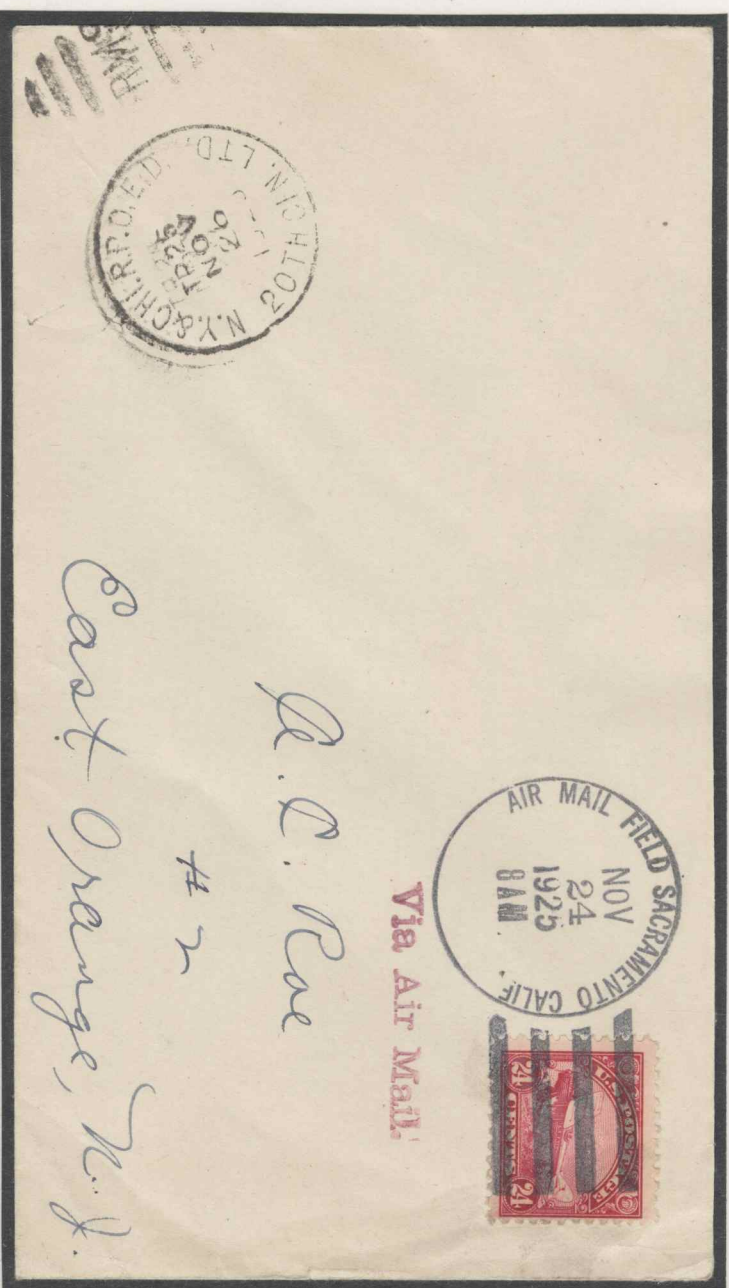
REGULAR ISSUE - SCOTT #C5

Covers carried in 1926. Rates were very difficult to compute, since rates were different on CAM Routes and on U.S. Postal Plane Routes. A Rate Chart was a necessity. Both of these covers have incorrect postage.



REGULAR ISSUE - SCOTT #C6

On June 30, 1924 three zones were established for rate purposes - the first from New York to Chicago, the second from Chicago to Cheyenne and the third from Cheyenne to San Francisco. The rate was 8¢ per ounce per zone. These covers were carried through three zones and required the triple rate of 24¢.



Regular scheduled flight - Note "Air Mail Field" cancellation.



Cover carried on first trip involving night flying.

