



THE LINDBERGH PHENOMENON

Although Lindbergh had already proven his technical ability and dedication to safe and on time delivery of air mail service, his Paris flight ignited public interest in aviation worldwide. It was the ideal time to promote air mail and air lines, as only Lindbergh could. Even Wall Street was prepared to put money in the field.

This collection focuses on the period through 1931, when Lindbergh surveyed routes and flew the official mails. It uses stamps and covers to portray how success was dependent on men, aircraft, and even collectors. Their cachets chronicled each of Lindbergh's new routes with publicity and provided the bulk of its first payload. Aircraft on stamps are included on pages, because they made most flights feasible. Pan Am's Caribbean routes thus achieved ever quicker and longer overwater flights.

PLAN OF THE COLLECTION

Surveys and official flights: These are the heart of the exhibit, with emphasis on Lindbergh flown covers. He flew covers franked by Zeppelin stamps before the Graf Zeppelin flight, others that were carried free by SCADTA pilots, recovered from a crash, or written on the aircraft carrier Saratoga. Although dedicated to on time scheduled flying, he once made unscheduled stop at St. Kitts and picked up covers. Some business mail he carried has also survived.

Research: Although Lindbergh's flights seem already well cataloged, new items that ask new questions arise regularly. Some have been answered and, as a result, this collection includes registered cover flown via the Spirit of St. Louis, a sailor's establishing that the Memphis was in Washington an additional day, and a returning FAM 5 cover that beat an "outlaw" cover to Havana by one full day. Others, still under investigation, include determining how his planned Spirit of St. Louis cover reached a sender in Miranda, Cuba; and who piloted second FAM 9 plane via Tampico.

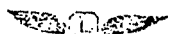
Honors: Many greetings and honors were bestowed on Lindbergh because of his Paris flight. Those that arose from philatelic materials have ever since been important as parts of Lindberghiana. They include:

special stamp issues
their first day covers

US welcome tour covers
covers wherever he was

His Caribbean goodwill tour could be included, but was more of a survey for routes that Pan Am would eventually fly and countries they would serve. Thus it receives more emphasis in the collection than other honors.

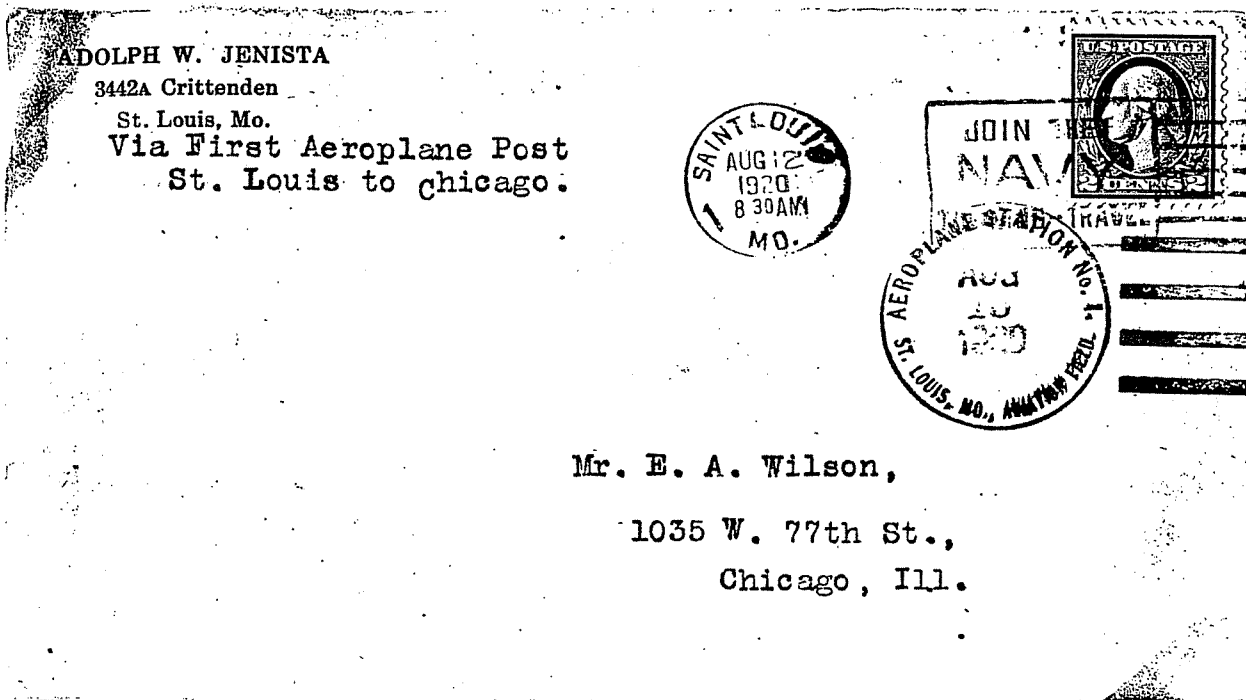
● Most difficult to collect items



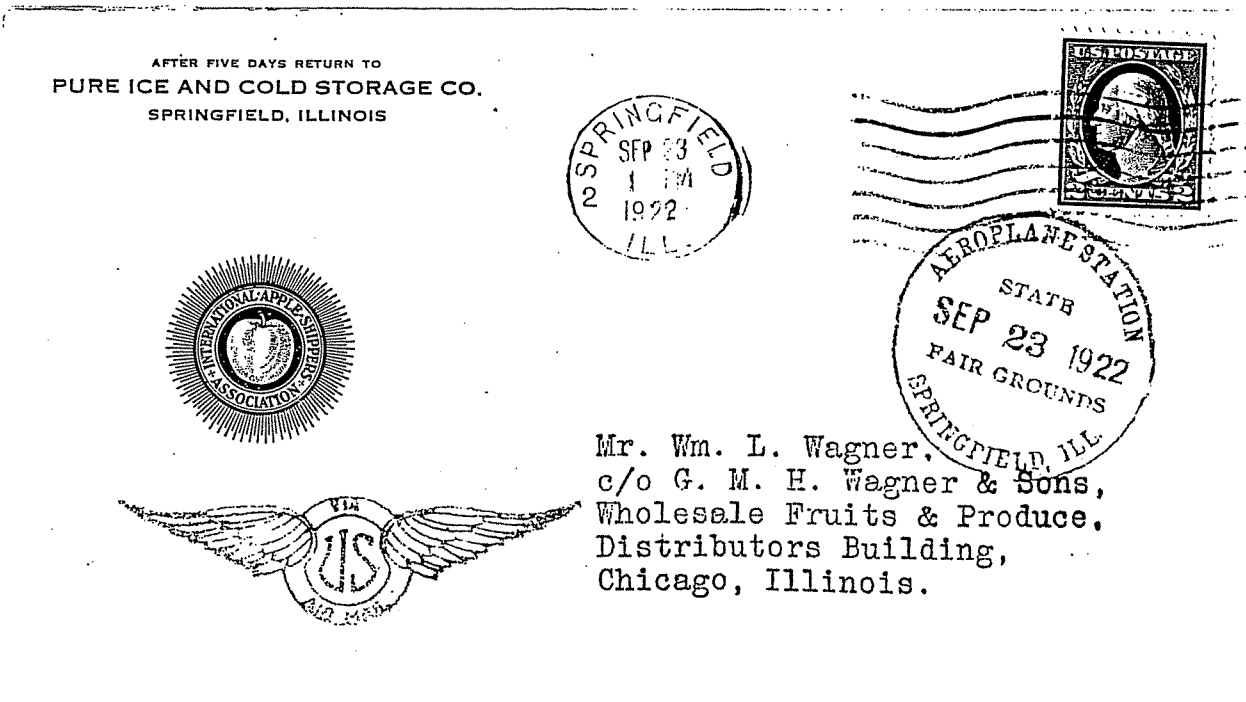
Lindbergh-flown cards and covers

Inauguration of CAM 2

The Lindbergh story begins with government transcontinental line feeder routes, which sputtered along but died. Congress finally called on private enterprise.

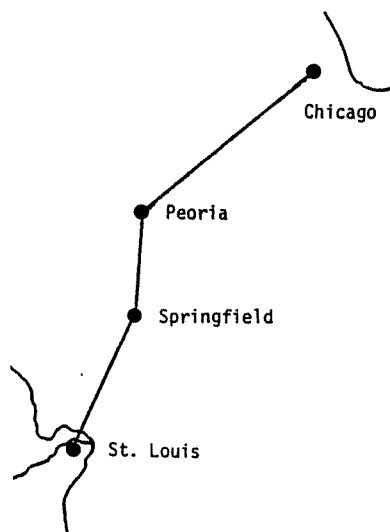


- First trial between St. Louis and Chicago began operating 8/16/20. A canceller from a 1911 pioneer air meet was used on covers, which were then flown by pilot • Russel G. Jones. Only 6 pounds of mail carried; service was suspended 6/30/21.



Another later US Post Office flight from the Illinois State Fair, Springfield, also used an old canceller, this from a 1912 aviation meet at the fair grounds.

Inauguration of CAM 2

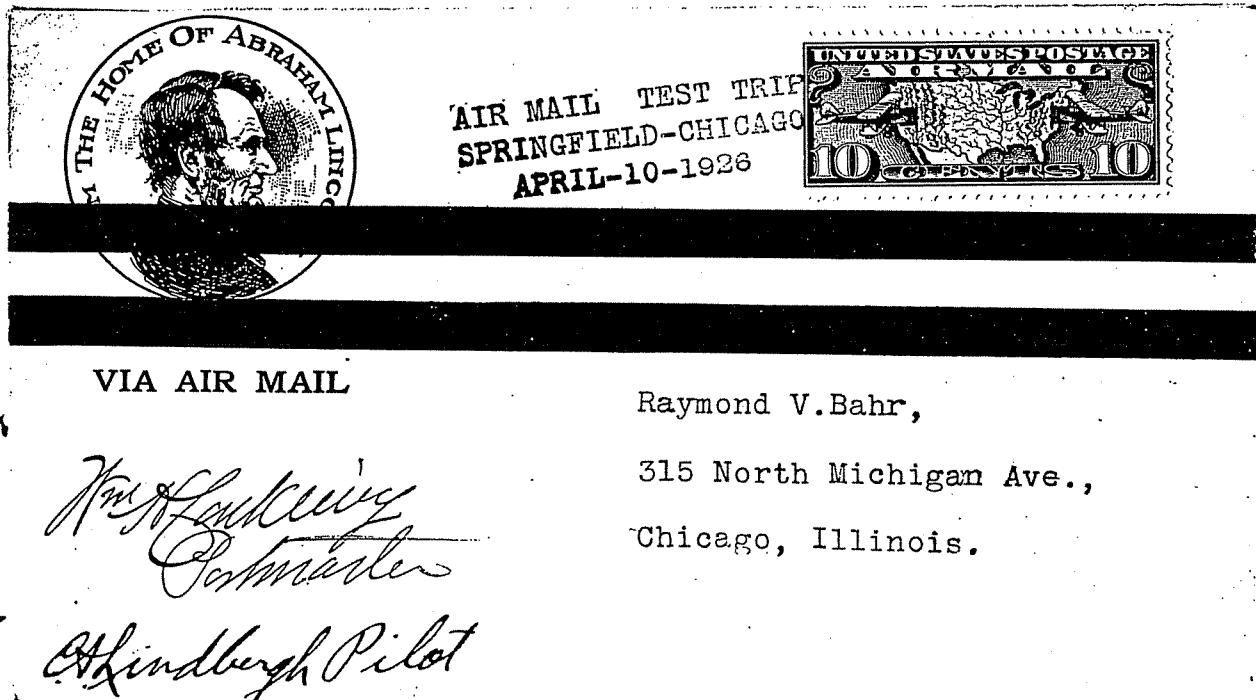


Aircraft: De Havilland DH-4, Liberty powered (rebuilt from Army salvage)

Pilots: C.A. Lindbergh, Chief Pilot;
P.R. Love (Lindbergh cohort in Army)

Contractor: Robertson Aircraft Corp.

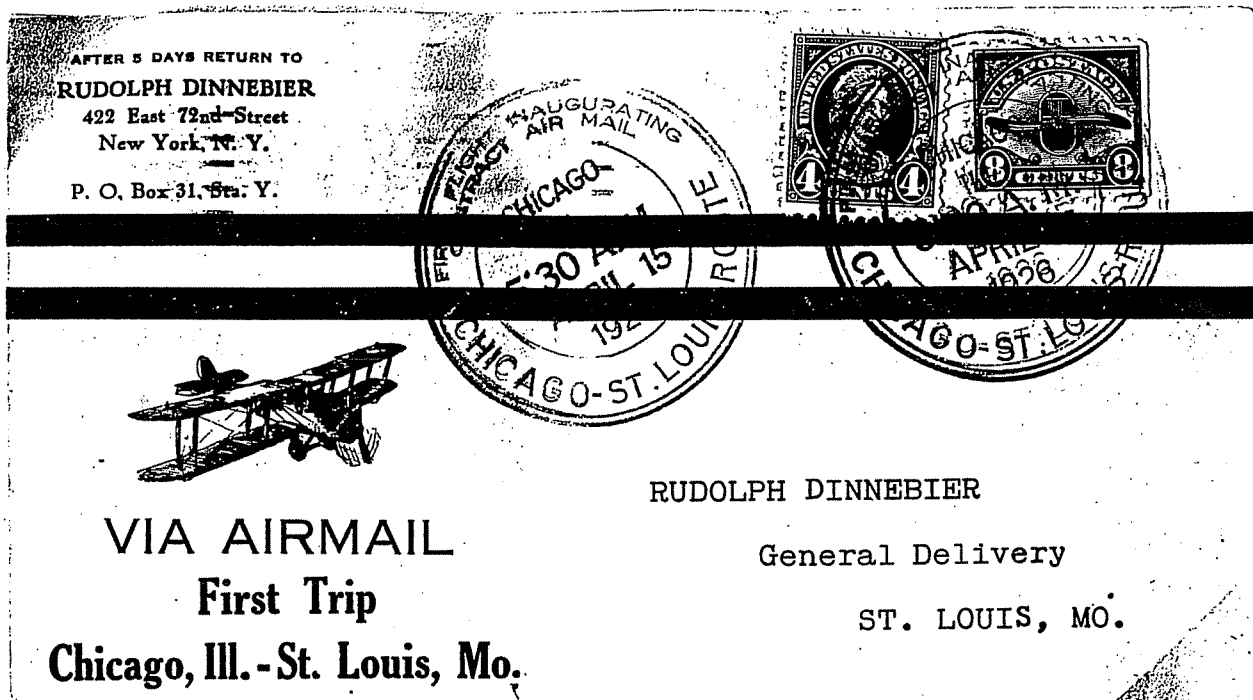
On weekend before inauguration, Lindbergh and Love flew their planes north for survey of route. In Springfield, Lindbergh's friend, Bahr, gave him packet of 11 covers, which he flew to Chicago, autographed them, then sent them back to Springfield via Love's plane as Lindbergh continued nonstop back to St. Louis.



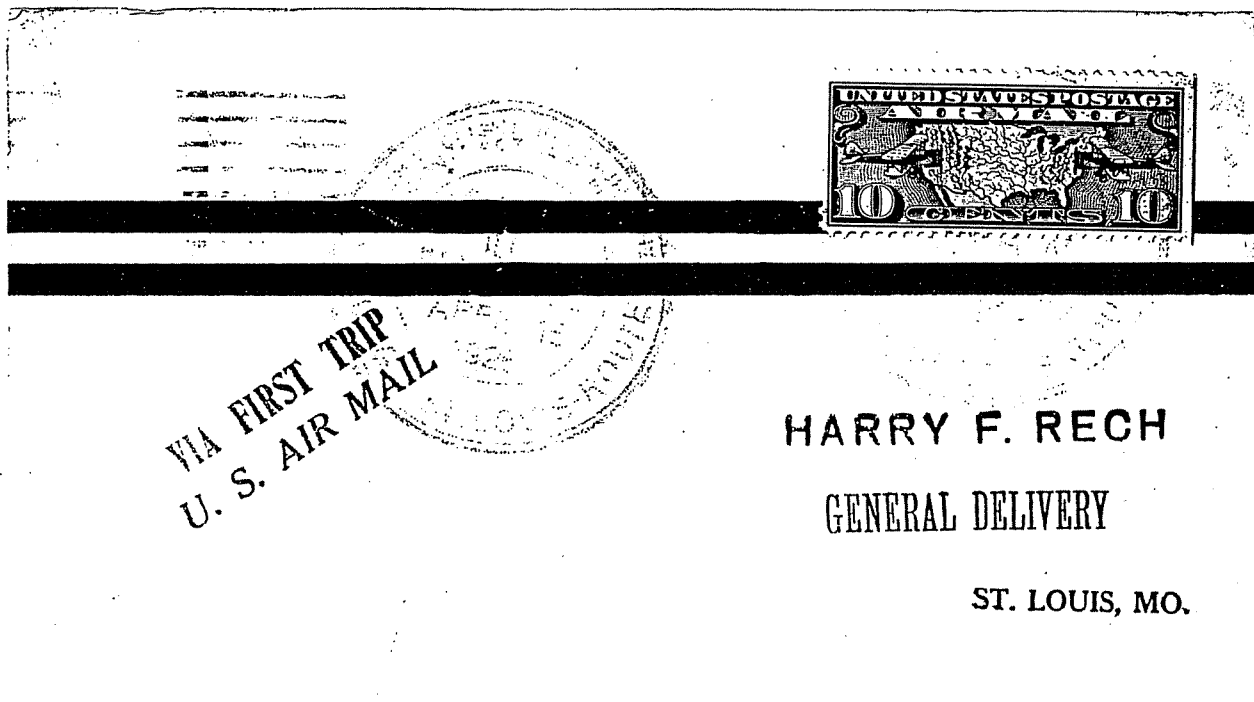
This is one of those 11 covers, the first Lindbergh ever carried. It is also signed by William H. Conkling, Springfield Postmaster, who later gave Lindbergh one of the two covers he carried on flight to Paris in the Spirit of St. Louis.

Inauguration of CAM-2

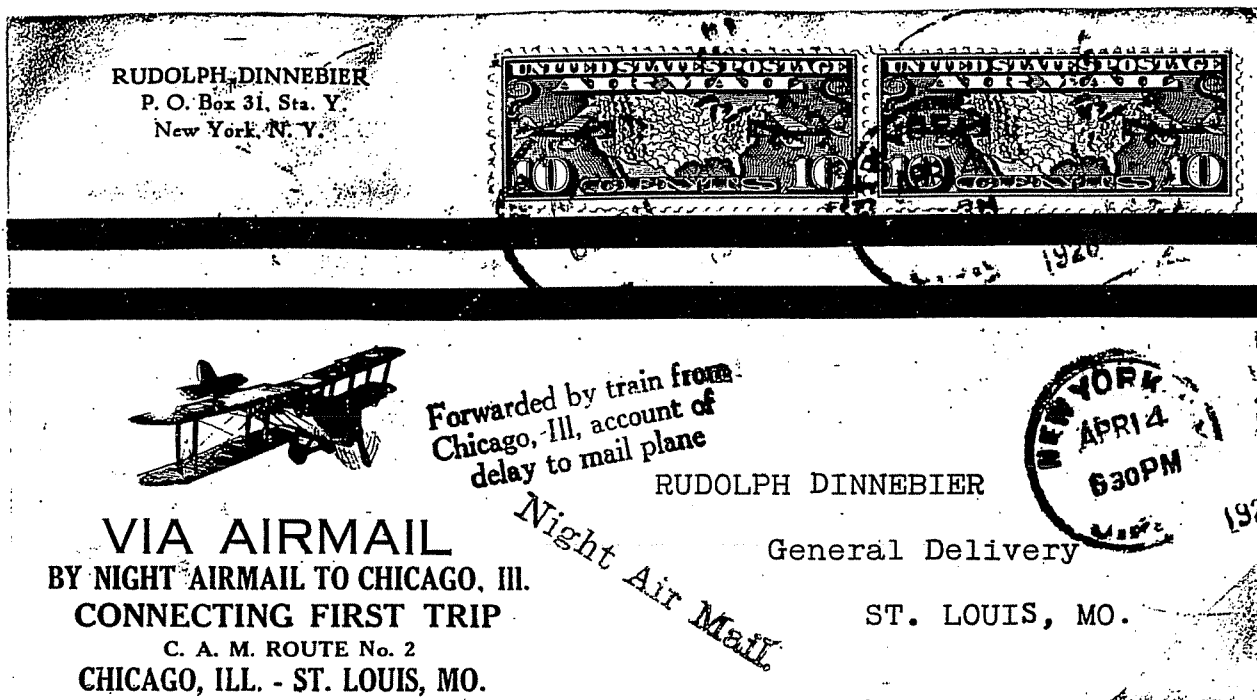
Contractor, Robertson Aircraft Corp., hired Lindbergh as the best available. He made it an excellent aviation laboratory to use his aeronautical engineering and Army training to test scheduled state-of-the-art flying in all types of weather.



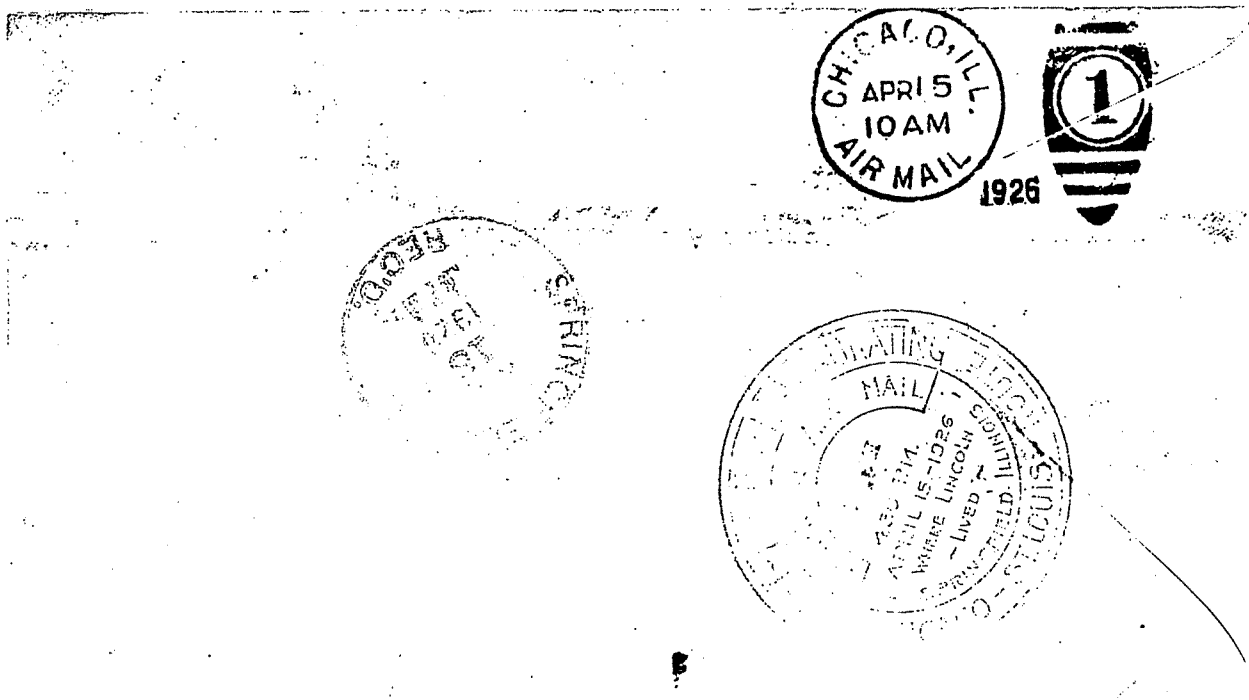
Airline was one of the first regularly scheduled feeders to the transcontinental route. Flight from Chicago (Maywood, IL airfield) to St. Louis landed at Peoria and Springfield. Load only 87 lbs. New York overnight mail missed connections.



Chief Pilot Lindbergh had the honor of piloting first flight, leaving Chicago at 5:51 am. Elapsed time, 2 3/4 hours to St. Louis. Back stamp is 10:30 am. Most covers received black postmarks. This is one of few given other colors.

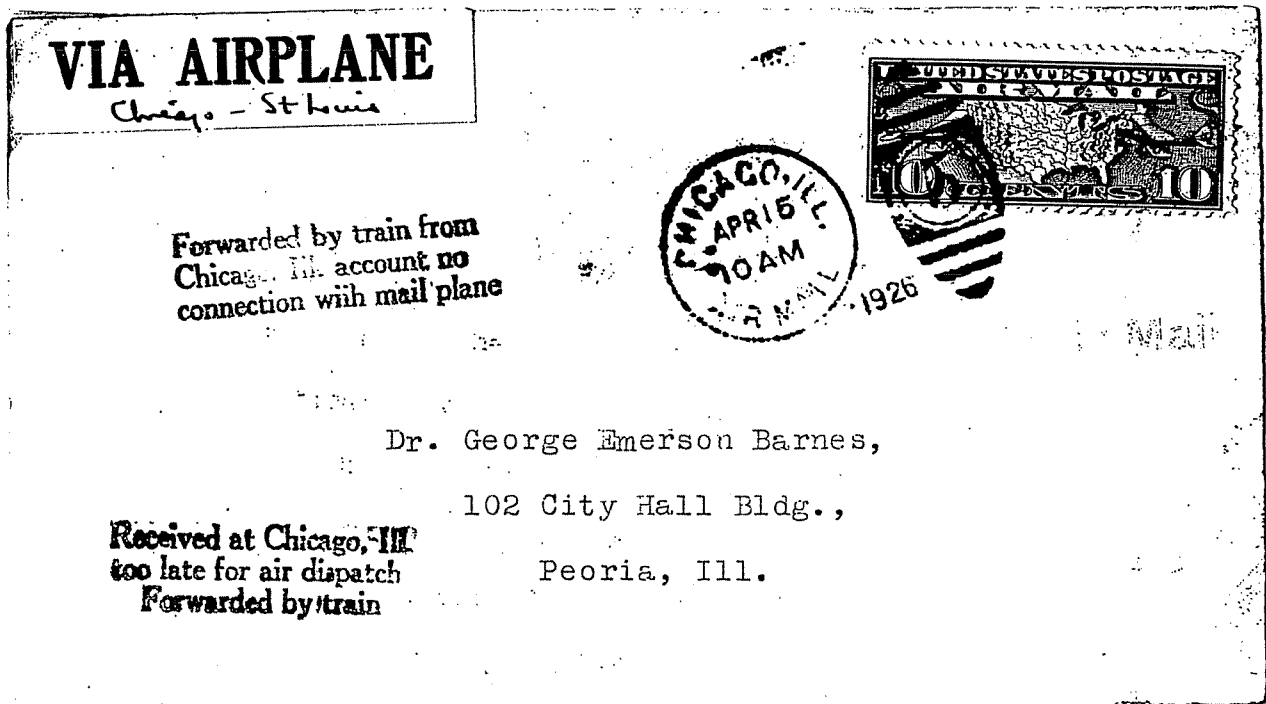


Dinnebieer also printed cacheted covers for the first CAM 2 connecting flight. Stamp gives alternate routing after 10 am arrival, shown by Chicago backstamp.

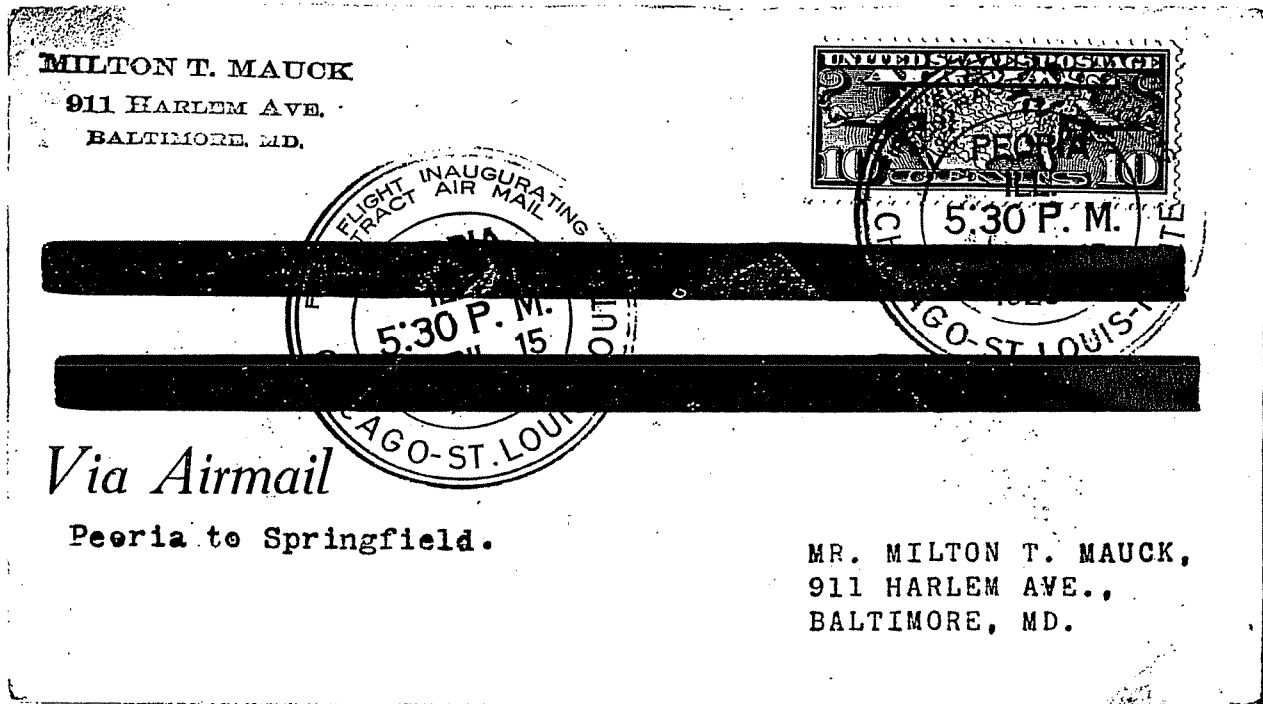


Reverse of a similar cover to Springfield indicates 1 pm arrival, but also has the northbound Springfield cachet that was later applied to afternoon flights.

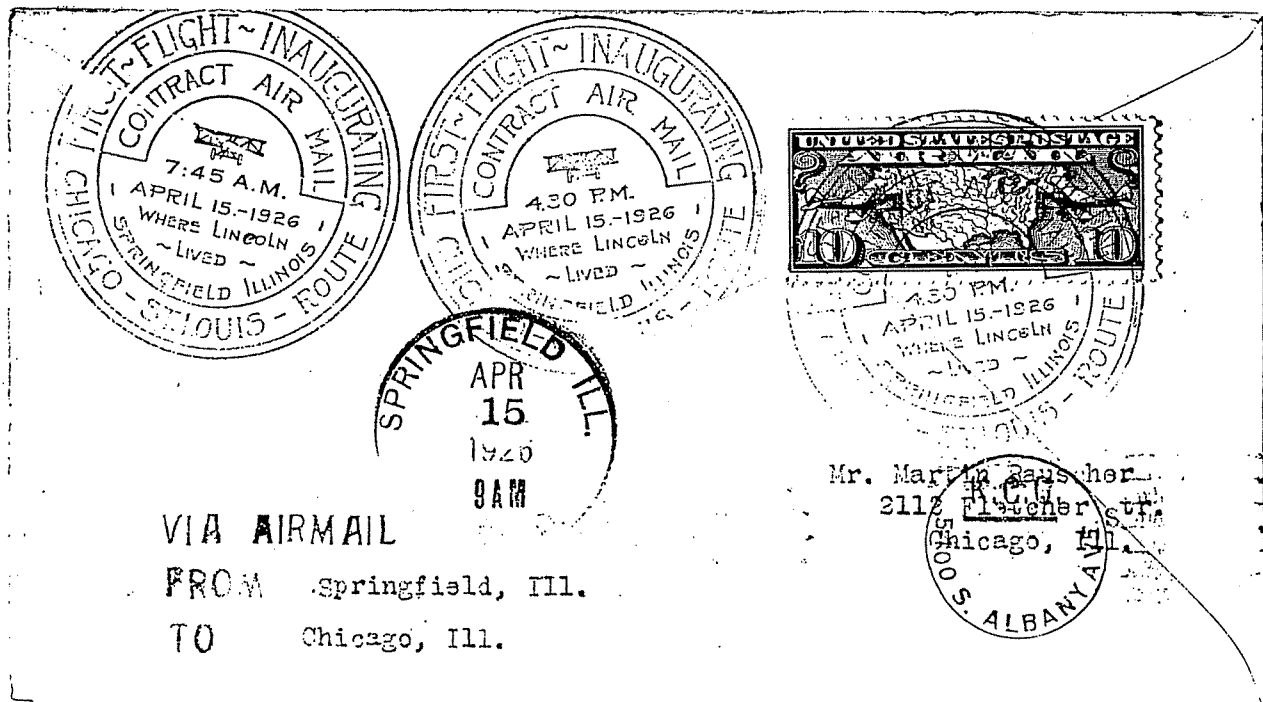
*Postage overpaid, even at old zone rate; changed by PO order Jan 19.



Chicago to Peoria cover mailed too late for CAM 2 flight carries two additional stamped messages stating: it was too late; there was no mail plane connection.



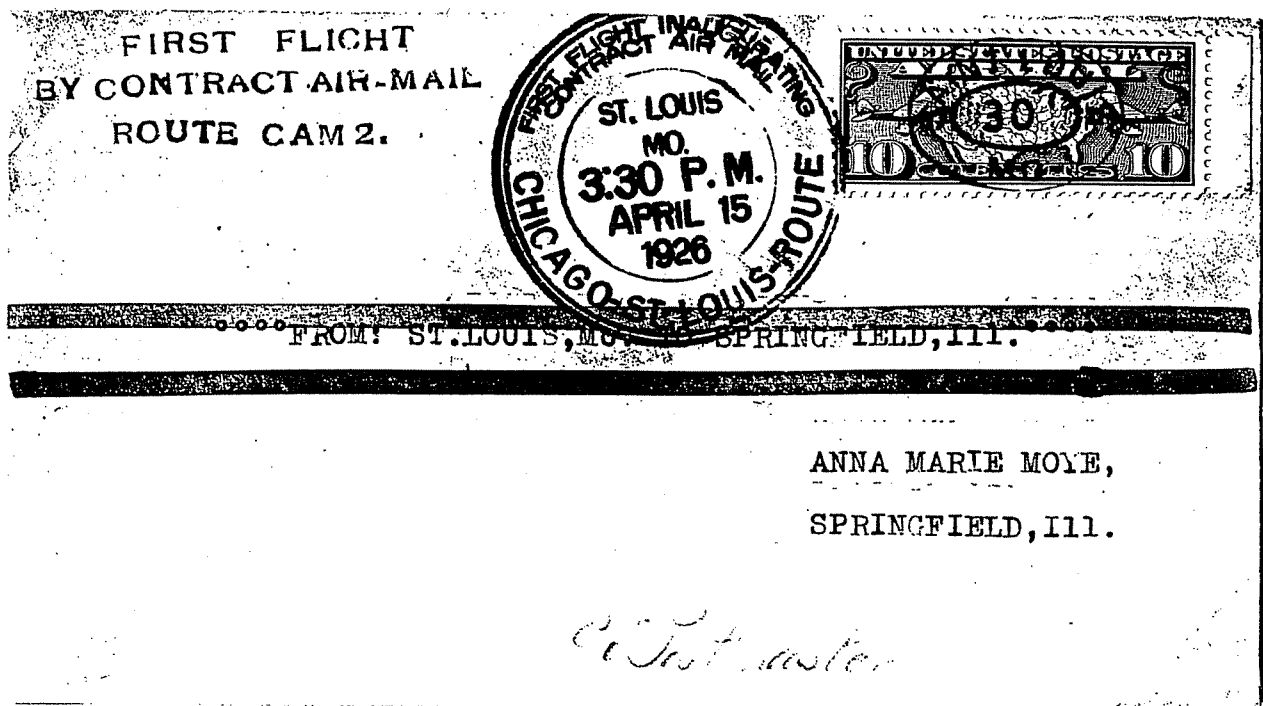
Mauck cover specifies Peoria to Springfield routing but has 5:30 P. M. Peoria postmarks. Error confirmed by 7:45 A. M. Springfield receiving stamp on rear.



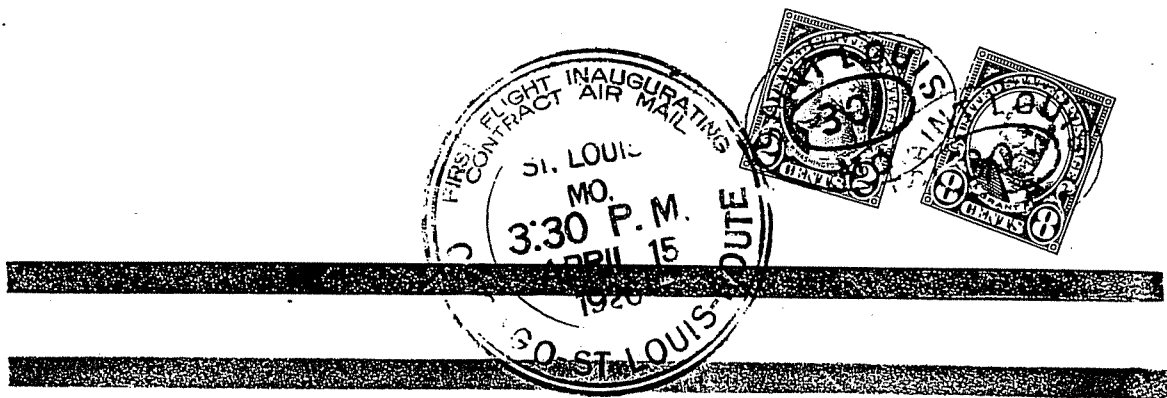
Chicago - Springfield cover has same 7:45 A.M. backstamp. It was sent special delivery to air mail field manager for return to Chicago on northbound flight.

Inauguration of CAM 2

Since the northbound mail load, planned for Love's plane, was even heavier than southbound, Lindbergh piloted a second section for Springfield and Peoria mail. When philatelic mail ended, load fell off. Some days, sacks heavier than mail.

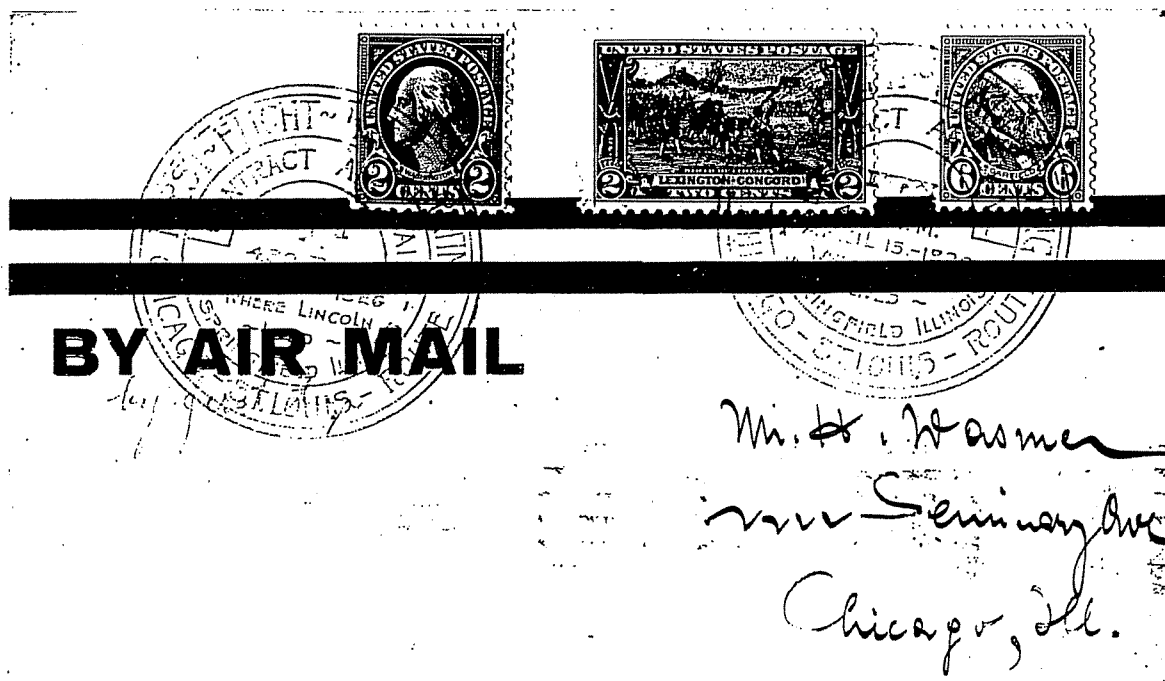


Hand painted air mail envelope to Springfield also has 4:30 pm cachet on back.

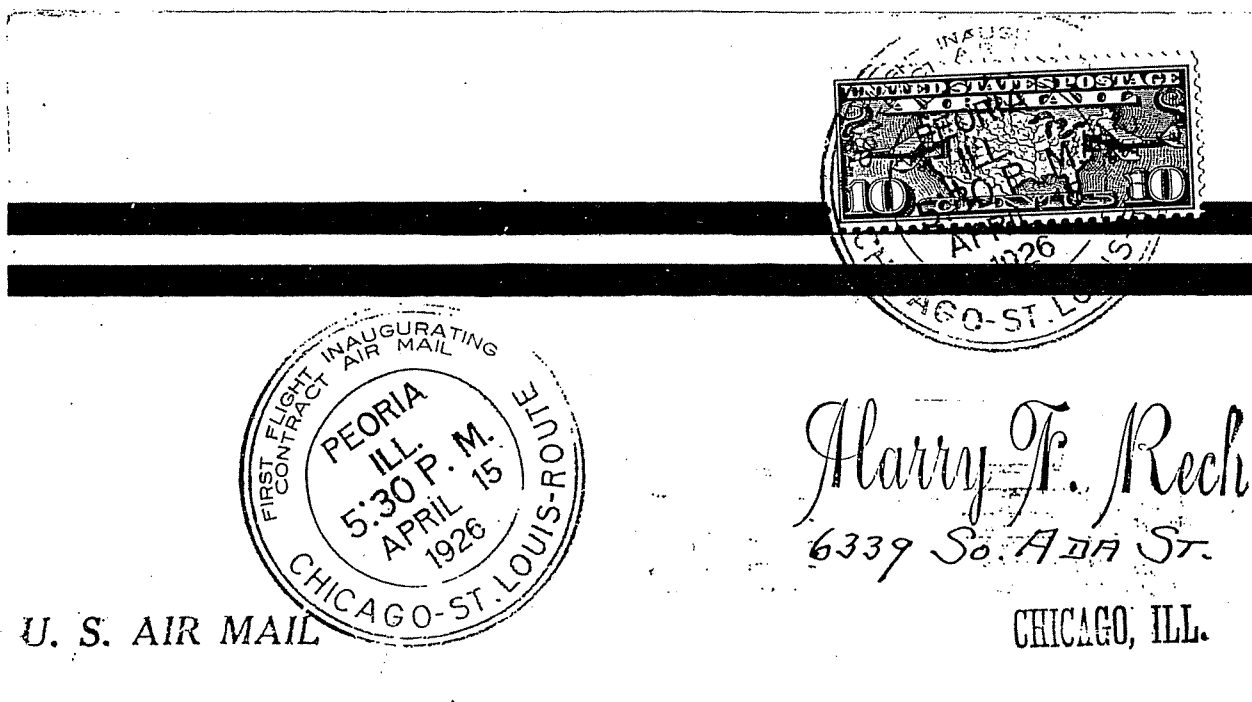


Via Airmail

Roessler cover via Chicago has regular stamps for 10¢ postage on CAM flight, but would have required 5¢ more to be flown one zone to NY on transcontinental line.



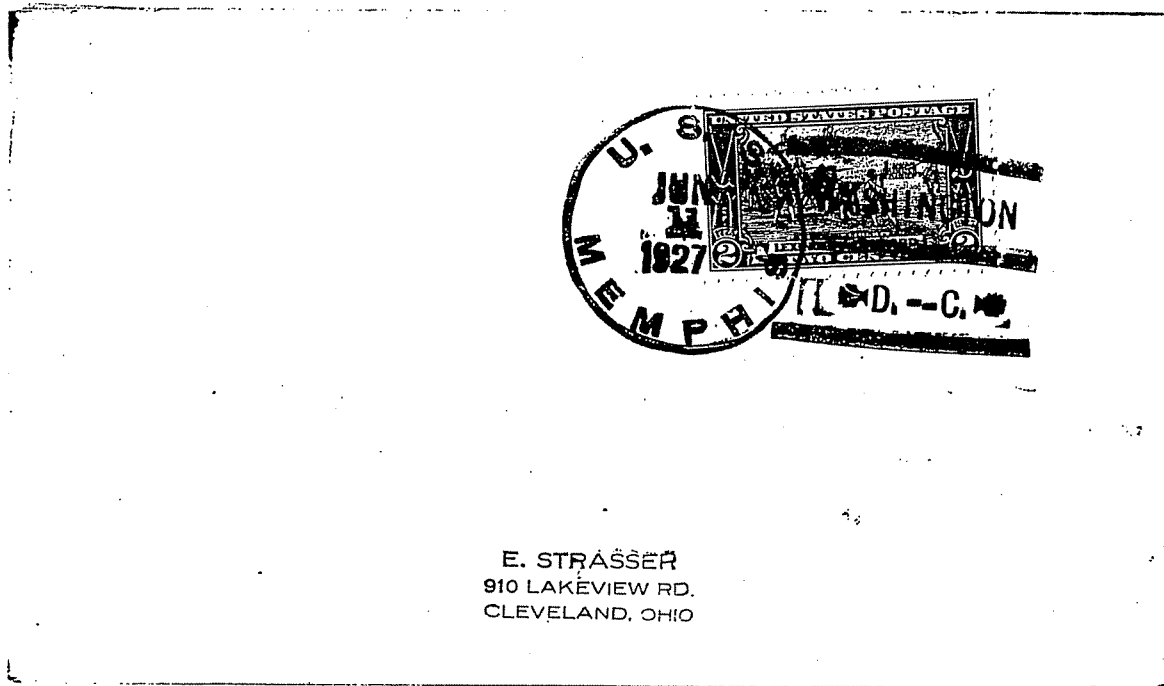
Cover from Springfield has special Lincoln Cachet readily seen on front.



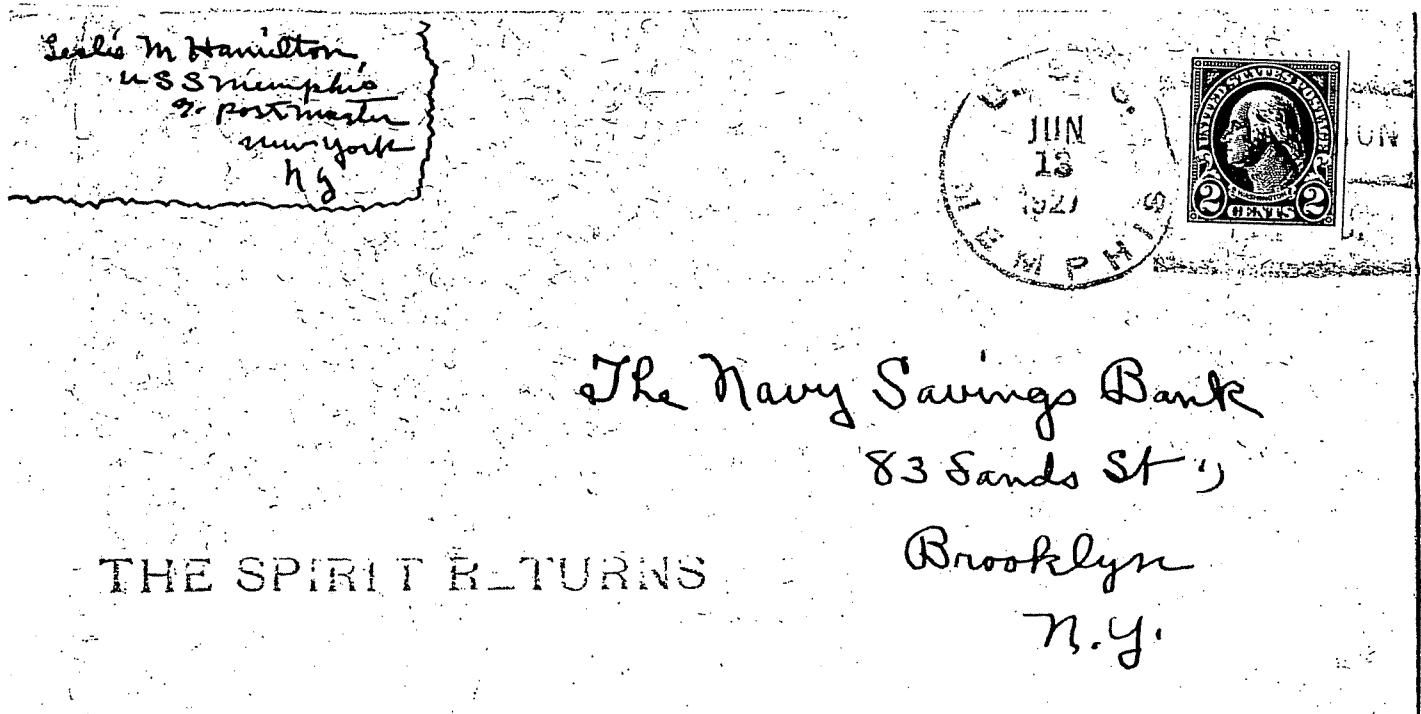
Only \$161.90 in postage collected by PO Department for northbound Peoria mail.

Triumphant Return from Paris

After Lindbergh's epoch-making flight to Paris, President Coolidge dispatched cruiser Memphis to France to return him and Spirit of St. Louis to Washington.



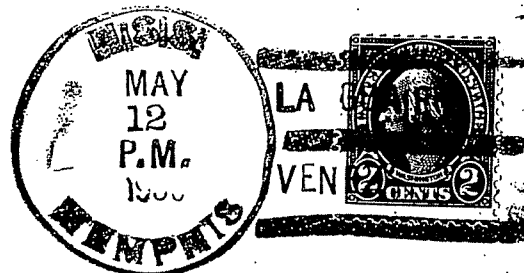
This cover was postmarked on the Memphis the day it returned to a festive Washington where honors would be heaped on him.



Commercial mail from the U. S. S. Memphis, in Washington for the Lindbergh celebration, postmarked the day Lindbergh left Washington for New York and famous ticker tape parade.

This cover was pictured in the LINDBERGH NOTES of the AFA NEWS, Vol. 45, No. 2, where it helped establish that the Memphis was still in Washington, DC on the 13th of June, 1927.

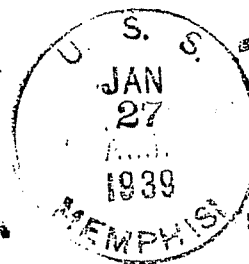
Triumphant Return from Paris



CAPTAIN Wm. V. MILLER
2200 NORTH PARKWAY
UPPER ARLINGTON
COLUMBUS, OHIO.

Memphis later visited countries an air mail route 5, inaugurated by Lindbergh.

P. O. Box # 389
Lago Oil & Transport Company, Limited
ARUBA, N. W. I.

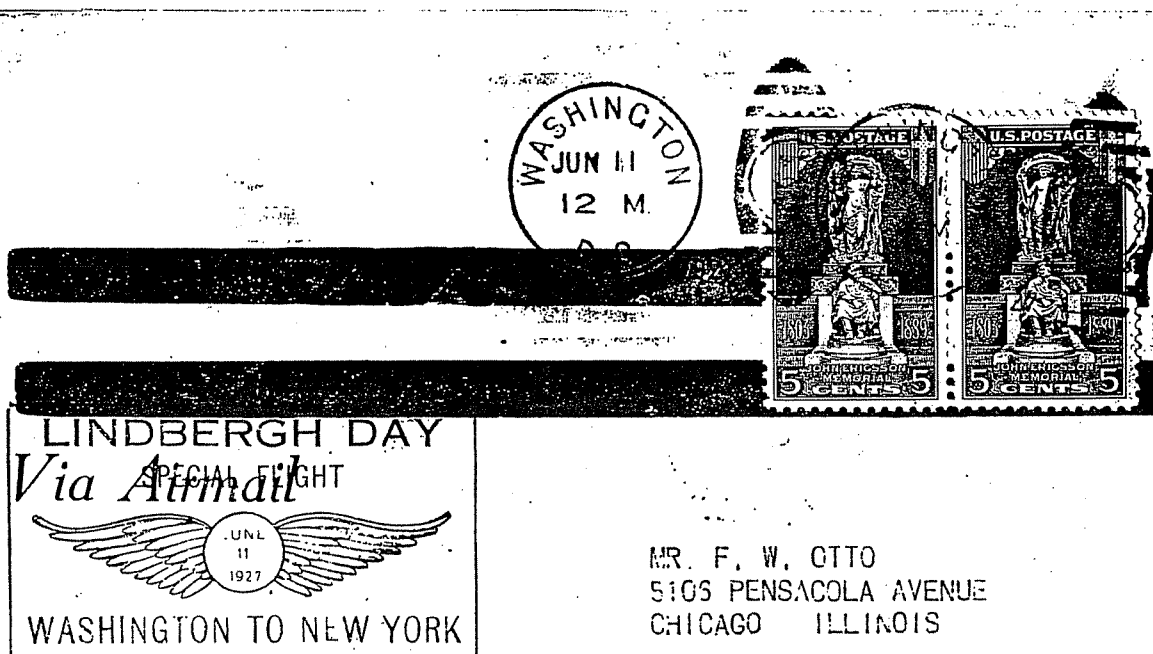


Mr. A. D. R. Jensen,
Lago Colony, P. O. Box # 389
Aruba, Curacao.

Triumphant Return from Paris

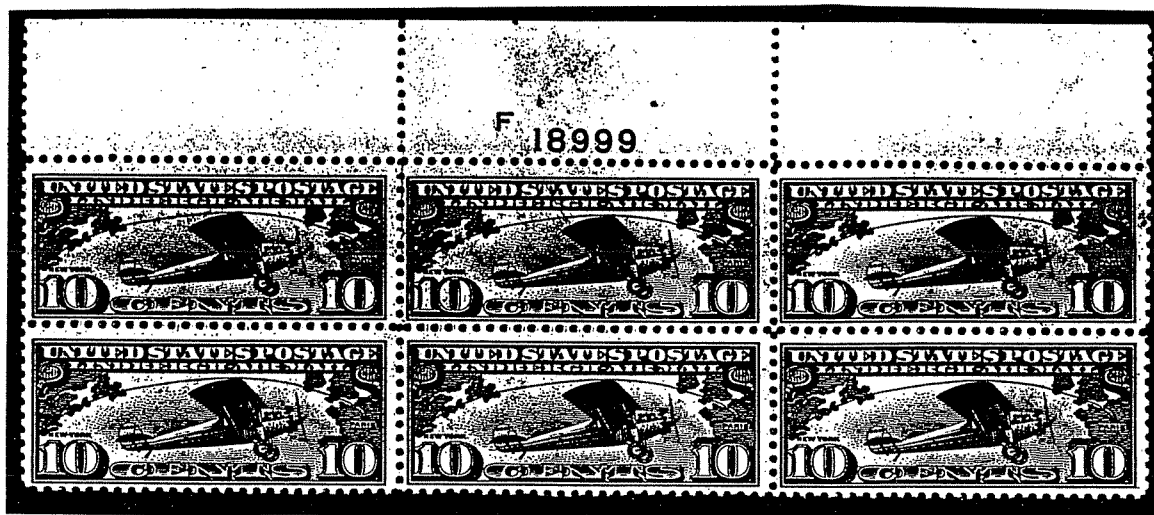


Cover carried on government service flown by W L Smith to carry motion picture films of Lindbergh's return to connect with overnight transcontinental flight.

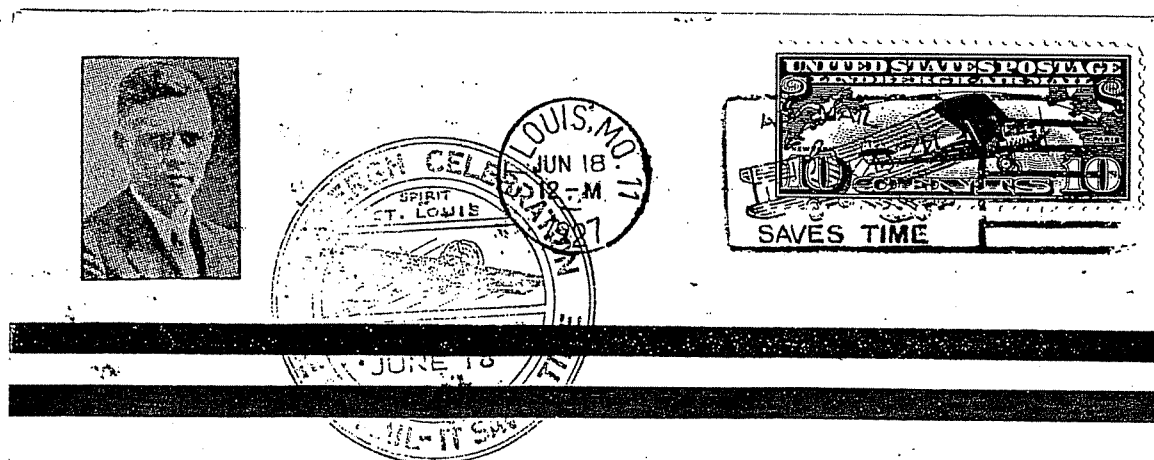


Most of these special flight covers had the magenta cachet applied by the Post Office Dept. Only 150 of them were stamped in black, as shown on this cover.

Triumphant Return from Paris



To honor a living person by issuing a stamp, even though only the Spirit of St. Louis is pictured, so soon after his event went against the usual custom. But his solo flight carried enough impact to shatter tradition.

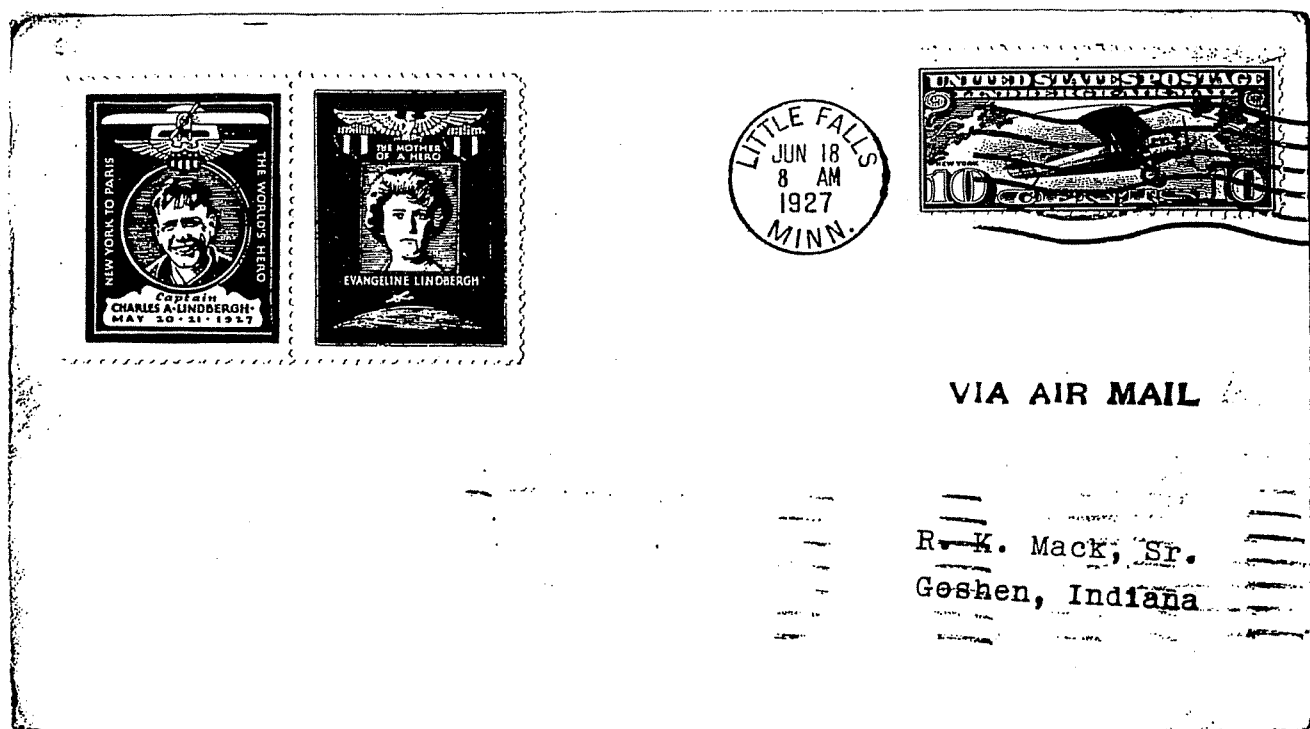


TWO HEMISPHERES ON ONE STAMP:
U. S. HONORS COL. C. A. LINDBERGH.

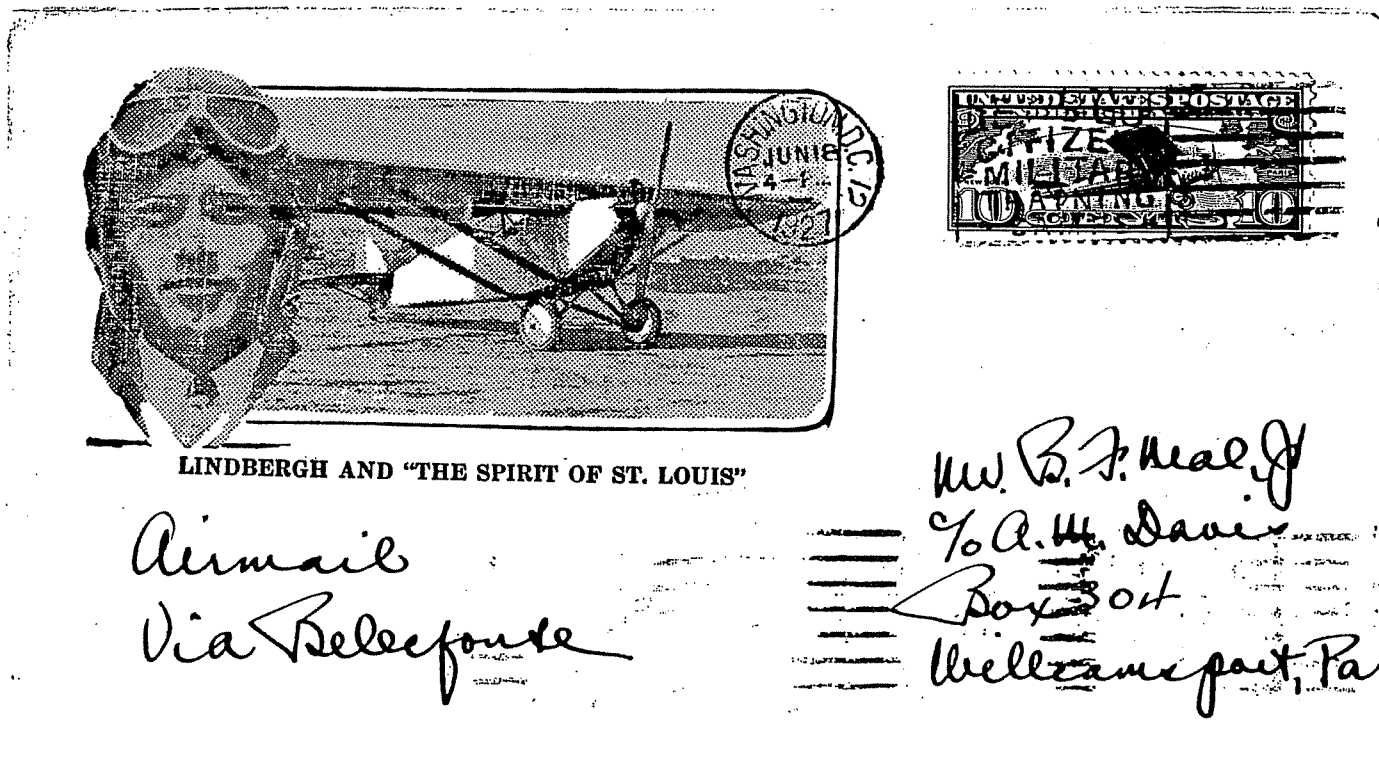
Mr. Holcomb York,
Cummington, Mass.

Lindbergh was in St. Louis for first day ceremonies as his stamp issued.

Triumphant Return from Paris



This stamp was also issued that day in Little Falls, MN, Lindy's home town. Added Roessler labels, printed originally for the American Booklovers Society, were used by Roessler in adorning first day covers with Lindbergh and his mother, Evangeline.

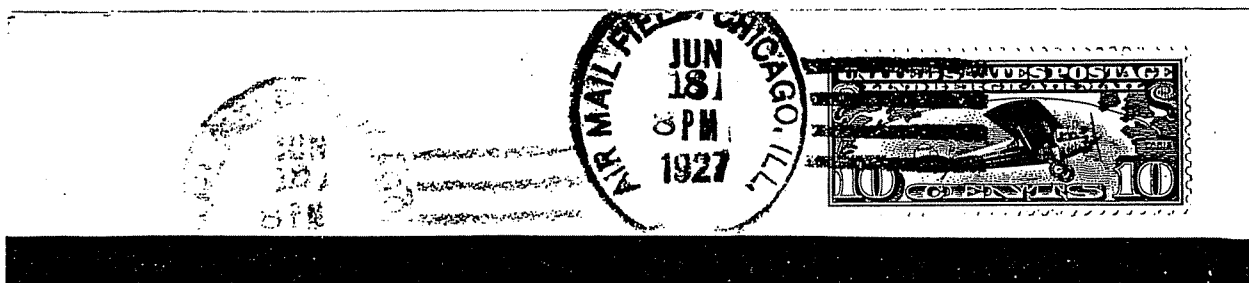


W F Housman's first first day cover pictures Lindbergh with an aircraft that resembles the Spirit of St. Louis but is an earlier Ryan model. This flew via NY to Bellefonte.

Triumphant Return from Paris



This specimen of Milton Mauck's first cacheted cover, "our especially designed envelope", was postmarked during first day program in Lindbergh's birthplace, Detroit. The receiving mark shows it arrived in Chicago at 10pm the same day.



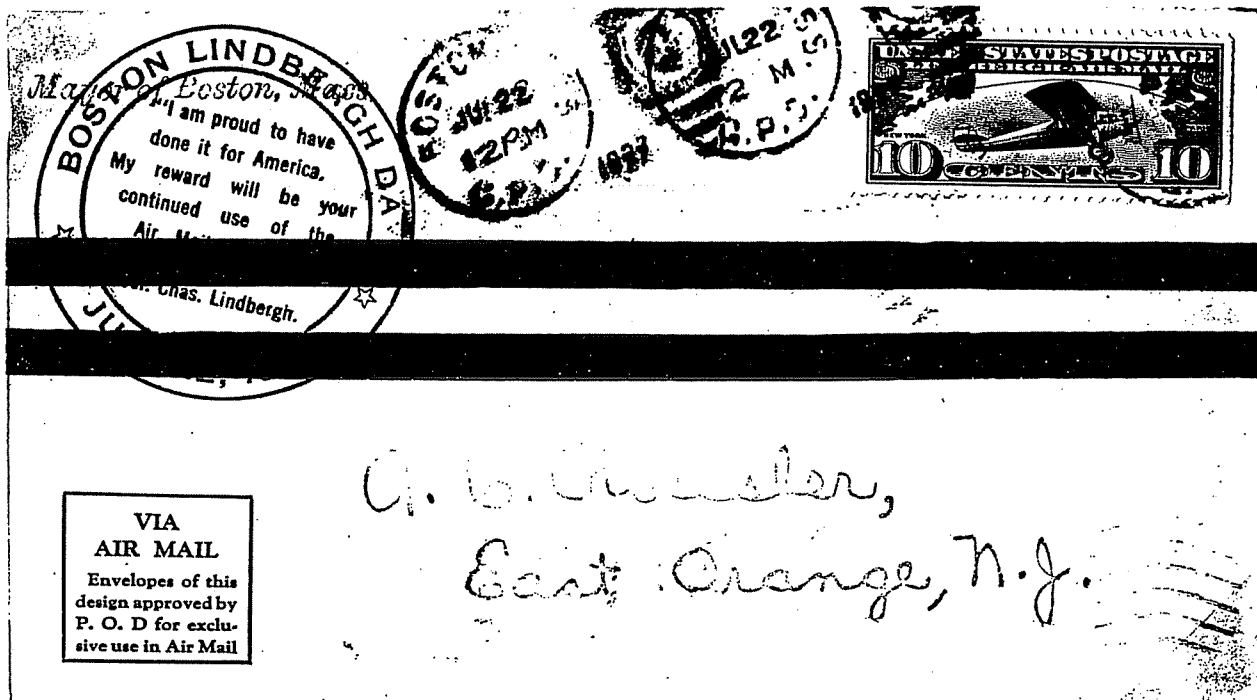
LINDBERGH AIRMAIL STAMP
FIRST DAY SERVICE
SATURDAY JUNE 17, 1927

Raymond V. Bahr,
213 E. Jefferson St.,
Springfield, Illinois.

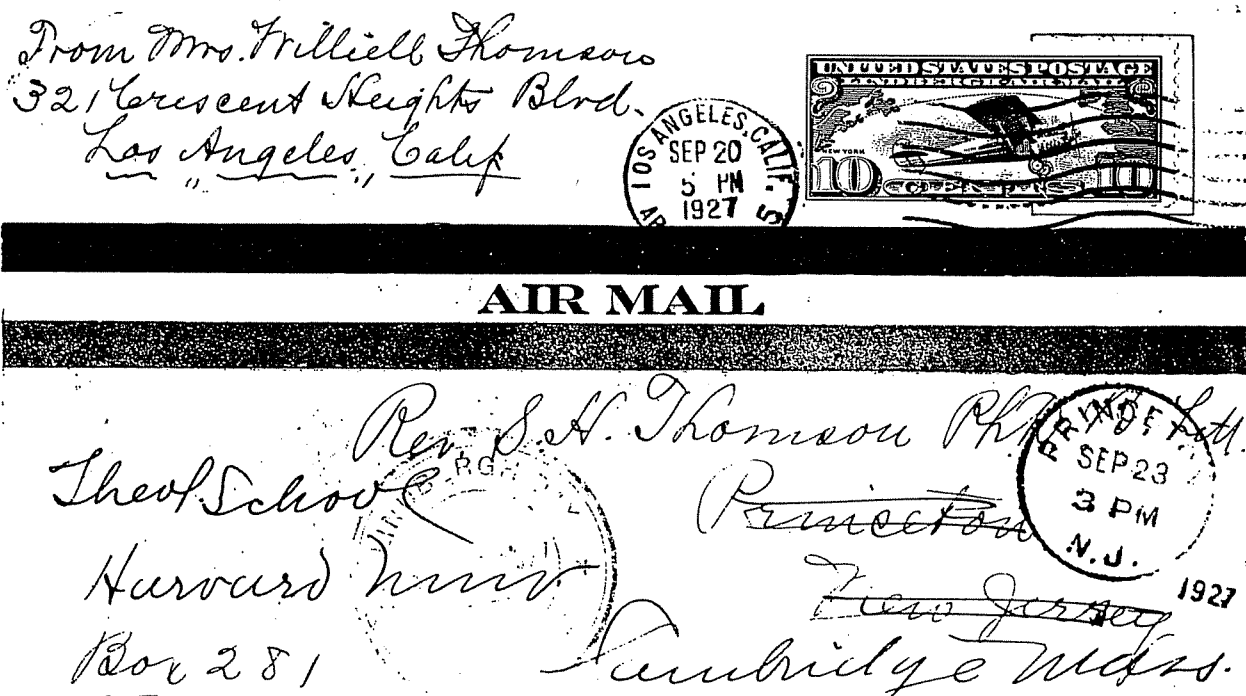
Lindbergh's friend, Bahr, also prepared unofficial first day covers in time to be sent on the afternoon flight to the Chicago air mail field, where they were postmarked. Backstamp verifies that it was flown to Springfield the next day.

Triumphant Return from Paris

Lindbergh, in looking for means to promote aviation, found a perfect partner in the Daniel Guggenheim Fund for the Promotion of Aeronautics. With their support he toured all 48 states. Roughly half of the US population saw him.



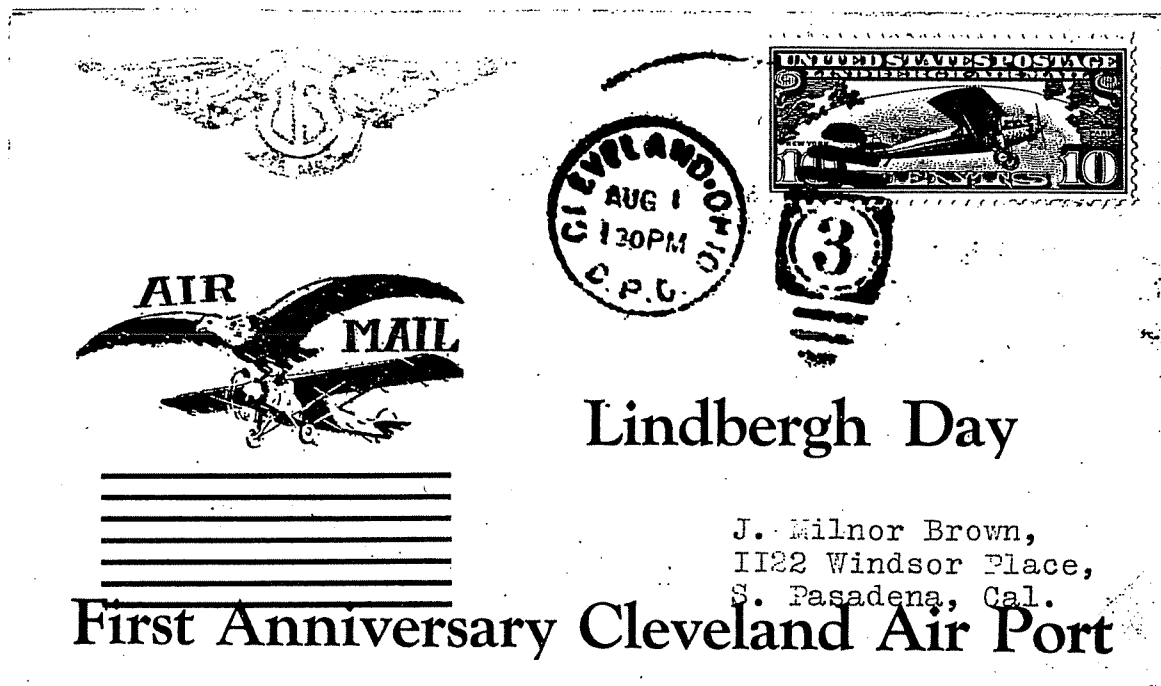
A favorite commemorative cover from Lindbergh's US tour is this one from Boston with a quotation showing his commitment to the development of air mail service.



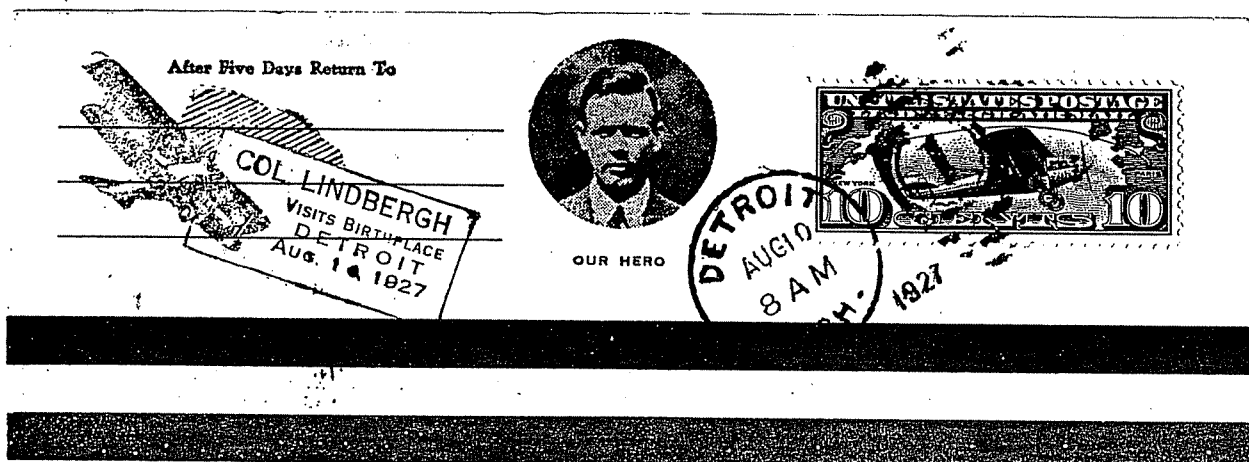
Another from the opposite coast finally found its way back to the Boston area.

Triumphant Return from Paris

This exhibit's author recalls being hoisted up on his father's shoulders to see Lindbergh sitting on top of the Spirit of St. Louis in Cleveland.



Although Cleveland and Detroit are but a short flight apart, Lindbergh's tour visited six other cities and took over a week to arrive in Detroit.



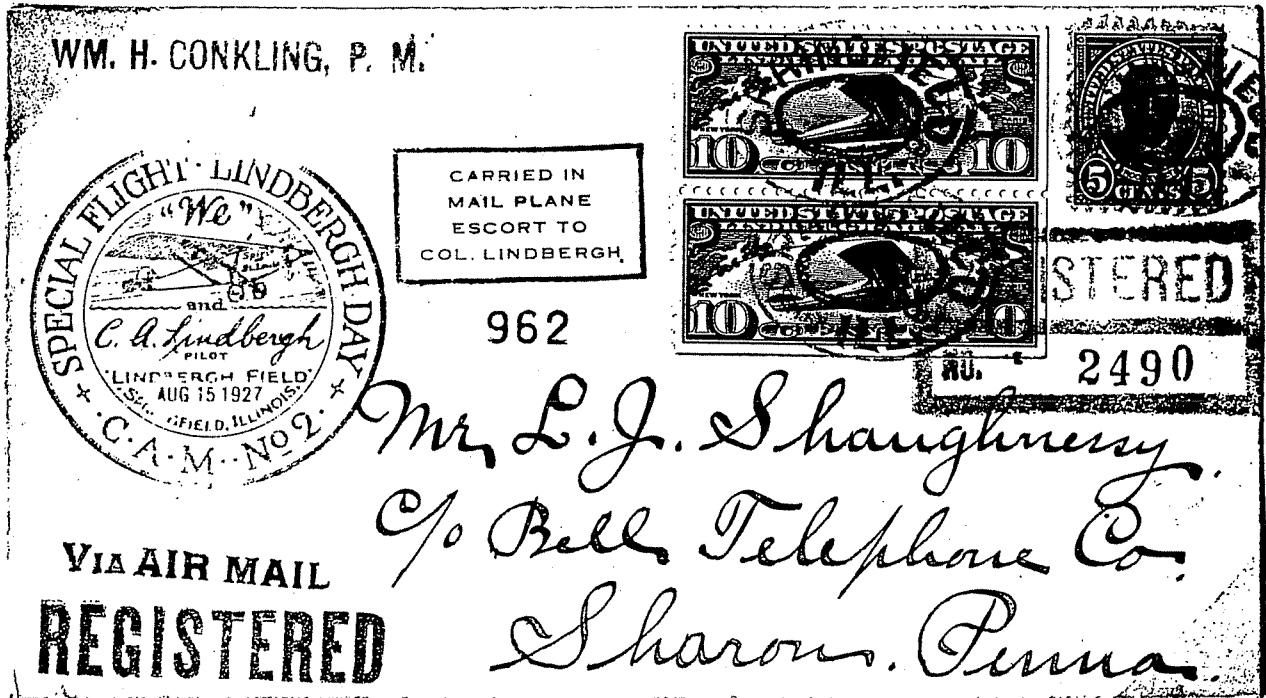
Poste par Avion

Cleveland

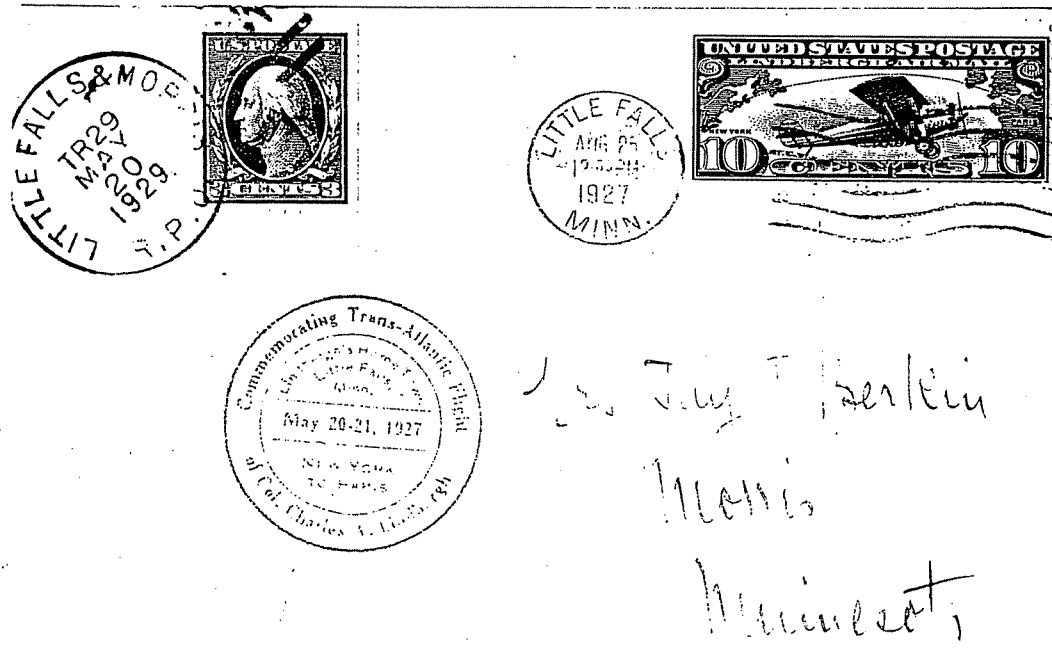
Ohio

Detroit birthplace cover, mailed in morning, was back, backstamped by 2:30 pm.

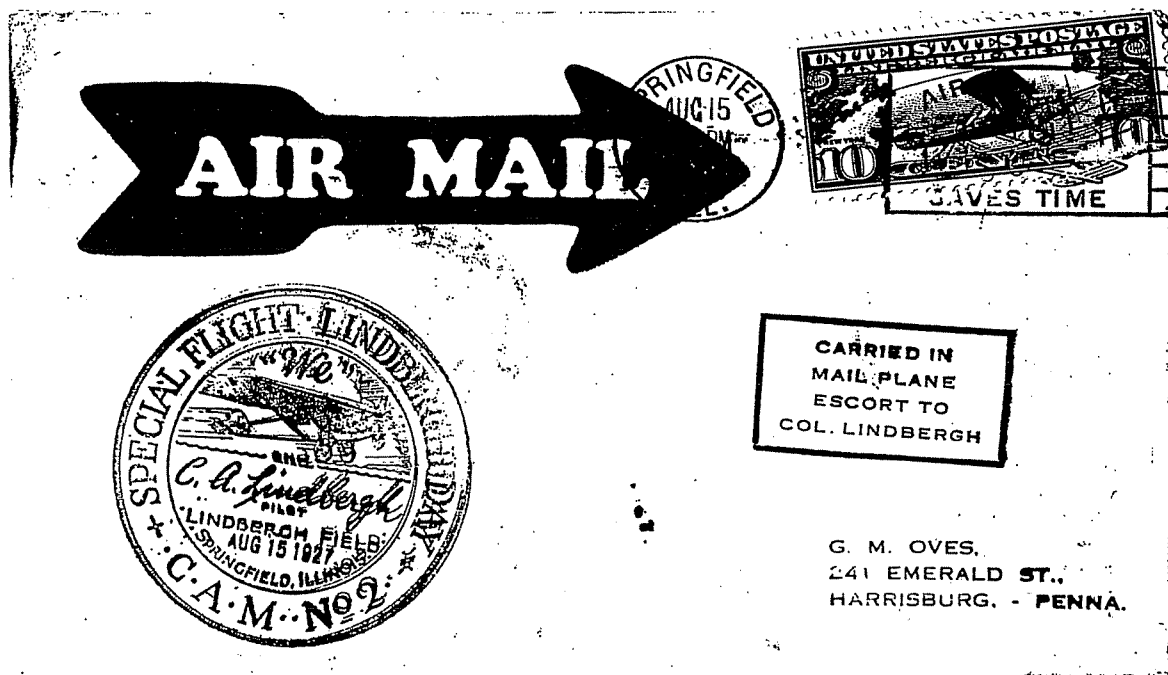
Triumphant Return from Paris



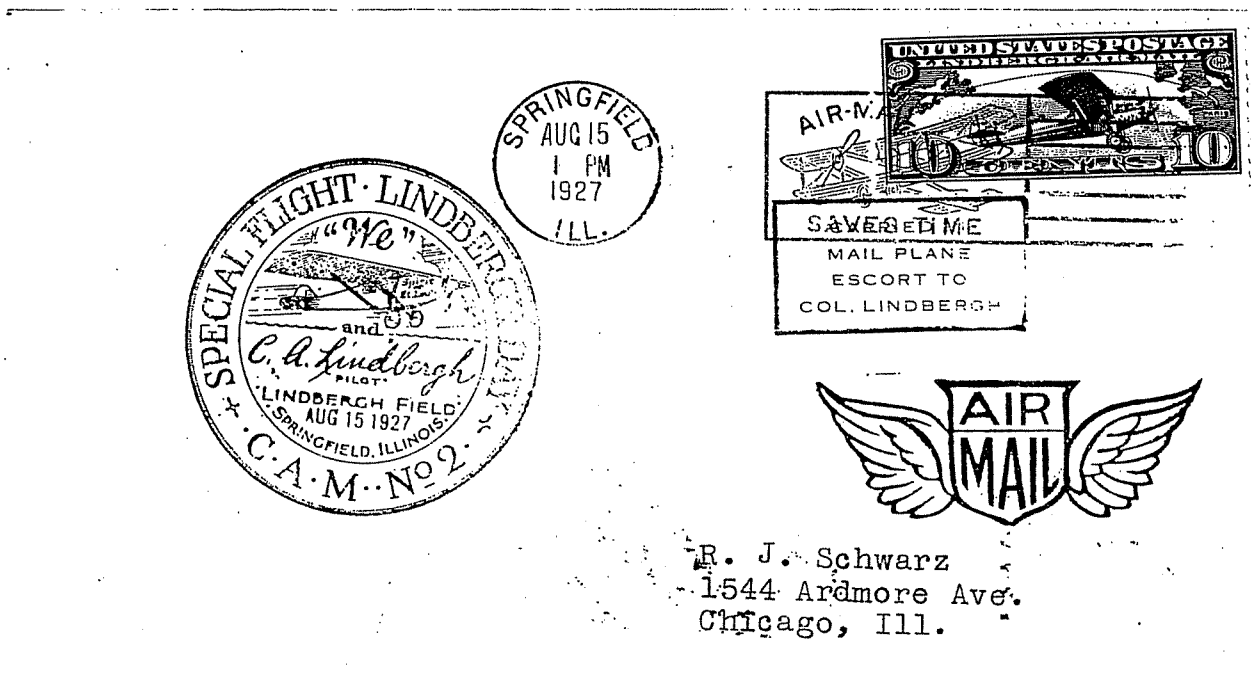
Although semi-official cacheted covers were mailed wherever he was, only one involved an official flight cachet. His comrade, Bud Gurney, flew a special CAM 2 airmail service as an escort on the leg from Springfield to St. Louis, but Lindbergh first made a short flight with this mail in the escort plane.



An example of mail from other stops is this card from Little Falls. It was postmarked once again on the Little Falls and Morris RPO card in commemorating the first anniversary of his transatlantic flight.



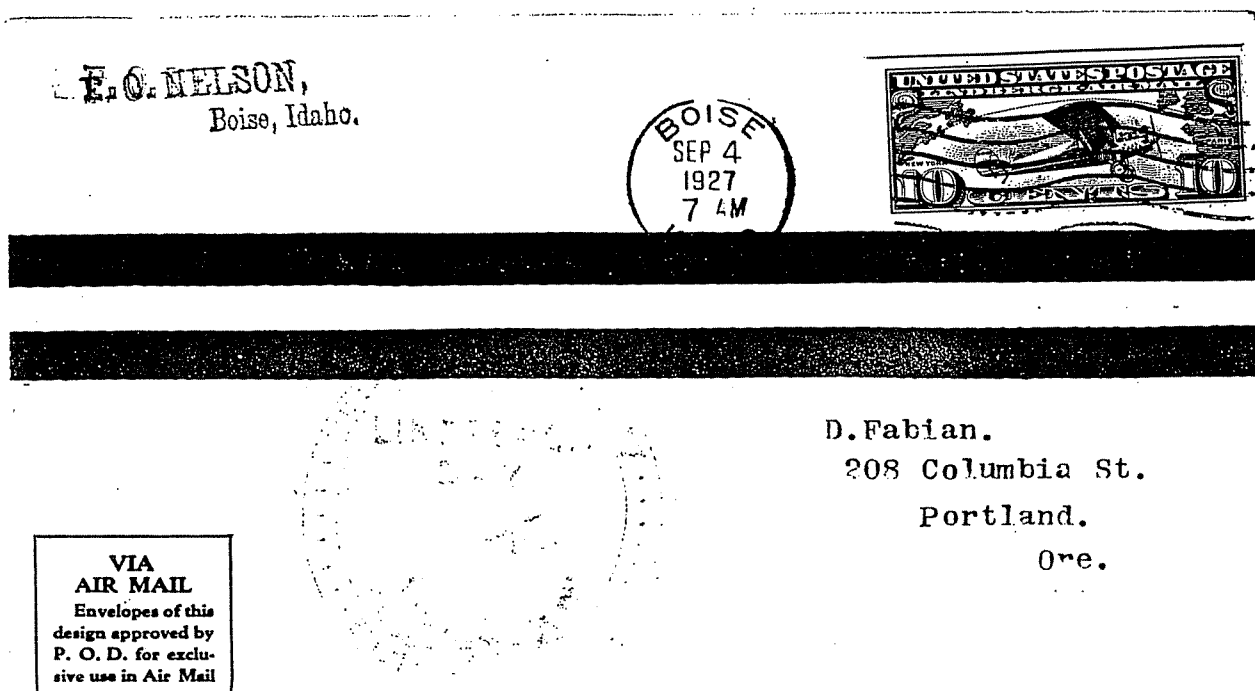
Other special flight covers had purple box and flight cachet in various colors.



Triumphant Return from Paris



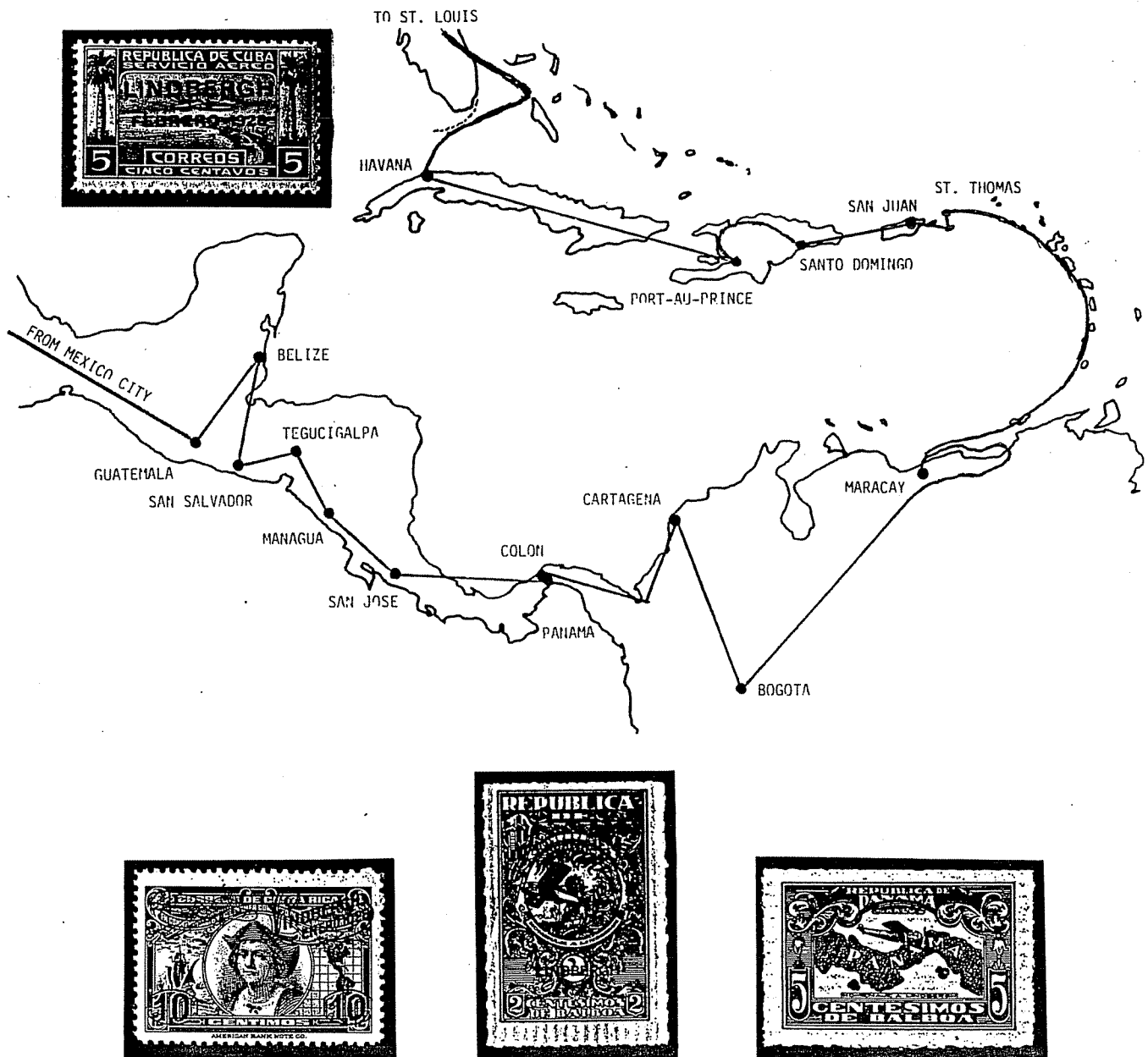
Pictorial card prepared under direction of official sub-committee on air mail. Milwaukee Post Office undertook distribution of it.



Boise Post Office did not object to the unofficial application of this cachet. Cover was dispatched on the regular CAM 5 flight to Pasco. Back stamped 4 pm.

Caribbean Goodwill Tour

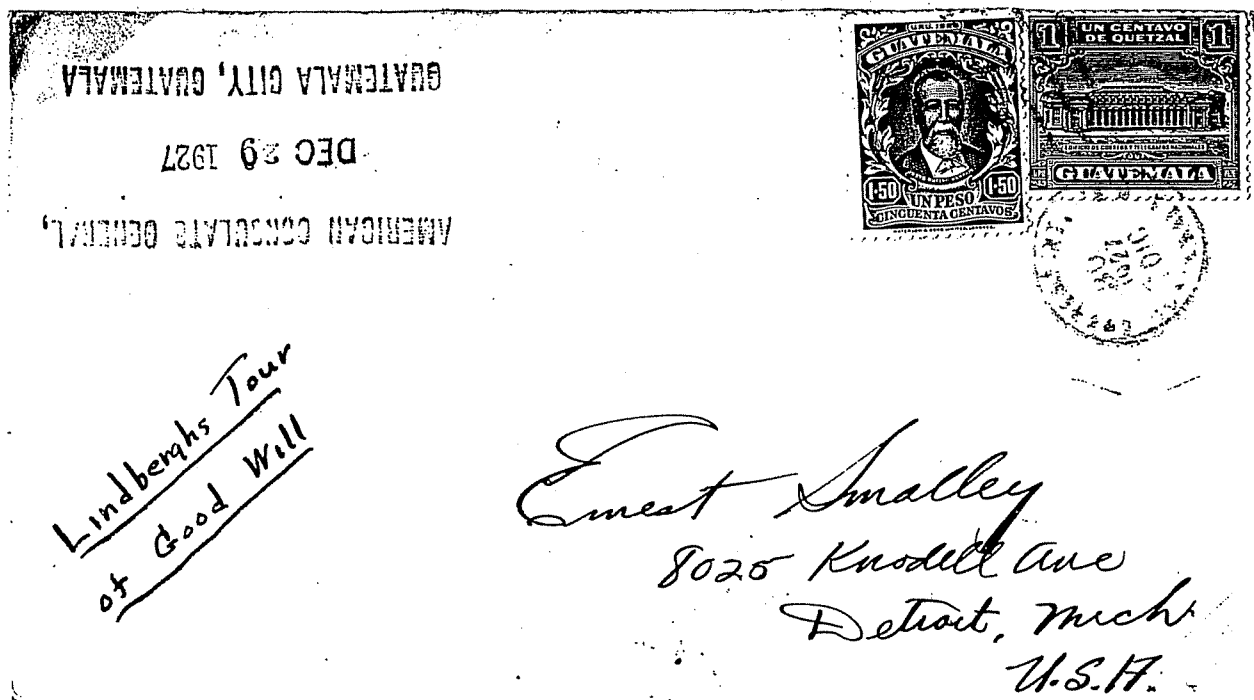
A wish to visit Latin America resulted in a tour arranged jointly with Ambassador Morrow. Lindbergh wanted to respond to invitations, such as for the Pan American Conference early in February; Morrow to improve relations and take steps insuring that a US, not foreign airline (SCADTA), would dominate routes near Panama Canal.



Three of the countries visited issued commemorative Lindbergh stamps.

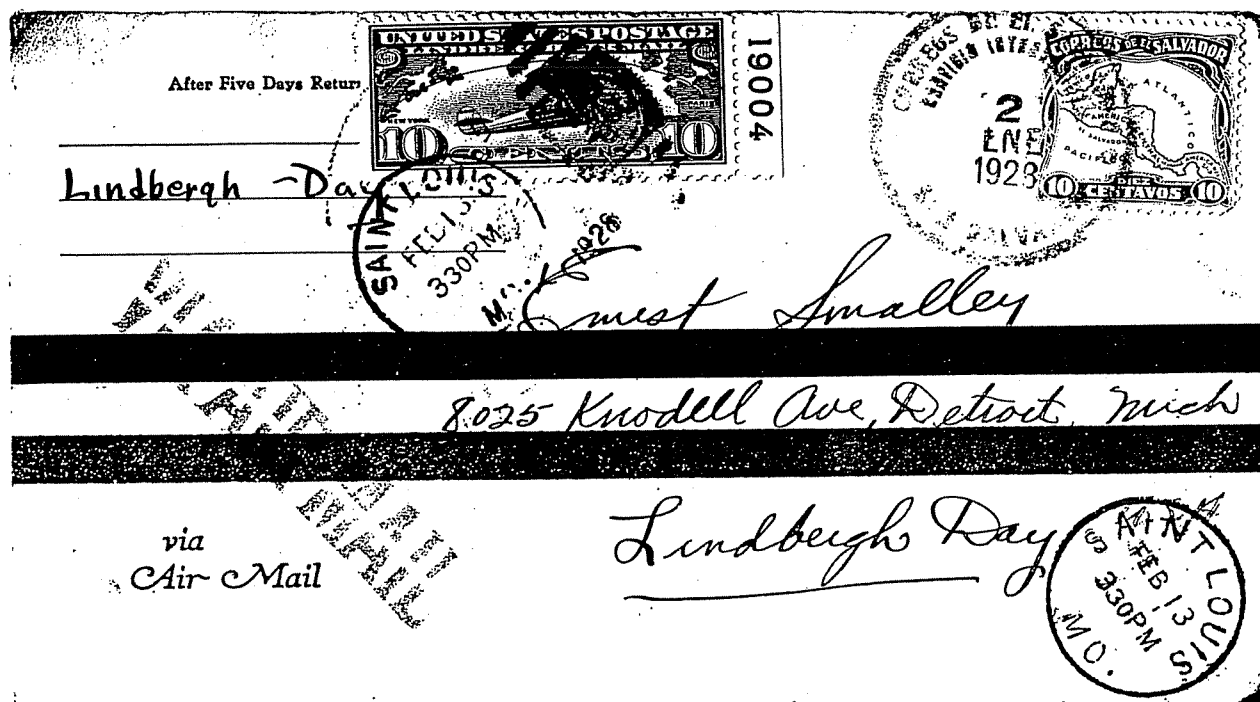
Tour had no wealthy supporter, but began with a nonstop flight to Mexico City on Dec 13-14, its central point and longest "diplomatic" stop. From there it touched all Central American capitals on way to France Field, Colon. Lindbergh then went hunting and selected last stops around route later known as the Lindbergh circle.

Lindbergh found the winter climate "agreeable" in modern Guatemala City, which was first built by Alvarado, one of Cortez's lieutenants on mile-high plateau. Pres. Chacon told Coolidge he was "welcome messenger of peace and friendship".



This cover was prepared during his visit and postmarked the day he left with a dawn takeoff. Although low fog covered the city, he found his way through the surrounding ring of mountains and volcanoes and set his course towards Belize.

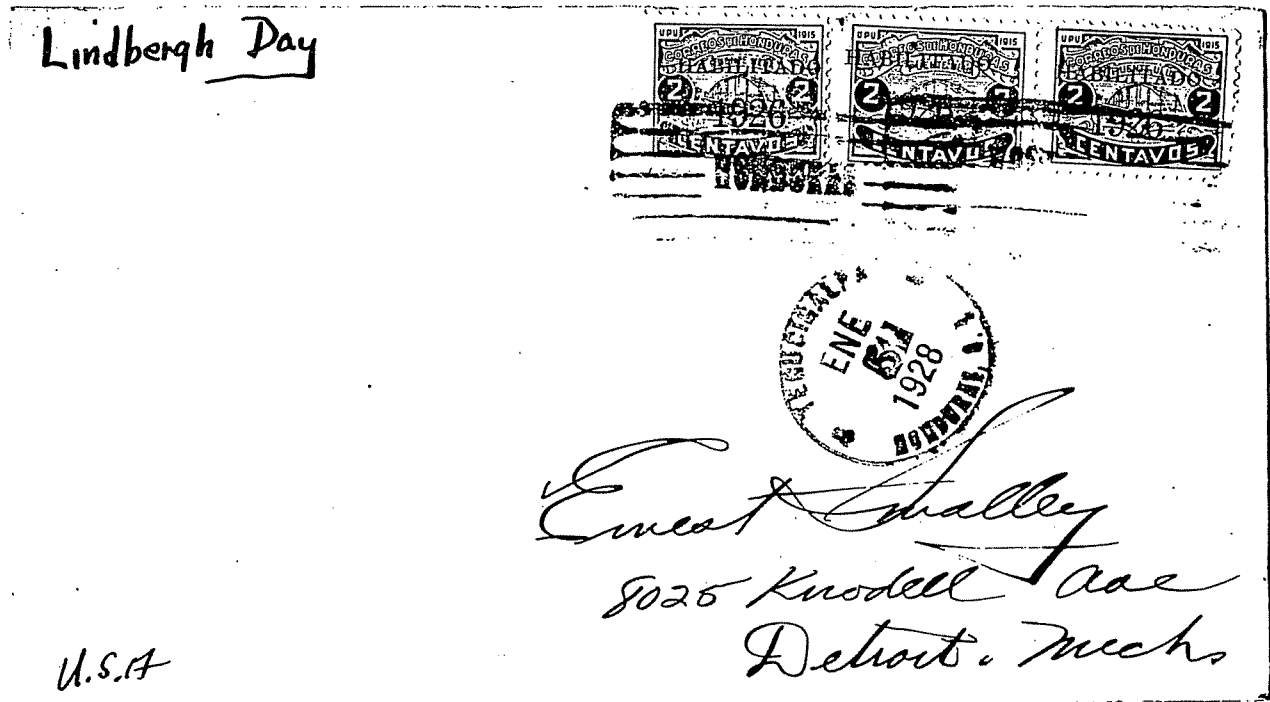
Although aircraft sent out to escort Lindbergh to San Salvador were not able to spot him, he homed in on the airport. On leaving he had a full squadron escort.



Cover, posted during visit, was postmarked again when he returned to St. Louis.