EARLY FRENCH FLIGHTS

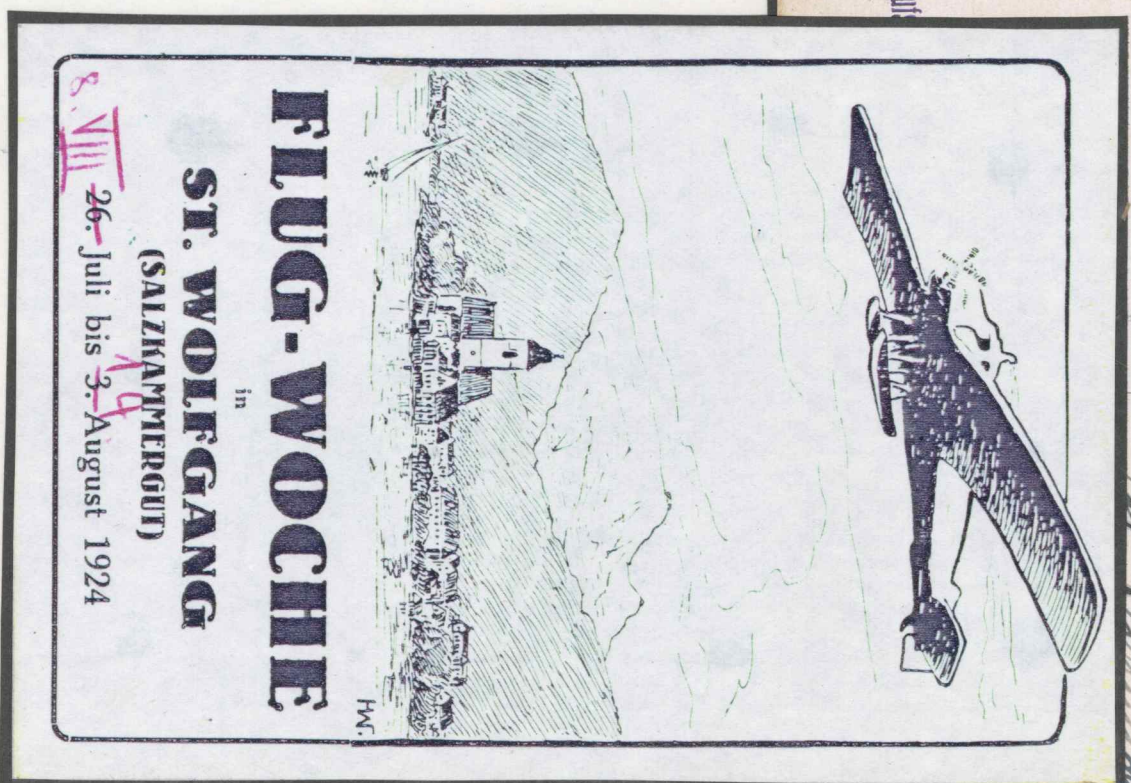
September 2, 1923. Aviation Meeting at Montpellier. A special postal cancellation for this meeting reading "Montpellier Aviation" and date was provided. Six semi-official air stamps were issued for this meet.



Cover franked with the six semi-official stamps plus regular postage flown from Montpellier to Paris.

EARLY AUSTRIAN AVIATION MEET

Aviation Week was held on August 7 to 17, 1924. at St. Wolfgang. Special post cards were issued but the date was changed. The card below was postmarked St. Wolfgang on August 10, 1924.



Back of Card - Note date change.

EARLY GERMAN SPECIAL FLIGHTS

Flight made in commemoration of Heilbronn Air-Day on May 3, 1925. Stamp (Scott #C2) overprinted in red for the event and special cancel used "Heilbronn-Flugtag". Also with red cachet "Mit Udet - Flugzeug befördert". (dispatched by airplane with Udet, pilot).



Ernst Udet was a World War I ace and Inspector General and Chief of the Luftwaffe Technical Department in World War II. He committed suicide in late November of 1941.

TRANS-OCEANIC FLIGHTS

May 21, 1925. Amundsen-Ellsworth Polar Expedition. With two Dornier Wal flying boats, Amundsen and a total crew of five, including the American sponsor Ellsworth, started from Spitzbergen on May 21, 1925. At Lat. 88 North they had to make a forced landing on the ice, but on June 18 they all succeeded in returning to their base in one of the flying boats. Small specially printed cards were carried which were franked with special Norwegian stamps issued for the benefit of Amundsen.