Caribbean Goodwill Tour

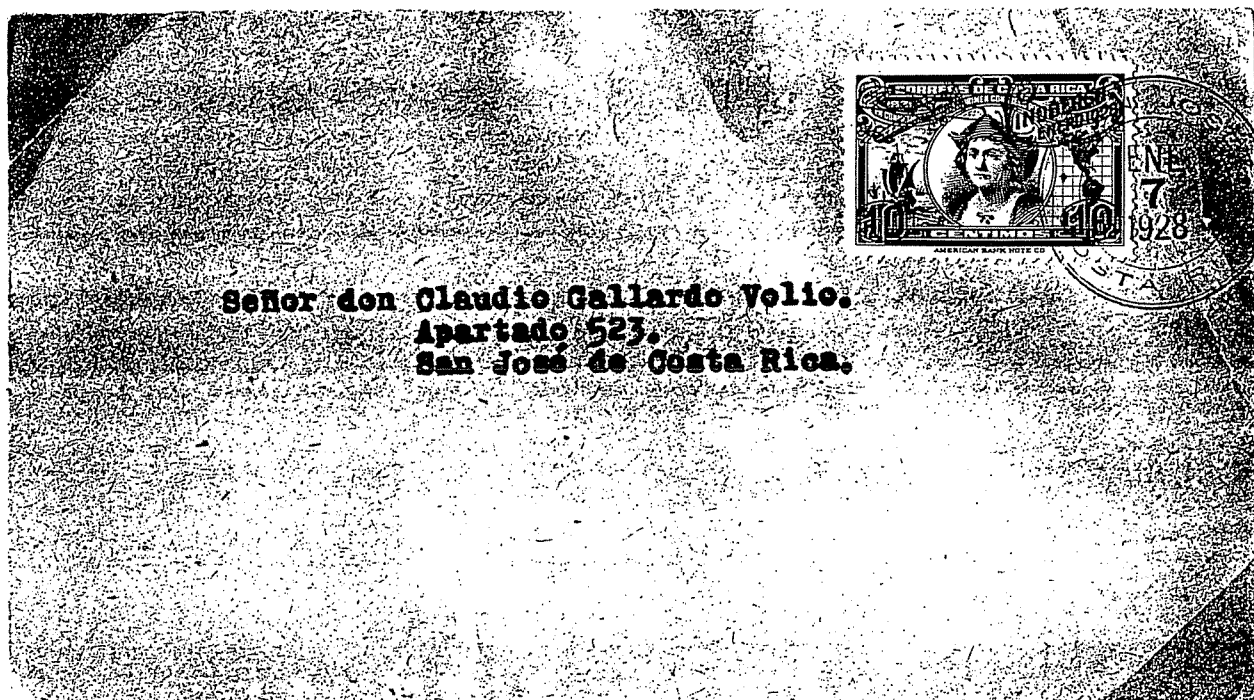
For his flight from Tegucigalpa to Managua, Lindbergh was warned about the only non goodwill act he might expect on the tour. Sandino and his men, reported in northern Nicaragua, would fire at any aircraft. He flew 8-11,000 feet to Leon.



Another Smalley cover posted the day Lindbergh left Tegucigalpa for the flight.

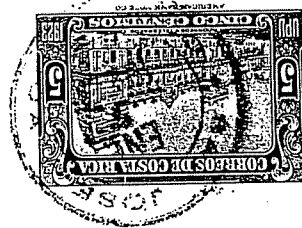
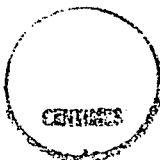
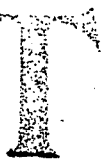
Caribbean Goodwill Tour

Flight from Managua was over dense jungle with no landing places, finally over farm land. At San Jose, soldiers affixed bayonets to control immense crowd at landing; then had to elevate them overhead when crowd surged toward Lindbergh.



Now from the crowd's shoulders among the bayonets, he was rescued and received a safer welcome. President told Lindbergh, "Costa Rica is your home". Postal service issued its new Lindbergh stamp, however, 20,000 copies sold out early.

Lindbergh Day

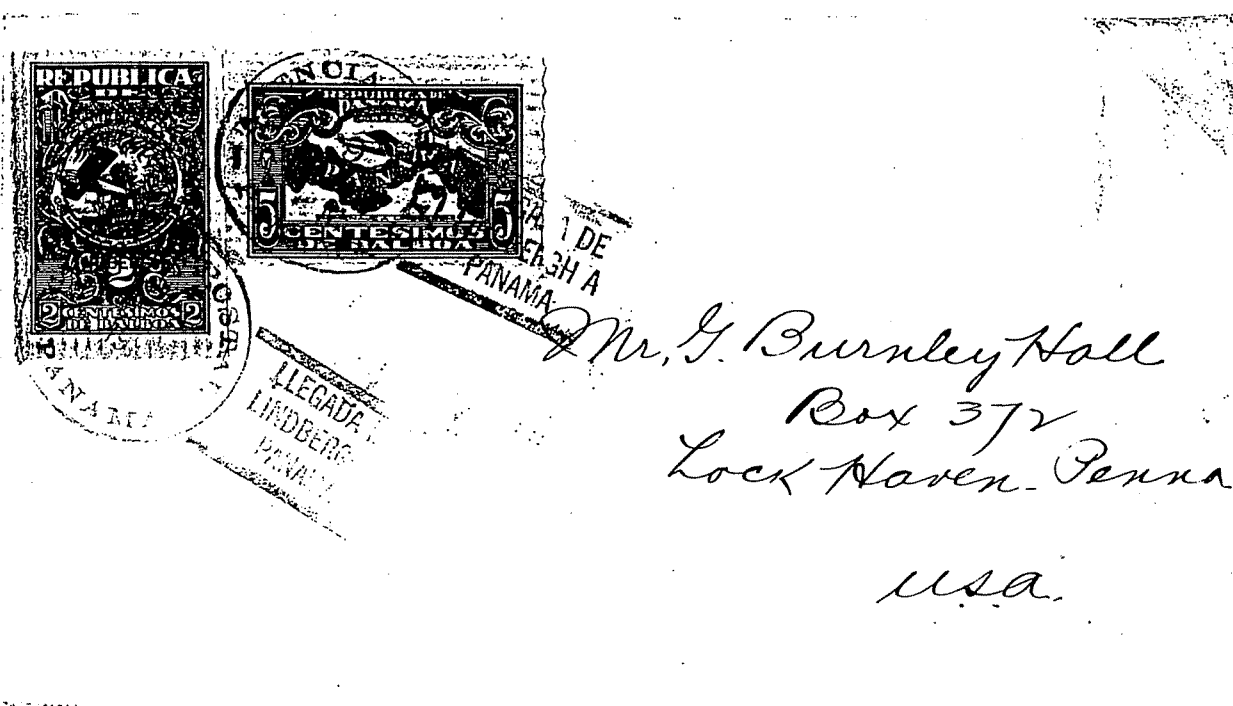


Ernest Smalley

8025 Knodell Ave
Detroit, Mich
U.S.A.

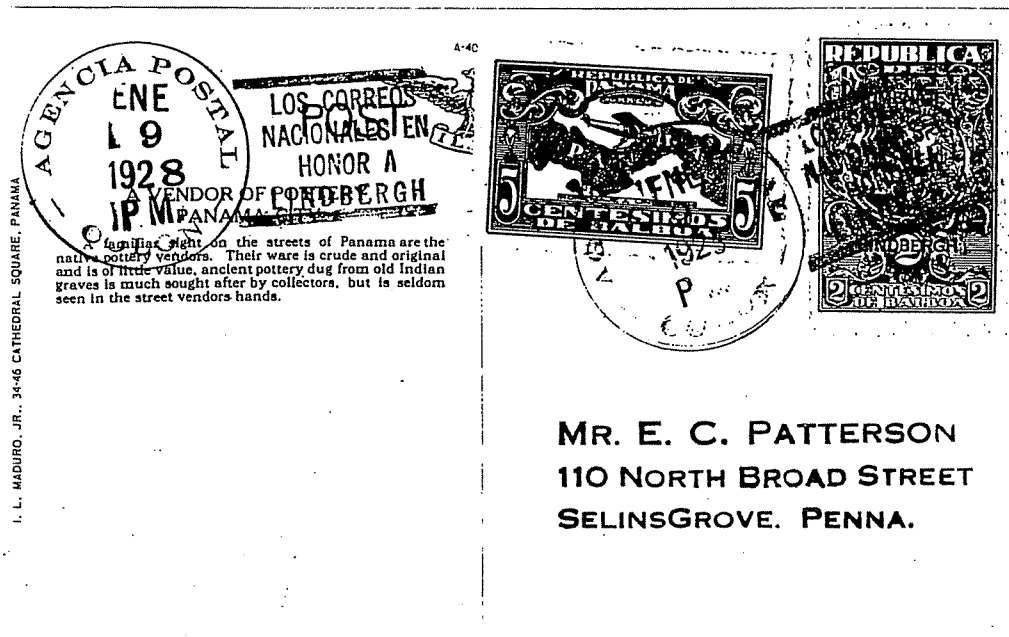
Some unlucky welcoming covers used ordinary stamps. This cover had inadequate postage for dispatch to US (T mark for postage due). PO charged only US rate.

Panama City flight entered the country from the Mosquito Gulf and crossed the Canal Zone, where US Army and Navy planes came up to meet it. An especially prepared landing field in Panama City's outskirts was named Campo Lindbergh.

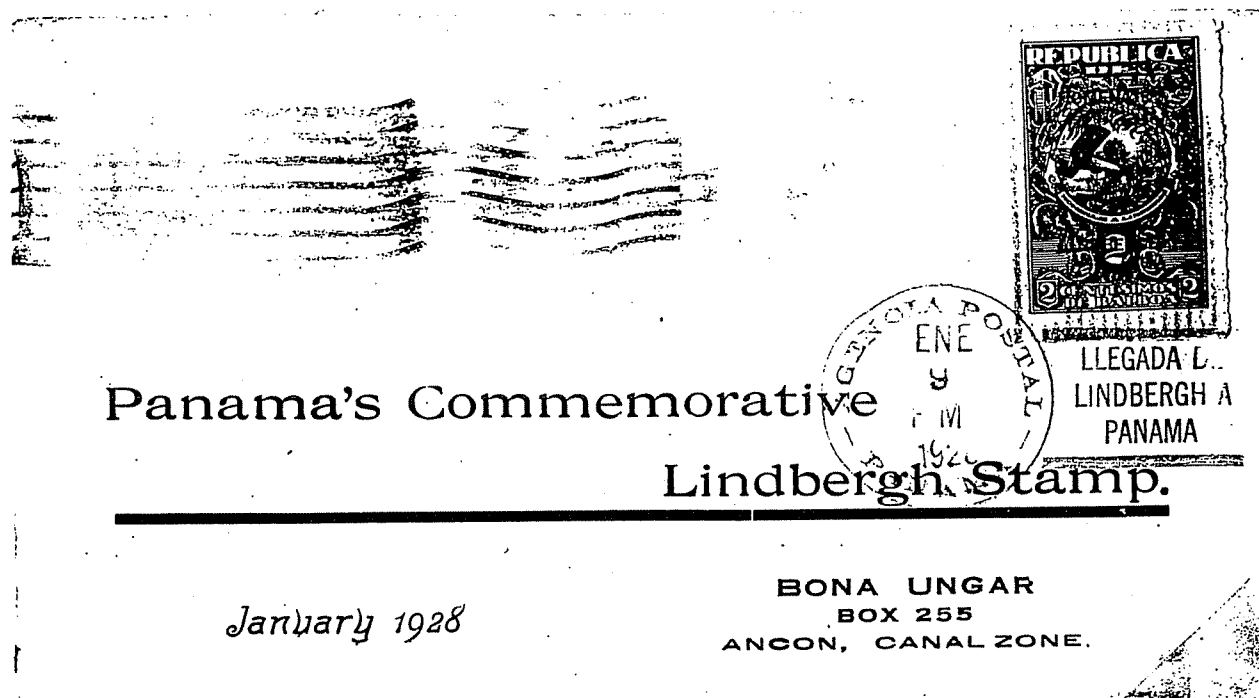


Arrival on January 9, 1928 was occasion for issuing and using two new stamps. Rose red postmark at Panama City commemorates arrival of Lindbergh in Panama.

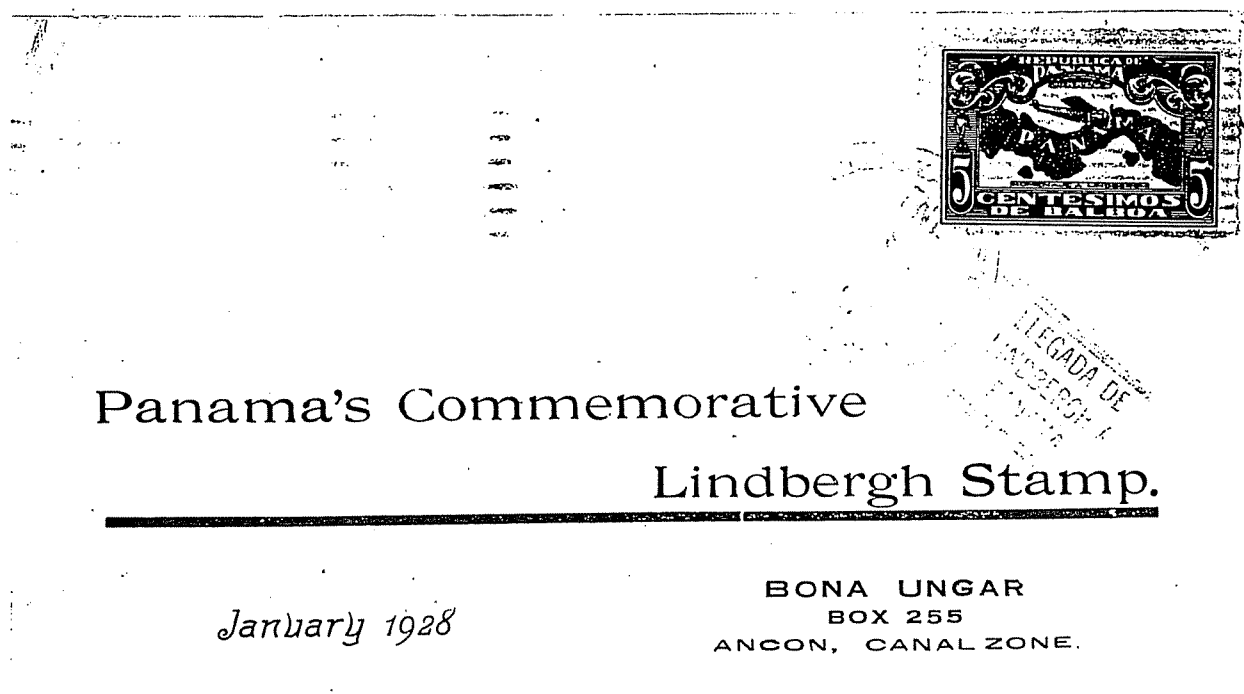
Colon, across the isthmus, also used special postmark honoring him.



Although most philatelic activities were on the day of his arrival, he did not proceed to March Field, CZ until January 12 or leave for the next stop on his tour in Cartagena, Columbia until January 26.



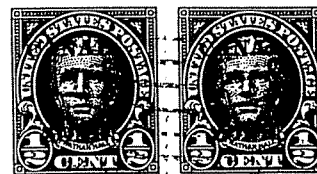
Although preparation time was short and Lindbergh's arrival indefinite at first some special covers were printed for the event. Panama City postmarks on these covers are in vermillion, rather than rose red, as used on the preceding cover.



One variety noted on Panama's commemoratives, the tailed 5 used on this cover.

Caribbean Goodwill Tour

FROM R. S. Carter
Vice President, I.L.,
Balboa Heights, C.Z.



LINDBERGH DAY - CANAL ZONE

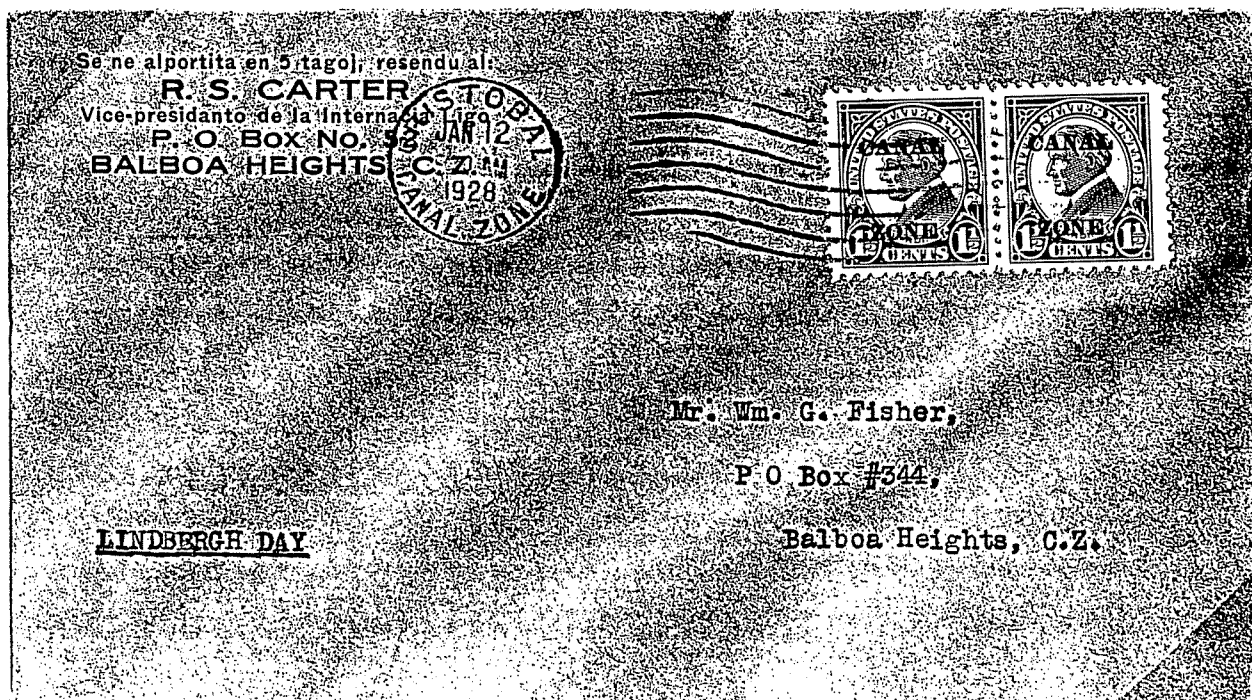
Mr. Theodore Reinhardt,

P O Box #52,

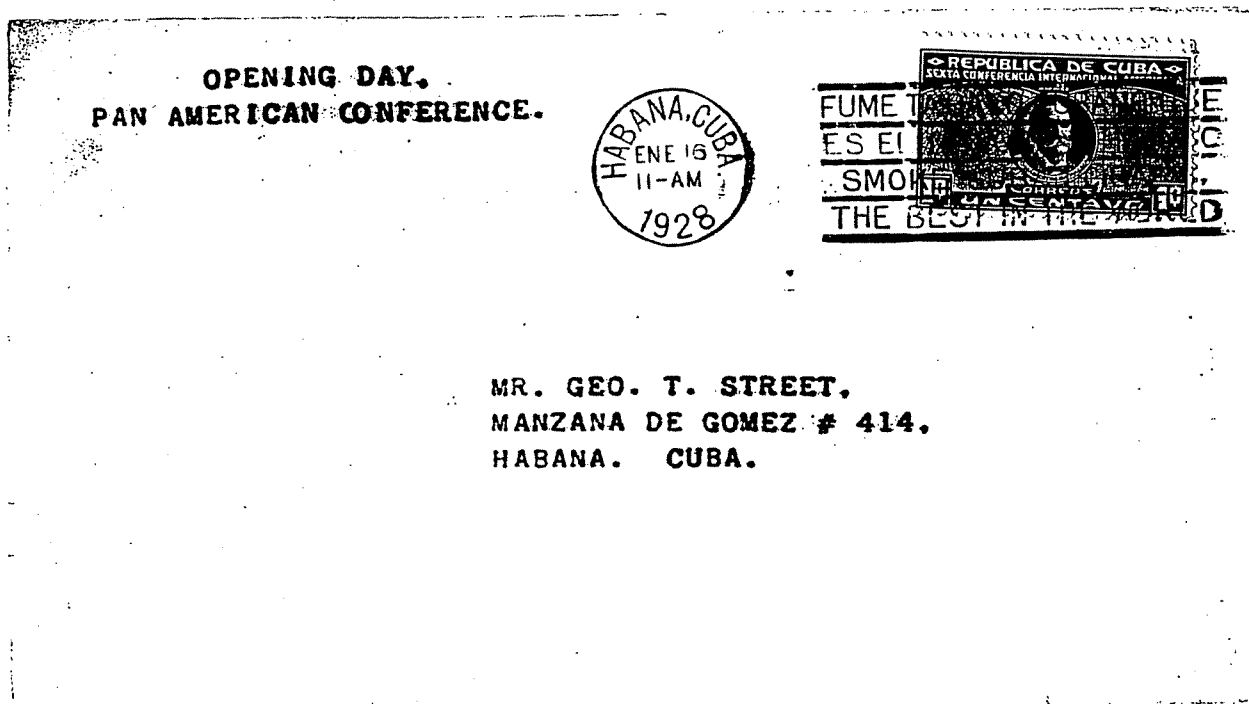
Balboa Heights, C.Z.

VIA
AIR MAIL

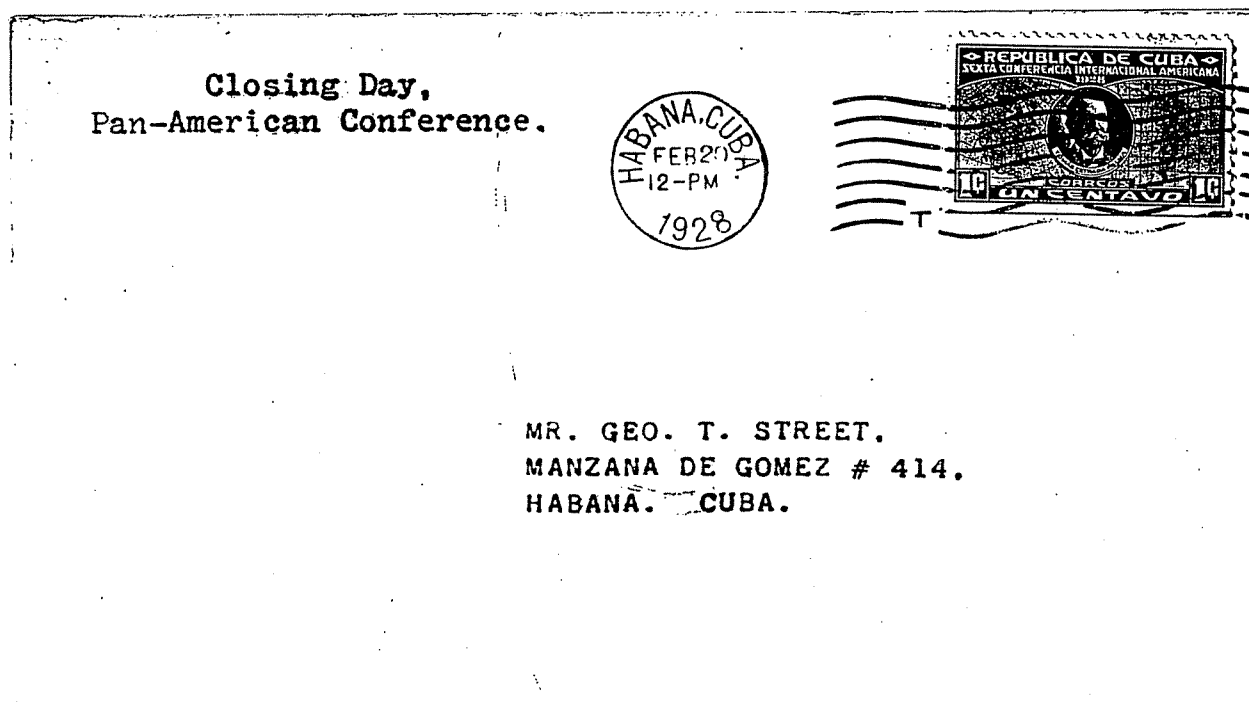
Drop letter (1¢ postage) preceded Lindbergh's arrival in Canal Zone by one day.



Another cover postmarked on the day of Lindbergh's arrival at France Field from Panama City. He remained in the Canal Zone for two weeks, resting and hunting.



While in the Canal Zone, Lindbergh planned the balance of his tour. His only constraint: choose visits to arrive in Havana during Pan American Conference.



Caribbean Goodwill Tour

Although some of Lindbergh's advisors were against a visit to South America, he chose his own itinerary. With an invitation from Bogota, he made a flight plan via the old fortress city of Cartagena, rather than SCADTA base, Barranquilla.



BRISTOL COLLEY
6023 1111
DETROIT MICH

Lindbergh Day

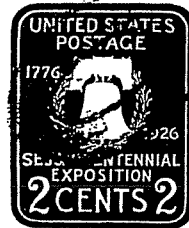
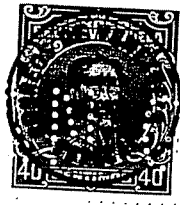
Cartagena cover with simple handstamp was postmarked on the day of his arrival.

Caribbean Goodwill Tour

As he approached Caracas, a severe storm over the coastal mountains forced him to search for an opening. Finally, after two hours and diversion of 150 miles east, he broke through to coast and doubled back to Maracay just before dark.



Caracas used this special cancellation, "Welcome to Lindbergh" on commemorative covers prepared for his arrival Jan 30.



9498

Mr. A. Atlas Leve
333 So. Warren St.,
Syracuse
N.Y.
 U.S.A.



That this was just a cancellation was confirmed by use on a variety of stamps.

SI NO ES ENTREGADA EN 5 DIAS
 DEVUELVA A
THE ROYAL BANK OF CANADA
 CARACAS
 VENEZUELA, S.A.

Señor

C rlos Delfino

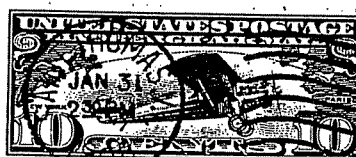
Maracay



In Caracas, he placed a wreath on monument of Bolivar, and Pres. Gomez awarded him the decoration of Order of the Liberator. On Jan 31 he departed early for the longest oceanic part of entire tour (over 1000 miles) via Lesser Antilles.

Caribbean Goodwill Tour

Long flight to St. Thomas (10 hrs, 15 min) fortunately ended uphill on short golf grounds with mountain at end. Met by Basil Rowe, President of West Indian Aerial Express, who had flown in with his flagship, Santa Maria, loaded with dignitaries



Leon Berman,
8835 Michigan Ave.,
Detroit, Mich.,
U. S. A.

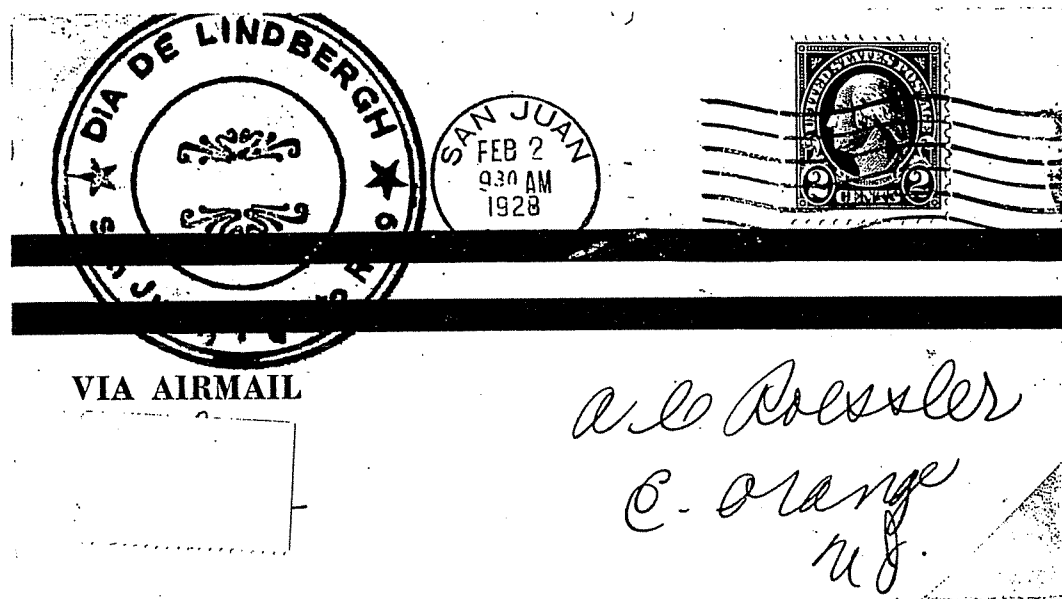
Welcoming celebration cover postmarked (2:30 PM) just before Lindbergh's arrival

On hop of 80 miles to San Juan via St. Croix, Spirit of St. Louis was officially escorted by Basil Rowe and his load of welcoming dignitaries in the Santa Maria.

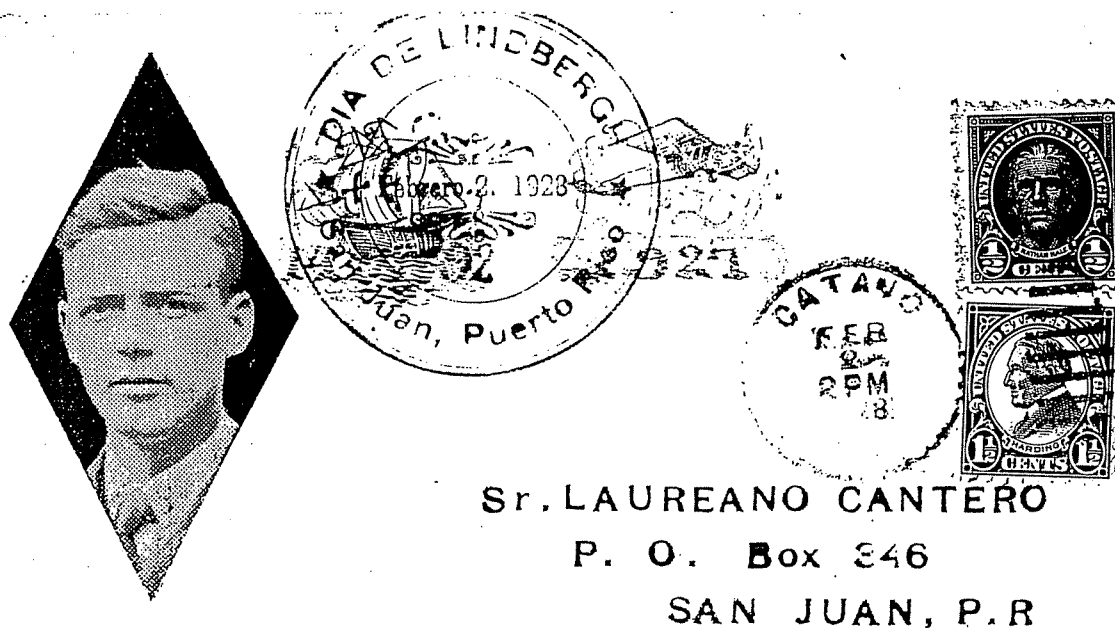
2¢ postage supplied by Sesquicentennial entire. 10¢ Lindbergh is "cachet".

Caribbean Goodwill Tour

San Juan flight, which never took Lindbergh out of sight of land, ended before a huge crowd on a landing field just beyond the surf.



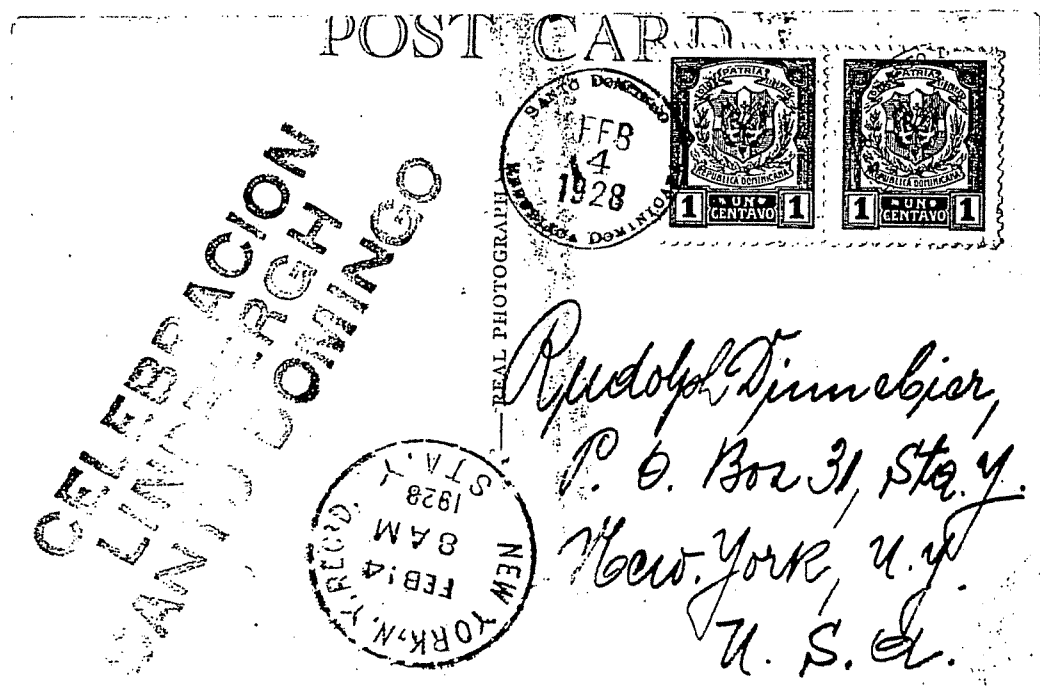
Most welcoming covers with this private cachet had an arrival date of Febrero 2, 1928 added in the center. A few never got the date.



Printed Lindbergh cover, with the dated cachet, also pictures Columbus' Santa Maria and the spirit of St. Louis, both of which visited the Caribbean islands.

Escorted tour left on February 4 for a short leisurely flight to Santo Domingo via many distinct landmarks. Lindbergh wrote newspaper dispatches on the way.

Lindbergh arrived in Santo Domingo, the western world's oldest city, on Feb 4, his 26th birthday. After a welcoming fiesta with floats and presentations, he visited tomb of Columbus, who also opened an epoch by crossing the same ocean.



Dinnebier welcomed him with one of his "our hero" postcards, but apparently had little time to make printed cachets. Instead, he used a simple rubber stamp set, even had to turn two Zs for Ns.

**CORREO AEREO ESPECIAL POR
LINDBERGH
EL ESPIRITU DE SAN LUIS**



**B. L. ROWE
WEST INDIAN AERIAL EXPRESS
PORT-AU-PRINCE, HAITI**

For first time, Lindbergh agreed to fly air mail for Basil Rowe and Dominican Republic postal service. Blue cachet has: Special Air Mail - by - Lindbergh - Spirit of Saint Louis. Red Lindbergh and Avion cachets applied after arrival.

**CORREO AEREO ESPECIAL POR
LINDBERGH
EL ESPIRITU DE SAN LUIS**

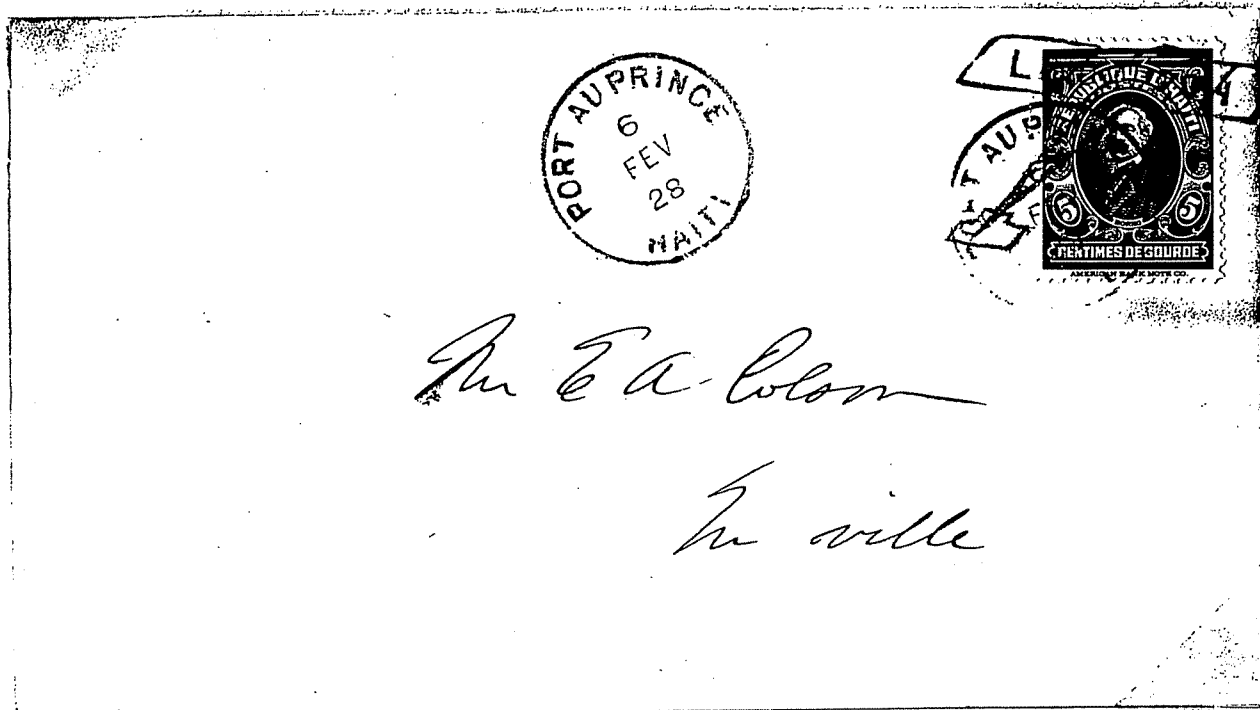


**B. L. ROWE
% LAWRENCE A COLMAN
MANZANA DE GOMEZ 343
HAVANA, CUBA.**

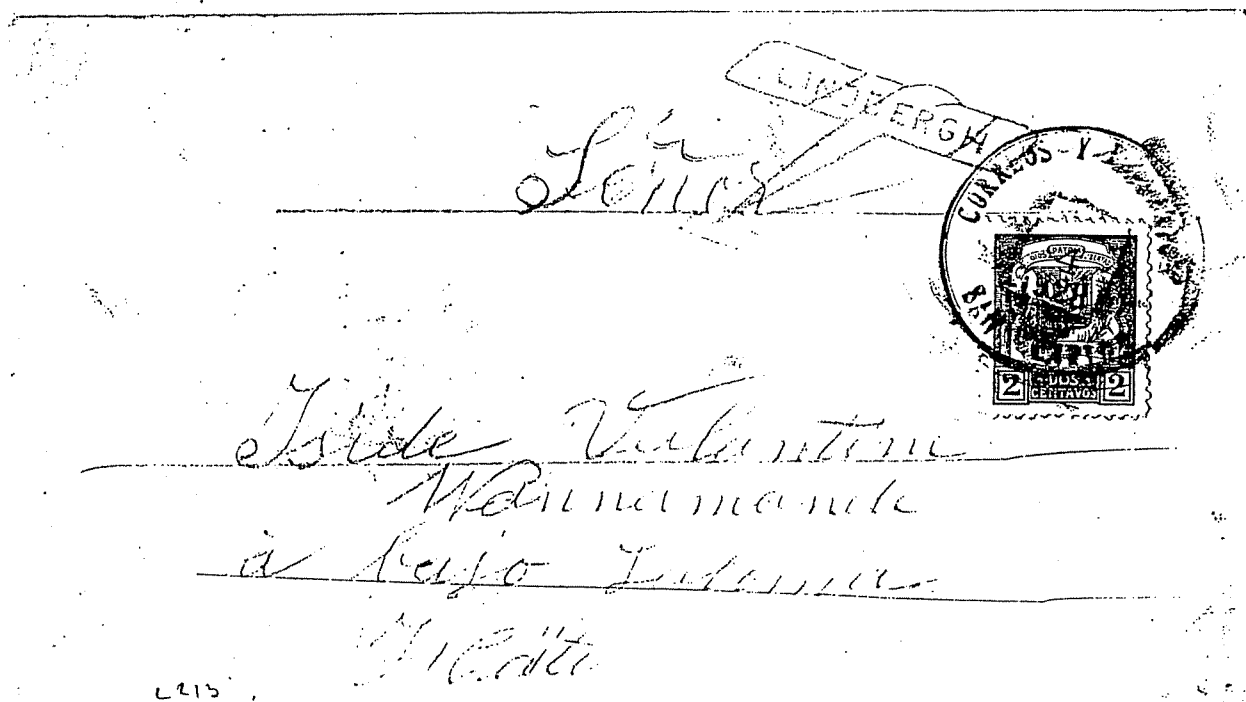
Covers to Havana were first air mail flights, since West Indian Aerial Express had not yet begun service to Cuba, planned for Feb 20. The covers remained on board during the Port-au-Prince visit, but reached Cuba ahead of regular mail.

Caribbean Goodwill Tour

Instead of a short (air line, not short by ship) flight, Lindbergh's route to Port-au-Prince diverted, first over Christoph's Castle, then by Cap Haitien on north coast. Final approach: down west coast to capital's US Marine airfield.



For this arrival day, Haitian post office prepared the special red cachet with LINDBERGH across the wingspan of an aircraft. This cachet was applied to both received and dispatched mail throughout his stay for commemorating this visit.



Mailed the day Lindbergh arrived in Santo Domingo, this cover from San Carlos via Santo Domingo required 3 days to travel 160 miles. On arrival in Port-au Prince, the day Lindbergh left, it was just in time to receive this red Lindbergh cachet.



Melle Ad. Maximilien
Port-au-Prince
Haiti

Haiti had scheduled the issuance of their coffee stamp the same day that Lindbergh arrived, so it signifies both Haiti's principal export and his visit here. It paid international first class (10¢) and registry (25¢).

Recommandée

25.54



Signor

Sig. EDOARDO BERTOLINI
c/o Guarino

1804-Lexington Ave.-1804

U.S.A.

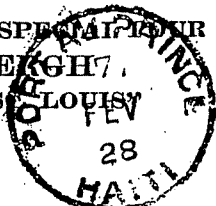
NEW-YORK CITY

Registered cover sent the next day was franked with coffee stamp, newly issued to honor Lindbergh's arrival. Was first class registered rate to Pan American Union countries so cover went on the next regular packet directly to New York.

Caribbean Goodwill Tour

Haitian PO also cooperated with Basil Rowe to dispatch special covers for Cuba by Spirit of Saint Louis. They are characterized by both the Lindbergh cachet and the red AVION, which had already been used regularly in blue on WIAE mail.

POSTE AERERIEN SPECIAL
LINDBERGH
"ESPRIT DE S. LOUIS"



B. L. ROWE

c/o LAWRENCE A COLMAN

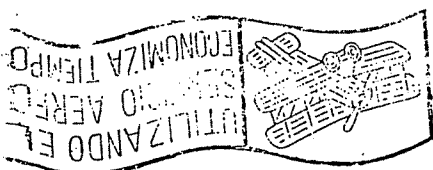
MANZANA DE GOMEZ 343

HAVANA, CUBA.

Reverse of cover shows special cachet, "First Air Mail Port-au-Prince-Havana". Havana back stamps register 4 PM Feb 8, when he touched down, and 11 AM Feb 9, when mail was processed. Most of these covers were later lost in a hurricane.

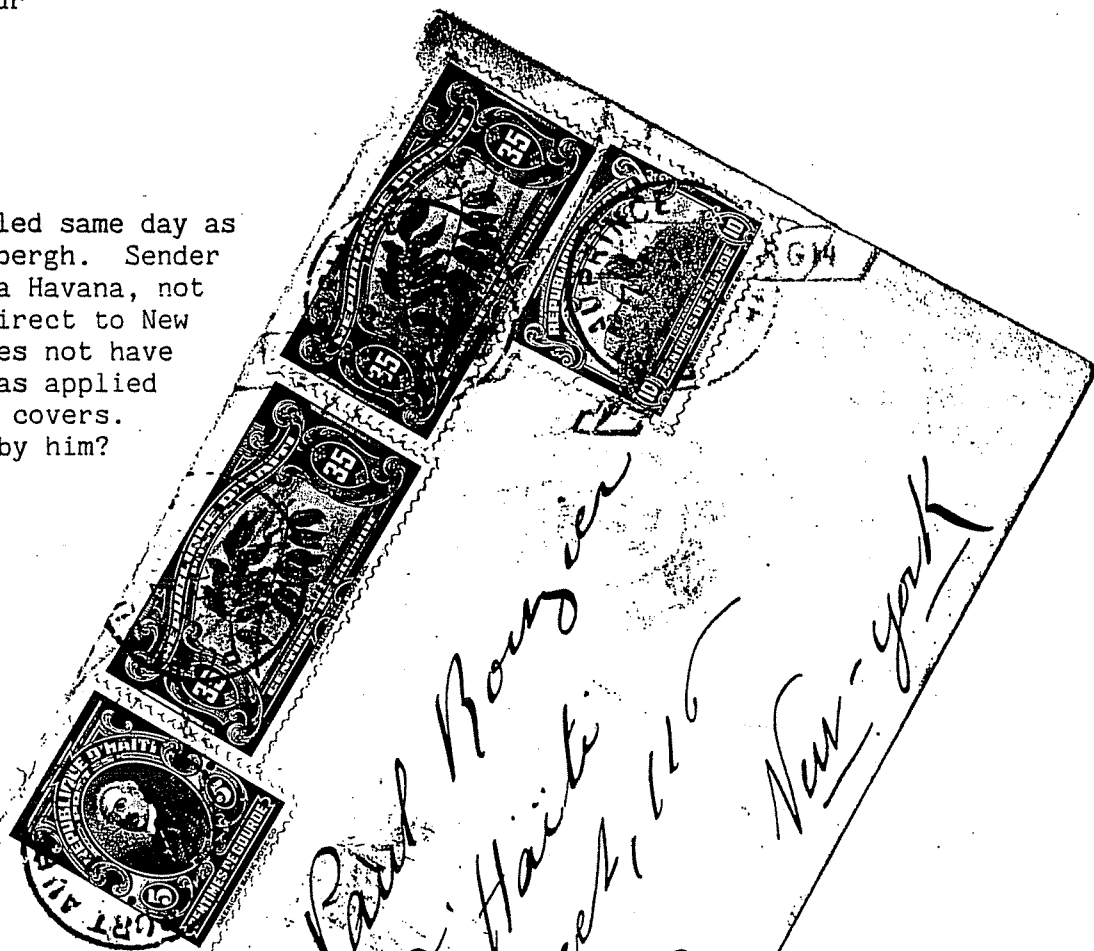


PREMIER COURRIER AERIEN
PORT-AU-PRINCE - HAVANE
RAID SPECIAL "LINDBERGH"
A BORD DU
"Spirit of St. Louis"



On Feb 8 Lindbergh departed early for an all day flight to Havana and his most important "diplomatic" appearance at the Sixth Pan American Conference, where air line negotiations had been under way. By 9:20 AM he was over eastern Cuba.

Registered cover mailed same day as covers flown by Lindbergh. Sender requested routing via Havana, not the regular packet direct to New York. However, it does not have a circle/AVION mark as applied on regular Lindbergh covers. Was it really flown by him?



Cher Cuba

2534

*Monsieur
Vice Consul
116, Broad*

*Paul Bourcier
Haiti
Street, 116
New York*



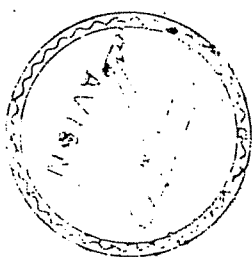
Havana backstamp shows it was worked the same day as Lindbergh covers. No other known official routing could give this same schedule. The Lindbergh Study Group examined this cover and believes that it was one of the Lindbergh covers. At least one other similar cover exists. They were in New York two days ahead of the Bertolini cover.

This cover and its research described in The Airpost Journal, Vol. 59, p.20.

This has all of the proper postmarks for dispatch via the Spirit of St. Louis to Havana and then Miranda. However, has no Havana backstamps, only Miranda.

Was it flown by Lindbergh?

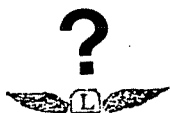
Par avion Spirit of St. Louis



Mr. John C. Ranz,

Miranda, Oriente,

Cuba.



1. If it was flown by Lindbergh, its forward to Miranda, 1 day, 13 hours, was less than other later covers until 1931, after inauguration of Cuba air mail.
2. It may also have been sent by the steamer, which had just arrived with the previous Valentine cover, offering quicker service to Miranda. Arrived 10th.

Who has other Miranda covers that may answer the question?

Caribbean Goodwill Tour

Lindbergh entered Cuba via Guantanamo Valley, then along mountains and sugar cane fields with many emergency landing places. At Camp Columbia, plane came in low, then vertically up, hanging in space. Next it circled field and flew away for a brief circuit of Havana.

LINDBERGH DAY
HAVANA, CUBA



ANDO E
AERE
A TIEM



Mr. Arthur Barger
46 Cornhill
Boston, Mass. U.S.A.

As 100,000 watchers, including delegates to Pan American Conference (adjourned for the day), waited, the flight returned and landed before their grandstand, exactly on time. Secretary of Communications issued Lindbergh stamp that day. Many welcoming covers were prepared, including some before the stamp appeared.

DESPUES DE 5 DIAS, DEVUELVA SE

Henry Bennett

Apartado 2509

HABANA, CUBA



Eugene Klein, Esq.,

200 South 13th Street,

Philadelphia, Pa.,

U.S.A.

Cover prepared by Henry Bennett, Director of the American Chamber of Commerce, attending the conference. Postmark shows 4:00 PM, the time Lindbergh landed.

Caribbean Goodwill Tour

The new Lindbergh air mail stamp was first announced on Jan 12, but no date of issue (arrival) was given because Lindbergh in Panama had not set final route. There was little time for preparation of cachets, except by local facilities.

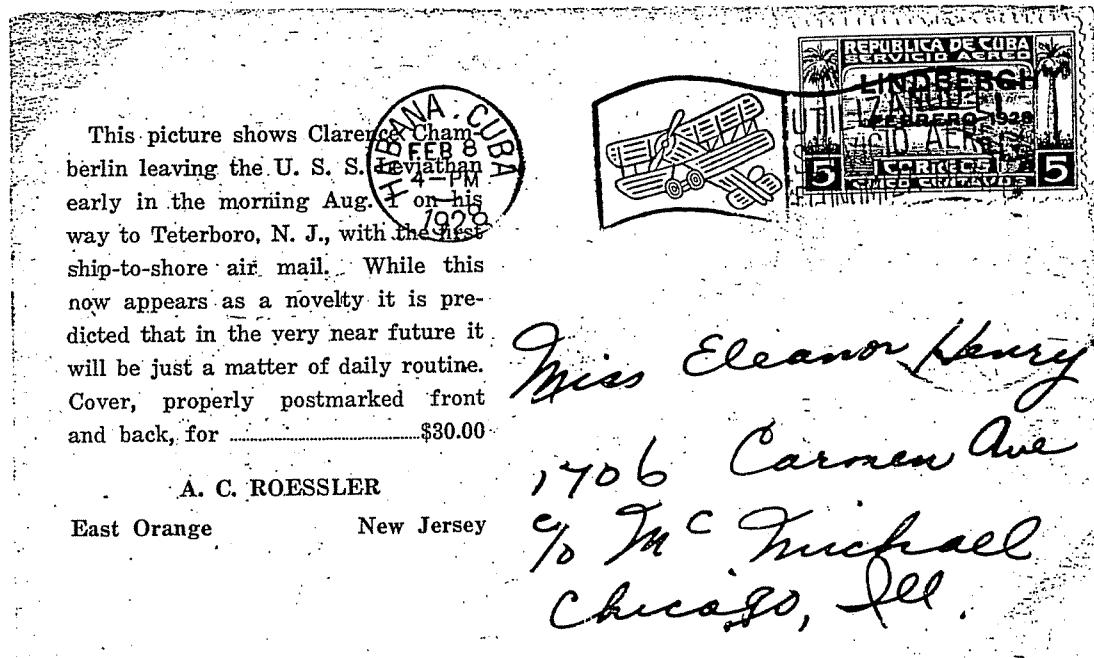


A. C. ROESSLER

140 SOUTH PARKWAY

EAST ORANGE
NEW JERSEY

Roessler decided to enter Cuban FDC business with his first cover, this simple return envelope. Apparently insufficient time for his usual pictorial cachet.



He also used some of his advertizing cards for ship-to-shore covers.

The new Lindbergh air mail stamps had numerous varieties due to faulty type. For example, most of the stamps in column 2 have short stems on Fs.

000820

Nota No

S 375



3 Column No.

- 2 broken stem 1
short legs R,H
3 short leg H

- 2 short leg H
corner 1st E

- 1 top loop 8
short leg H
2 short legs all Rs
corner 3d E
3 flat top G

- 1 top of H bent
top 3d E bent

- 2 short leg H
short leg 2d R
broken stem 1

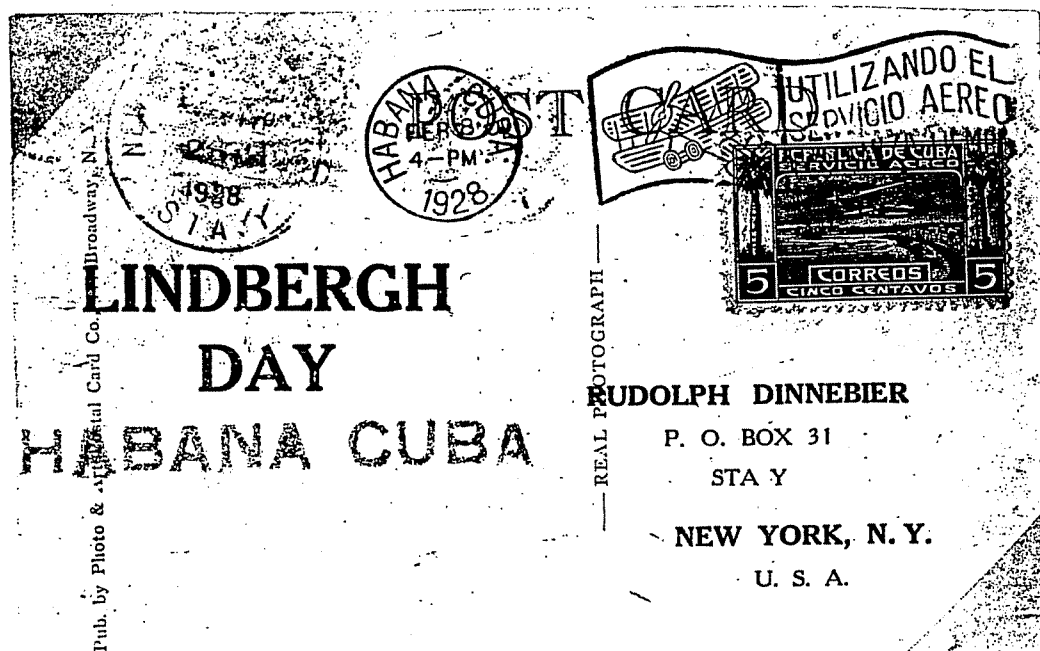
- 1 bent H
2 broken stem 1
3 short leg 3d R

- 1 bent H
2 short leg H

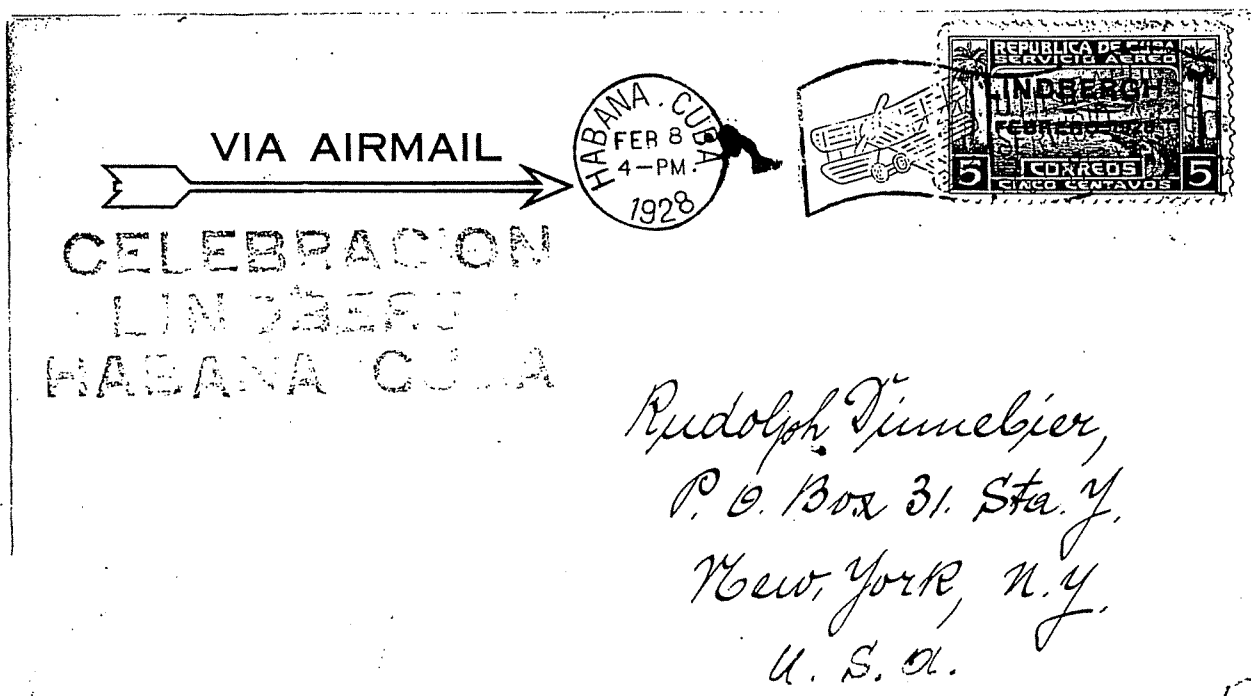
- 1 bent H
2 short leg 2d R
broken stem 1

- 1 broken stem 1
2 bent leg H
3 short leg F

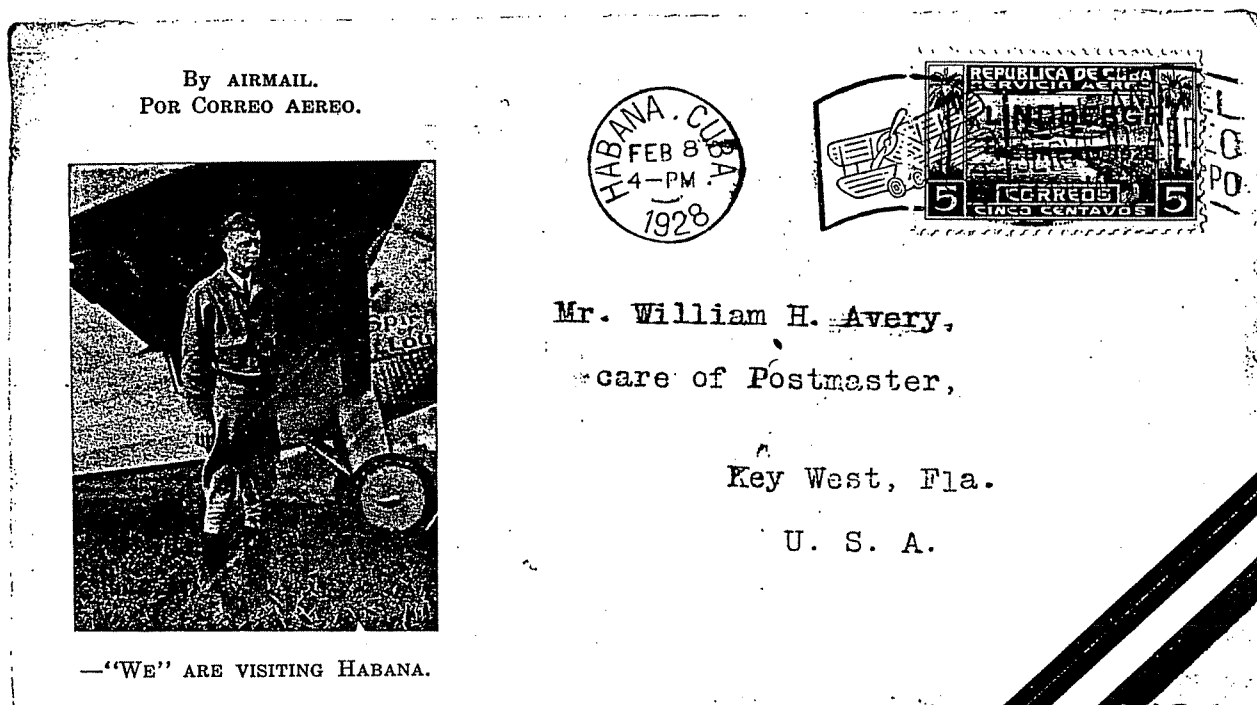
Can you find
the broken G?



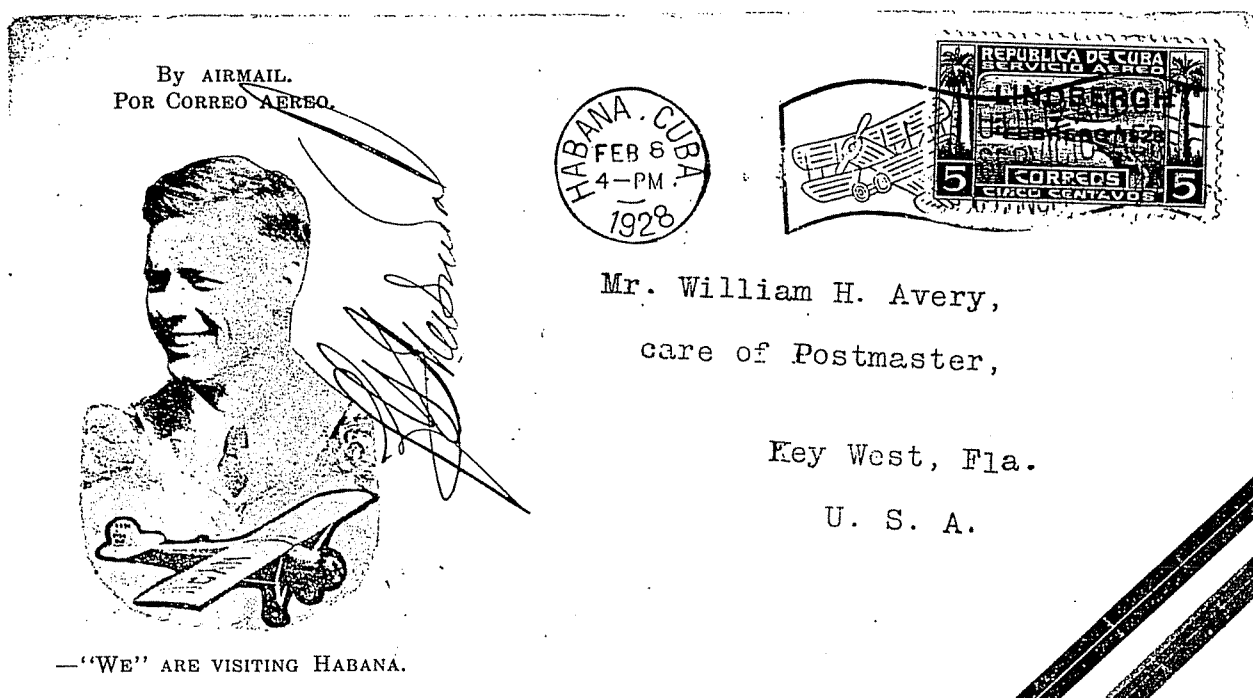
Dinnebier continued his Lindbergh welcome in Havana with this "New York to Paris" portrait card, preprinted except for "Habana Cuba".



This cover, however, again overtaxed the rubber stamp set supply of letter Ns.



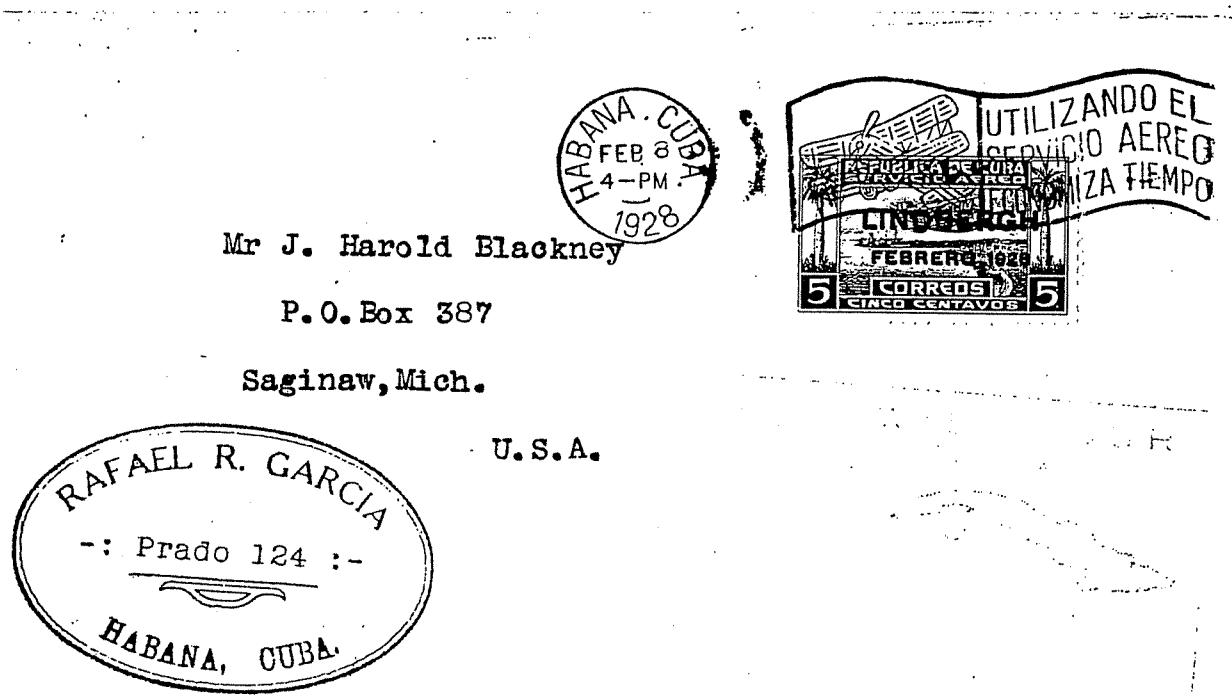
Earlier planning resulted in two pictorial cachets printed and later advertised in McKeels Stamp News by Avery of Havana. Reported to be his only FDC designs.



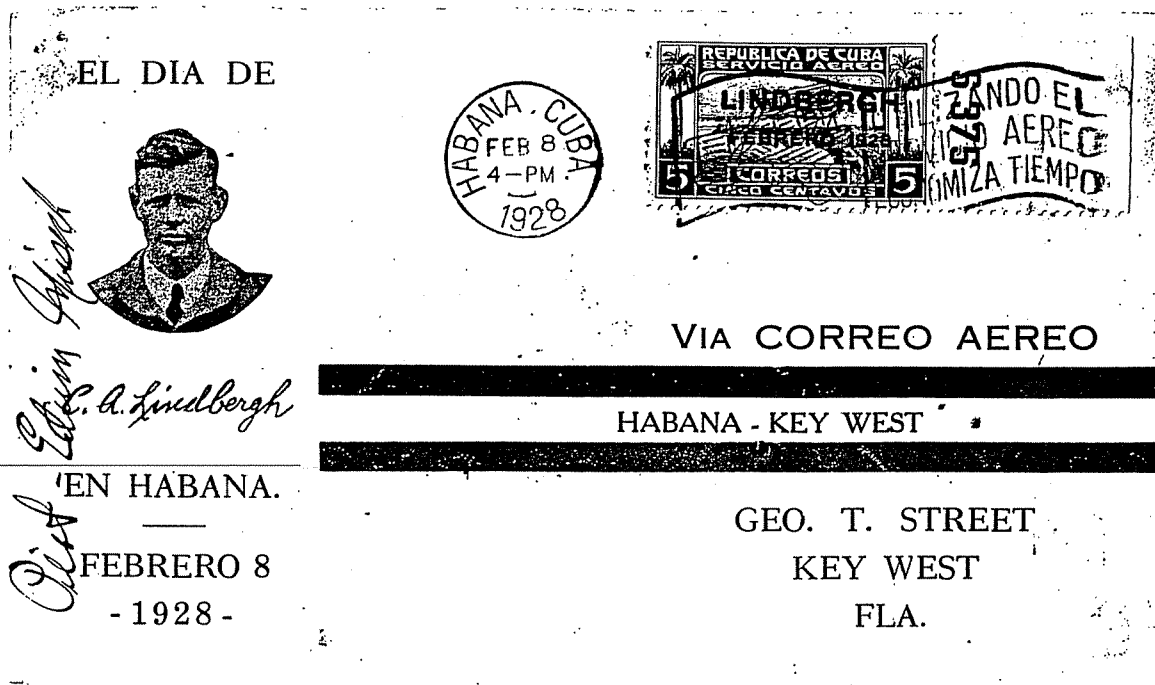
Some Avery covers were signed by Mr. Masuidal, postal administrator in Havana.



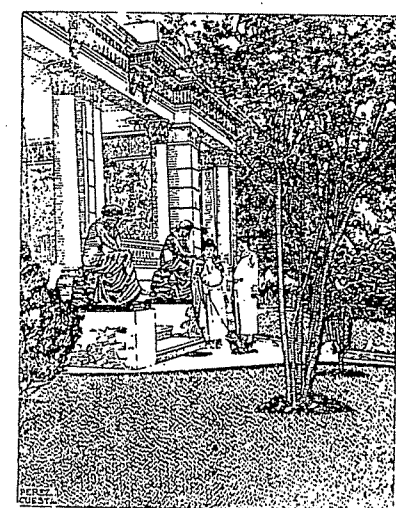
Street covers in English were prepared and sent on to Key West before the actual date of Lindbergh's arrival was known. This cover was mailed back to Havana on the FAM 4 morning flight and was backstamped there by 11 am.



Cover prepared by Havana dealer, Garcia, has a boxed rubber stamp cachet. This and Street cachet were the only ones to include Lindbergh's Feb 8 arrival date.



Attractive pictorial cachet by Street, a well known Havana collector and cover designer. It, like the Avery covers, was flown to Key West by the afternoon Pan Am flight. It also was signed by its pilot, Edwin Musick.



HOTEL SAVOY
HAVANA, CUBA
F and 15 th, Vedado. Tel. F-5270



C. A. Lindbergh

EN HABANA.

FEBRERO
- 1928 -

VIA CORREO AEREO

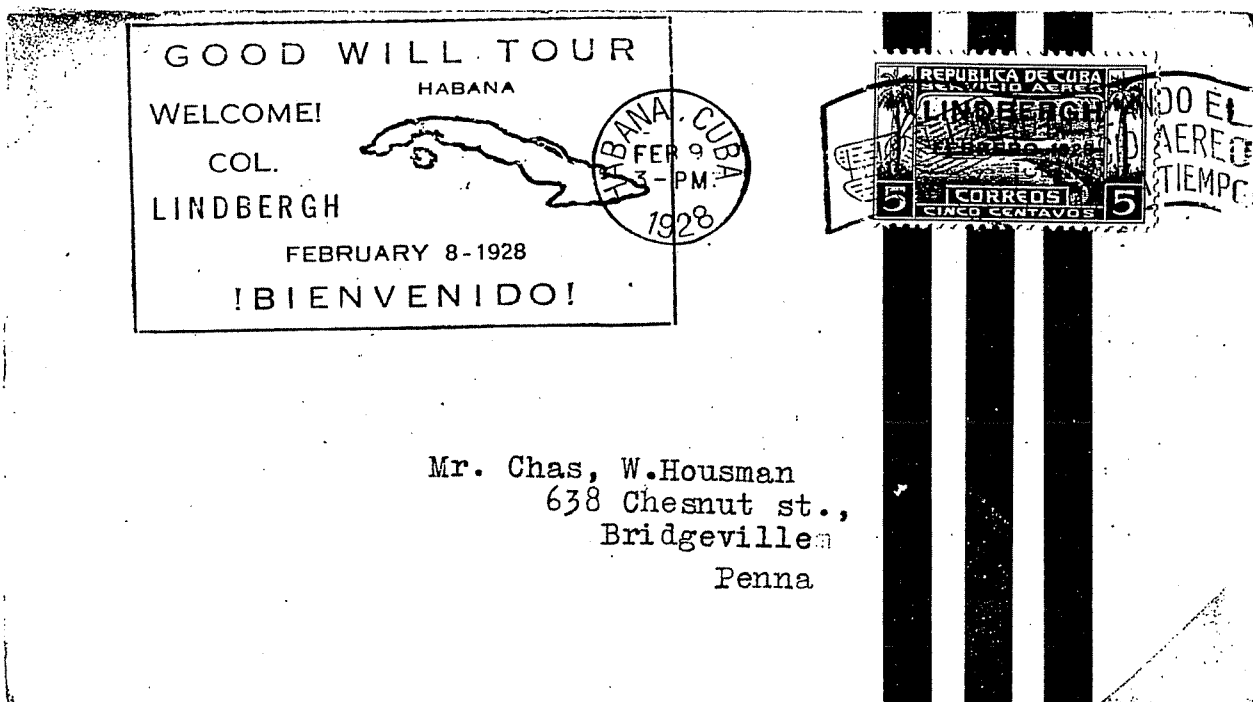
HABANA - KEY WEST

GEO. T. STREET
KEY WEST
FLA.

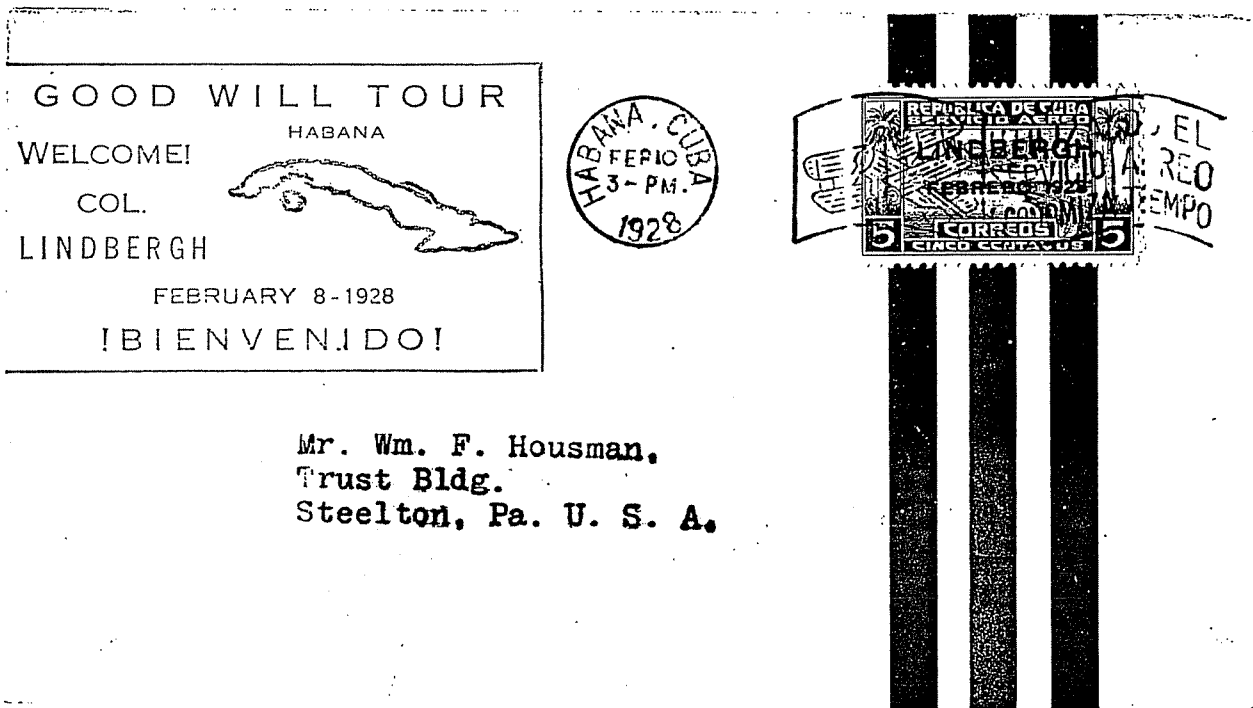
Hotel Savoy cachet was prepared earlier by Street and did not display the day.

Caribbean Goodwill Tour

Between 50 and 75 of these covers with the boxed cachet were prepared each day throughout Lindbergh's Havana visit to commemorate his activities and honors.



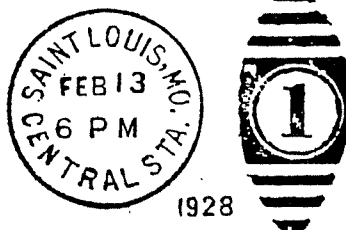
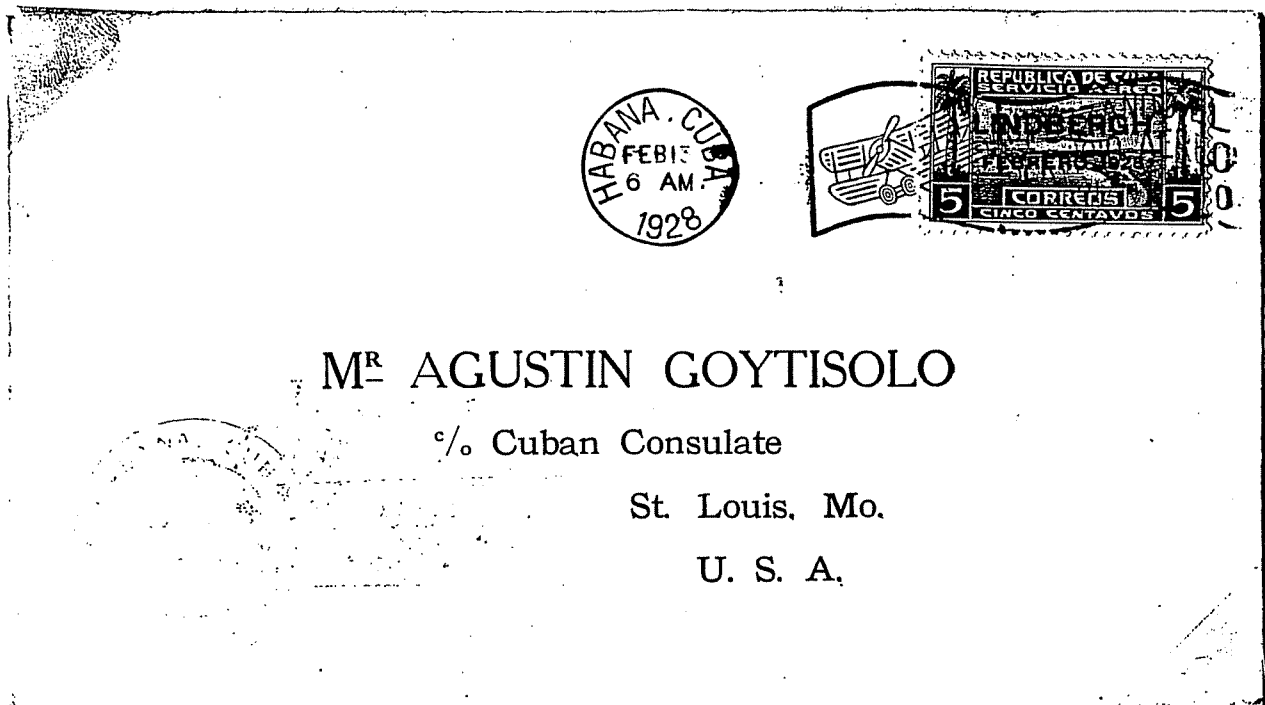
Feb 9: Lindbergh returned to Camp Columbia, where he supervised the tune-up of the Spirit of Saint Louis and had a lunch at Officers' Club with Cuban pilots. Later, he was guest of honor at a reception for 3000 guests at the US Embassy.



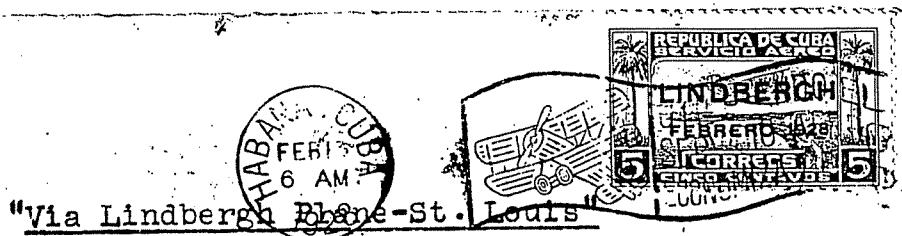
Feb 10: Medals. First, the Province of Havana Medal struck to commemorate his transatlantic flight. Then 50,000 people crammed into Central Park and packed rooftops and balconies to see him receive keys to the city. Later, from Pres. Machado, the Grand Cross of Order of Miguel de Cespedes, Cuba's highest honor.

Caribbean Goodwill Tour

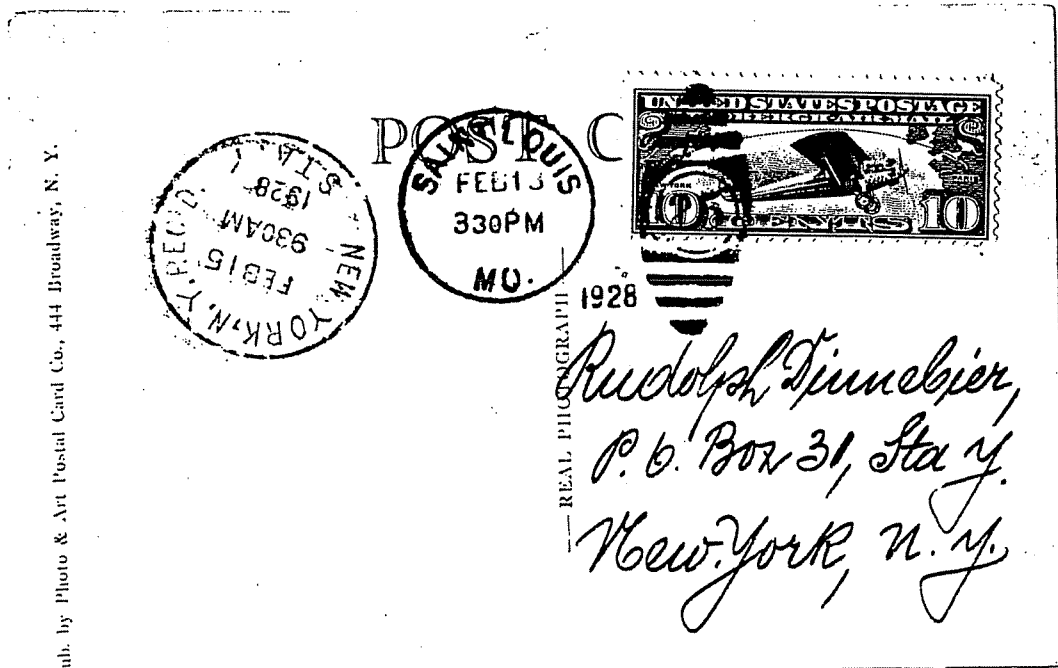
He left Havana in low clouds at 2:26 AM, lost his way when two compasses became erratic. After finding his position over Bahamas, he made direct track through bad weather to Saint Louis. Only "We" could have made this flight before dark.



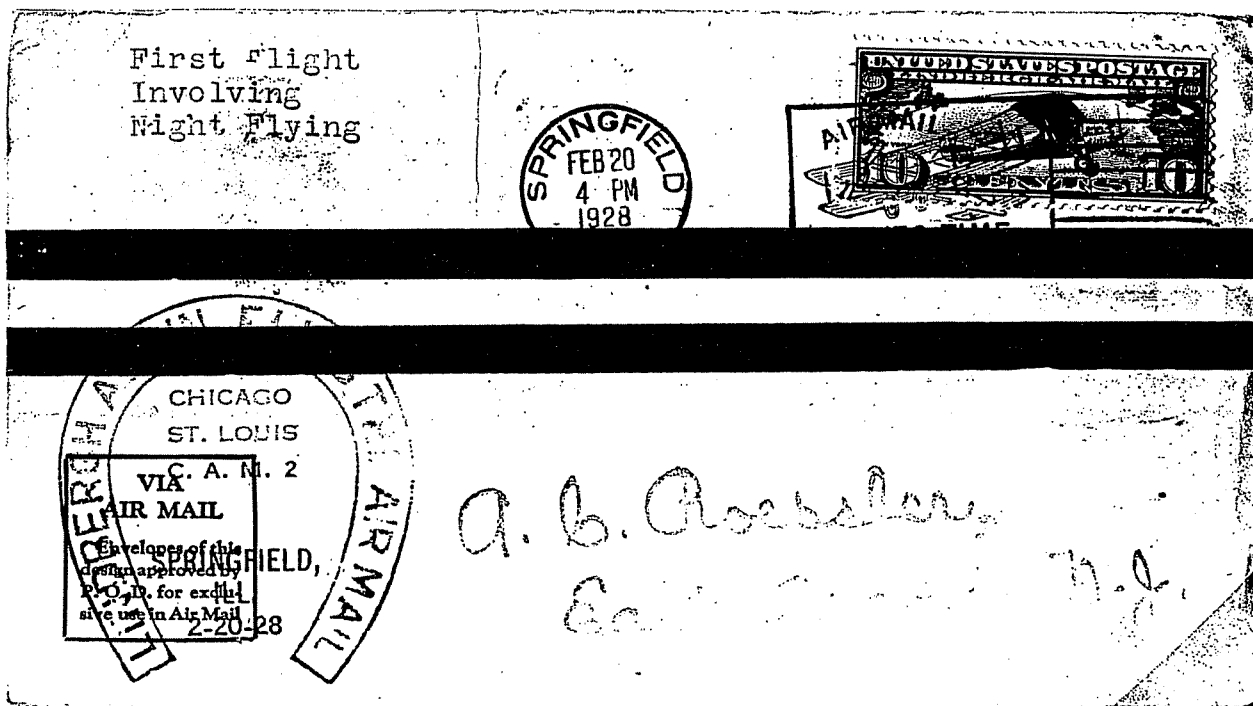
Cover purported to have been carried by Lindbergh or escort was postmarked in Havana hours after Lindbergh left. Backstamp has an impossible arrival time. Even the special Lindbergh cachet is not seen on other Havana welcome covers.



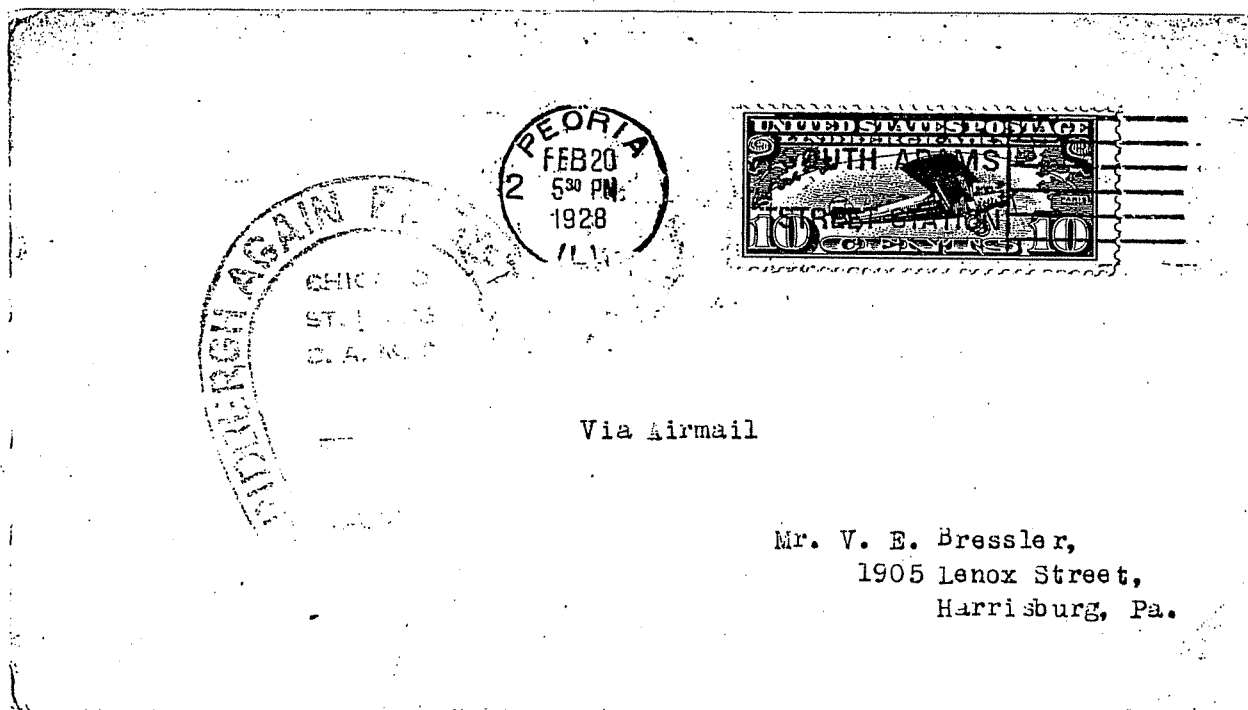
Piece of cover by another unsuccessful collector confirms 6 AM postmark.



Dinnebier welcome card had been posted earlier and was waiting when Lindbergh arrived in home port, St. Louis, just after five o'clock.

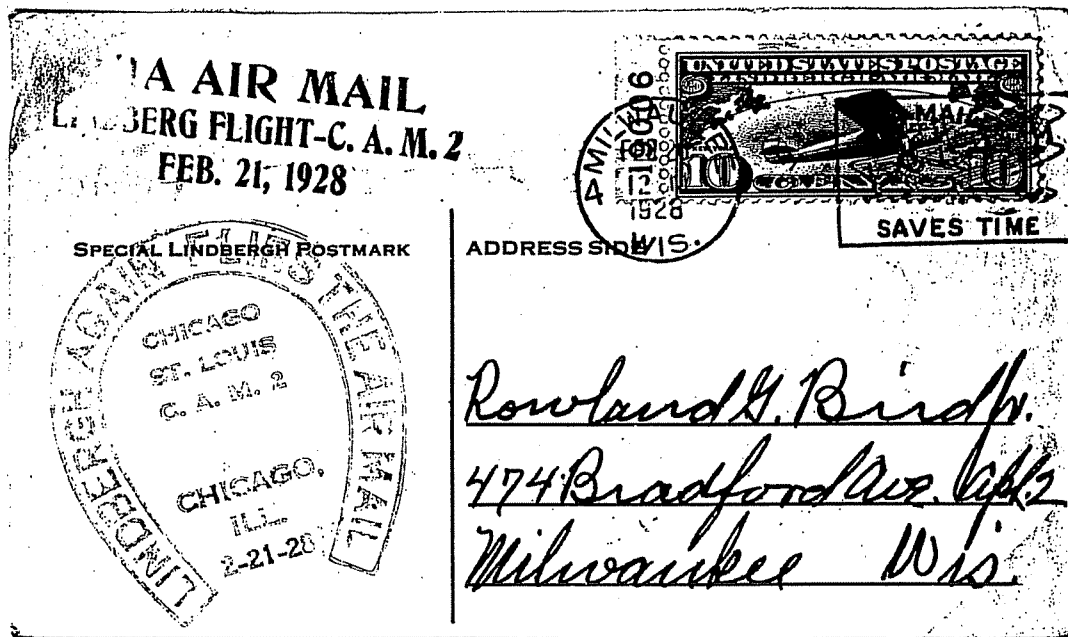


Roessler cover from Springfield points out that return flight ended after dark.

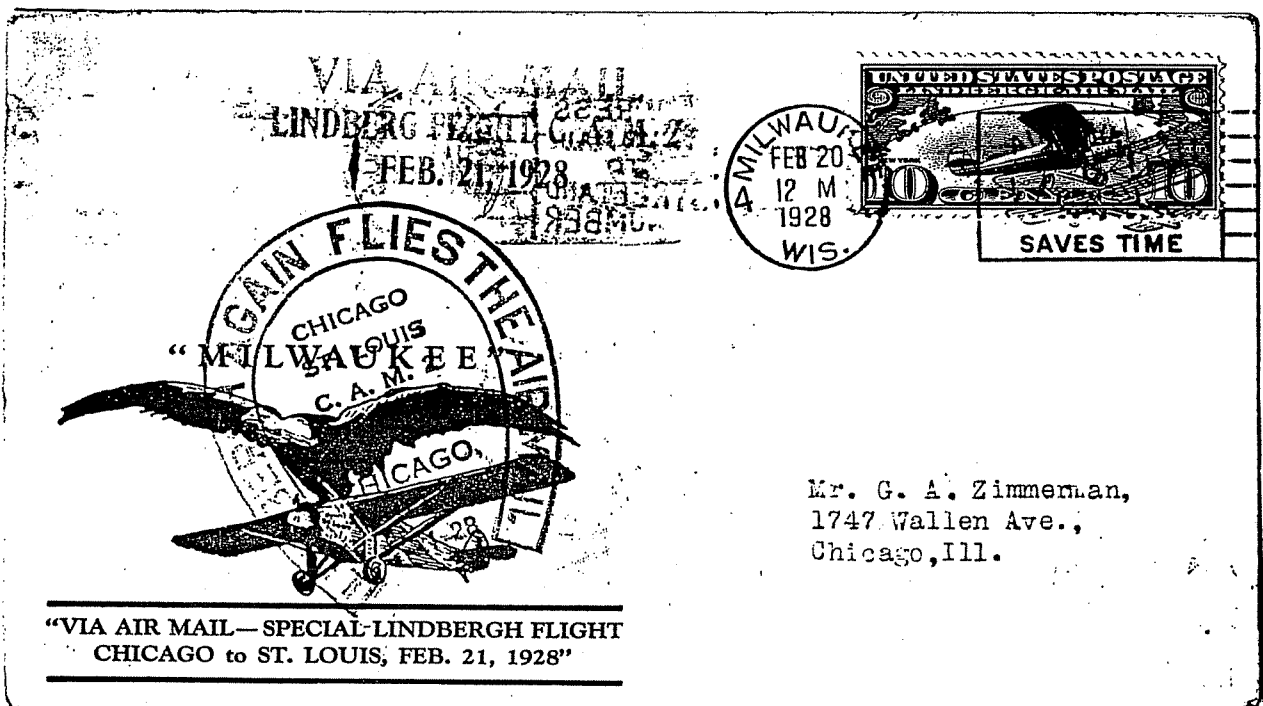


Fewer covers were dispatched from Peoria than from any other CAM 2 route point.

The southbound flight began the day before in Milwaukee with items having special cachets and a hand stamp that misspelled LINDBERGH.



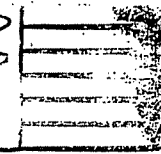
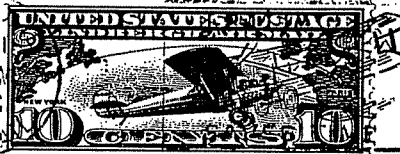
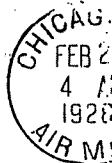
Postcard flown on a special Sunday connecting flight from Milwaukee on CAM 9 connected with flight from Chicago. Saint Louis backstamp and horseshoe cachet show that connection this time was made right.



Specially printed Mauck cachet on cover that also made Milwaukee night flight.

Chicago-Peoria
Special Flight

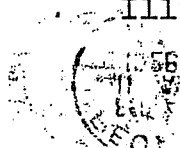
AIR MAIL
CARRIED BY LINDBERGH



Mr. Eugene Klein

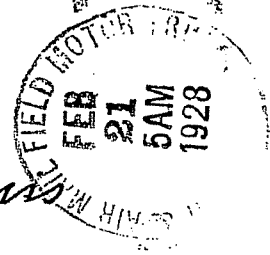
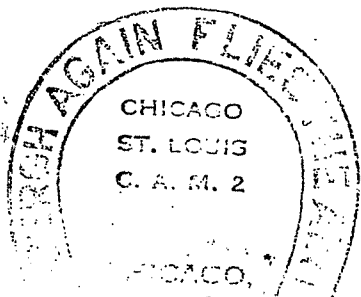
Peoria

Illinois



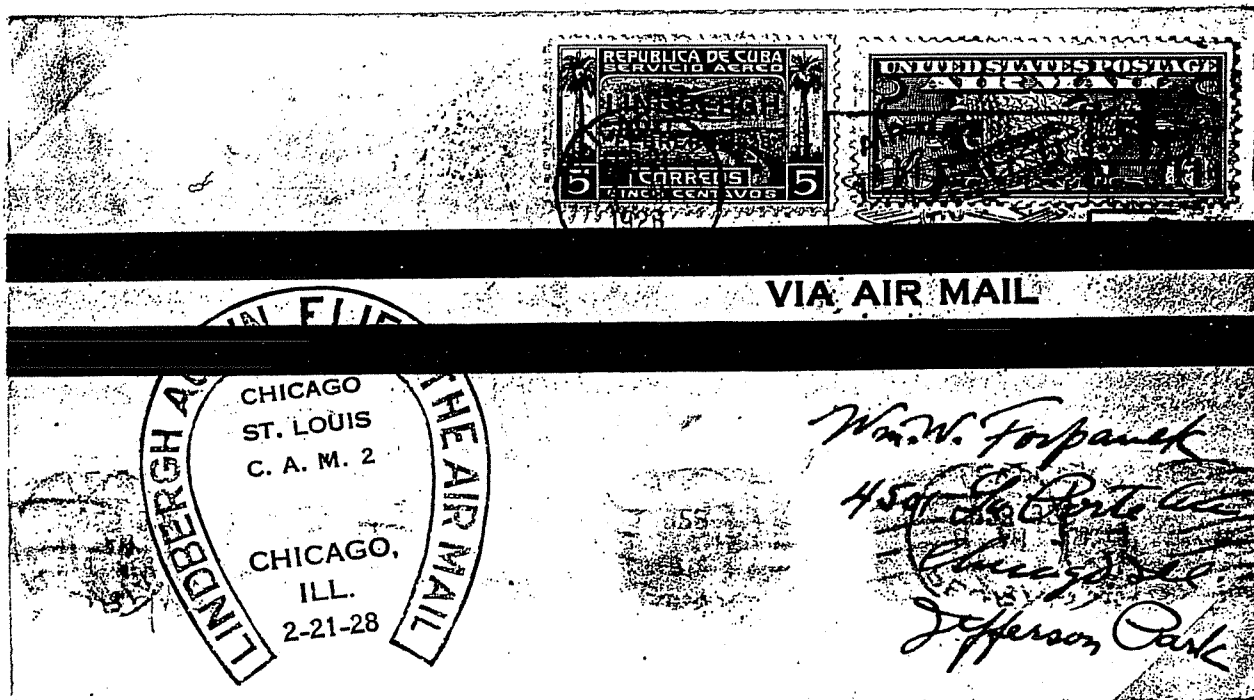
Chicago preparations for the flight began very early as shown by postmark.

Airmail

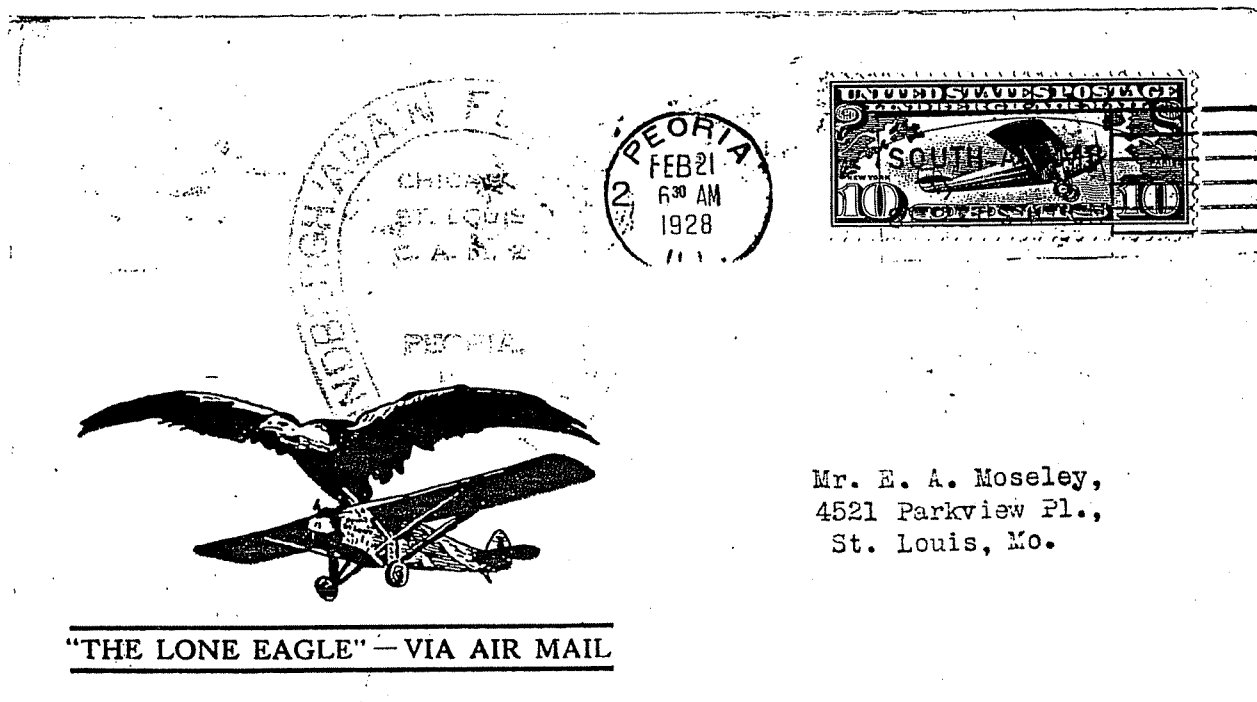


*By Lindbergh flight
Chicago San Louis
Mr Ernest Kahn 447 Rose
Oakland Cal*

A somewhat later start is shown on this elusive cover that was postmarked at 5a.m. in the Chicago and Air Mail Field Motor Truck on the way to the field.

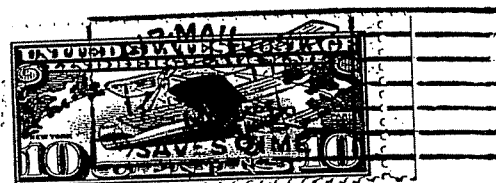
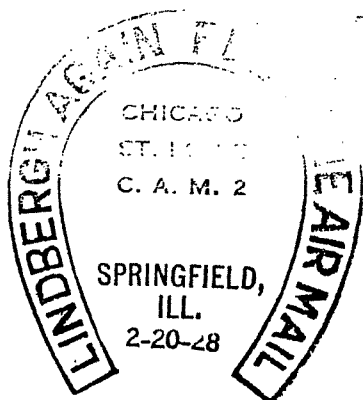


These most popular Lindbergh covers include all of the CAM 2 stops and various cachet colors. This one includes the Cuban Lindbergh stamp from Havana visit.



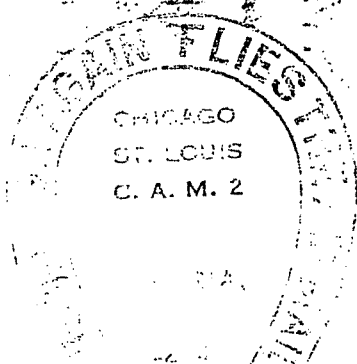
Peoria covers are seen mostly with this green "Lucky Lindy" horseshoe cachet.

This was still another opportunity for collectors to welcome Lindbergh and, to demonstrate how they were using air mail, they addressed welcome covers to him.



COL. CHAS. A. LINDBERGH
CHICAGO, ILLINOIS.

Northbound cover by Detroit dealer, Ward Chapin, sent with an offer to provide Lindbergh additional covers and approval material for the Lindbergh collection.



COL. CHAS. A. LINDBERGH
"WHERE LINCOLN LIVED"
SPRINGFIELD, ILLINOIS.

How this southbound cover found Lindbergh is a puzzle, unless it was delivered to his friend, Postmaster Conkling, in Springfield to be passed along for him.



Almost a year after the first Lindbergh stamp issue the PO issued its first air mail stamp booklet containing 6 stamps.