TRANS-OCEANIC FLIGHTS

August 31, 1925. Attempted nonstop flight, San Francisco to Hawaii. The U. S. Navy equipped several seaplanes for an attempt to span the Pacific Ocean to Hawaii. Two planes, one piloted by Lt. Allan P. Snooddy and the other by Cmdr. John Rodgers, took off on August 31st at 3 P. M. Lt. Snooddy's plane was forced down about dark by engine trouble and he was rescued. Cmdr. Rodgers' plane got to within 100 miles of Hawaii before engine trouble forced it down and he was also rescued.

UNITED STATES FIRST FLIGHT HAWAIIAN ISLANDS



THIS LETTER GIVEN SERVICE ON
FIRST TRIP NAVAL PLANES FROM
SAN FRANCISCO, CALIFORNIA
TO
HONOLULU, HAWAII
AUGUST, 1925

W.J. Stanton
Care Naval Air Station,
Pearl Harbor, Hawaiian Islands

Cover carried on the seaplane piloted by Lt. Snooddy. All covers were postmarked "San Diego, Cal., U. S. Nav. Air Sta., Aug. 22, 1925, 5 A. M. AAMS TO1033.

EARLY URUGUAY FLIGHTS

Special Flight - Montevideo to Rincon - September 24, 1925

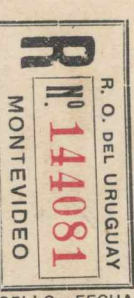
A special 45¢ blue-green air mail stamp was issued for this flight. The stamps were not sold to customers but were affixed by postal clerks; hence unused copies do not exist. Scott #C9.

Sr.

LUIS GUIDOBONO

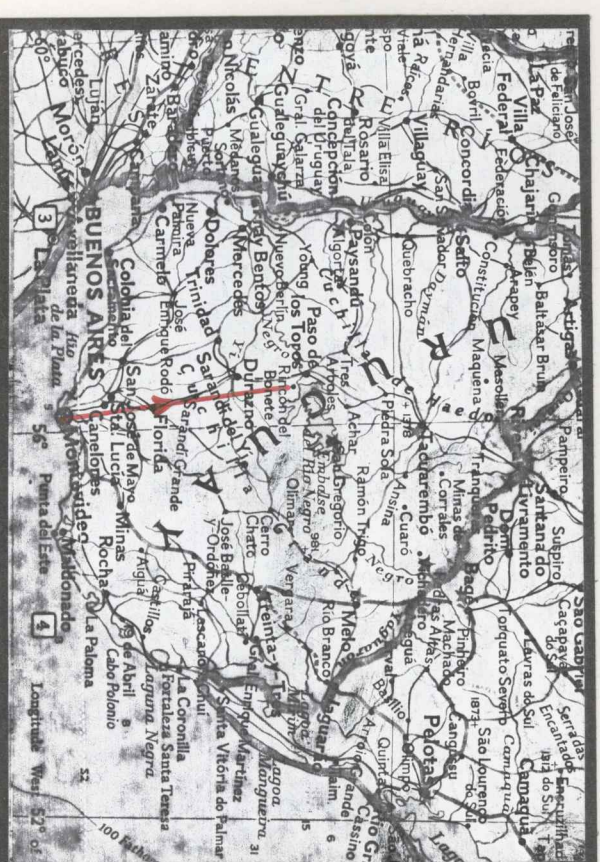
Rincón de las Gallinas

Dpto. RIO NEGRO.



No encontrándose el interesado devuélvase. CALLE GONZALO RAMIREZ, 2181 - MONTEVIDEO.

A total of 14, 820 covers were carried and all bear an oval cachet reading "Correo Aereo". AAMS #10.



WEST INDIAN AERIAL EXPRESS

The West Indian Aerial Express was founded in 1927 by Basil L. Rowe to provide air mail service between Cuba, Haiti, the Dominican Republic and Porto Rico. In September 1928 it was taken over by Pan American Airways and B. L. Rowe later became Chief Pilot for PAA.



Cover carried on the First Flight from Santo Domingo, Dominican Republic to Port-au-Prince, Haiti on December 5, 1927. Note that this cover is autographed by B. L. Rowe.



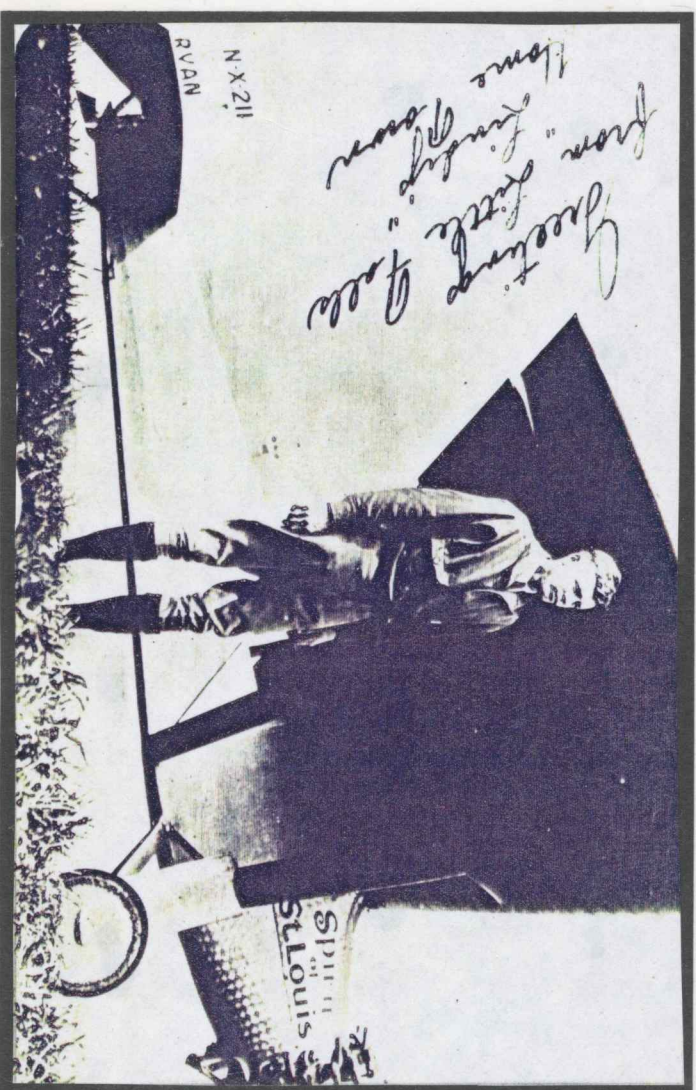
The above cover was carried by a Keystone tri-motor biplane which was named the Santa Maria. This plane was originally designed for use on an unsuccessful trans-Atlantic flight.

LINDBERGH U. S. GOODWILL TOUR

On his return from Paris, Lindbergh received many invitations requesting him to appear in many parts of the country. In response, the U. S. Goodwill Tour, to promote nationwide interest in commercial aviation, was conceived. The tour included sixty-eight overnight stops, at least one in each of the then forty-eight states.



Post Card bearing the Lindbergh air mail stamp, postmarked at his home town, Little Falls, Minn., on August 25, 1927, the day of his visit. Two years later a 2¢ stamp was added and the card was mailed at a RPO on May 21, 1929, the anniversary of his Atlantic flight.



CANADIAN AIR MAIL - SEMI-OFFICIAL STAMPS

Issued March 9, 1928. Patricia Airways Ltd. This company had no connection with the earlier one of a similar name. 10¢ green and red on yellow. Printed in sheets of 8, rouletted. Sanabria #SO21.