THIS BOOK CONTAINS

SIX



STAMPS

PRICE SIXTY-ONE CENTS



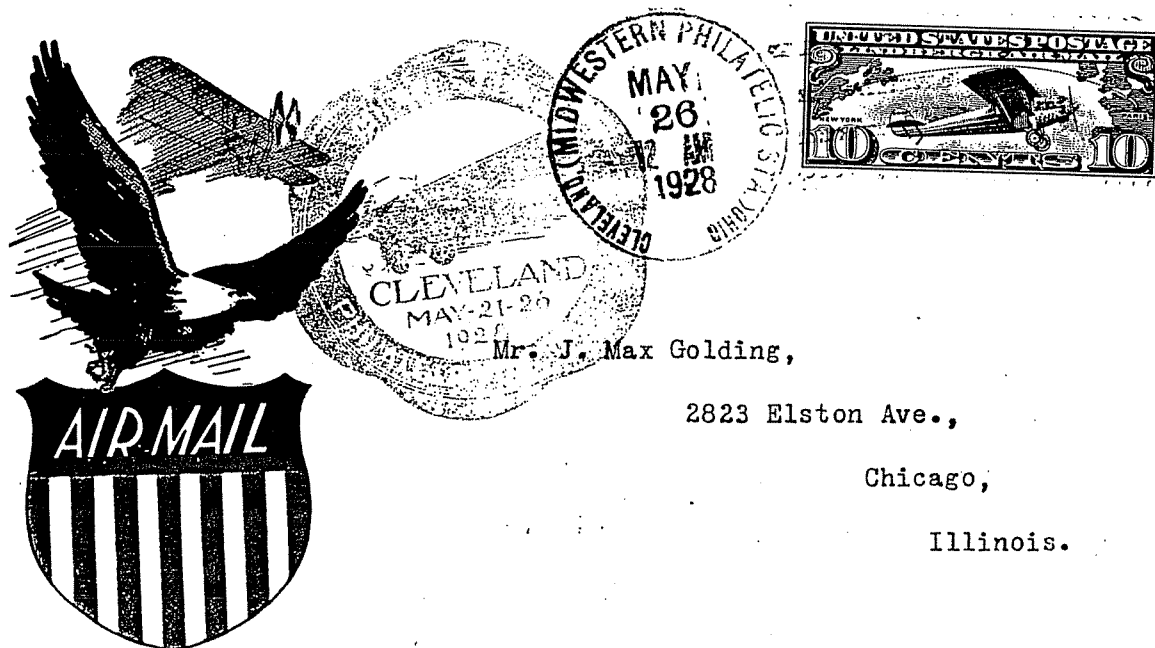
Booklet covers pictured current map of air mail system, including FAM to Havana.

More Honors

First day of issue ceremonies for the Lindbergh booklet were held in Cleveland at Midwestern Philatelic Exhibition, where a special postal station was set up for selling booklets or mailing covers.

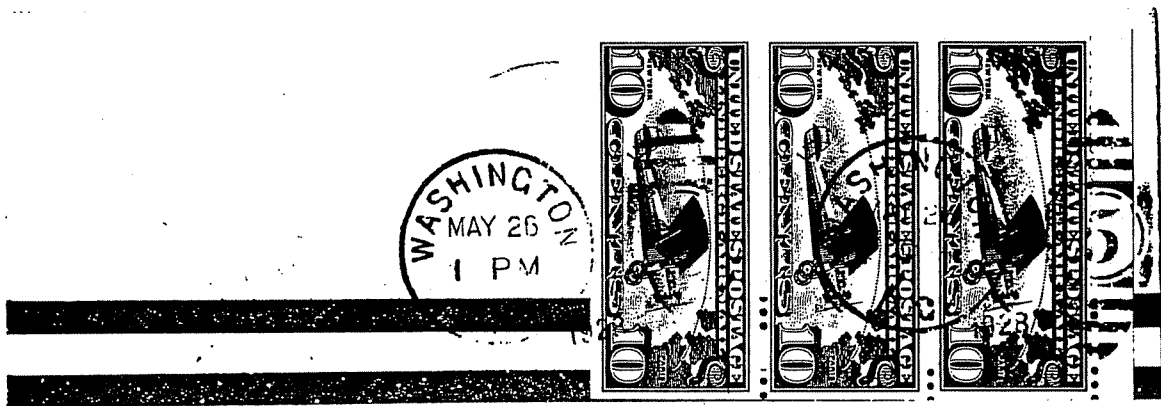


A complete booklet pane was used on this cover, which displays the official exhibition cachet and the postmark of the postal station.



The first Garfield Perry Stamp Club cachet was designed and used with different colors used for the postmark and exhibition cachet, hand stamped on this cover.

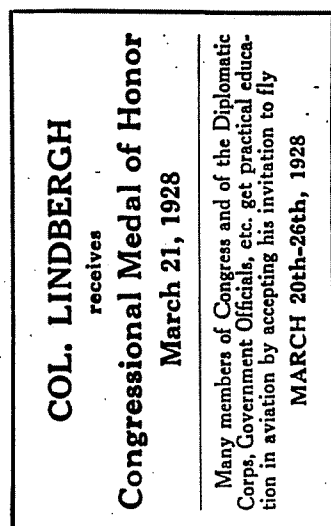
More Honors



VIA AIR MAIL

Mr. P. S. Warren,
1702 Hobart St., N.W.,
Washington, D.C.

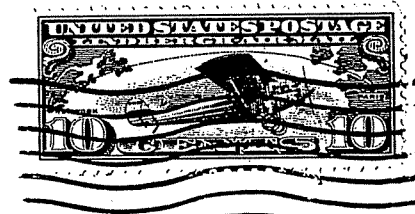
Washington DC also held first day ceremonies for the Lindbergh booklets.



Mr. V. Eugene Bressler,
1905 Lenox Street,
Harrisburg, Pa.

Just before Lindbergh had left on his Latin American trip, he had visited Congress, which voted unanimously to award him the Congressional Medal of Honor. On return, President Coolidge presented it to him at White House.

LINDY RETURNS TO HIS ALMA MATER
JUNE 18, 1928
HONORARY DEGREE OF LL. D.
CONFERRED BY
THE UNIVERSITY OF WISCONSIN



Mr. George Zimmerman,
1747 Waller Ave.,
Chicago, Ill.

CAN 9

Although Lindbergh had left the U. of Wisconsin in March of his sophomore year because man was not meant to "fiddle with pencil marks on paper, but was given air and even wings to fly", he had written articles and a book: ergo a degree.

FAM 5 Inaugural Flight Miami-Cristobal



Aircraft: Sikorsky S-38

Contractor: Pan American Airways, Inc.

Pilot: C A Lindbergh, Technical Adviser
 Copilot: J A Hambleton, Pan Am Director
 Mechanic and Radio Operator: H L Buskey
 Passenger: J T Trippe, Pan Am President

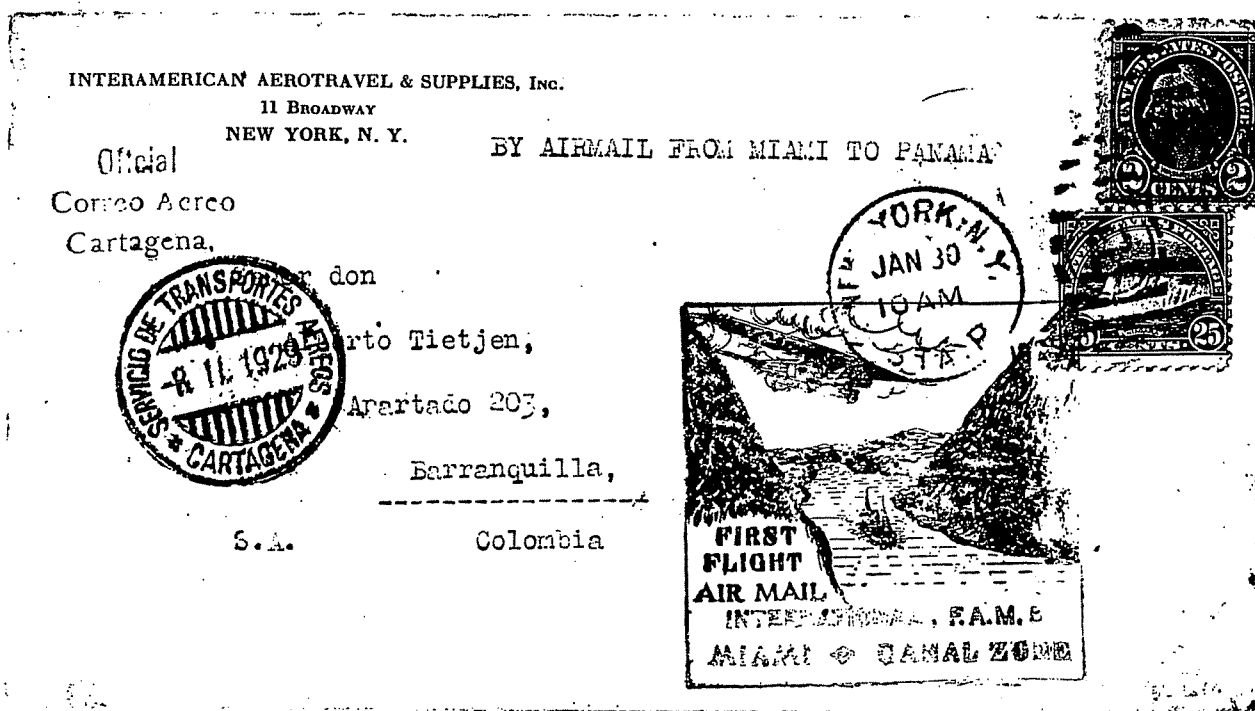
Miami departure, on Lindbergh's 27th birthday, was beginning for 2 round trips a month flight schedule. Postage was 25¢ in addition to basic 2¢ for air mail and mail to another destination than Cristobal was carried there to mail back.



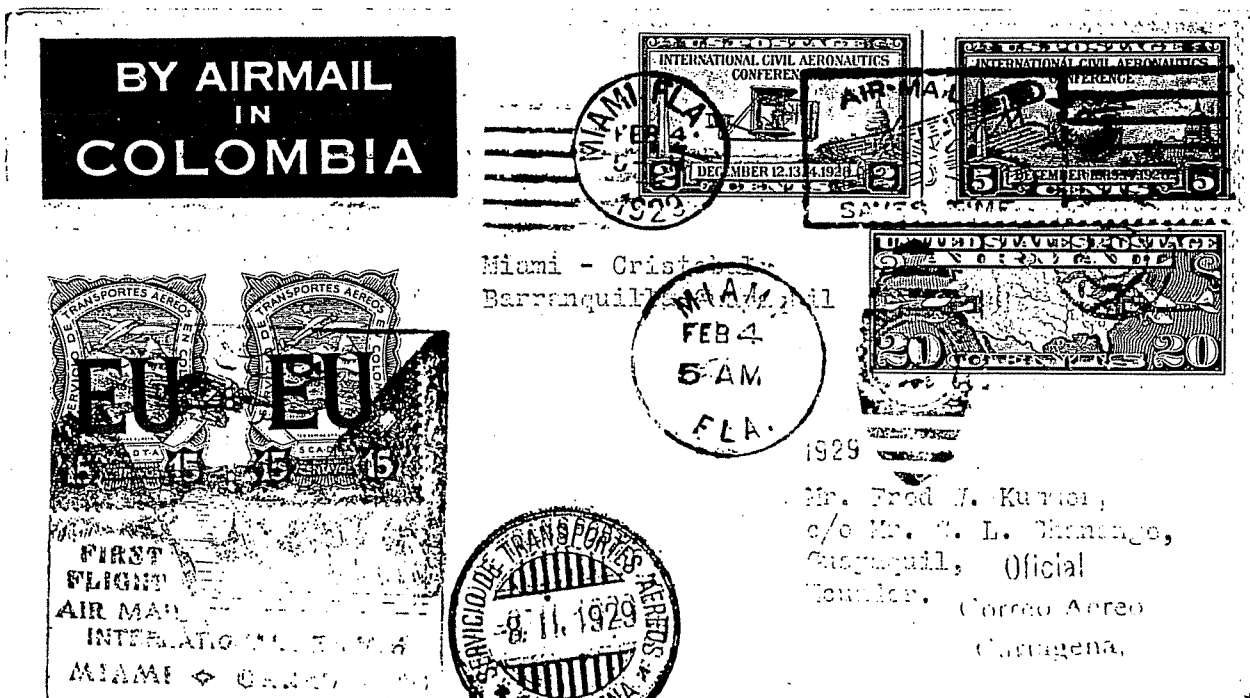
Flight carried mail only from Miami to Cristobal, but fuel and night stopovers were made at sites surveyed only the week before by Hambleton. Other possible landing places were circled to survey for later operations and for publicity.

FAM 5 Inaugural Flight Miami-Cristobal

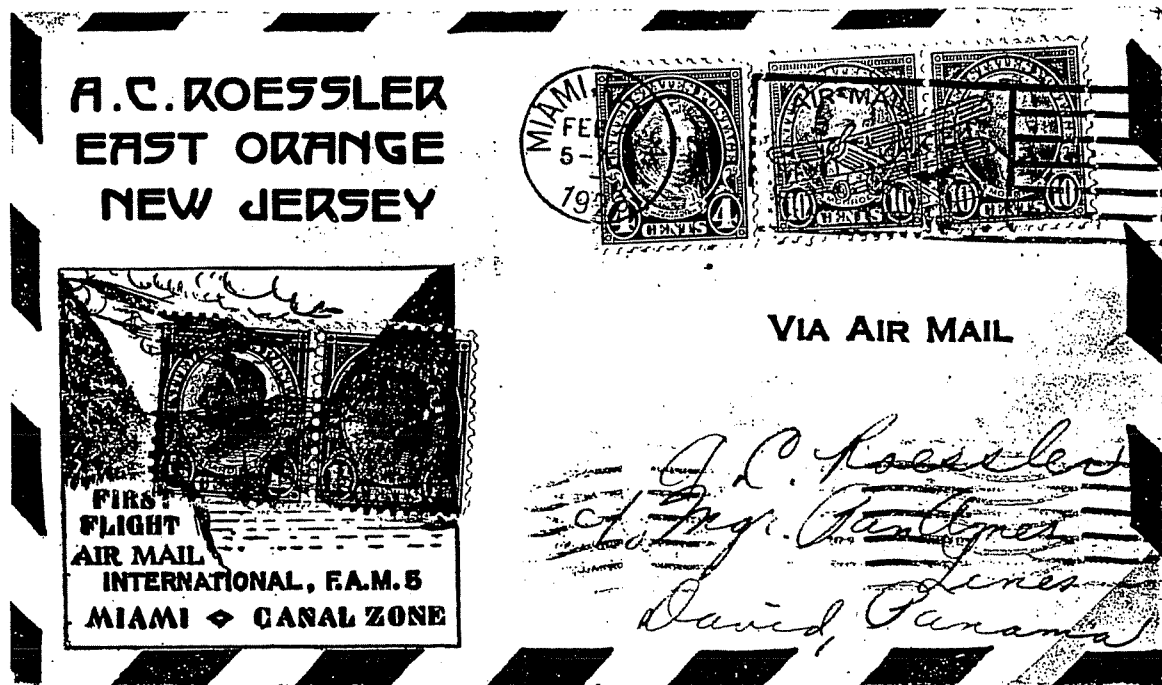
Mail sent to destinations beyond Cristobal in Colombia were carried free gratis by SCADTA pilots, who wanted to honor Lindbergh for his transatlantic crossing.



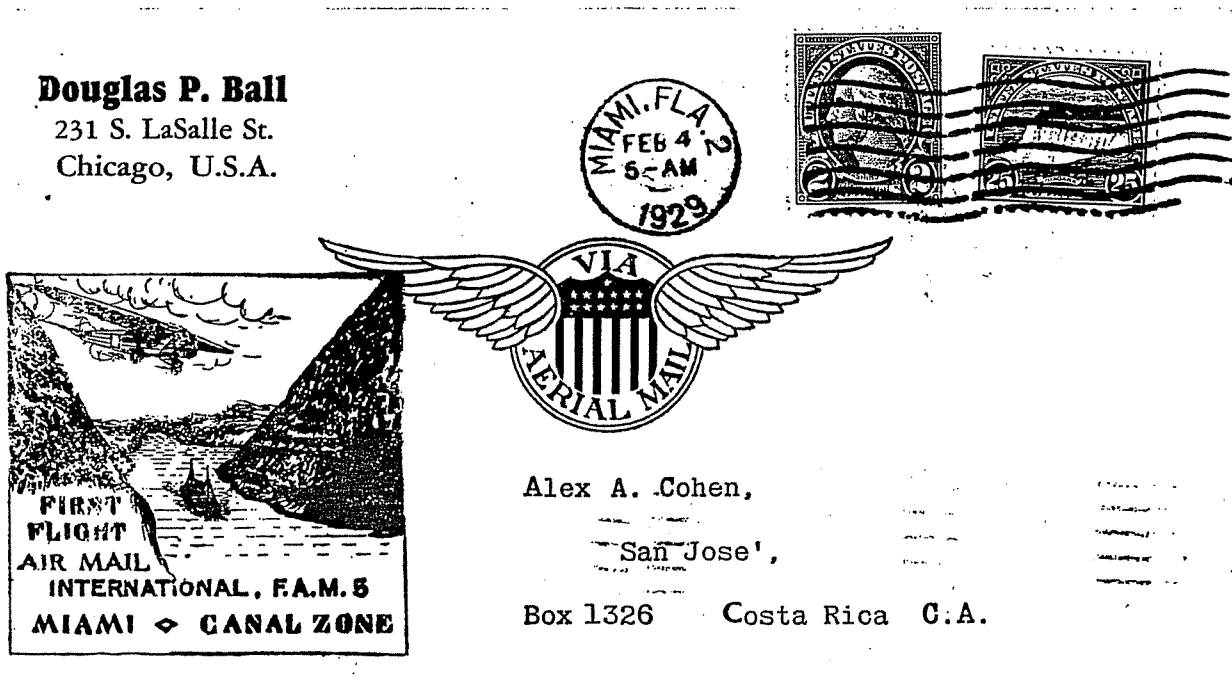
Cover to Barranquilla was delivered to Cartagena, where it was postmarked Feb 8, stamped with SCADTA "Official" stamp, and flown to Barranquilla, arriving Feb 9.



Cover to Guayaquil Ecuador was already stamped with US (EU) consular overprints for air transport by SCADTA. It received "Official" stamp and arrived Feb. 17.



Roessler cover to David was mailed back from Cristobal. Backstamps show that it transited Panama City Feb 7 and did not reach David until Feb 13



Ball cacheted cover addressed to San Jose finally reached destination Feb 16.

While visiting the Canal Zone, Lindbergh was invited on a trip of the aircraft carrier, Saratoga, which was based there. To return from the trip, he made the first take off from any aircraft carrier ever made by an Army Air Corps pilot.

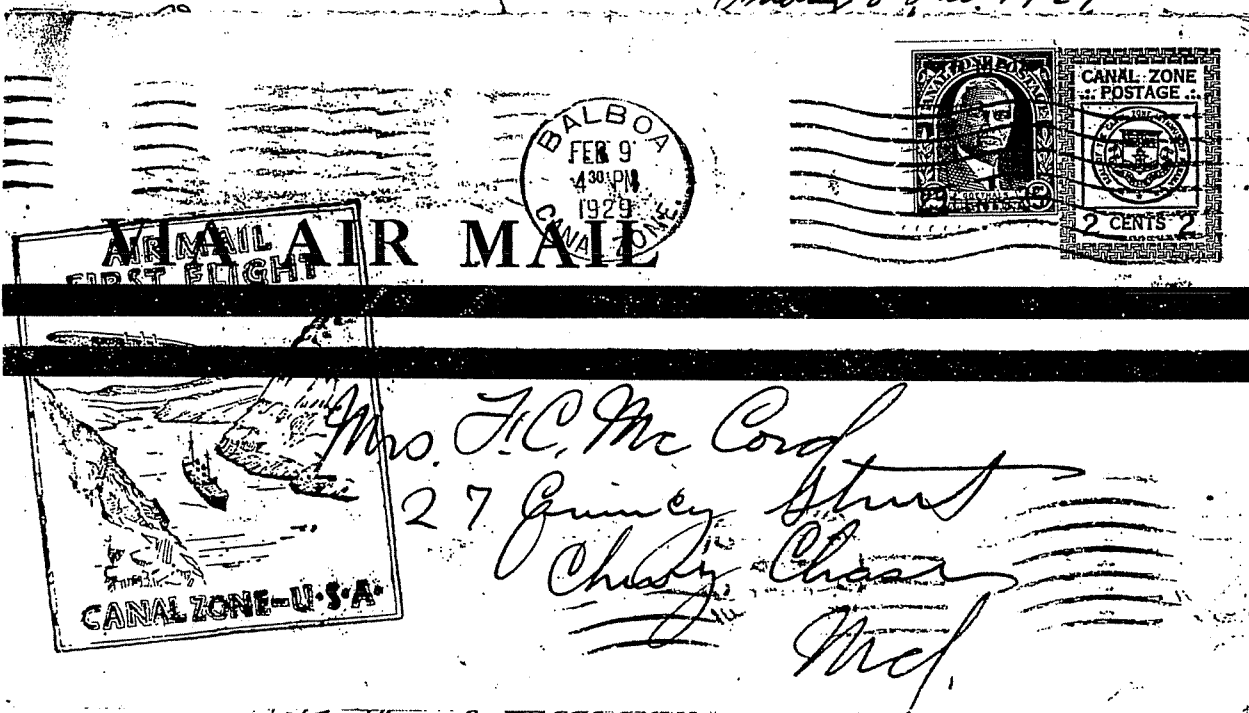
In reply refer to
CV3/

(7)

U. S. S. SARATOGA

Panama, C. Z.

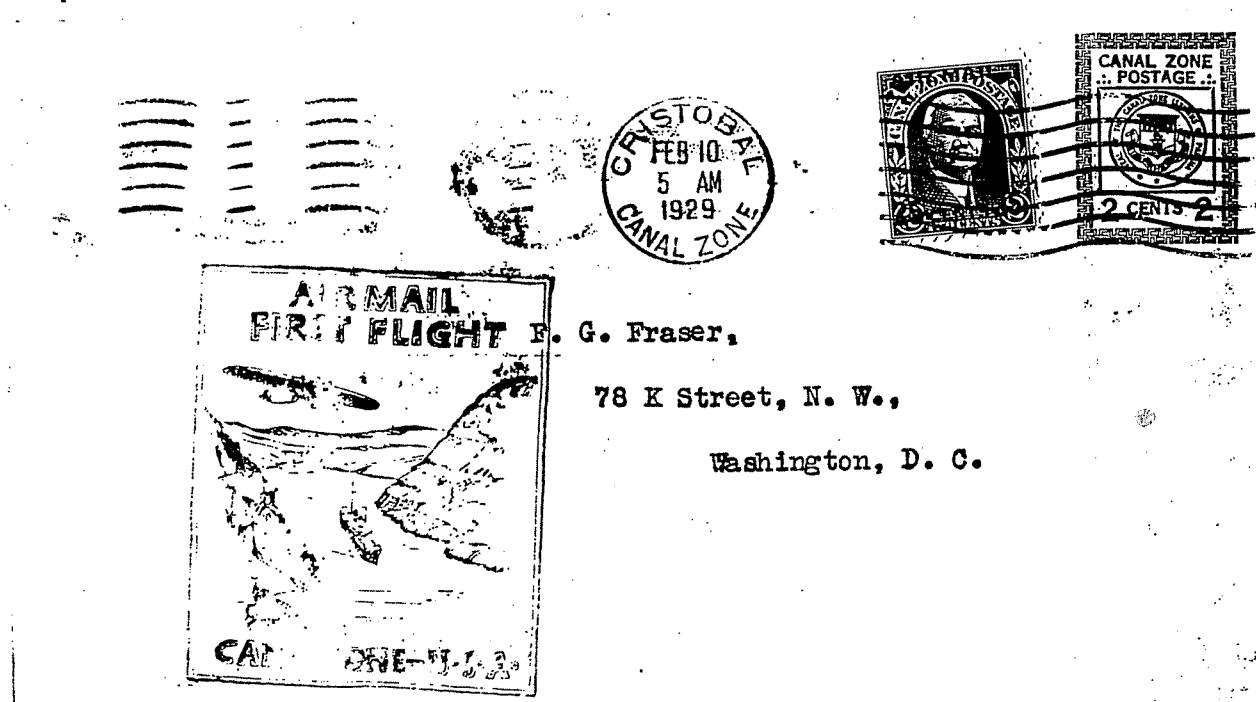
Friday 8 Feb 1929



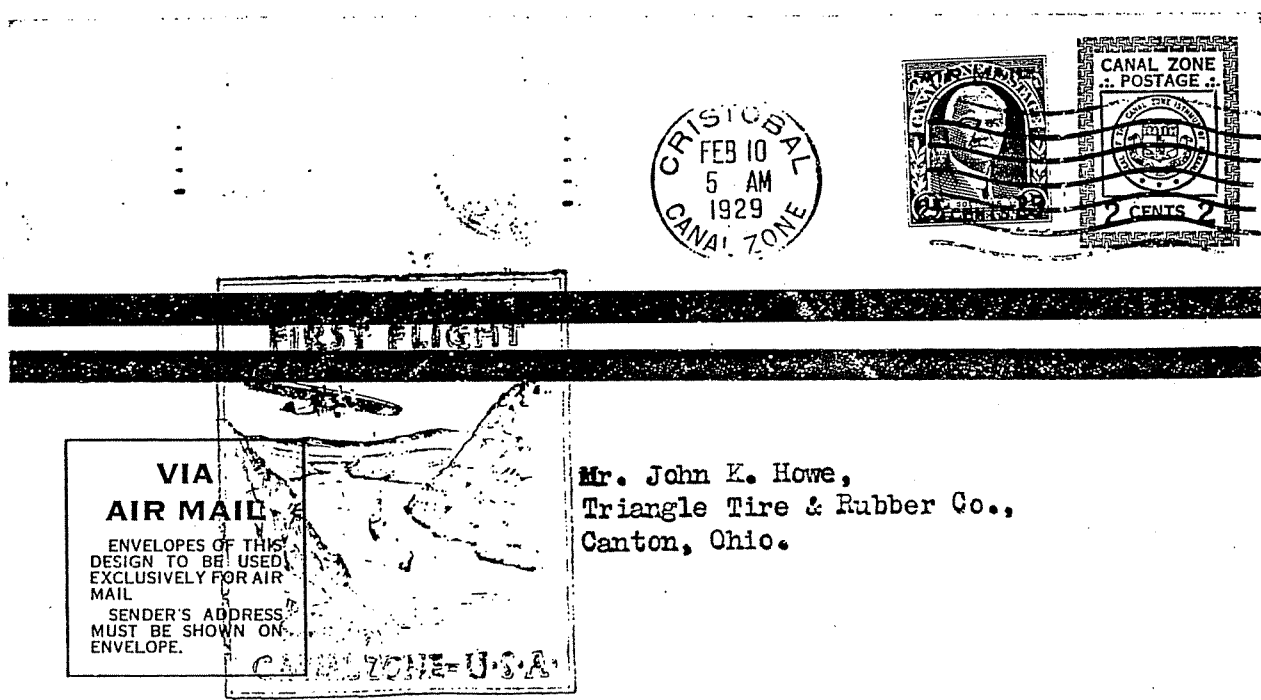
Came out to the way
for dinner. Today he flew in 60 miles
with Davis and Hooters in close forma-
tion. After they took off the down
down on the ship and zoomed
up just abreast the bridge. Of
whenever he showed up on ship

Letter from Commander McCord on the Saratoga to his wife describes Lindbergh's take off for the flight back to the home base. McCord became the Commander of the airship Akron on January 3, 1933 and died in its crash a few months later.

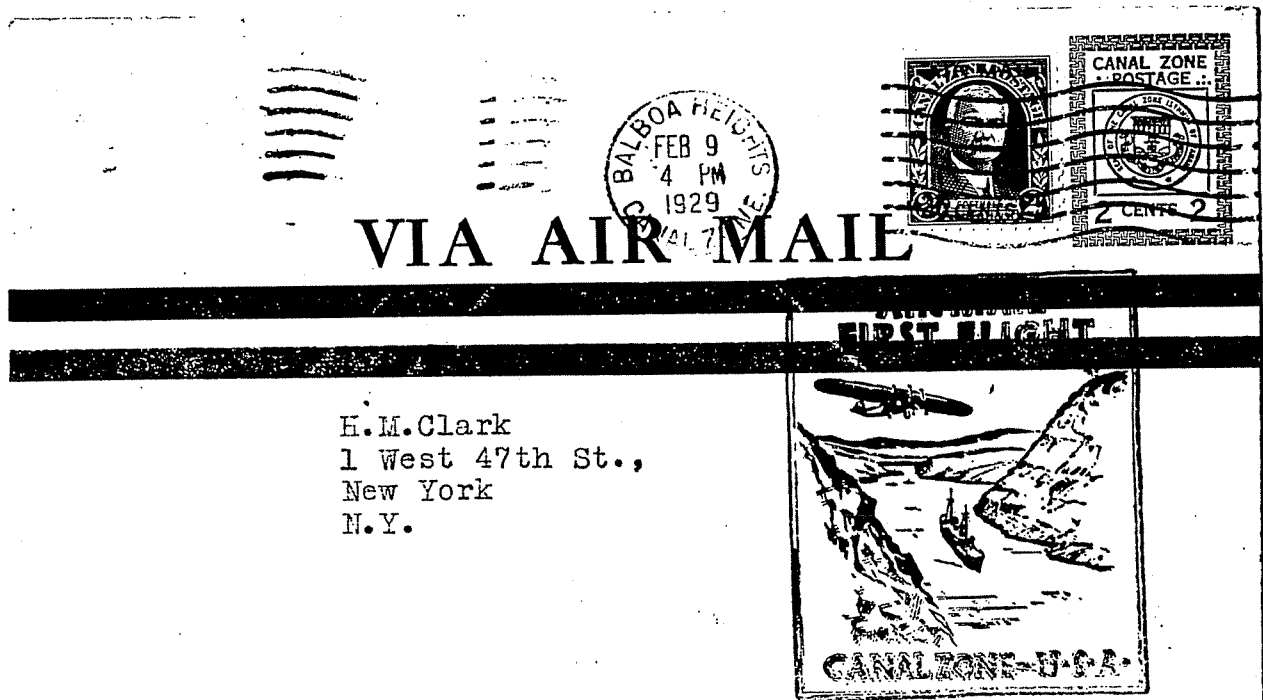
Canal Zone's four varieties of postal stationery used on flight. All provided 2c per oz. regular rate, but air mail adhesives had to be added for air rate.



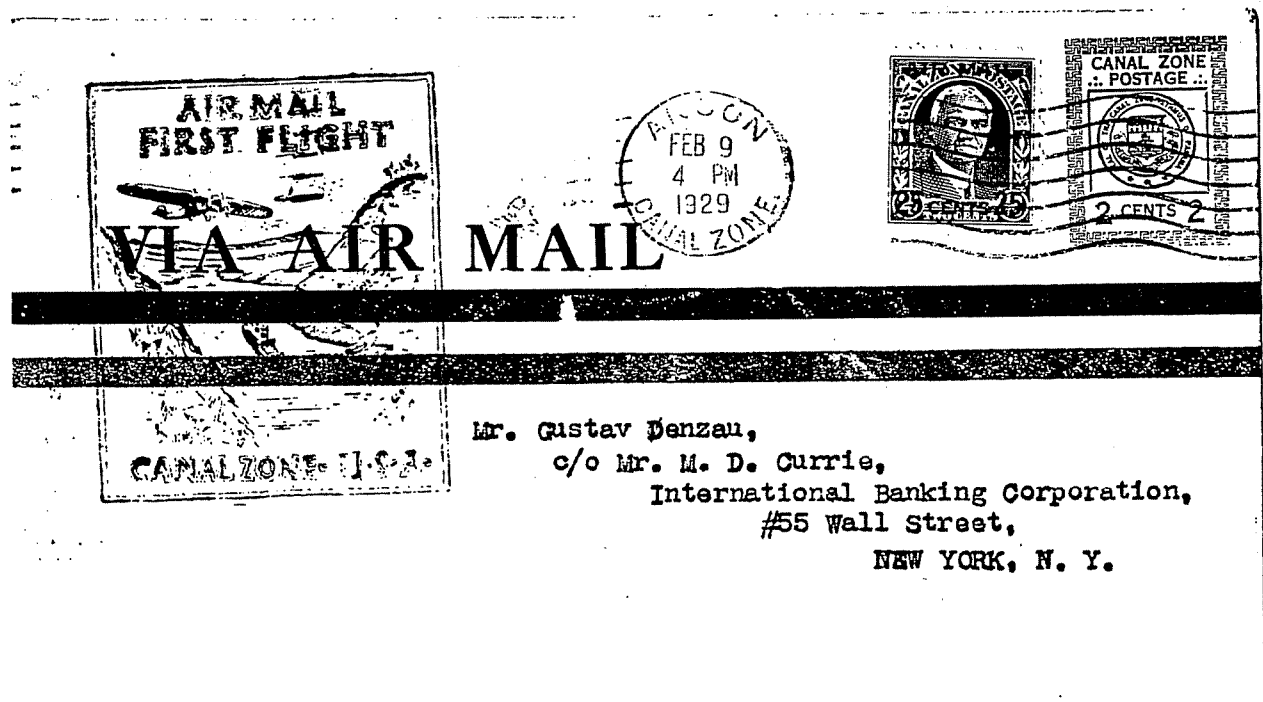
1924 issue ordinary mail cover required 25c air mail per 1/2 oz. It had been used for U.S. air mail by adding US air mail stamp and sending it by steamer.



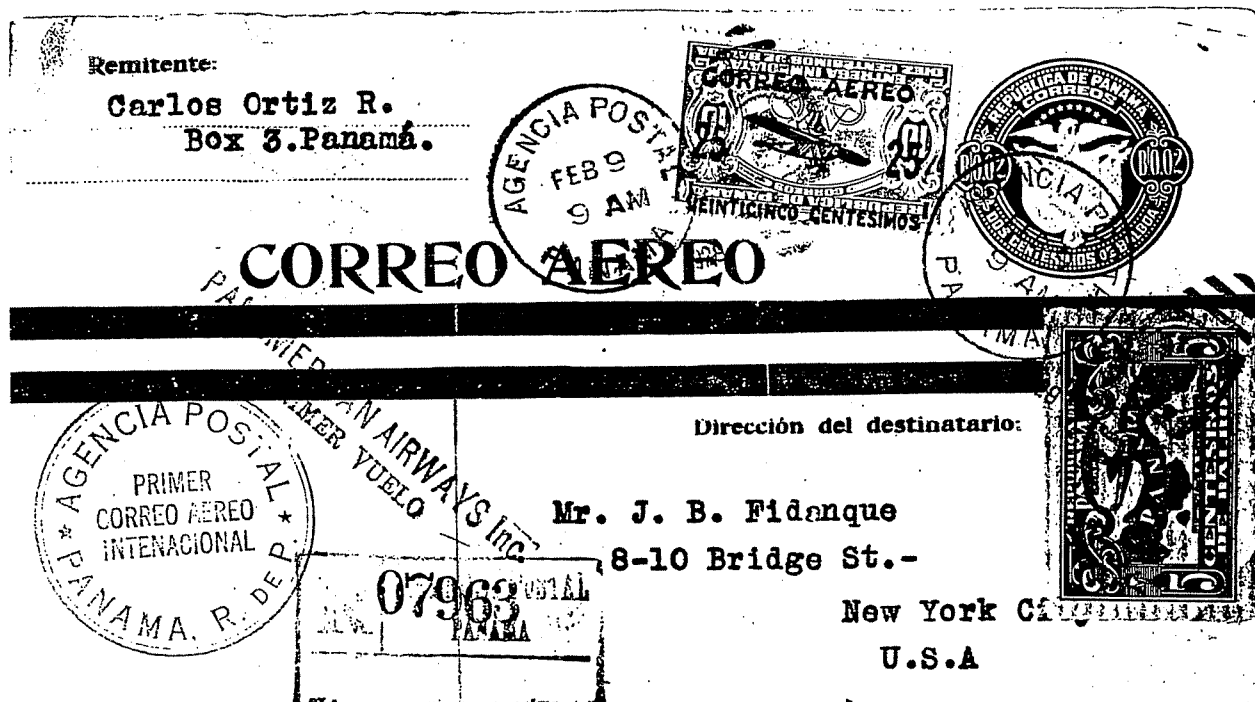
First Canal Zone air mail envelope, issued 5/21/28, originally exclusively for U.S. air mail service. Boxed instructions state rules. Only 15,000 printed.



Balboa Heights cover, one of only 10,000 printed in a second issue of 1/11/29, has only a centered VIA AIR MAIL, instead of boxed instructions formerly used.



For inauguration of Canal Zone air mail to US, the third issue was needed and 60,200 more envelopes were printed. VIA AIR MAIL printed off center to left.



Pan Am agreed to carry mail for Panama officials, who disliked their choice of Cristobal as terminus. Republic issued special air mail stamp and covers were prepared at Panama and Colon. US PO would not allow them on Lindbergh flight.



"Outlaw" flight was arranged using another Pan Am plane piloted by R J Merritt and F E Ormsby. It returned on same route and close to Lindbergh's schedule.

1. inverted overprint on first issue
2. variety flagged 5 on Lindbergh stamp
3. variety "VEINTICLNCO" overprint

FAM 5 Inaugural Flight Miami-Cristobal

Although FAM and outlaw planes flew together, services offered were not equal. Both arrived in Havana the afternoon of Feb 12 then in Miami the next morning. FAM mail via Miami was forwarded by air mail; outlaw mail was sent by ordinary means. Official mail was backstamped in Miami at 12 M Feb 13; outlaw was not.



FAM cover, if returned via air from the southbound flight, was not backstamped Miami. It was backstamped in Havana at 12 M Feb 13. The landing in Miami was too late to connect with FAM 6 9:15 Havana flight. Either it was held over in Havana until morning or it was dispatched by steamer from Cristobal to Havana.

Remitente:
 V. B. Leon
 Box 739, Panama, R. P.

AGENCIA POSTAL
 FEB 8 1909 PM
 PANAMA

CORREO AEREO
 CINCUENTOS CENTESIMOS

CORREO AEREO

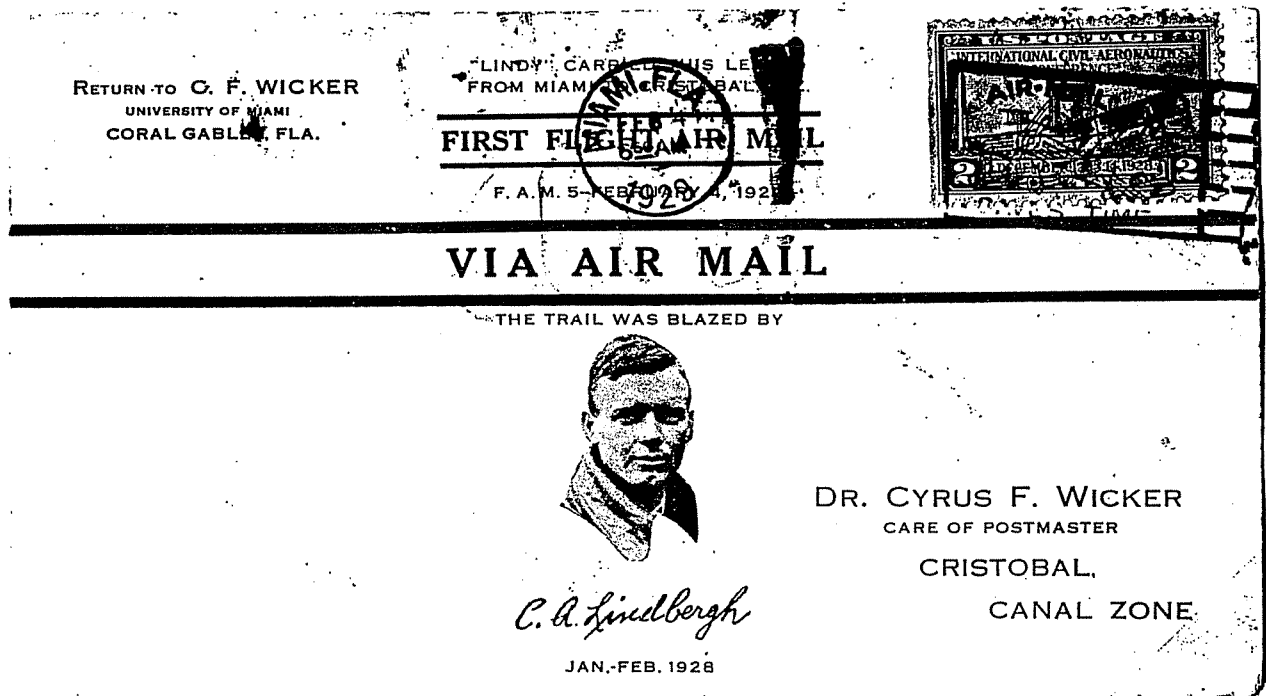
Dirección del destinatario:
 Mr. Leon de Leon
 Malecon 52 altos
 Havana, Cuba

AGENCIA POSTAL
 PRIMER
 CORREO AEREO
 INTERNACIONAL
 PANAMA, R. DE P.

Outlaw cover most likely made the correct stop at Miami and could have reached Havana easily by 12 M Feb 14 backstamp time. Even an overnight boat would do.

FAM 5 Inaugural Flight Miami-Cristobal

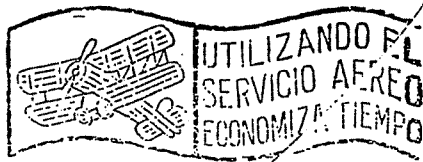
The key to the dilemma is this cover intended for the FAM 5 flight to Cristobal, but without adequate air mail postage. However, it was flown to Havana by FAM 4 where it was transferred to a steamer for crossing to Cristobal, arriving Feb 9.



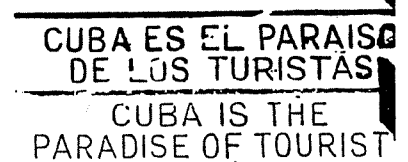
Similar transit time was possible for returning FAM 5 cover and explains return by Feb. 13. Its Havana backstamp, not air mail type, further confirms steamer.



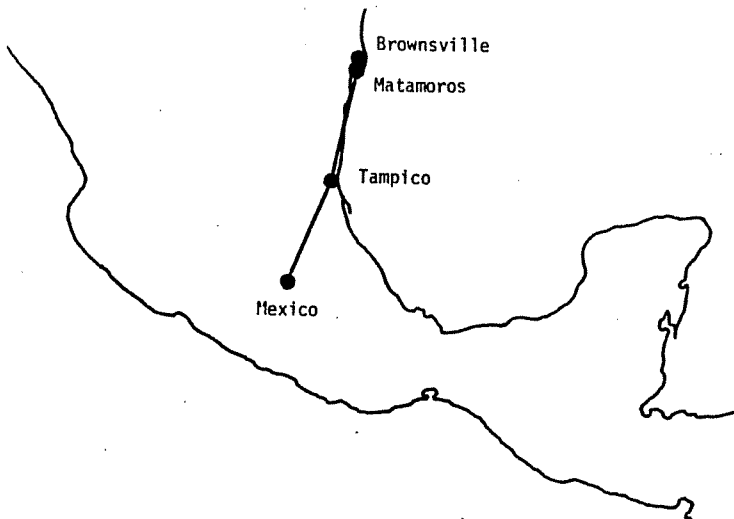
FAM 4 type backstamp



FAM 5 cover backstamp



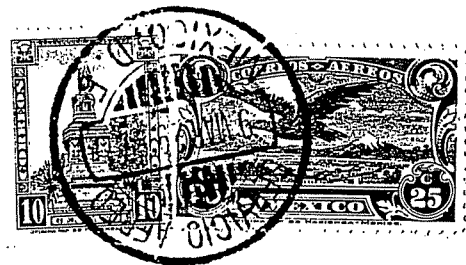
FAM 8 Inaugural Flight Mexico-Brownsville



Aircraft: two new Ford Trimotors
(pictured on first flight cachet)

Pilot, Mexico-Brownsville: C A Lindbergh
Pilot, flights through Tampico: R B Kent

To obtain this vital Mexican link to Central America, Trippe purchased the Cia. Mexicana de Aviacion, S. A., giving Pan Am rights to carry Mexican air mail and operate in Mexico. It was, thus, the only FAM 8 bidder able to fly this route.

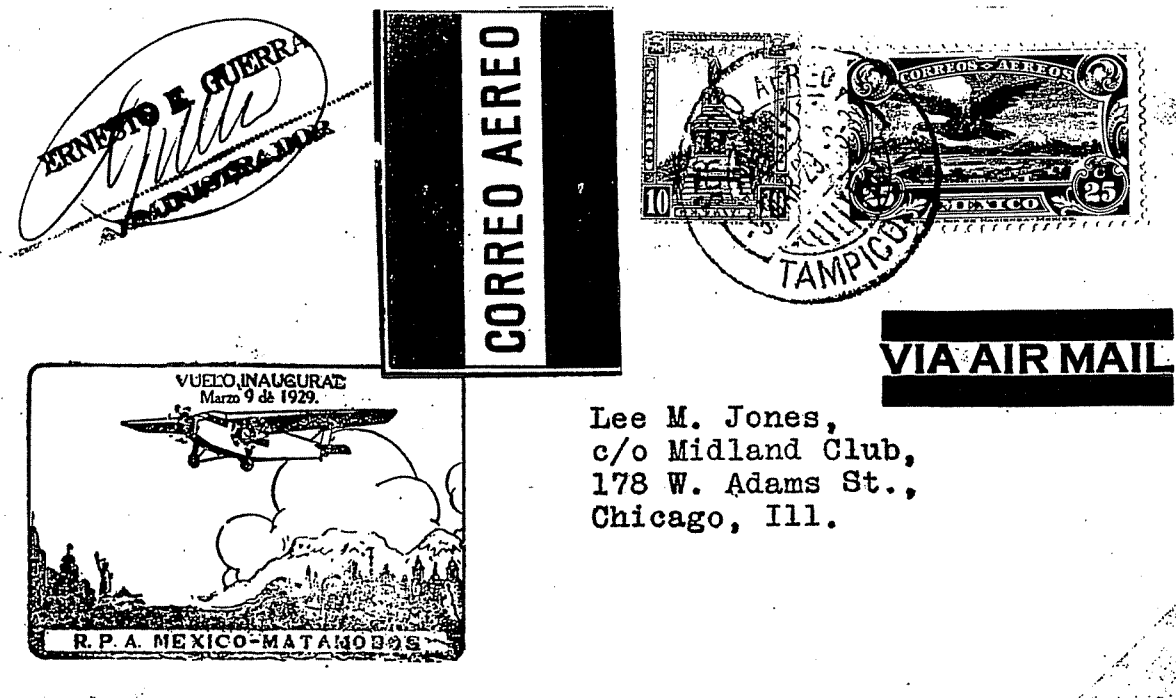


Mr. E. C. Cantrell,
c/o Postmaster,
Brownsville,
Texas, U.S.A.

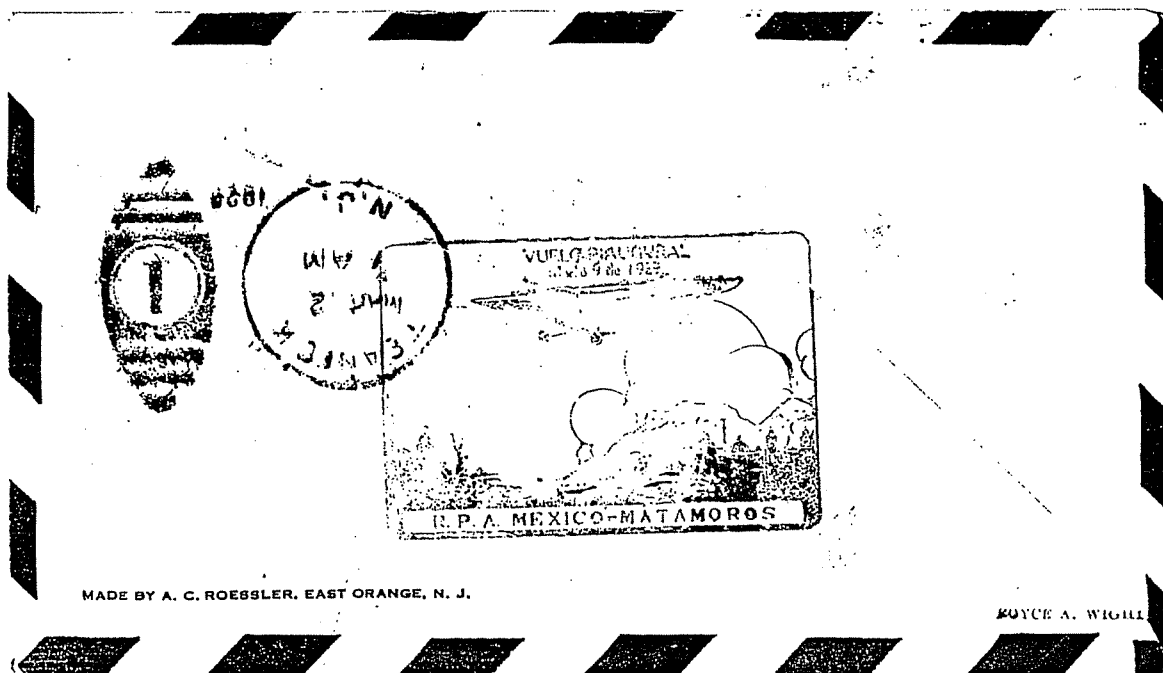


First flight left Mexico City, where populace had gone crazy over El Americano. This route replaced government operated service to Nuevo Laredo, which had been closed March 4 because of a revolution. Route is now known as Mexico's LPAC #1

FAM 8 Inaugural Flight Mexico-Brownsville



Cover, dispatched from Tampico in second plane, was signed by the postmaster.

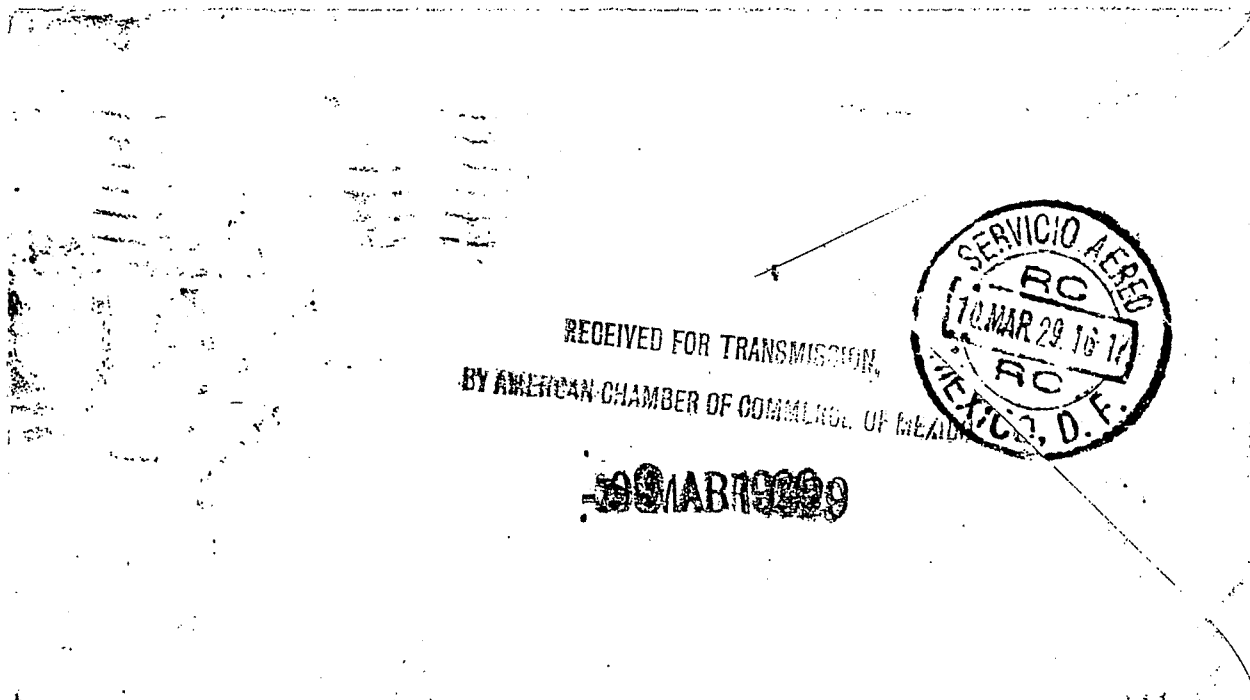


Another Tampico cover received the black Mexican cachet on reverse side.