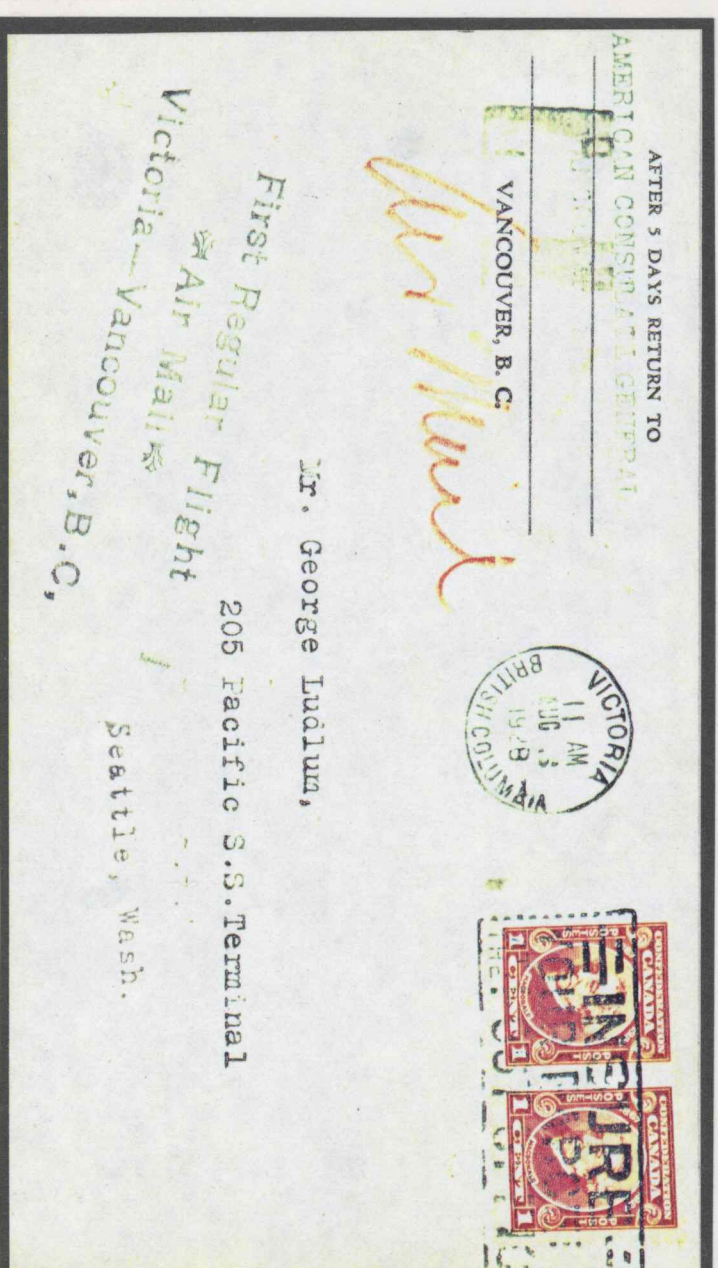
Complete sheet of 8 as issued.

CANADIAN AIR MAIL - SEMI-OFFICIAL STAMPS

Issued August 3, 1928. British Columbia Airways. Sheets of 55. (11 x 5) rouletted. This company operated for one week losing its plane and crew on the first flight.



Back of Cover with British Columbia Airways stamp. Postmarked Vancouver, British Columbia on August 3, 1928.



Front of Cover - Postmarked Victoria, British Columbia on August 3, 1928.

BEACON ISSUE - SCOTT #C11

Via First Air Mail Flight
Montreal Albany New York Route

VIA
AIR
MAIL



Mr. H. A. Fonda,
P. O. Box 108,
Wall St. Station,
New York, N. Y.

Used in conjunction with Canada #C1 on cover flown on first
air mail flight on the Montreal - Albany - New York route.



VIA AIR MAIL INTERNATIONAL
F.A.M. 6

Mr. Adolph Staebler
P. O. Box 3716
Sancturce (San Juan)
Porto Rico

Cover flown on the first air mail flight between Miami,
Florida and San Juan, Porto Rico.

CANADIAN AIR MAIL - SEMI-OFFICIAL STAMPS

Issued May 1, 1927. Western Canada Airways. Stamps were issued
in sheets of 200 divided into panes of 50. A total quantity of 36,000
was printed of which about 30,000 were used.

WESTERN CANADA AIRWAYS LIMITED
AT POINT OF MAILING

the Pas

WESTERN CANADA
AIRWAYS LTD.