According to some reporters, "lost" mail is identified by RC on the backstamp.



Others write that time recorded on backstamp should be 15 16 instead of 16 17.

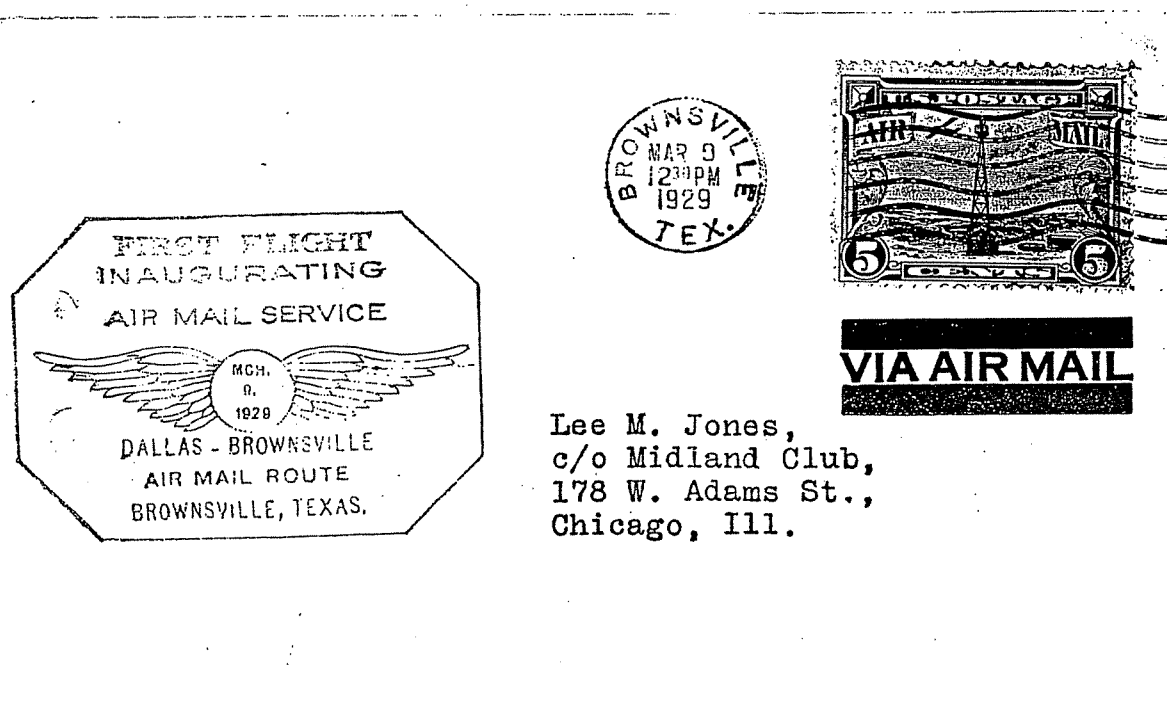


By AAMS catalog, this mail can be identified only by handstamp of some other agency with date between Apr 12 and 17. Handstamps on lower cover show both Apr 9 and Mar 9 dates applied by the American Chamber of Commerce of Mexico. There is no way to determine which one was first or why the day is the 9th.

FAM 8 Inaugural Flight Mexico-Brownsville



Matamoros cover, with black Mexican cachet, delayed on return to sender.



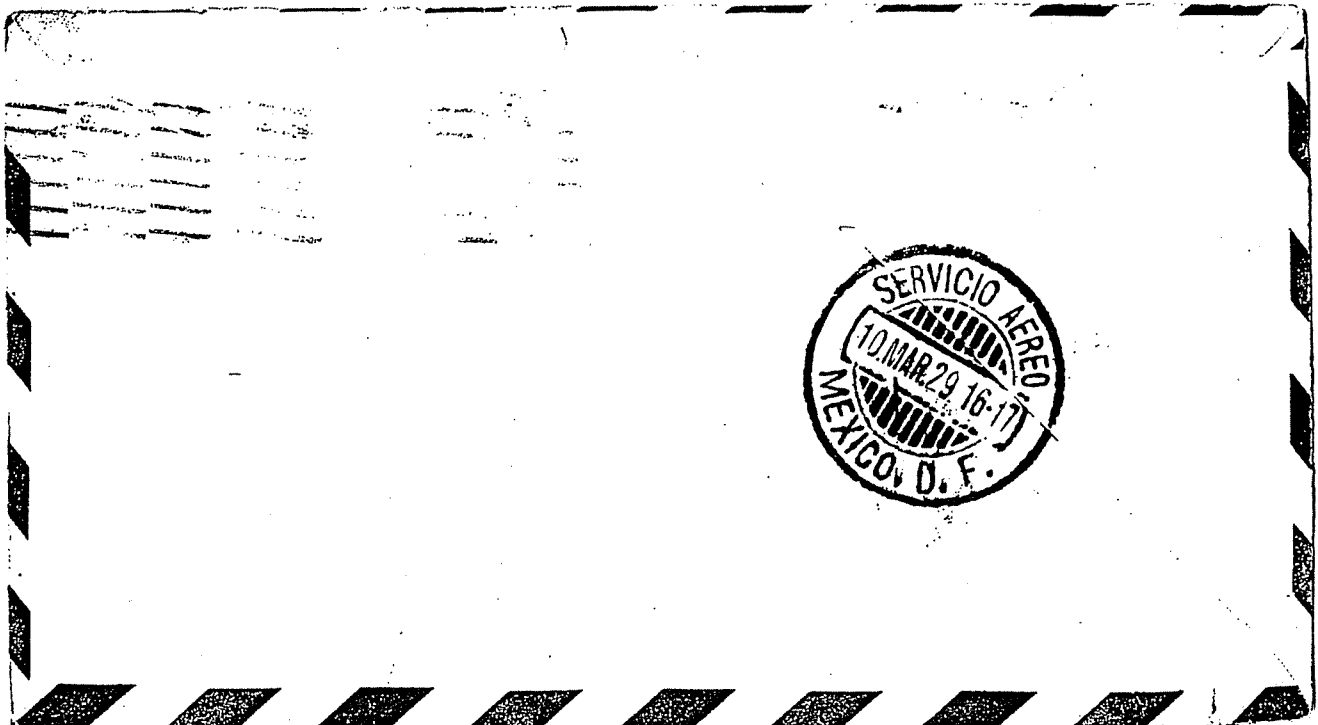
Connecting route in US changed from Laredo to Brownsville with start of FAM 8.

FAM 8 Inaugural Flight Mexico-Brownsville

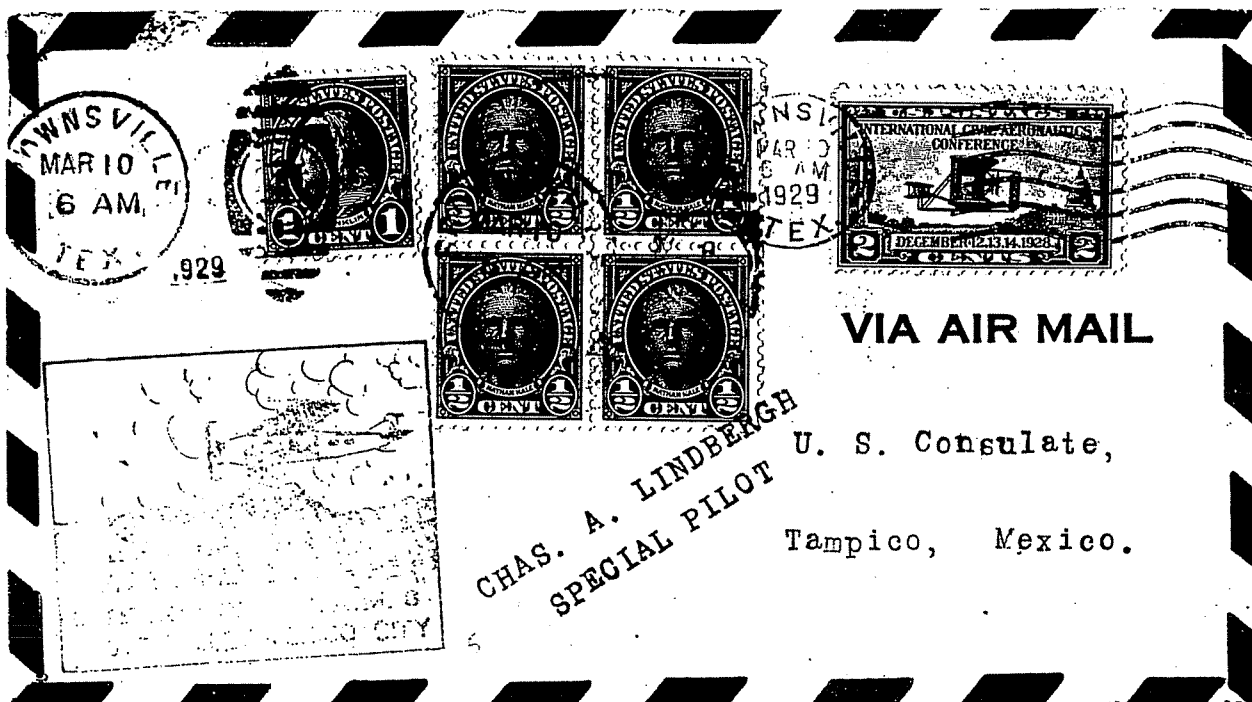
For the return flight there was uncertainty as covers were postmarked Mar 9 and Mar 10. The cachet arrived late and most covers were not cacheted. However, a collector could return his covers and the PO would apply the cachets afterward.



Cover previously sent for inauguration of route via Laredo and/or Nuevo Laredo, then closed because of revolution. On loading, three of mail bags put in wing.



On April 9, service people found these three bags of "lost" mail (in Tampico, or Merida, depending on which report). Sent them to Mexico City, where they received backdated receiving stamps. The problem has become: how to identify "lost" mail.



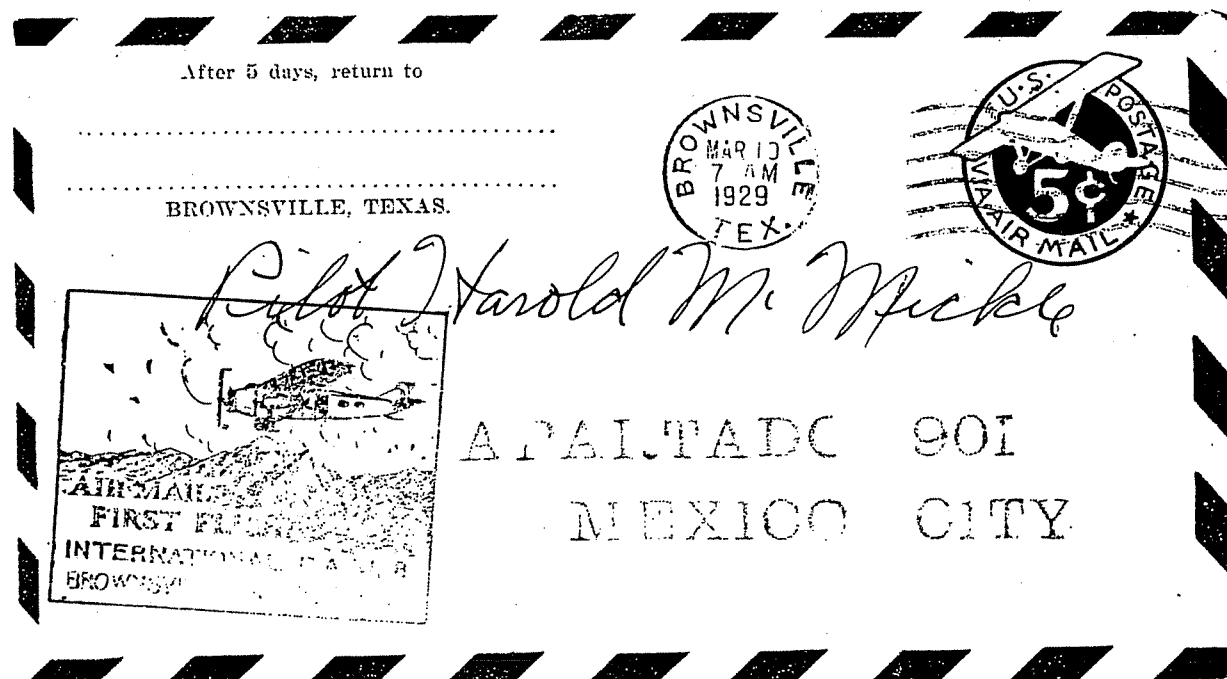
Other return covers were carried on second plane which made a stop at Tampico.



One originating in Tampico stamped with less frequently used black cachet.

FAM 8 Inaugural Flight Mexico-Brownsville

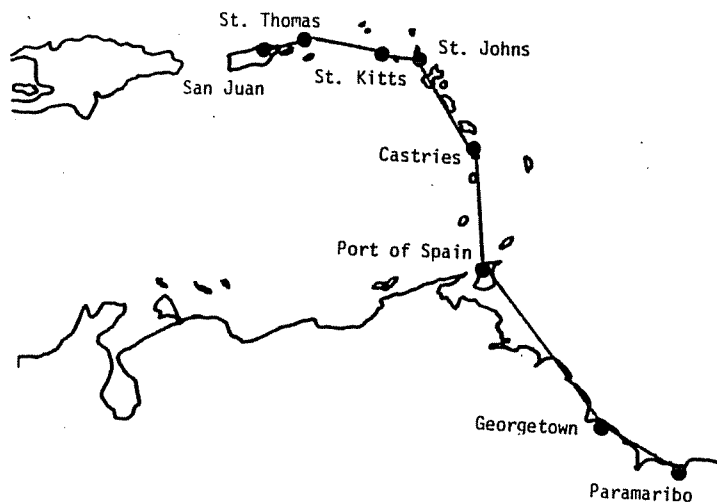
Although Lindbergh flew this to Mexico City, McMickle may have been pilot of second plane via Tampico. He joined Pam Am with Basil Rowe after take-over.



This adds another name to the list of pilots to study as candidates for that leg. Other researches had named George Kraighar and Roscoe B. Kent as pilot.

Can you shed more light on this question?

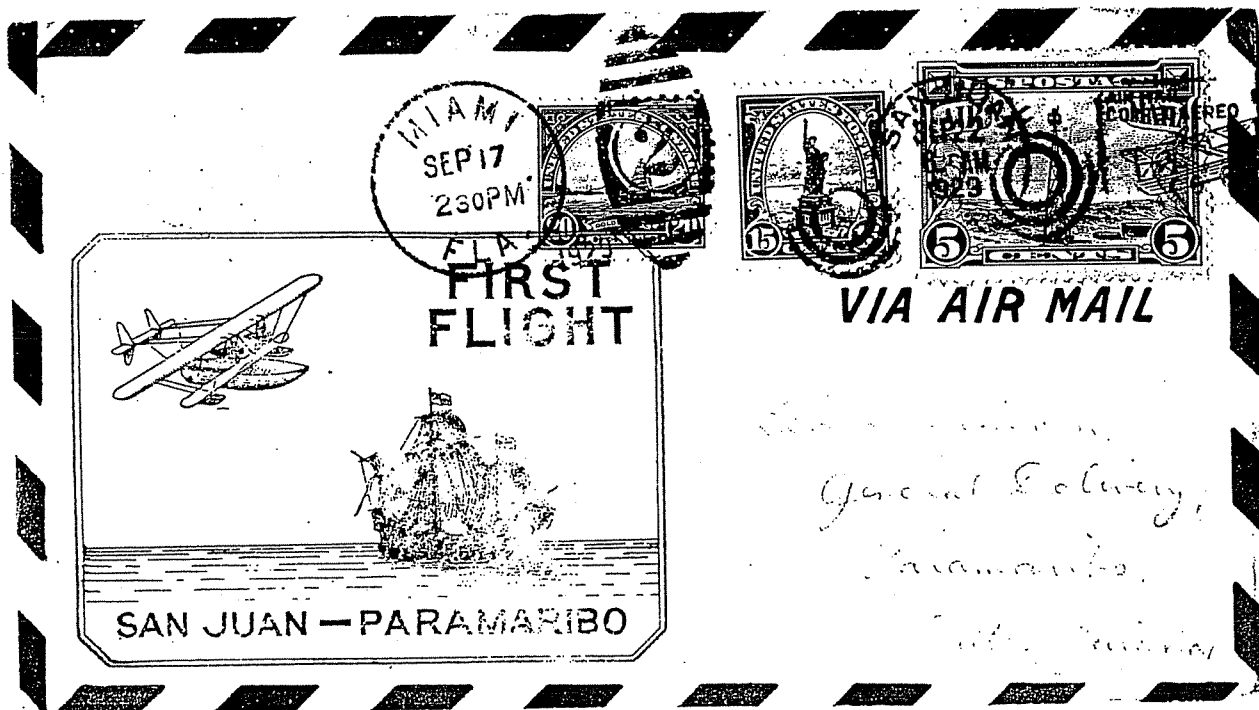
Extension of FAM 6 to South America



Aircraft: Sikorsky S-38s
(Two aircraft were used)

Aircraft #1 pilots: C A Lindbergh
with B L Rowe
Aircraft #2 pilot: John H Tilton
copilot: Wally Brooks

Rumblings of competition for contractor, Pan Am, emanated from South America, where NYRBA lines had initiated flights Buenos Aires to Montevideo. It had to act quickly to extend Route 6 to Paramaribo with Lindbergh for maximum effect.



First flight covers were forwarded Miami to San Juan by existing FAM 6 flights and there accumulated, cacheted (mostly magenta), and postmarked. Short hops, required by the loaded S-38s, gave extra stops for mail delivery and dispatch.

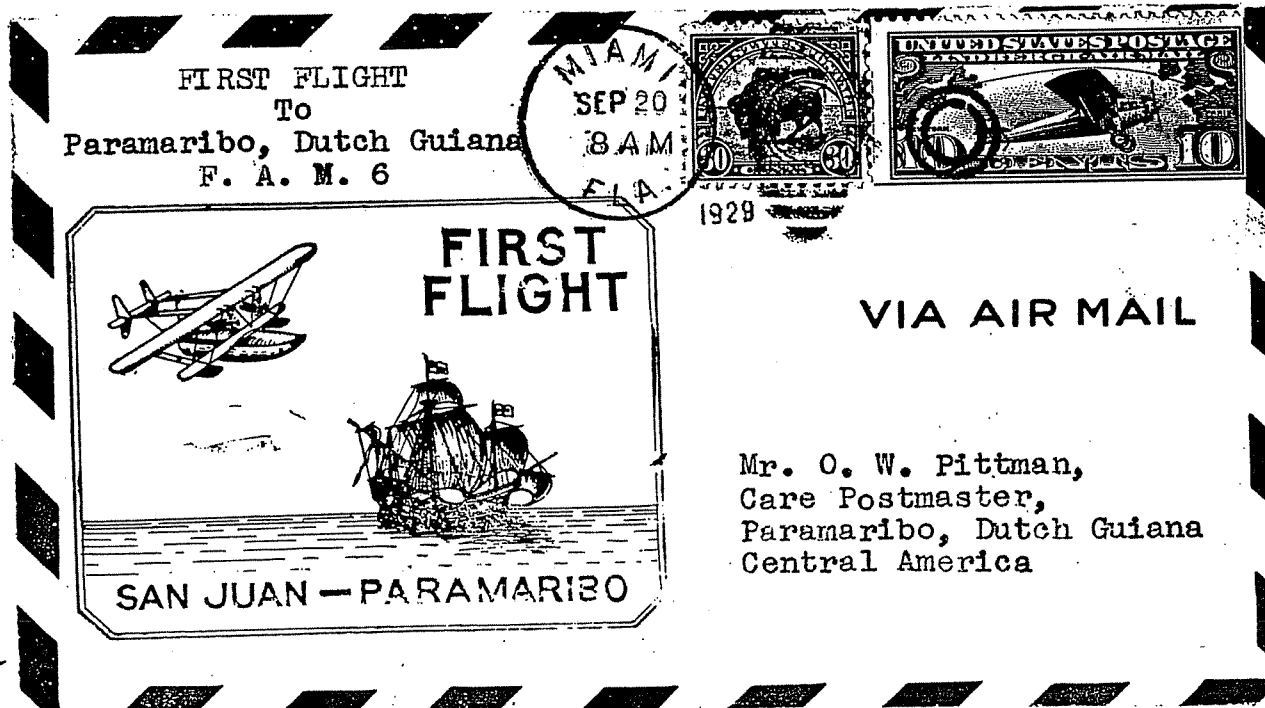
Extension of FAM 6 to South America

Connecting flight from Miami left Opaloca airport in a Fokker F-7 piloted by Lindbergh and Musick. Made regular stops of FAM 6 flight to San Juan.



Recently married Lindberghs and Trippes made occasion a honeymoon flight. Roessler cachet pictures Anne Lindbergh, who kept diary of their flight.

*Remainder of 40¢ postage on reverse.

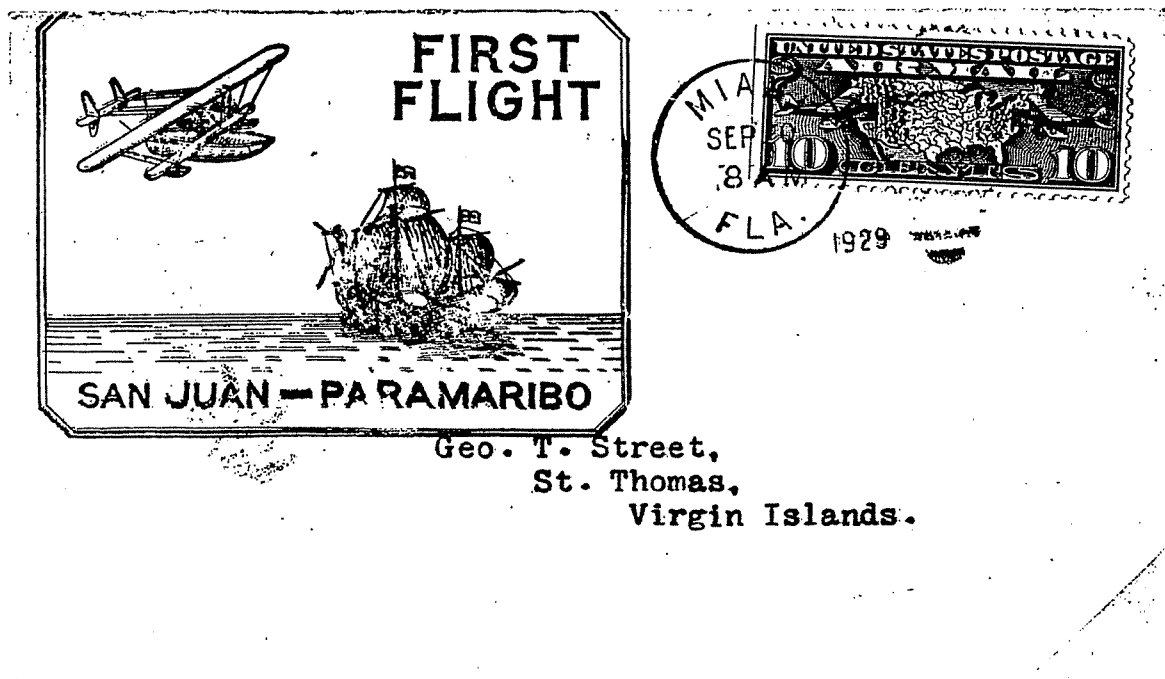


Latest covers from Miami to make connection were cacheted there in purple. No time to rework mail in San Juan. Commercial mail with no cachet also carried.

• Cover by Miami Postmaster, O. W. Pittman, franked by Lindbergh booklet stamp.

Extension of FAM 6 to South America

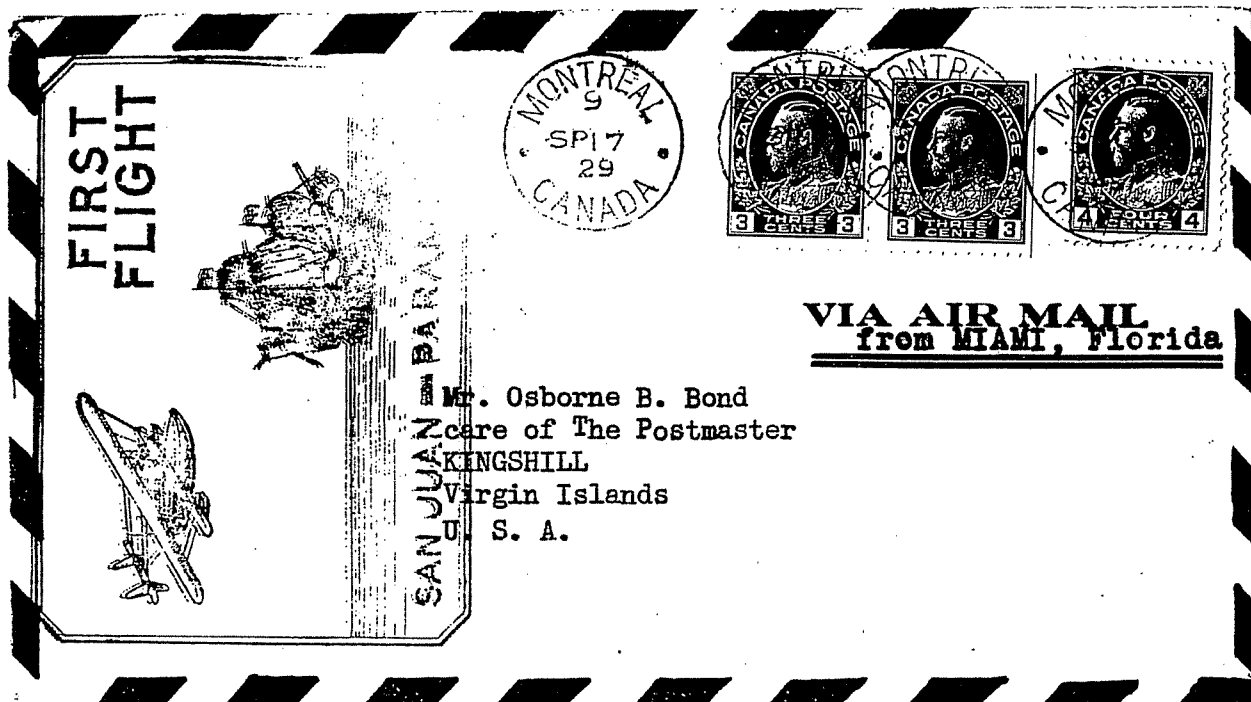
Postal rate within the U S zone (Miami, San Juan, St. Thomas) was 10¢ per 1/2 oz, increasing to 25¢ to Trinidad, and to 40¢ beyond to Dutch Guiana.



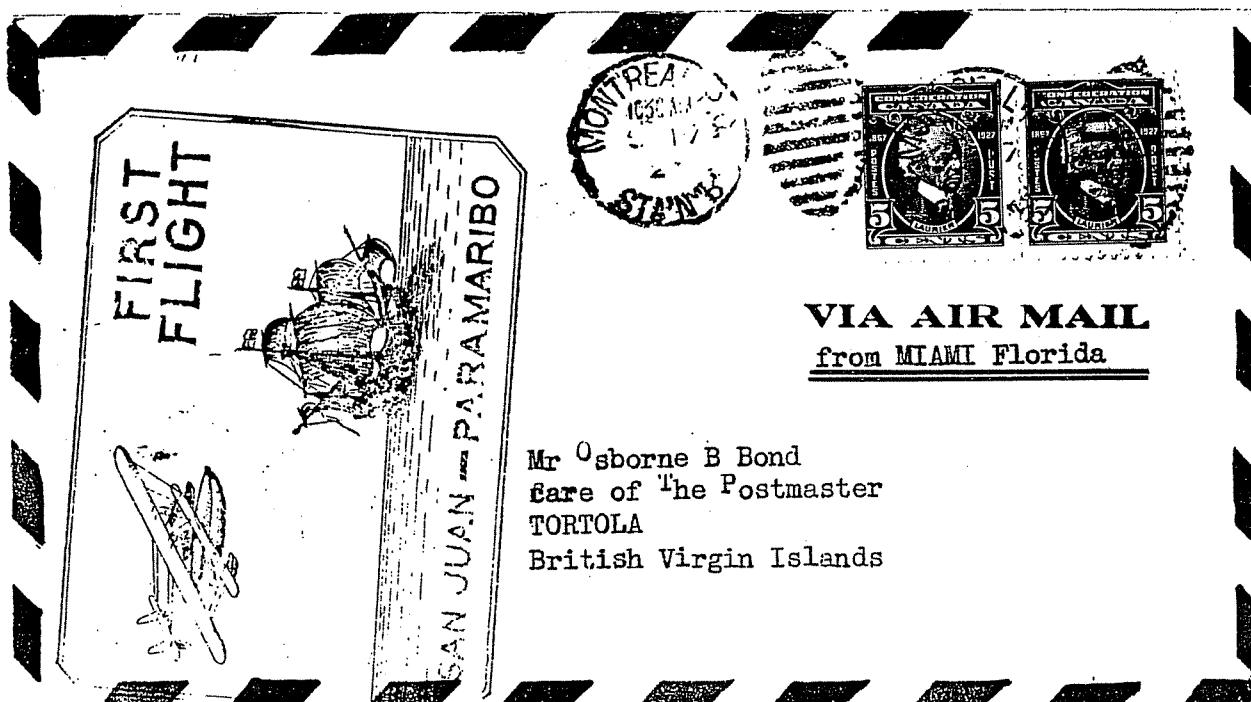
George Street cover sent from Havana, just in time to be worked by Miami.



Hartford, CT cover with right timing for Miami cachet uses seldom seen 15¢ stamp.



Canadian covers to US and British Virgin Islands reached Miami after the crash, but in time to receive the purple Miami cachet and make the Lindbergh flight to San Juan. Both covers forwarded by boat from St. Thomas to their destinations.



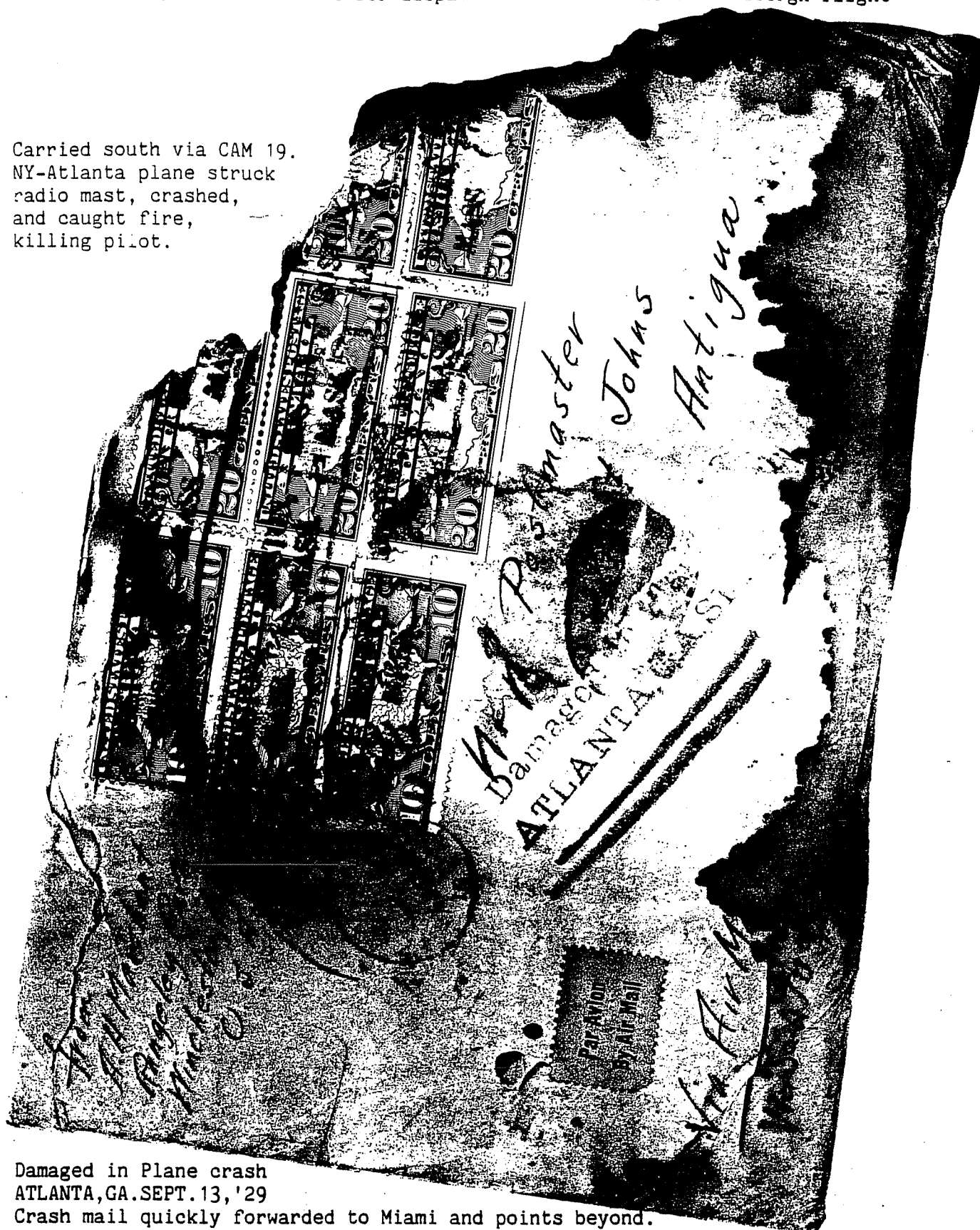
Canadian postage also 10¢ to St. Thomas, 25¢ to Trinidad, 40¢ to Dutch Guiana.

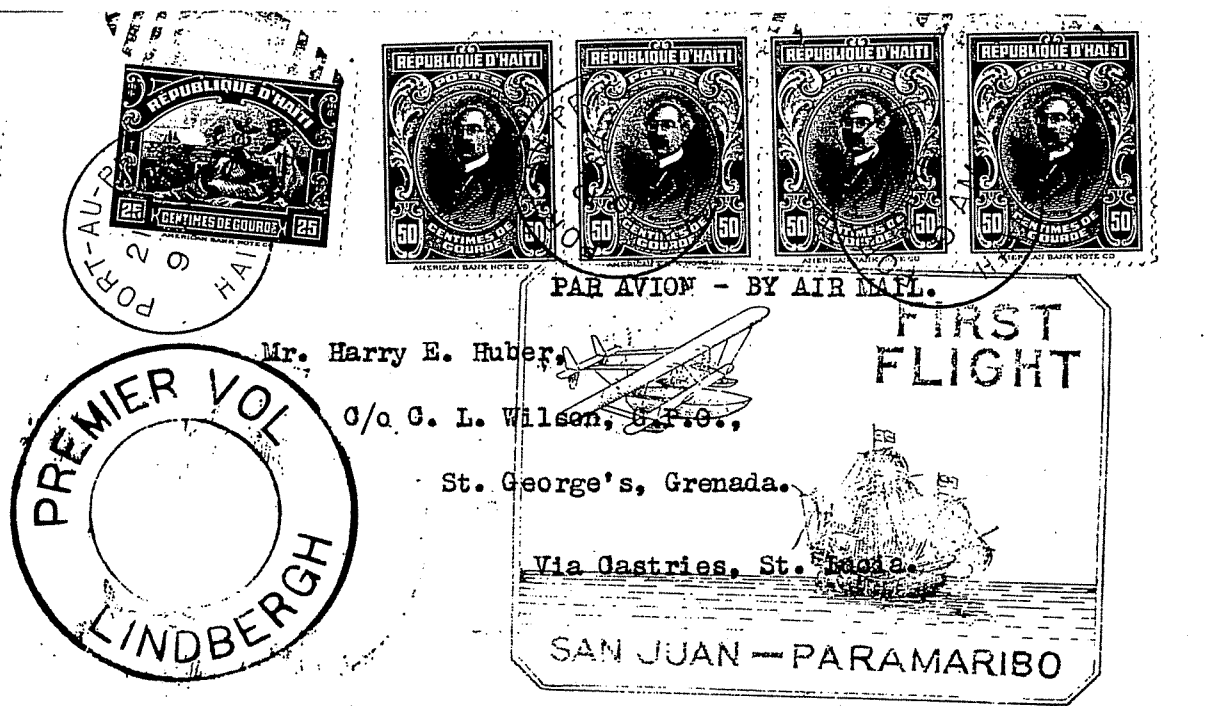
Extension of FAM 6 to South America

Commercial packet of covers for dispatch from St. Johns on Lindbergh flight

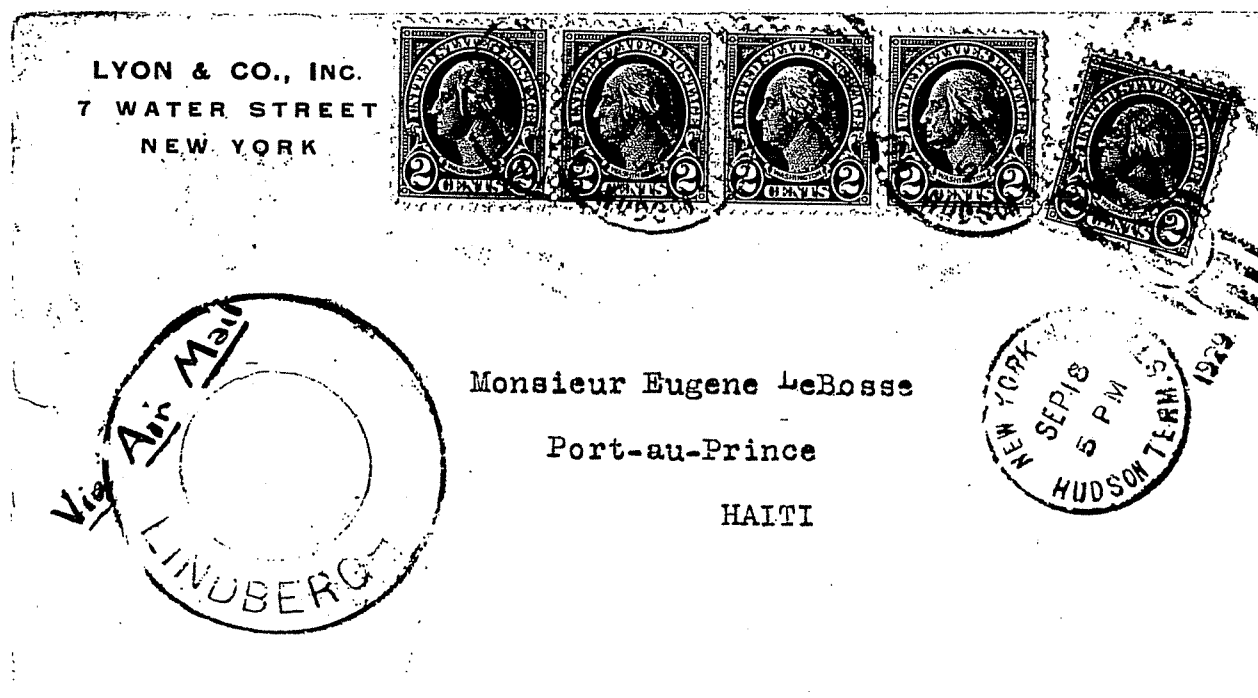
Carried south via CAM 19.
NY-Atlanta plane struck
radio mast, crashed,
and caught fire,
killing pilot.

Damaged in Plane crash
ATLANTA, GA. SEPT. 13, '29
Crash mail quickly forwarded to Miami and points beyond.
From Miami, it was already back on its correct schedule.

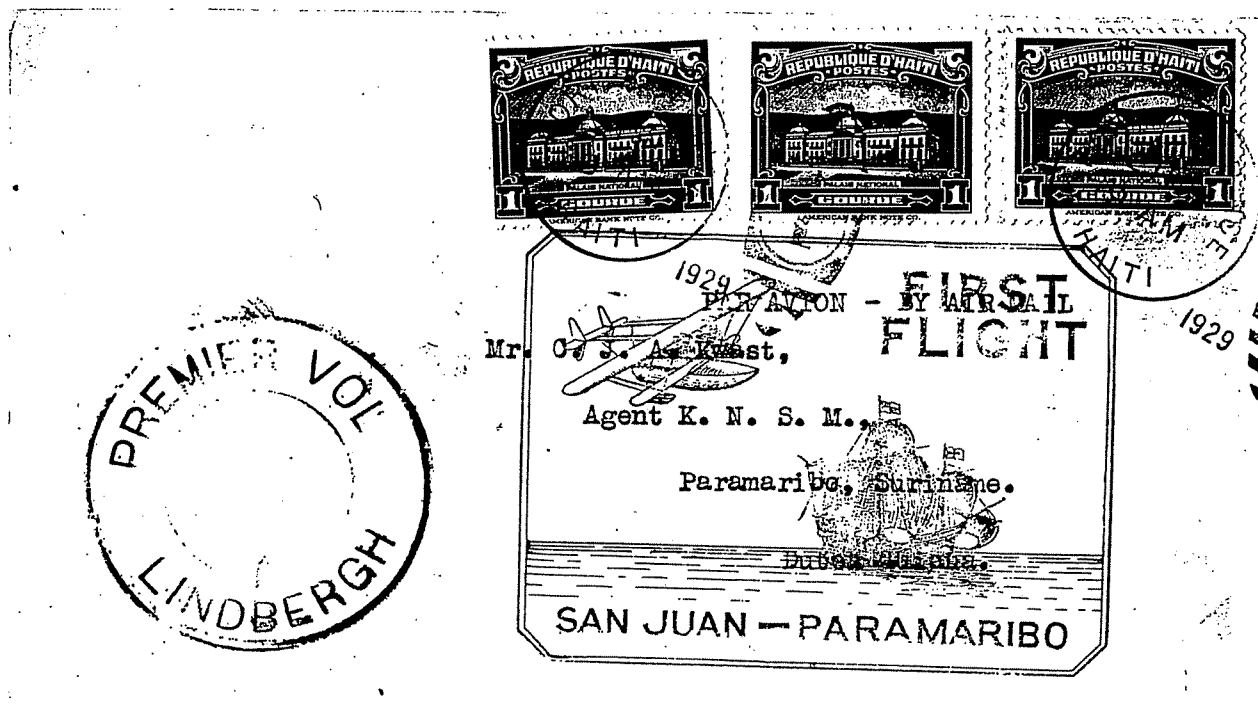




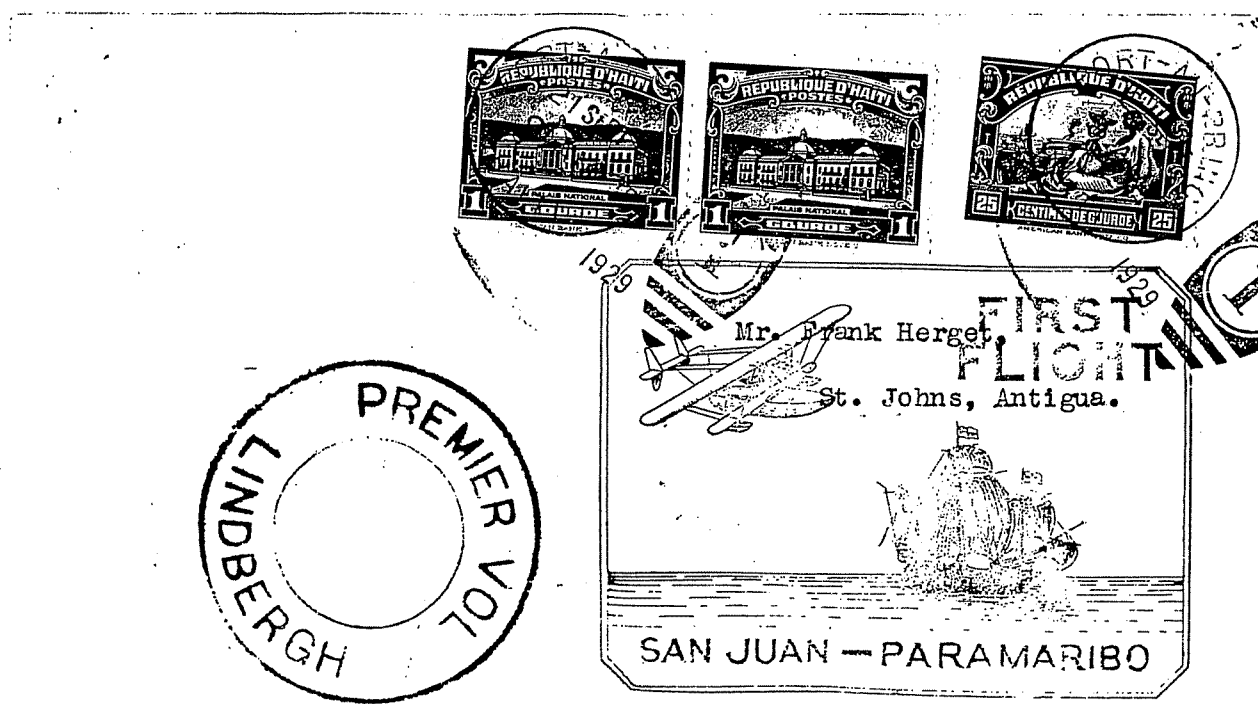
Port au Prince applied Lindbergh cachet to mail dispatched to new route as his plane came through. Then San Juan added its cachet. Only 130 Castries covers sent. Incoming mail also received cachet. Mostly commercial, and few remain.



One of those commercial covers came by regular FAM-6 flight, arrived in Port au Prince with Lindbergh, received special Lindbergh cachet and 9/21/29 backstamp.



Total dispatch from Port au Prince to Paramaribo, Dutch Guiana was 137 covers. Postal rates over this route were G.1.50 to St. Thomas; G.2.25 to Antigua, St. Lucia, and Trinidad; G.3 to the British and Dutch Guianas. French Guiana, no.

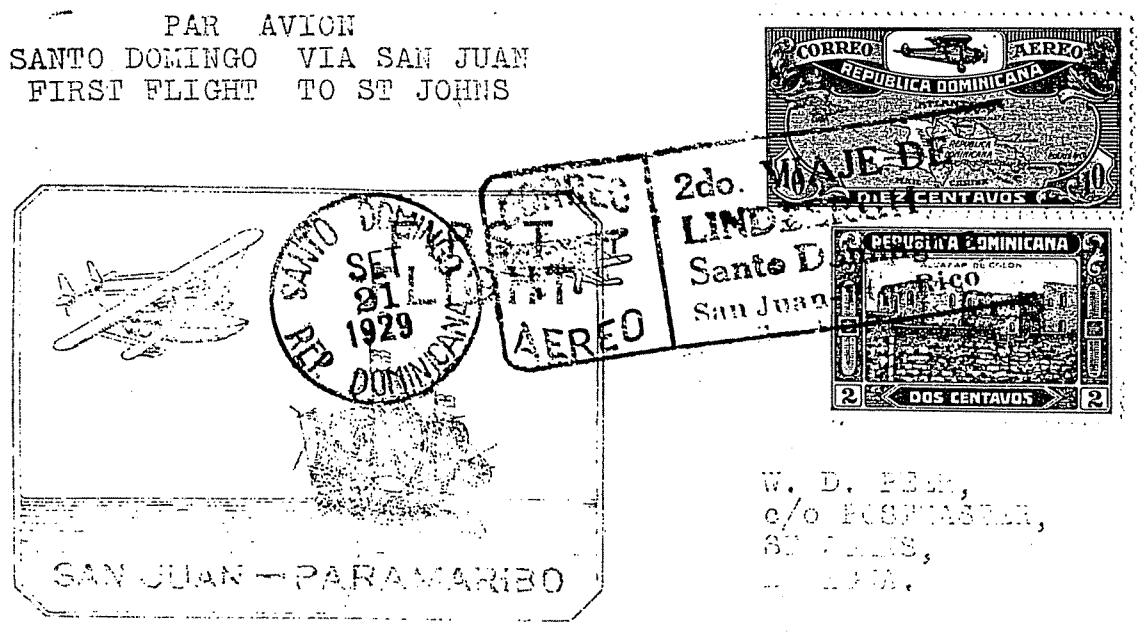


Port au Prince dispatch to St. Johns, Antigua, was only 113 covers.

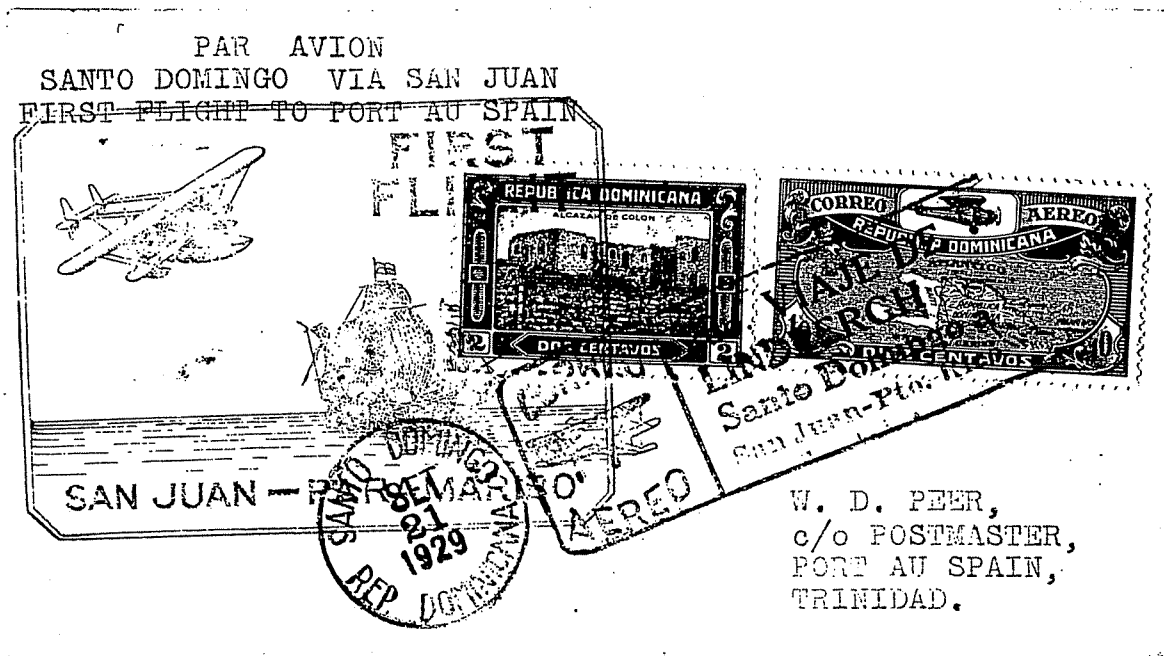
Lindbergh excursion also made the regular Saturday mail stop at Santo Domingo.