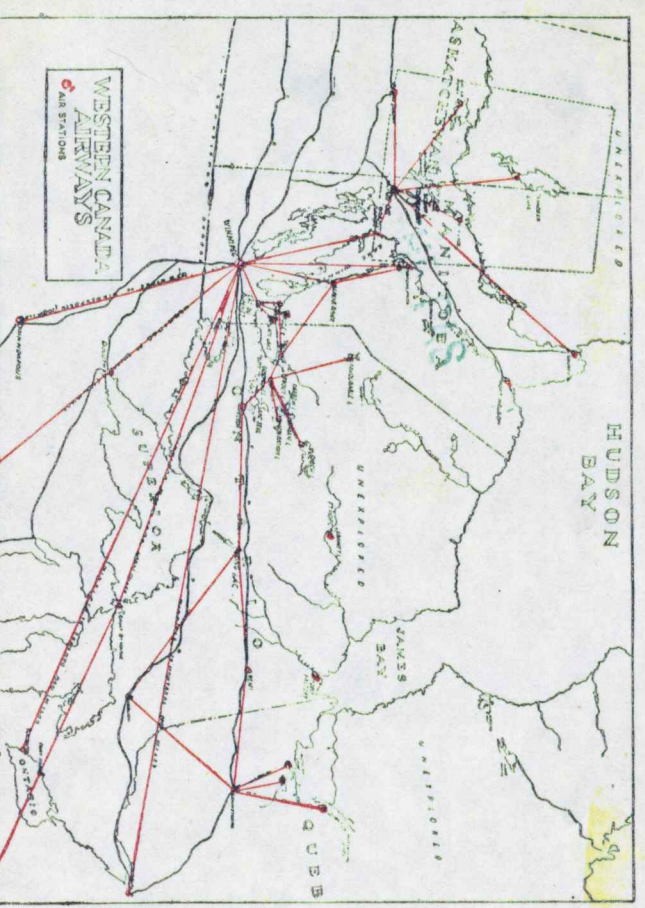
MAR 18 1929

THE PAS, MAN.



*Western Canada Airways
Sincerely yours
The Pas, Man.*

Cover with Western Canada Airways semi-official stamp - post-
marked The Pas, Manitoba on March 18, 1929.



TRAVEL
by
AIR

Back of Cover - Map of air routes.

FAMOUS AVIATORS

In June 1928 Swedish Lt. Einar Lundborg landed on an Arctic Ocean ice flow and rescued Gen. Umberto Nobile after the crash of the Italian Dirigible "Italia".



Special Events Cover autographed by Capt. Einar Lundborg.