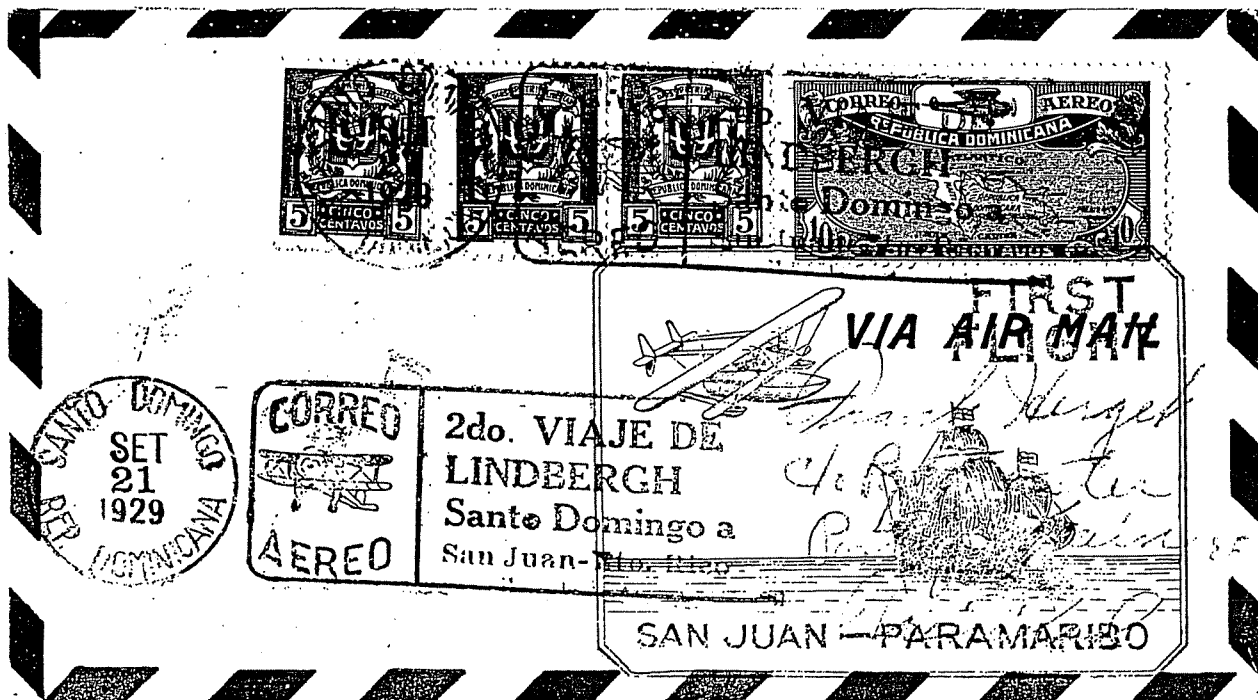
Special Lindbergh cachet applied to all extension mail to celebrate his second trip carrying mail from Dominican Republic. Only 5 covers sent to Georgetown.



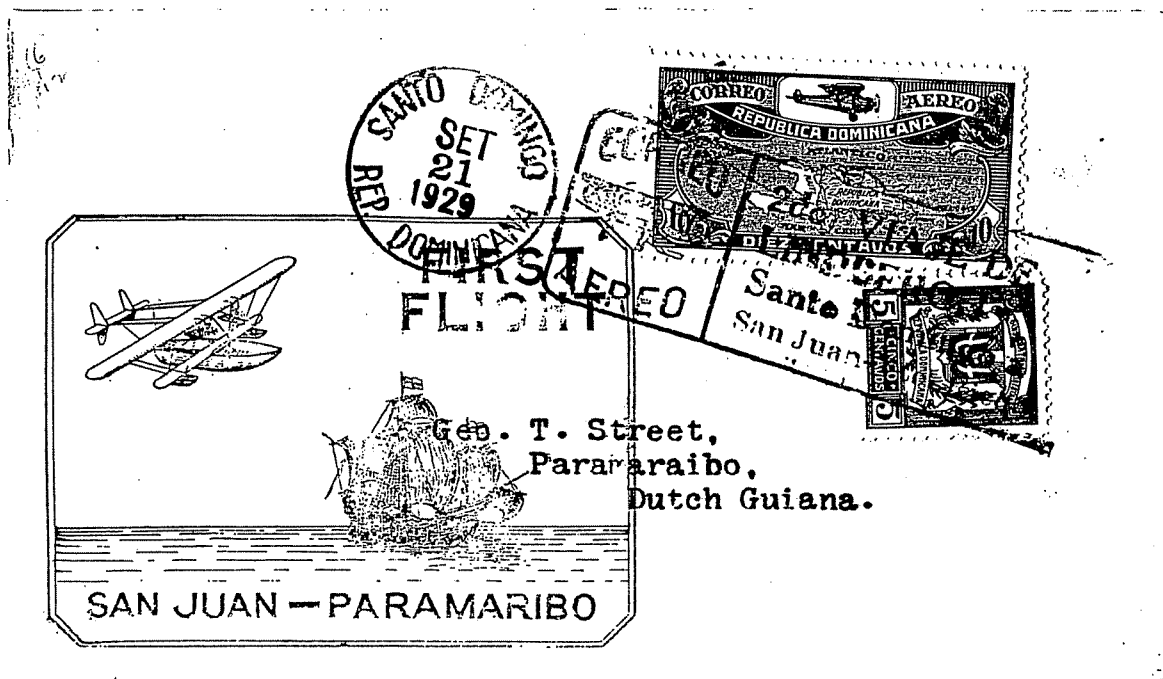
Only 15 covers were dispatched to St. Johns.



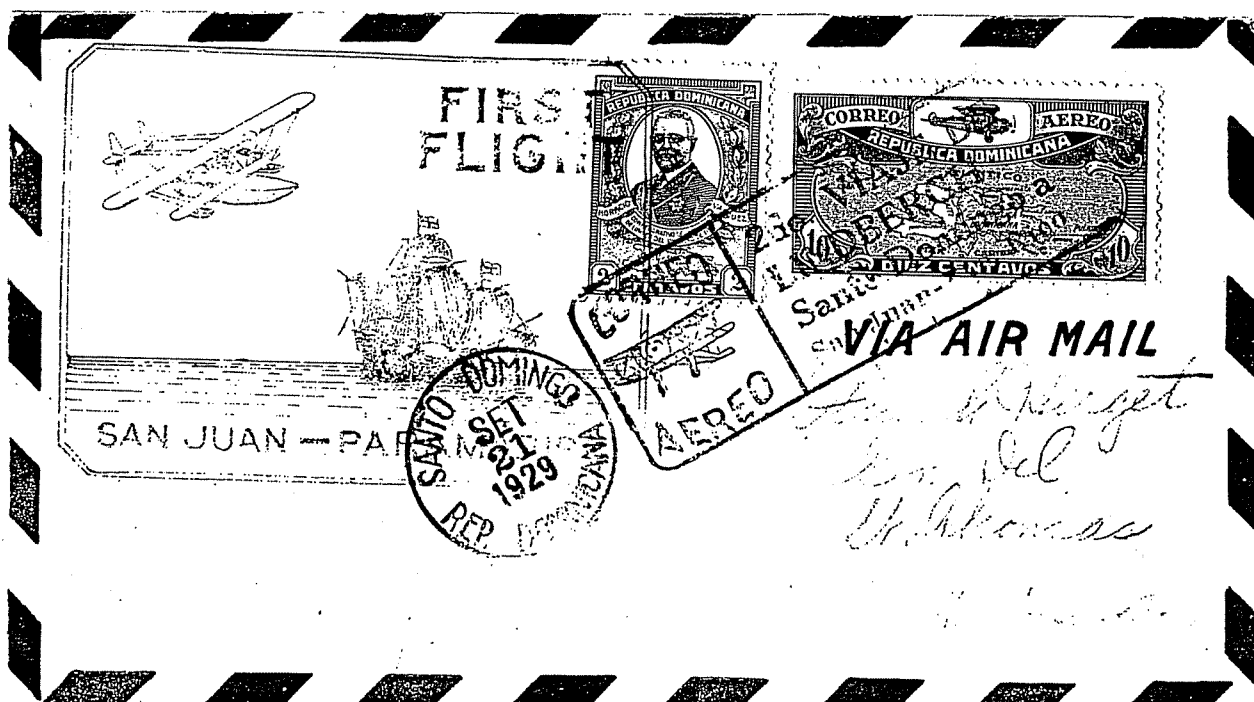
23 covers were sent to Port of Spain.



Cover addressed to Port of Spain, Trinidad was mistakenly sent to Castries, where it was backstamped on Sep. 22 as one of 17 covers from Santo Domingo.



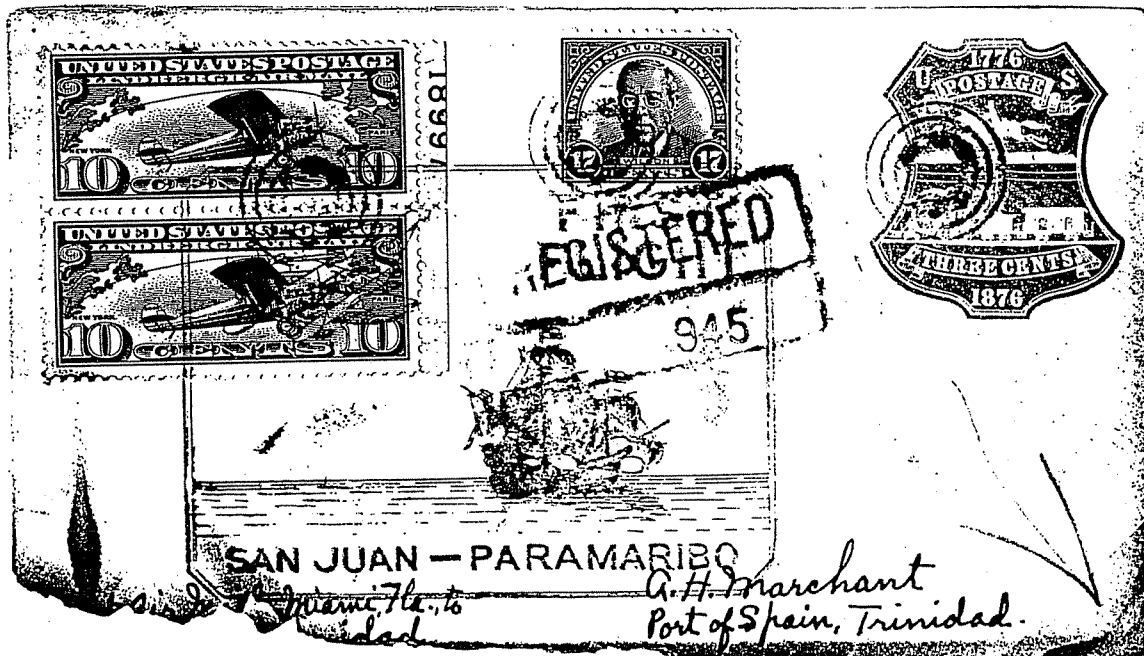
25 covers sent to Paramaribo.



66 covers were dispatched to the preferred destination, St. Thomas.

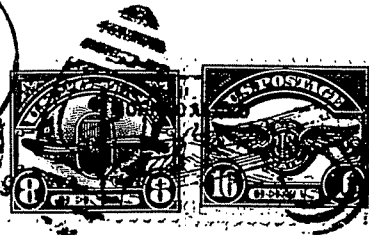
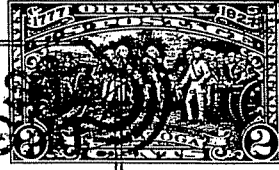
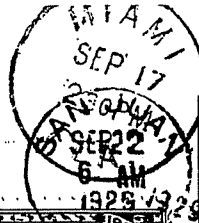
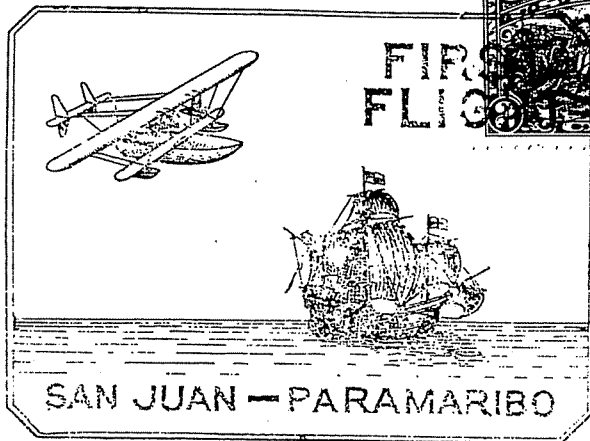


Crash covers were forwarded through to the designated destinations, if legible. Originally in Packet for San Juan, this one received postmark and cachet there.



Registered cover was postmarked and cacheted in St. Thomas instead of San Juan.

PAR AVION FROM MIAMI
FIRST FLIGHT AIR MAIL
SAN JUAN - ST JOHNS

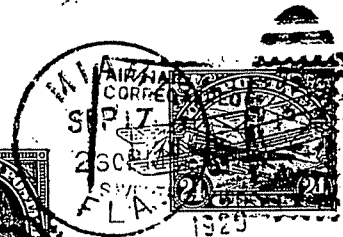
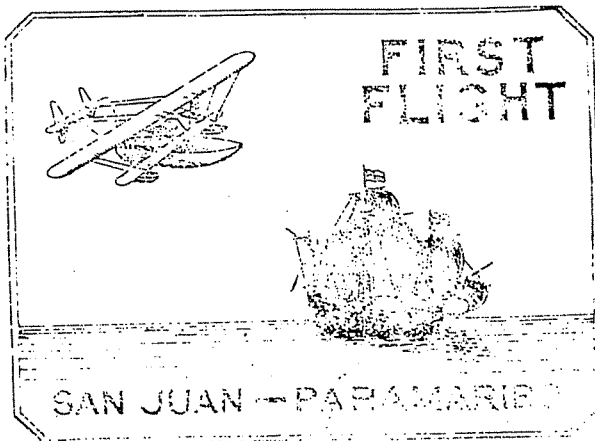


AIR MAIL

W. D. PEER,
c/o POSTMASTER,
ST JOHNS,
ANTIGUA.

Flight, which retraced Lindbergh Goodwill Tour route, was start of weekly schedule leaving San Juan Sundays, returning from Paramaribo Wednesdays.

PAR AVION FROM MIAMI
FIRST FLIGHT AIR MAIL
SAN JUAN - CASTRIES



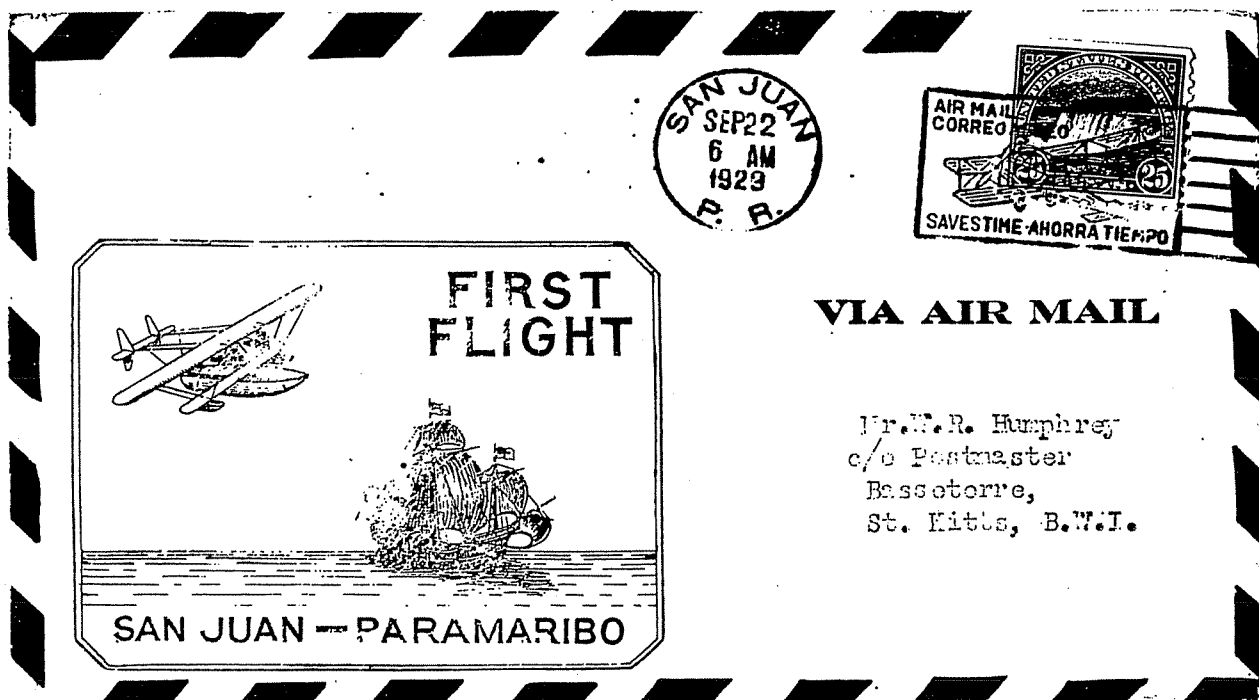
AIR MAIL

W. D. PEER,
c/o POSTMASTER,
CASTRIES,
ST LUCIA.

Considerable mail was flown to all stops on first British West Indies air mail.

Extension of FAM 6 to South America

For the first time in history, US PO used slogan cancel in a foreign language.



San Juan cover to St. Kitt's was routed to St. John's and forwarded by surface.

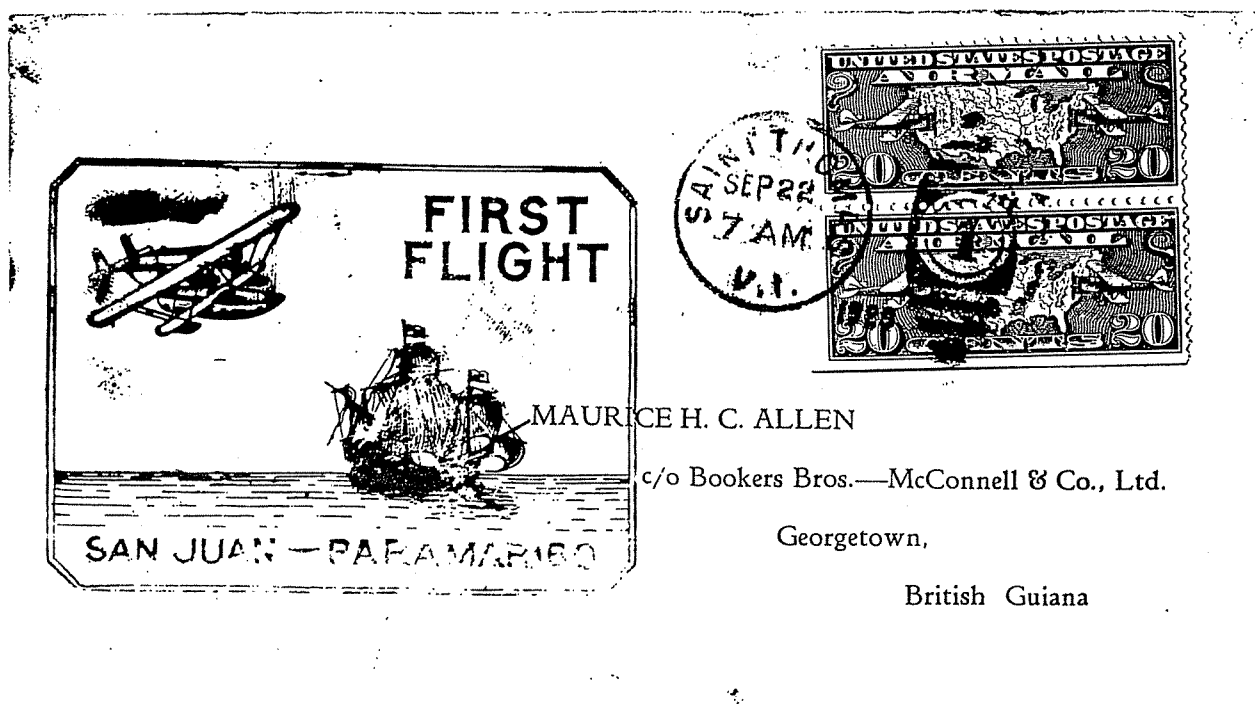


Roessler cover with special Lindbergh cachet took similar routing to Martinique.

Extension of FAM 6 to South America



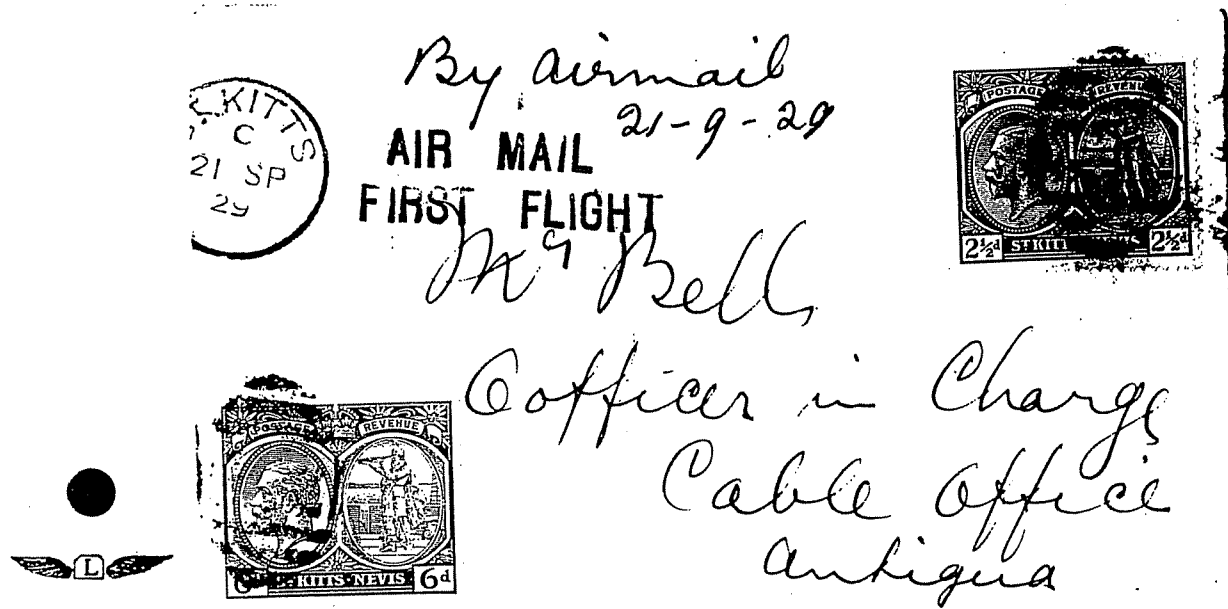
McFarlan cover to Paramaribo was stamped NOT CLAIMED before return to US.



Basil Rowe southbound cover to Georgetown had an unusual black cachet applied.

Extension of FAM 6 to South America

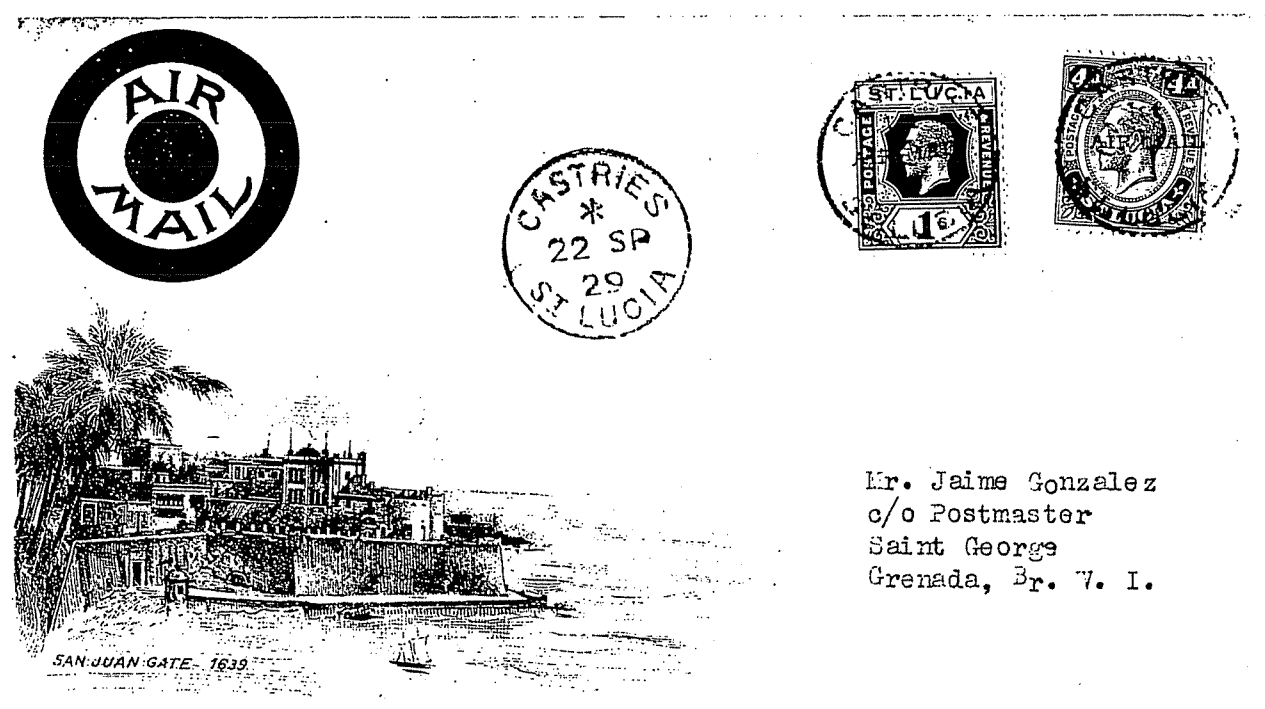
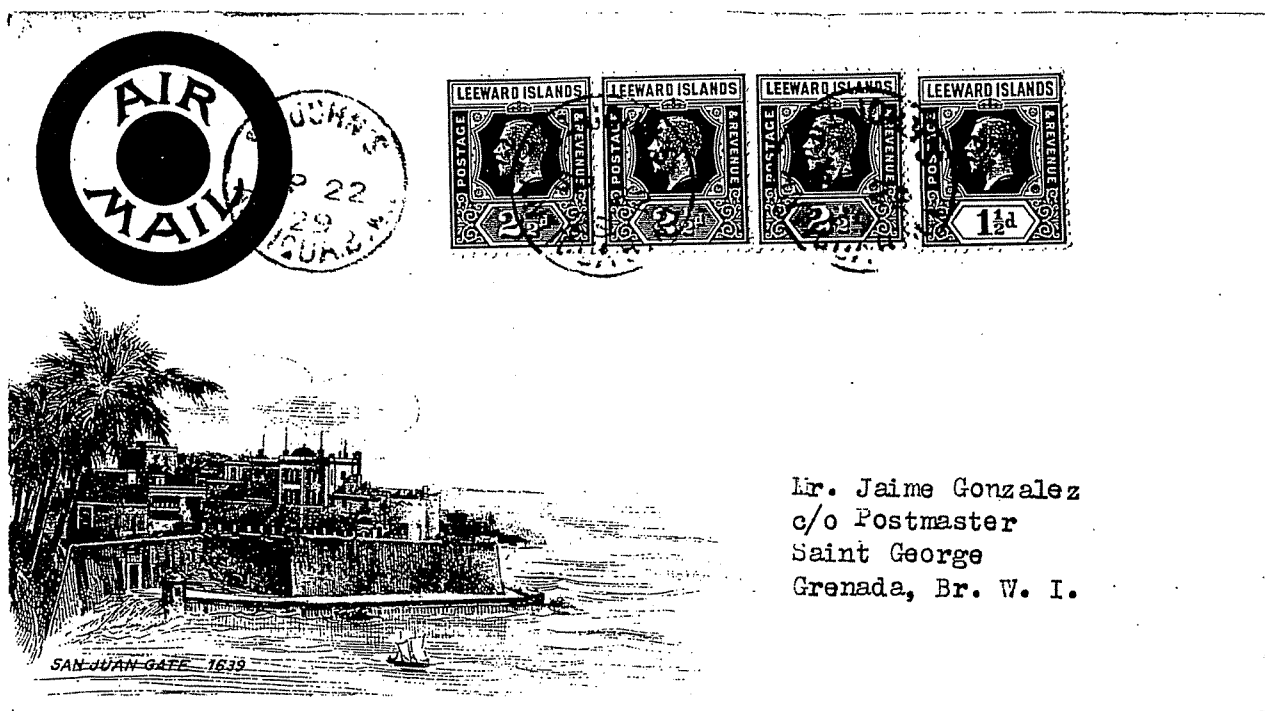
The only unscheduled mail stop of Lindbergh's career was Basseterre, St. Kitts, otherwise he was dedicated to on time scheduled flights. Invitation offered by T. R. St. Johnson, Leeward Islands Governor, visiting there from his official headquarters, Antigua, where Lindbergh was scheduled for his next regular stop.



Cover from local St. Kitts resident to Antigua has more than enough postage to cover 7 1/2 d charge, for covers from Leeward Islands to U.S. Virgin Islands or Porto Rico. Mailers typically overpaid it.



Gonzalez cover is one of only 28 reported dispatched by St. Kitts to all points. Has a backstamp by St. Johns PO, where it was held for northbound return flight.

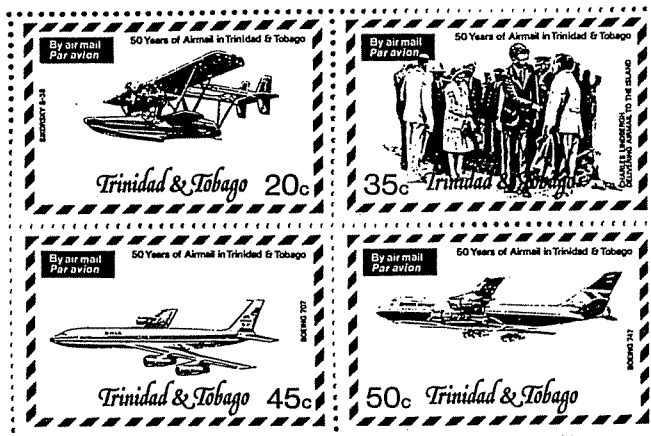


Gonzalez cacheted covers from St. John's and St. Lucia reached Trinidad the same day and were forwarded to Grenada by surface. The postal rate from Antigua was a flat 9d north or south; and from St. Lucia beyond Trinidad or San Juan, 1s 4d.

Extension of FAM 6 to South America



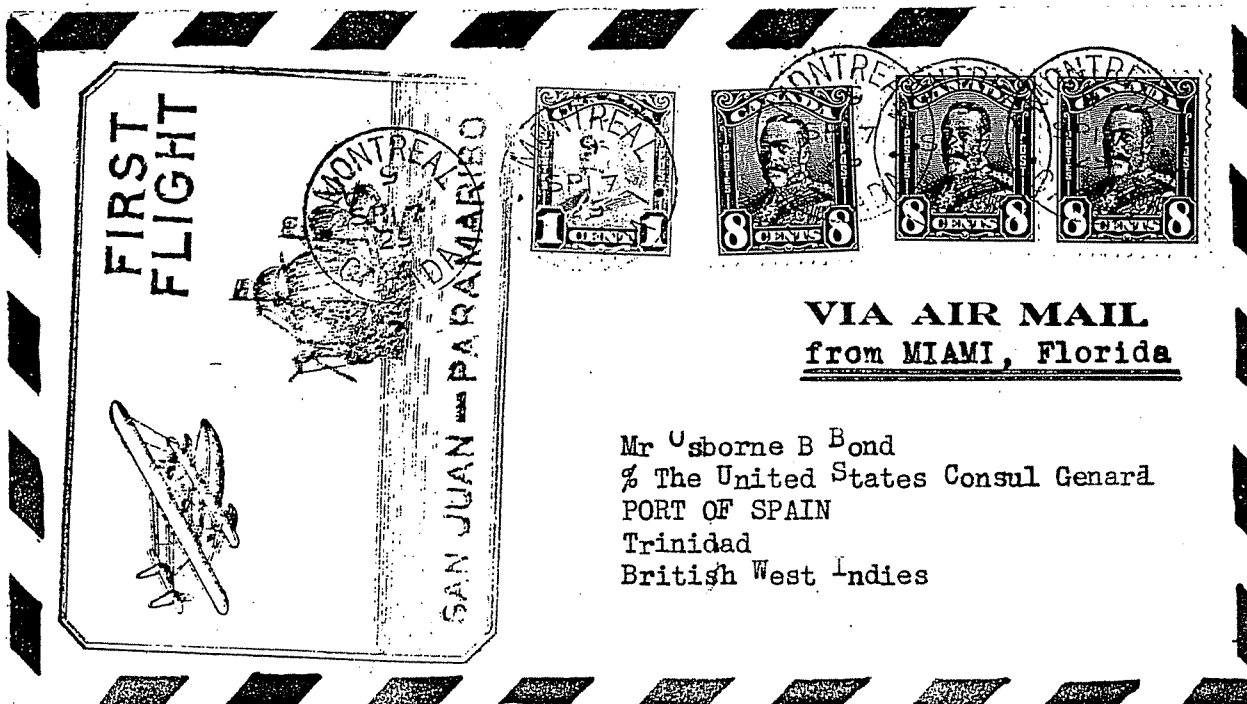
50 Years of Airmail in Trinidad & Tobago



The carriage of mail by air to Trinidad started in 1927 and was brought by the United States Air Force. The first airmail delivered by a commercial aircraft commenced two years later on 23 September, 1929. The Pan American flight to Port of Spain left the USA on 19 September, stopping at Puerto Rico and some of the West Indian Islands.

The aircraft, a twin-engined "Sikorsky S-38" seaplane was piloted by the famous Col. Charles A. Lindbergh. The historical event of Col. Lindbergh being greeted by the Postmaster General after he had delivered the bag of airmail is shown on the 35 cent stamp. Most of the airlines which now operate from Piarco Airport deliver airmail to and from Trinidad.

Typical arrival ceremony pictured as Lindbergh delivers first bag of mail to Postmaster General while Anne looks on. Often followed by a "Welcome home from war" autocade through city.



One of covers presented, from British North America to British West Indies.

Extension of FAM 6 to South America

Port of Spain takeoff attempt was in a dead calm, produced much spray, gave no lift-off. Plane had to return to port and drowned spark plugs were exchanged. Next attempt, with extreme setting of trim control, was successful. Lift-off!

Via First Flight
Port of Spain*Georgetown

BY AIR MAIL
PAR AVION



VIA AIR MAIL

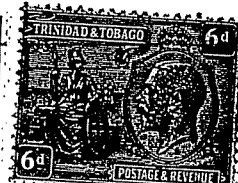
Seymour Rose

c/o Postmaster

Georgetown, British
Guiana

Route was now on FAM 5 segment that had not been activated. Plan also included St. Laurent, however, French Guiana permitted no landing or flyover with threat of confiscation. French ambitions were tied to their own Aeropostale air line.

BY AIR MAIL
PAR AVION



Mr. Henry C. Vanator,
% U. S. Consul,
Paramaribo, Gu. Guiana.

Dutch Guiana had declared a national holiday for their arrival. Plane was heavily loaded so Tilton could stay in British Guiana. All nonessentials left behind. Trippe continued calls on governments, seeing 16 in 20 days.

Extension of FAM 6 to South America

For the return, Paramaribo applied purple cachet, first air post dispatch Paramaribo-New York, as well as postmaster's stamp to all Lindbergh mail.

*Luchtpost
Via Trinidad*

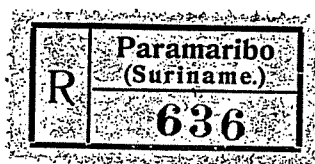
789

DE POSTDIRECTIEUR

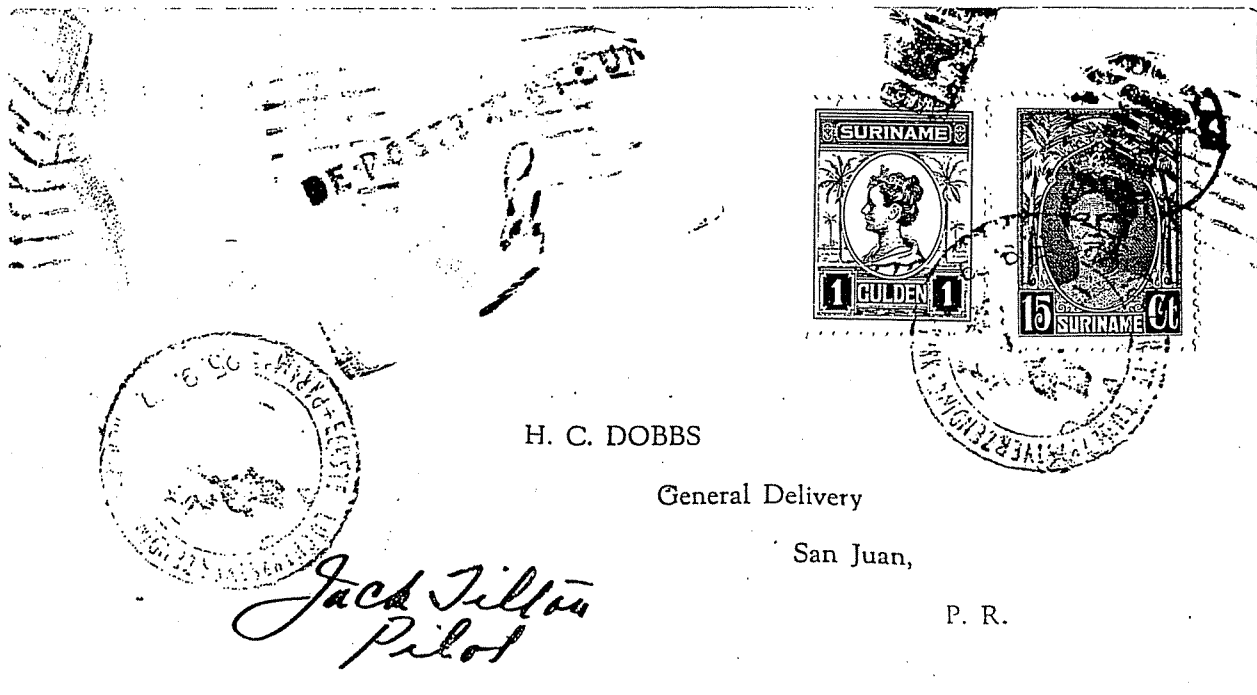


*N. V. J. Mebus Postzegelhandel
Rokin 24*

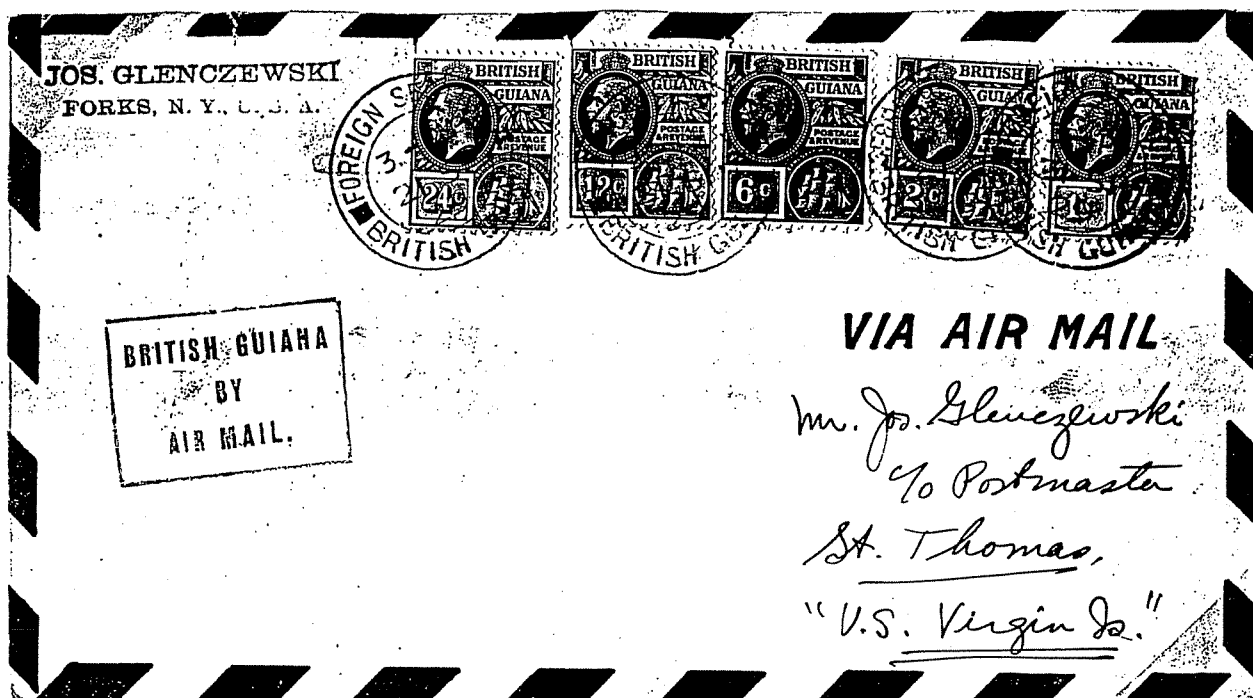
Amsterdam C.



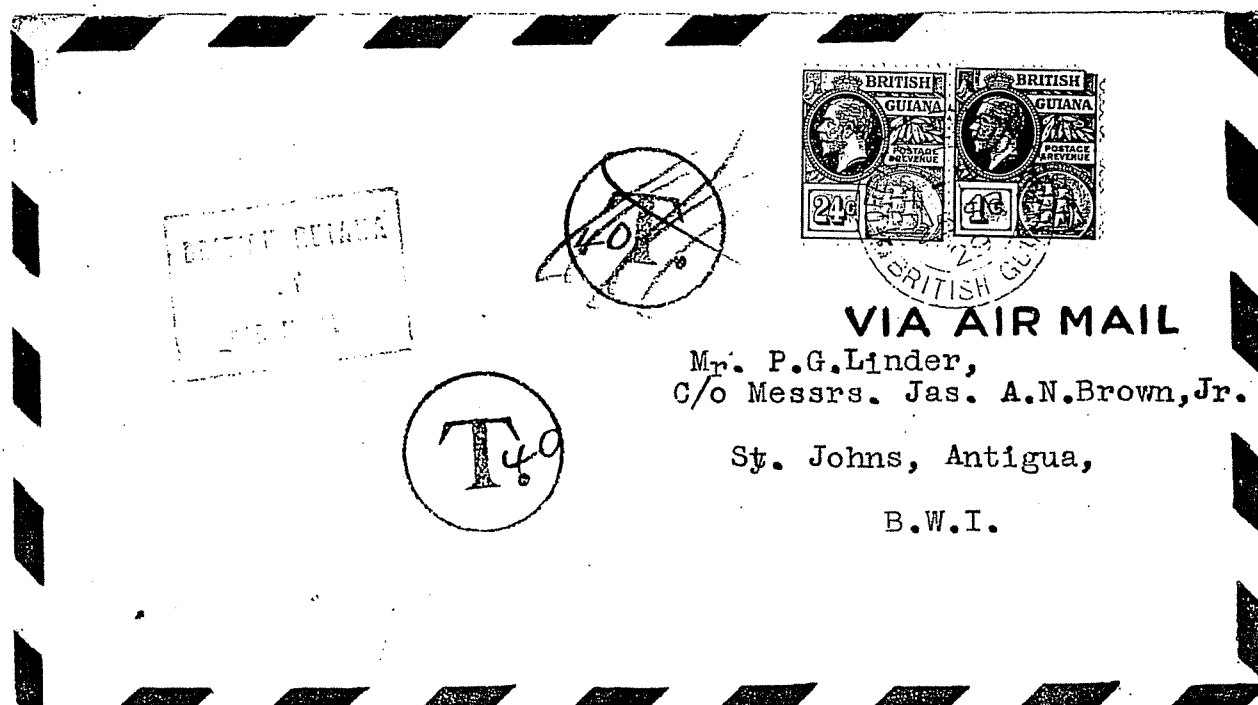
Registered cover indicates Trinidad routing, reached Amsterdam on Oct 14.



Basil Rowe (return address) cover signed Jack Tilton, pilot Trinidad-San Juan.

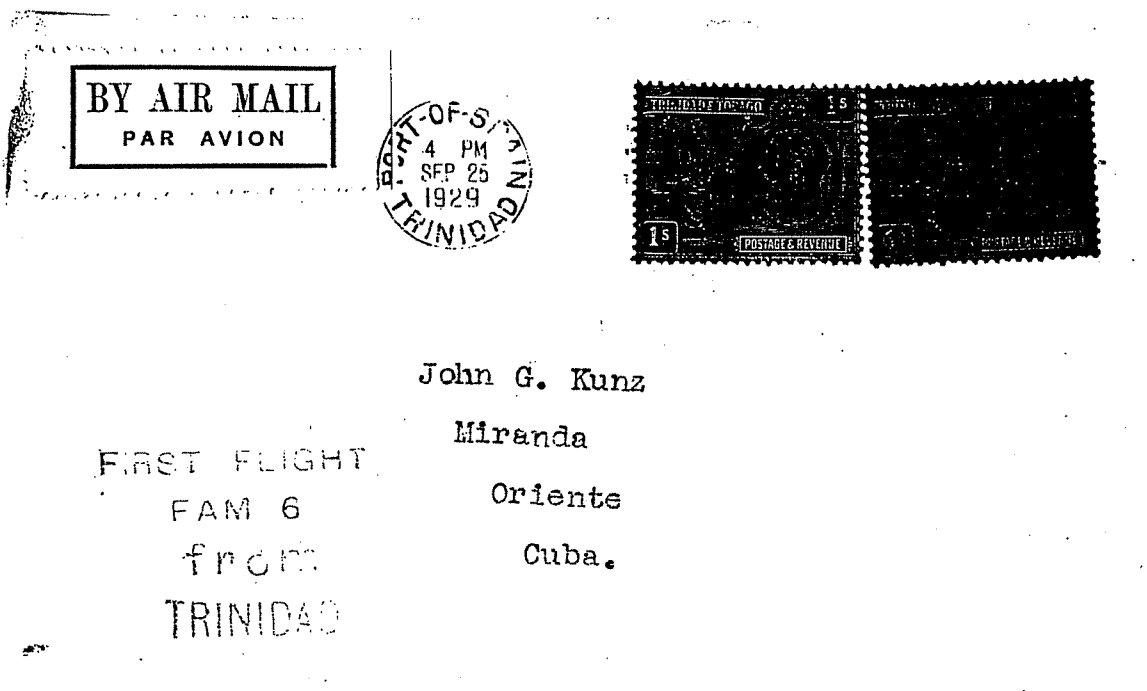


Cover uses variety of stamps, over 40¢ postage. Only 32 covers to St. Thomas.

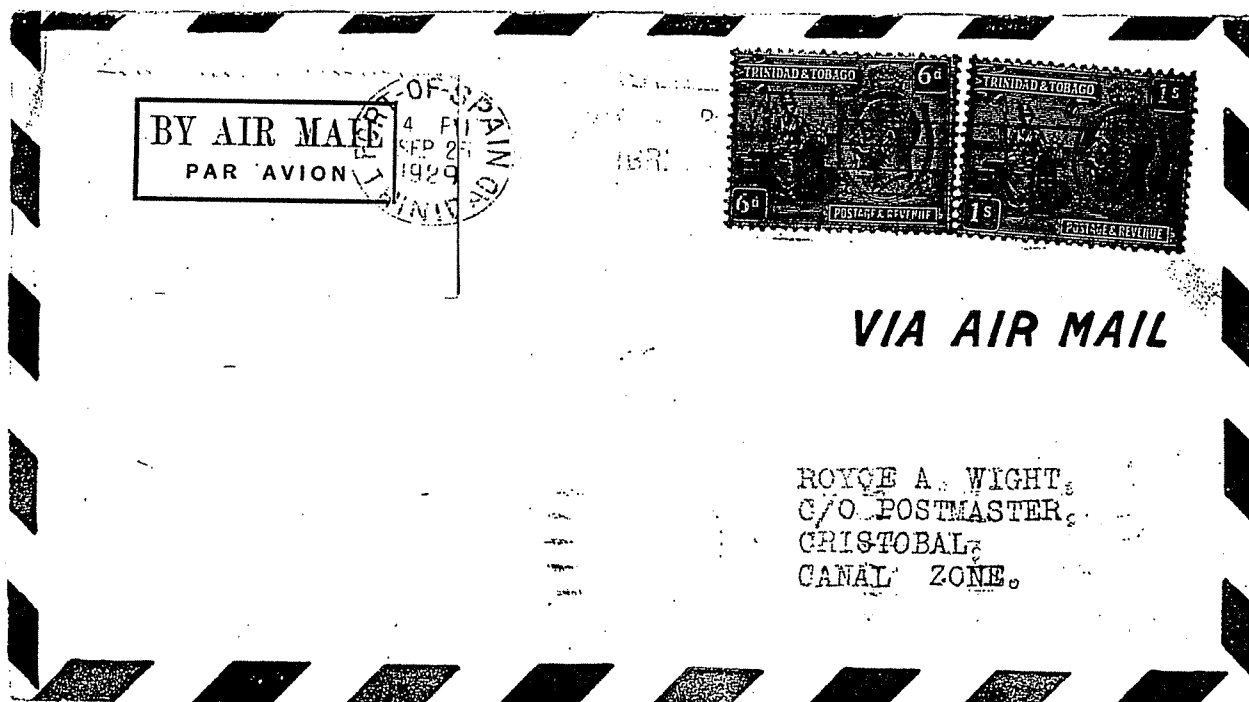


St. Johns cover (only 78 carried) is short of postage, indicated by "T" stamp.

Extension of FAM 6 to South America



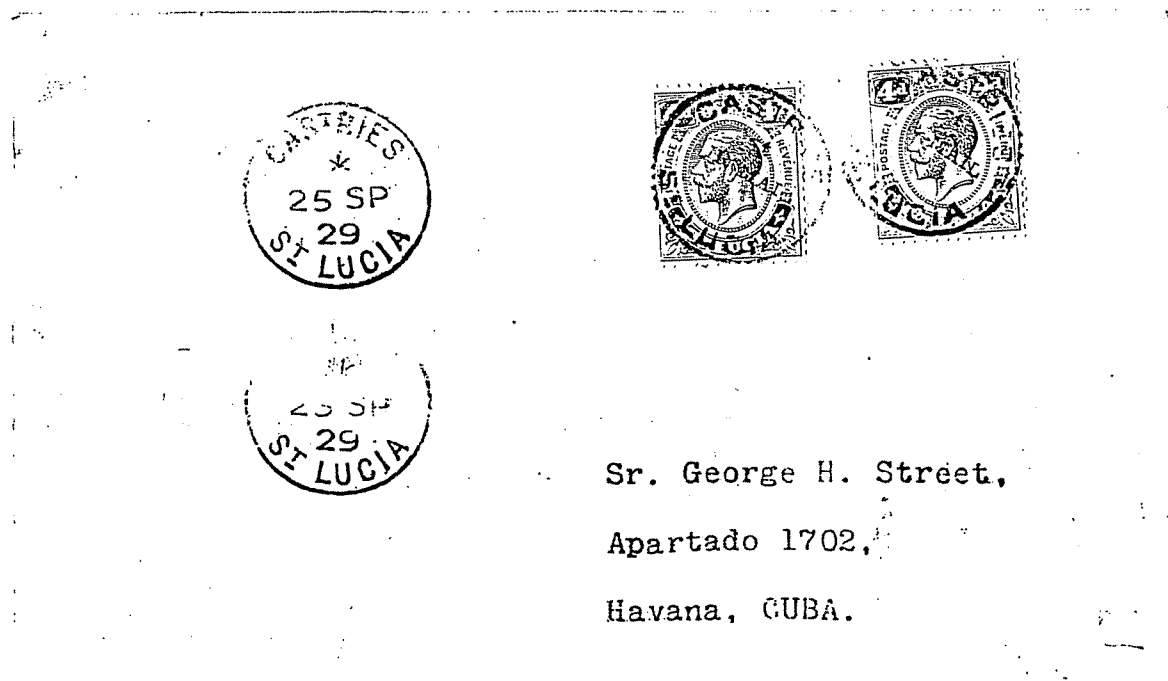
All of the northbound mail dispatched to Cuba was backstamped in Havana.



While the Lindberghs diverted to survey a new air mail route across Venezuela, this cover retraced long route around circle and arrived four days after them.



Lindbergh aura persisted with northbound flight, although he had left at Port of Spain. Roessler cacheted Castries cover canceled "1st AIR MAIL".



Only 22 covers, including this Street cover, were dispatched to Havana.