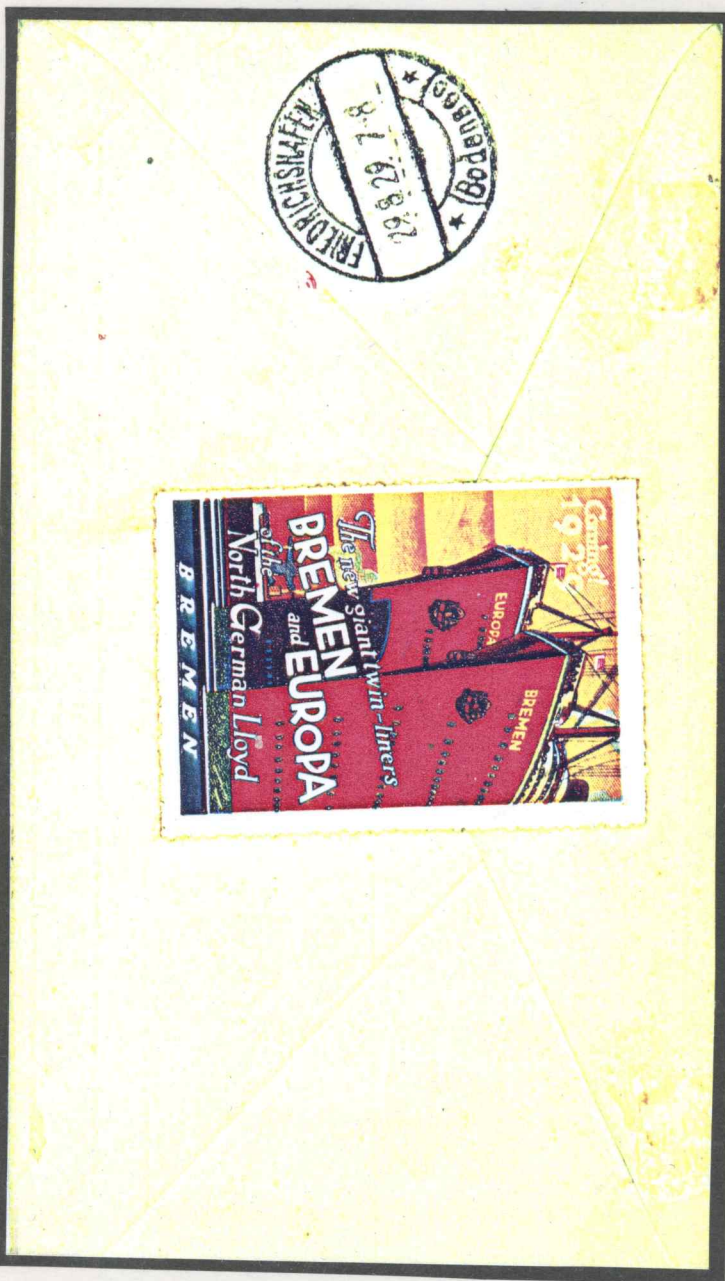


CATAPULT MAIL

In 1929 in order to speed up mail delivery several passenger ships on the trans-Atlantic run were equipped with airplanes to be launched by catapult when the ship was a shory distance from its destination. Mail serviced by this system had special handstamped cachets.

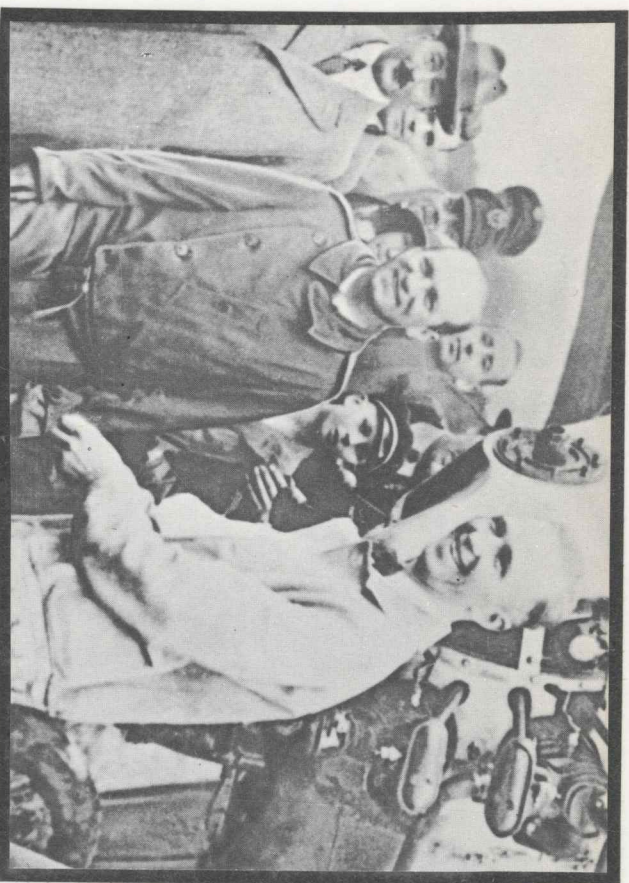


Catapult cover from the Bremen - From New York to Friedrichshafen, Germany postmarked Brooklyn, N. Y. on August 22, 1929.



Back of Cover - Note vignette of the North German Lloyd Line.

FAMOUS TRANSATLANTIC FLYERS



The first TransAtlantic airplane passenger, Charles A. Levine and pilot Clarence Chamberlin (at right above) posed on June 7, 1927, in front of the Bellanca monoplane that had just carried them 3911 miles non-stop from New York to Germany. Chamberlin had hoped to win the Orteig prize, but Lindbergh beat him by two weeks.



Dedication Cover - Chamberlin Field - Denison, Iowa - August 24, 1930.
Autographed by Clarence Chamberlin

FAMOUS TRANS-ATLANTIC FLYERS

In September 1930 Dieudonne Costes and Maurice Bellonte flew from Paris to New York in 37 hours and 18 minutes. Their plane was a red Breguet Biplane with a 650 hp. Hispano-Suiza engine.



Post Card showing Costes and Bellonte and their Biplane.



Special Events Cover commemorating the visit of Costes and Bellonte to Kansas City, Missouri on October 2, 1930.

CATAPULT MAIL



Catapult cover from the Bremen - From San Francisco to Zweissimmen, Switzerland - Catapult service on August 2, 1929.

Via EUROPA - AIR PLANE - SHIP-TO-SHORE



FROM E.C. PITTS.
43- JOHNSON AV. WEST MEDFORD, MASS. U.S.A

Catapult cover from the Europa - From New York to Bremen, Germany,
Catapult service to Southampton on May 16, 1932.