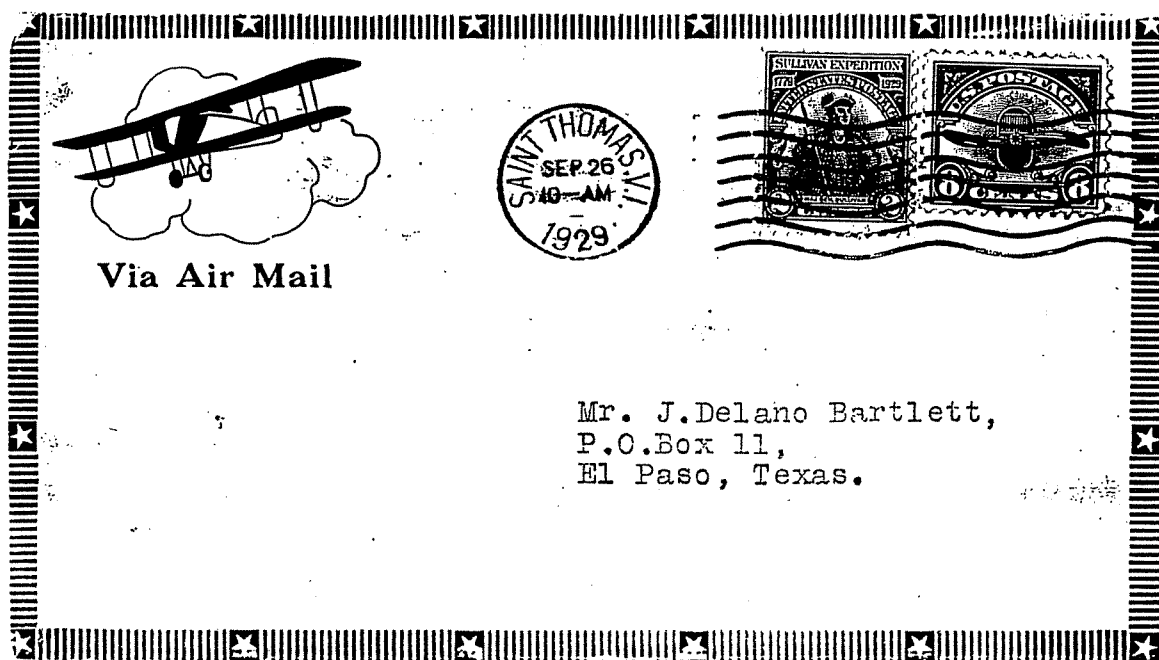


St. John's first air mail dispatch to the US is overpaid, as sender added a 1/ shilling stamp where only a 1 penny stamp was required to meet the 14d charge.

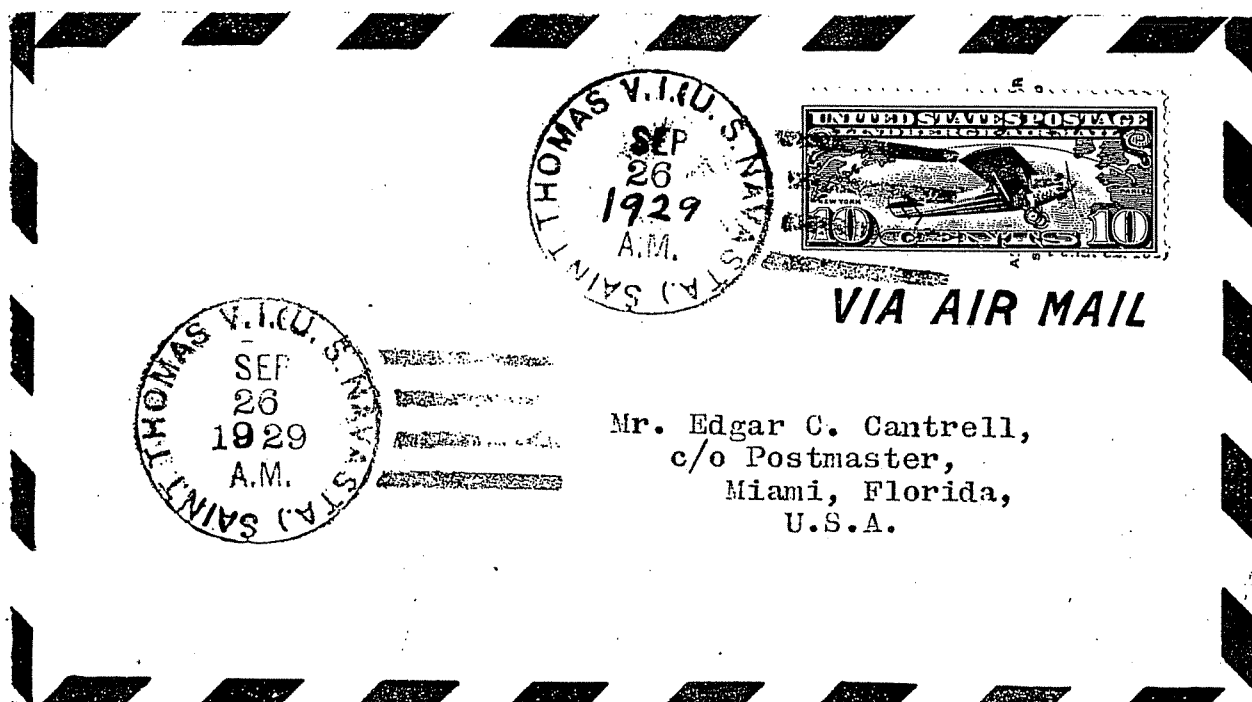


Dominica cover, via St. John's, franked with 1/2d over the Castries rate to US.

Extension of FAM 6 to South America



This northbound cover from U.S.P.O., St. Thomas, like most flight mail, received no Lindbergh cachet because Lindbergh wasn't northbound pilot.

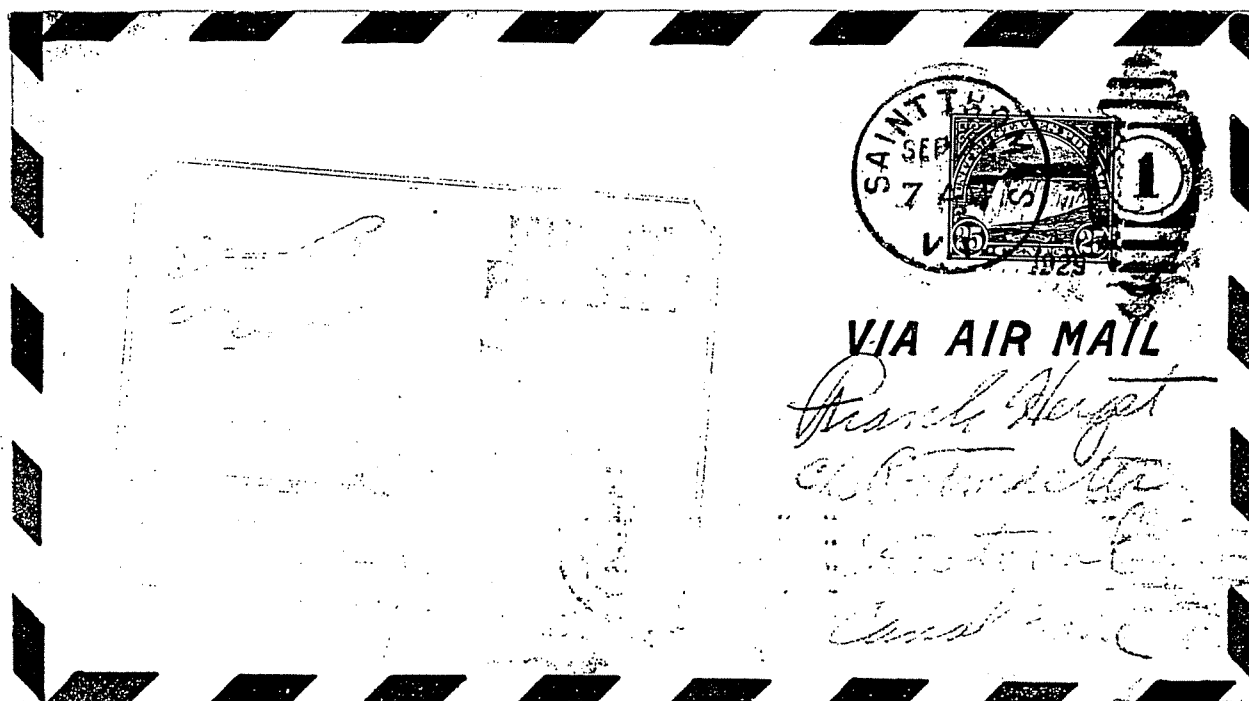


Another such northbound cover postmarked at the U.S. Naval Station, St. Thomas.



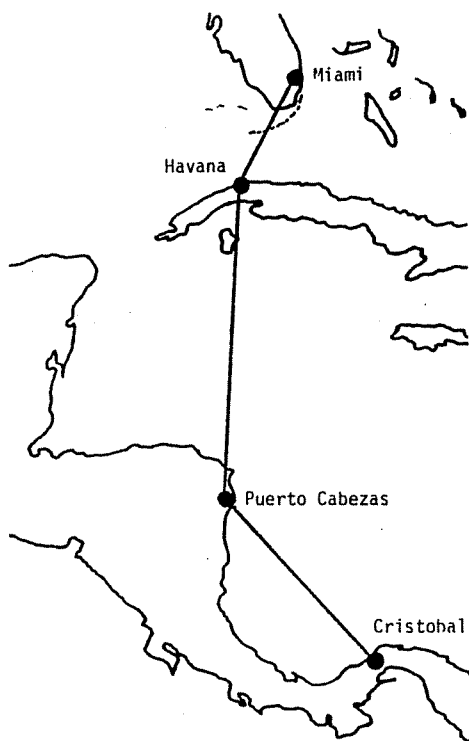
Mr. C. F. Blankenburg,
2003 Oakland Drive,
Kalamazoo, Mich.,
U. S. A.

One of the few northbound covers that did receive the cachet, earlier postmark.



Cristobal cover also postmarked early, probably before cachet misunderstanding.

Express Route to Canal Zone



Aircraft: Sikorsky S-38 especially modified by lightening to the last ounce and adding a large fuel tank to make 650 mile over water flight

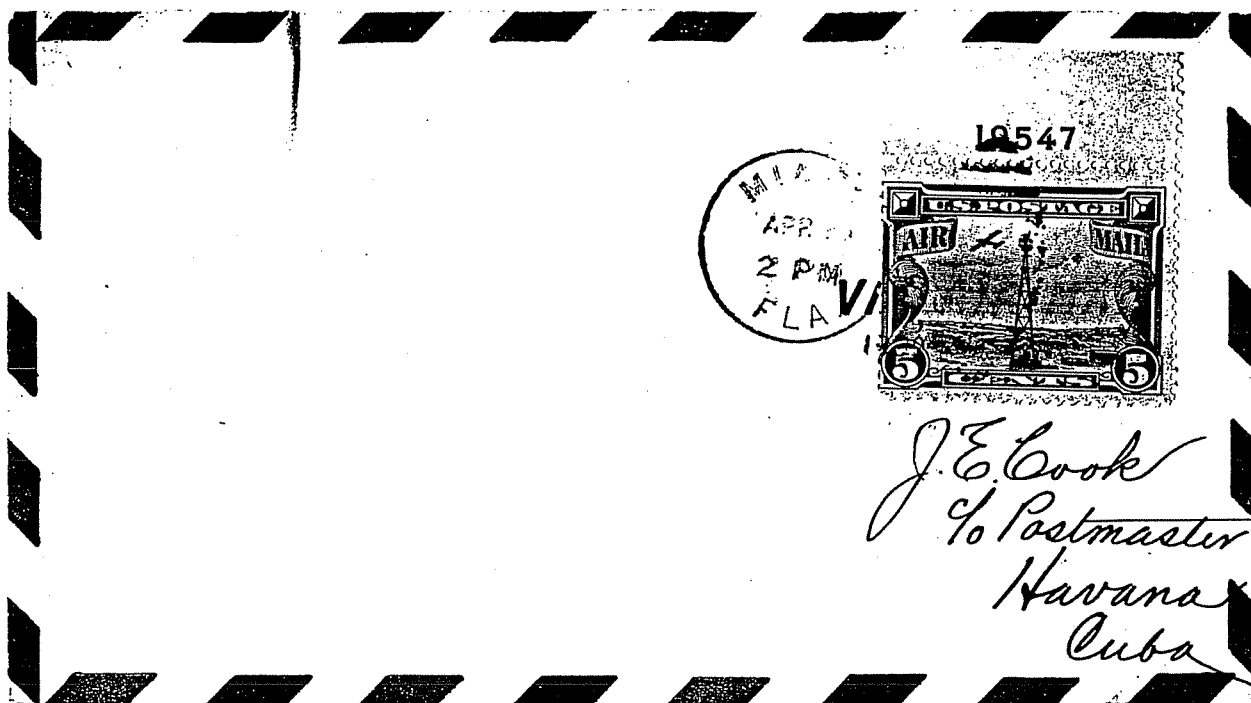
Pilots: C A Lindbergh and B L Rowe

Competitor NYRBA was giving 7 days Commodore mail service, Buenos Aires to US. Pan Am had to match this schedule to get Argentine mails to use their flights. Three days Canal Zone to US leg was main target and was shortened to 33 hours.



Modified S-38 took off with 249 pounds of mail and 520 gallons of gas. Single weekly flight took express route. Others followed a regular route 5 schedule.

Express Route to Canal Zone



Cover to Cuba, with no cachet, was one of only 50 covers dispatched to Havana.



PAR AVION VIA PAA

Mr. Harry E. Huber,

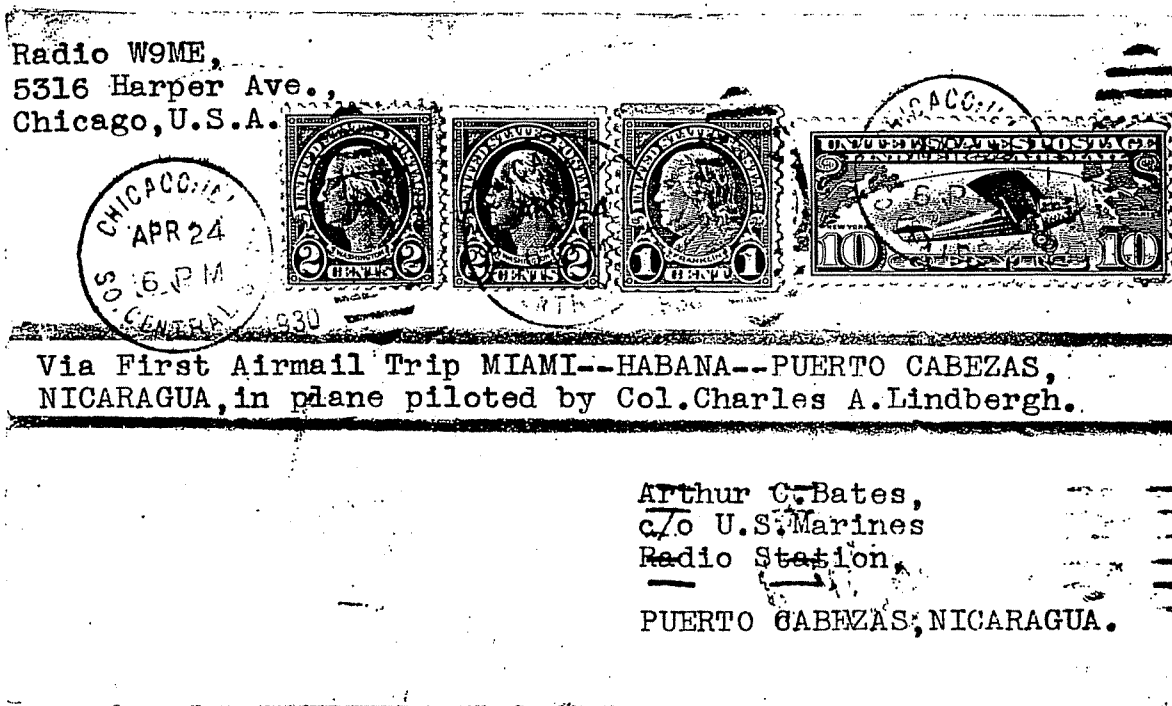
C/o Postmaster,

Balboa Heights, Canal Zone.

Apr 25 Port au Prince cover routed via route 6 and Miami for Lindbergh Flight.

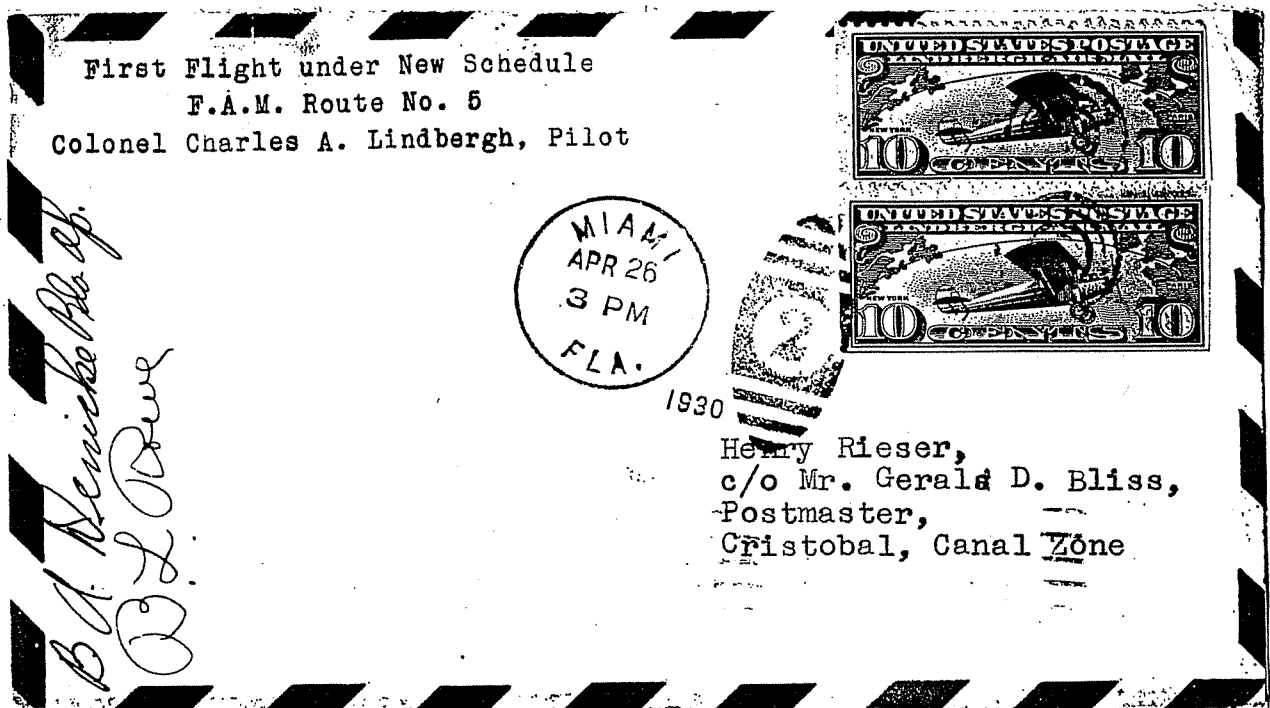
Express Route to Canal Zone

Cover to U.S. Marine radio operator stationed at Puerto Cabezas was sent by an amateur radio operator in Chicago. A receiving stamp is on front.



Mail from the U.S. to Puerto Cabezas was not off loaded during fuel stop but continued on into Cristobal, then put on return flight for delivery.

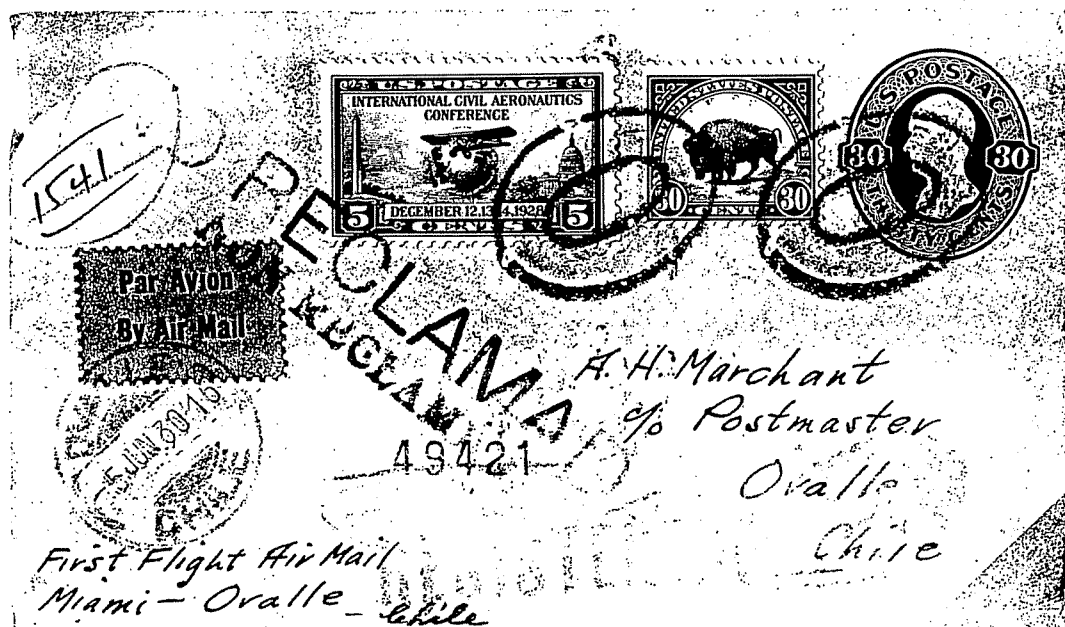
Express Route to Canal Zone



Cover to Cristobal, prepared by Henry Rieser, Pan Am Miami Office Foreman, was autographed by B.A. Denicke, Radio Operator for flight, and Basil Rowe, Pilot.

*Franking provided by two Lindbergh booklet stamps.

Backstamps permit the continuing flight to be traced down the west coast of South America and show the accelerated schedule followed.

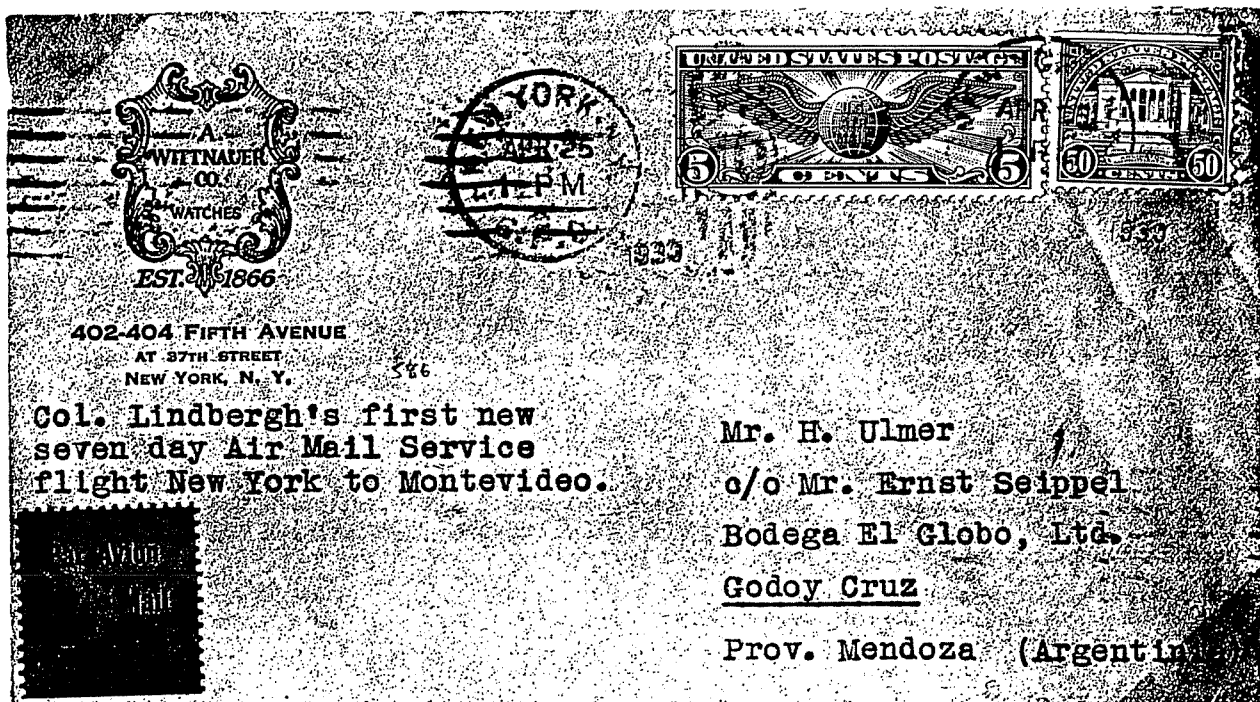


4 PM postmark showed the flight reached Ovalle in early afternoon. 65¢ franking correctly pays a 50¢ rate plus 15¢ registry to Chile.



However, flight had no time to spare, as this cover reached Santiago on May 1. Only good weather over Andes permitted the mail to reach Buenos Aires on time.

Purple stamp on front reminds recipient to pay taxes by May 2 and not be late.



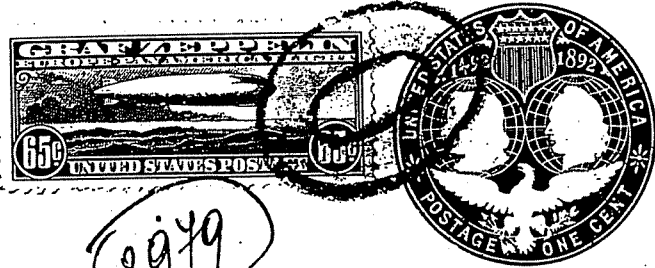
ex Heinmuller
Mendoza, the first Argentine stop, was reached on May 2, after crossing Andes.



Roessler cover with Lindbergh face handstamp had caught night flight to Miami. Flight was on schedule all the way, shown by the May 2 Buenos Aires backstamp.

Express Route to Canal Zone

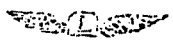
Timing of express flight was such that mail for it and continuation to South America could be franked with the new U.S. Zeppelin stamps and be carried before Zeppelin flight for which they were intended.



8949

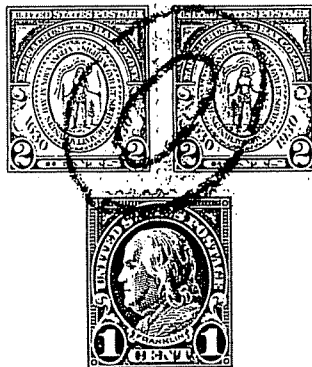
49415

A. H. Marchant
c/o Postmaster
Antofagasta
Chile



First Flight Air Mail
Miami - Antofagasta

Flight reached Antofagasta, which had just been added to schedule, 3rd day out of Cristobal instead of 4th day. Cover is one of only six reported covers using first Zep issue on non-Zeppelin flight.*



George S. Hill,
c/o the Consul of the United
States of America,
Montivideo, Uruguay.

REGISTER

49468

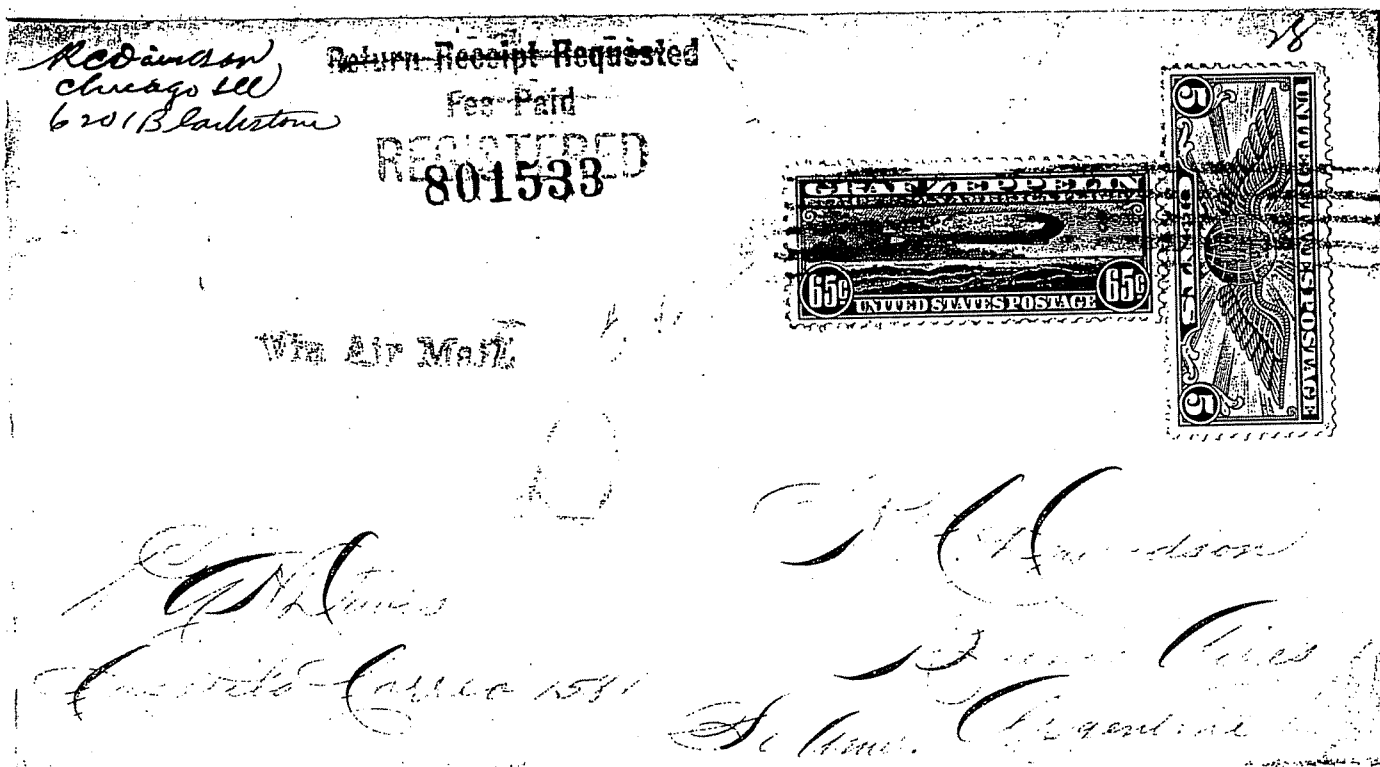


Registered rate for Buenos Aires and Montevideo was 55 + 15 cents, arrival the same afternoon. However, backstamp on cover was 5/30. Not unusual for later p.m. registered mails to be worked next a.m.

* Covers pictured in ZEPPELIN COLLECTOR section of AFA NEWS
Vol.45, No.3, P.65 and Vol.46, No.1, p.39

Express Route to Canal Zone

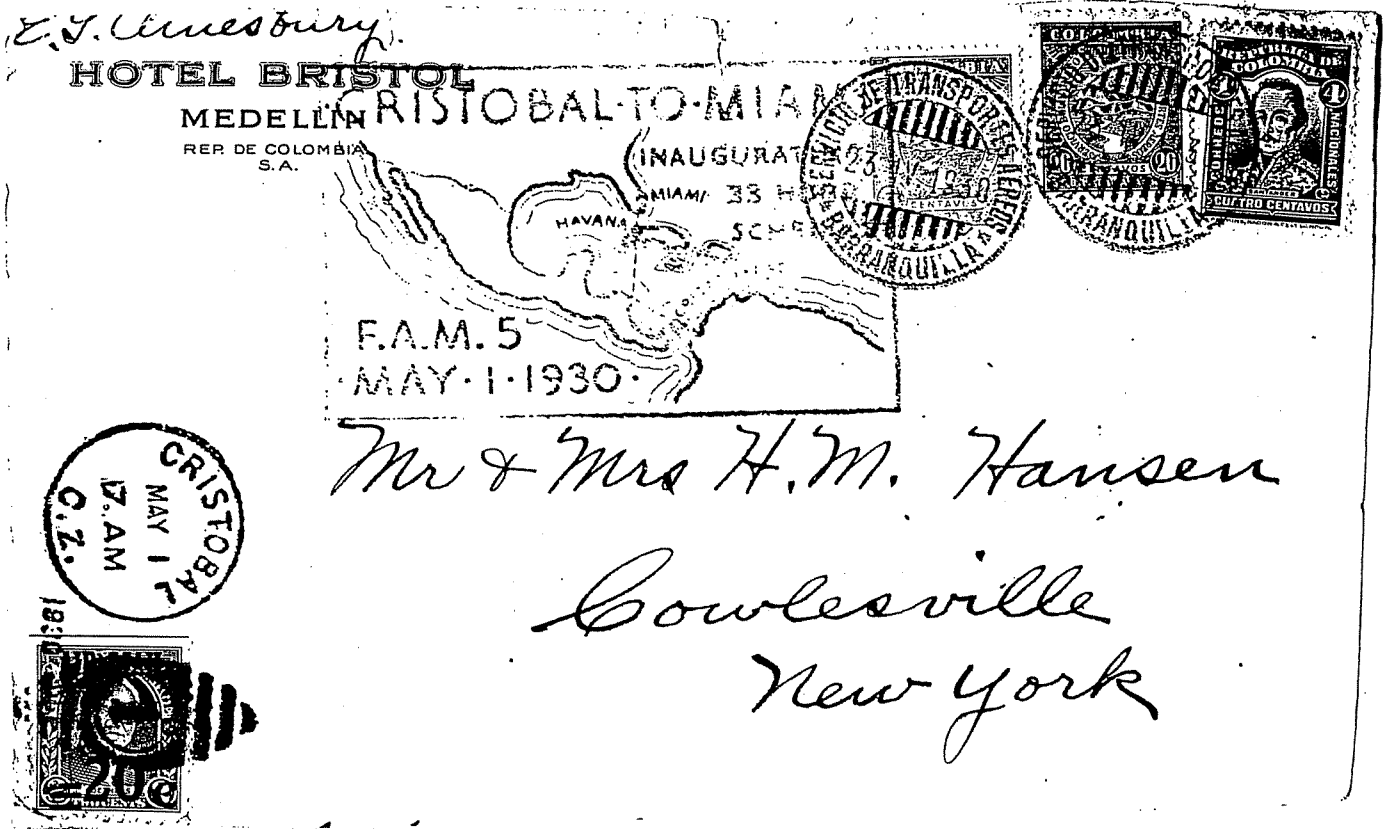
Another, intended for the Lindbergh flight and backstamped in Chicago on Apr 25, did not go via a night flight and arrived in Miami a day late. Took regular FAM 5 to CZ and then had to wait for the next FAM 9 South America flight a week after Lindbergh.



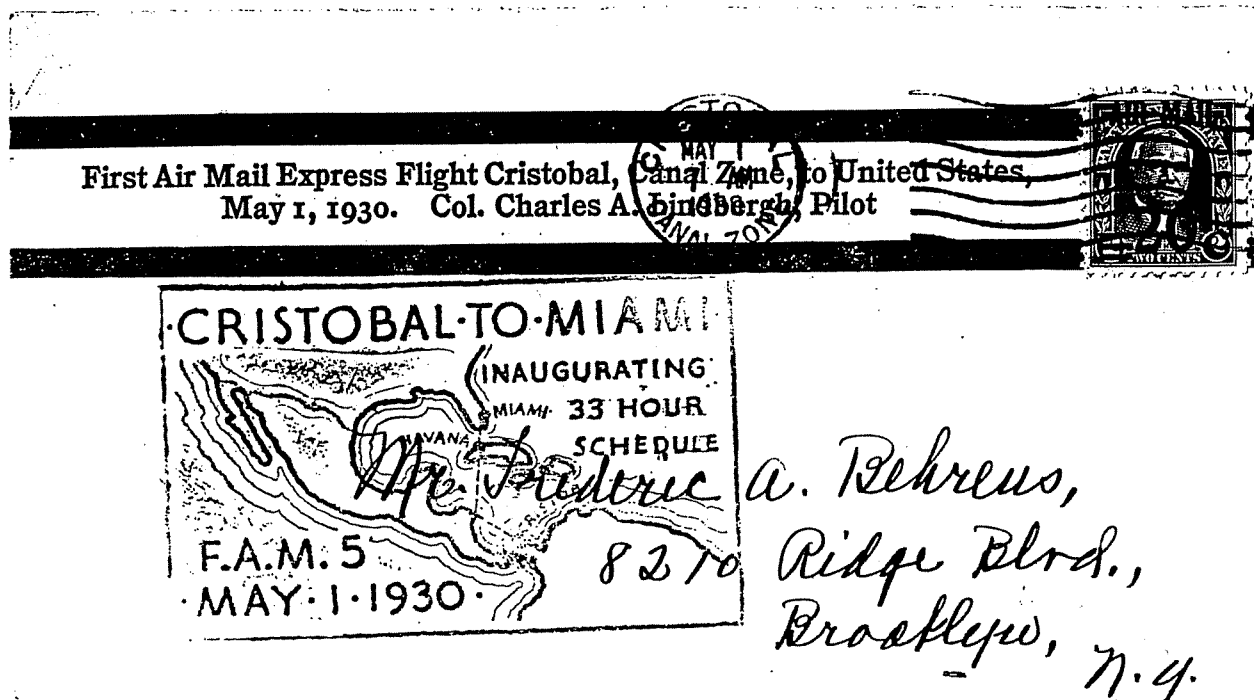
However, this second southbound trip for the express flight reached Buenos Aires on May 12, three days behind the schedule, probably due to storms over the Andes. The pledge of 7 days transit time was difficult to keep to stay competitive with NYRBA.

Express Route to Canal Zone

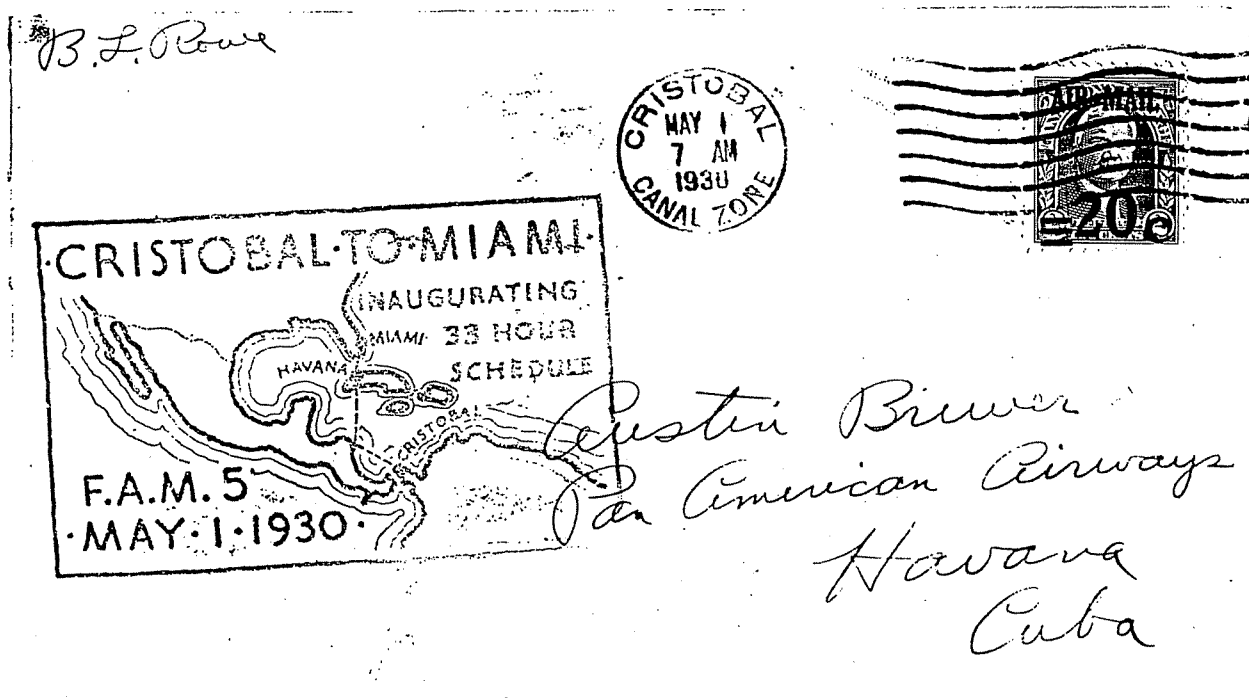
Although Pan Am had secretly acquired Dr. von Bauer's controlling interest in SCADTA just two months before, there was no outward sign of integration of these airlines.



Cover required Columbia, SCADTA, and Canal Zone postage for trip via express route.



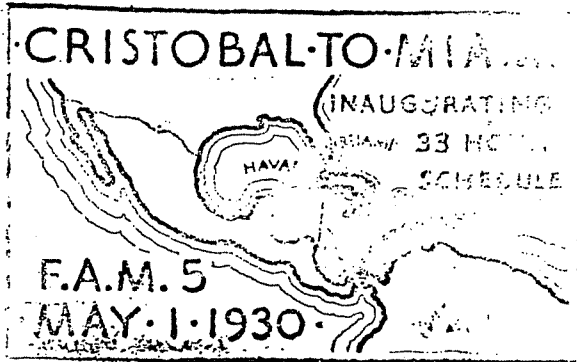
Privately cacheted return flight cover from Cristobal also received an official cachet with map of the route. Postal rates lowered on Jan 1 to 20¢ either way.



Rowe cover was part of 3 lbs carried to Havana, which did not dispatch north.

Express Route to Canal Zone

Return to
Box 514
D.L. Prather
Balboa, C.Z.



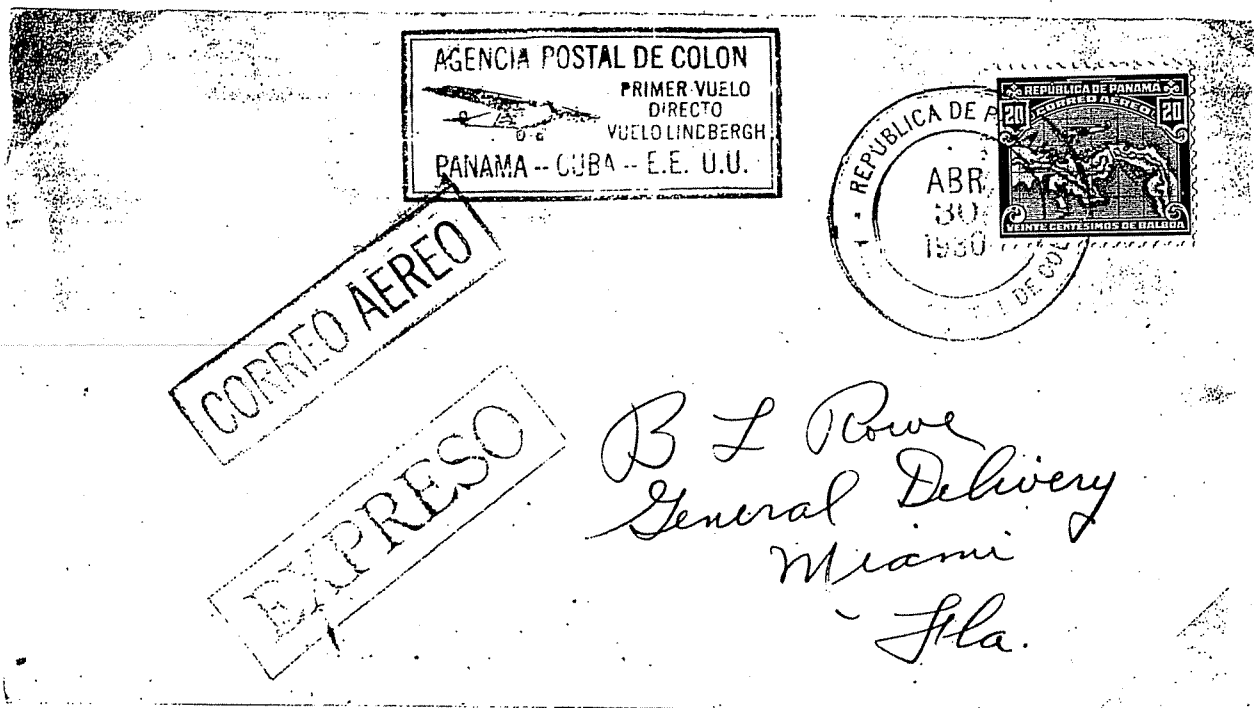
D.L. Prather
Miami
Florida

Unusual blue cachet was applied to this cover sent from Balboa CZ to the U.S.

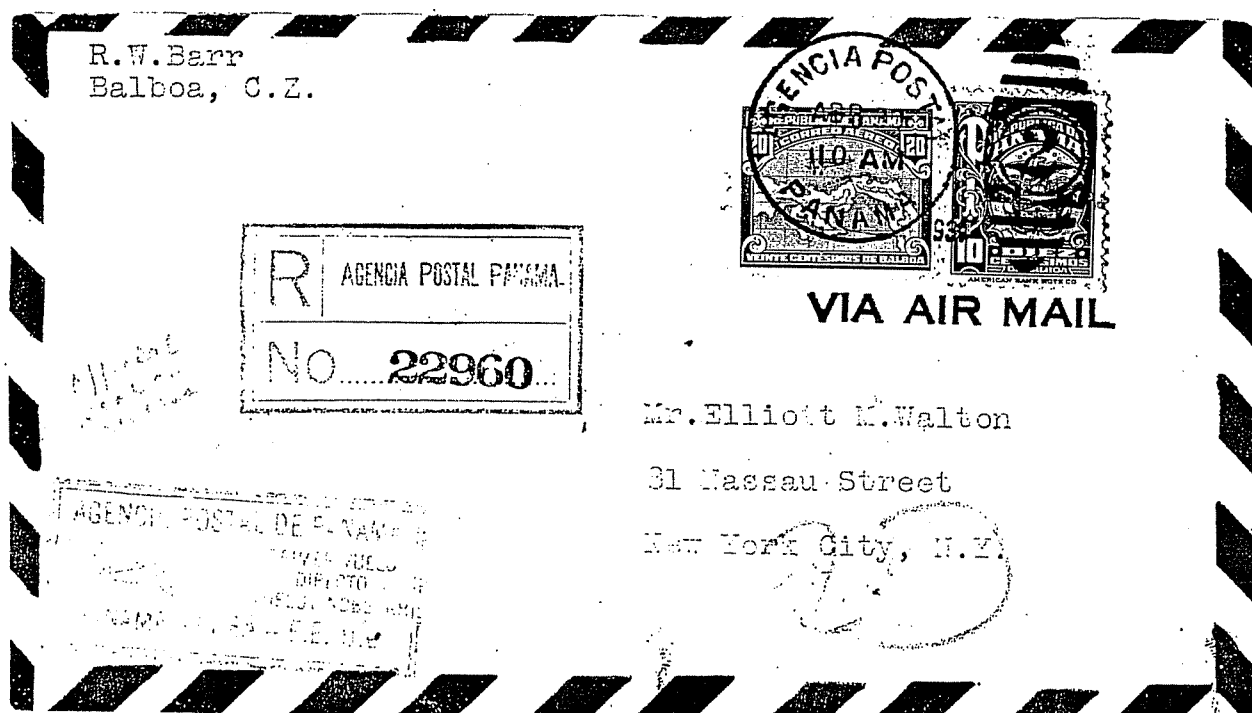


Overseas postage rate used for cover that reached Linköping, Sweden on May 14.

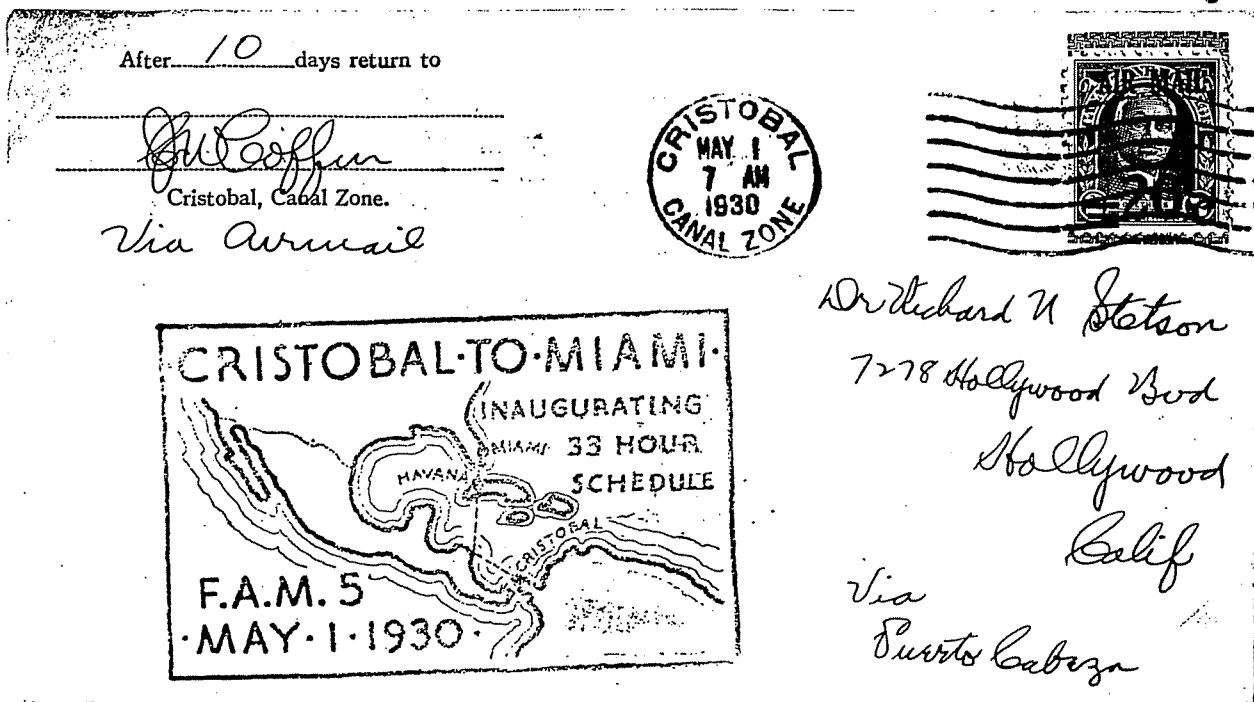
Express Route to Canal Zone



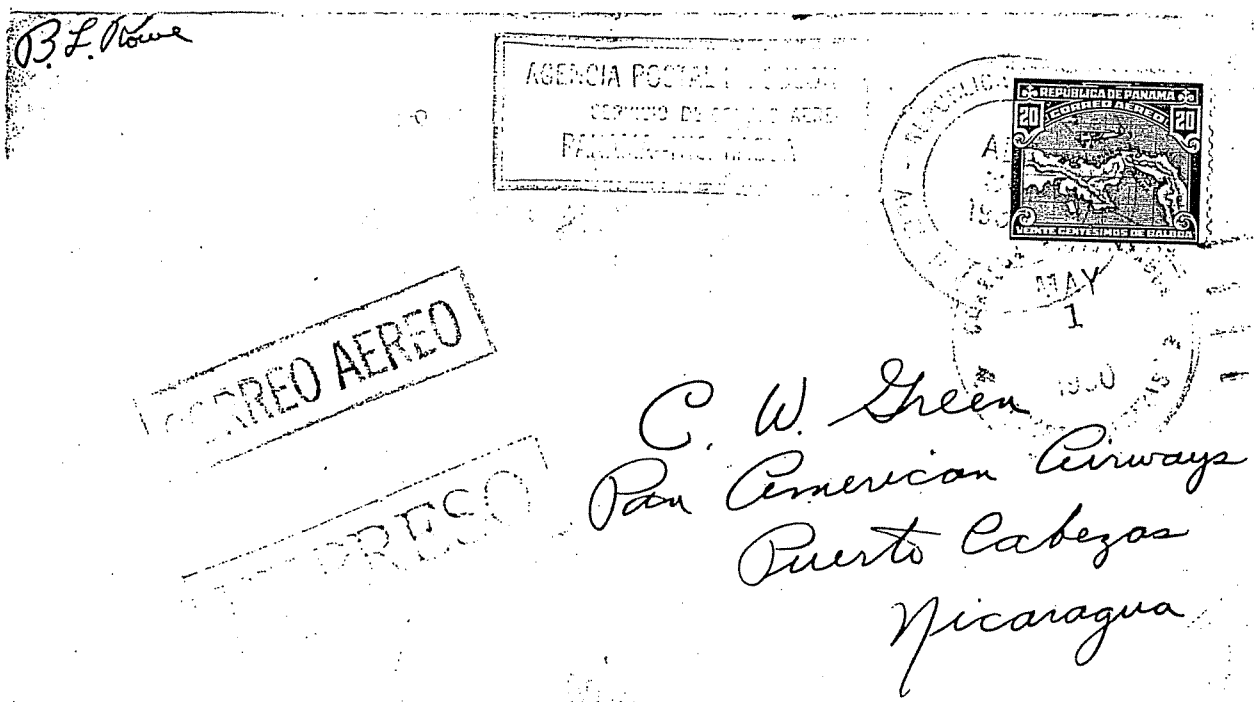
Republic of Panama made special cachet, which it used on this Basil Rowe cover.



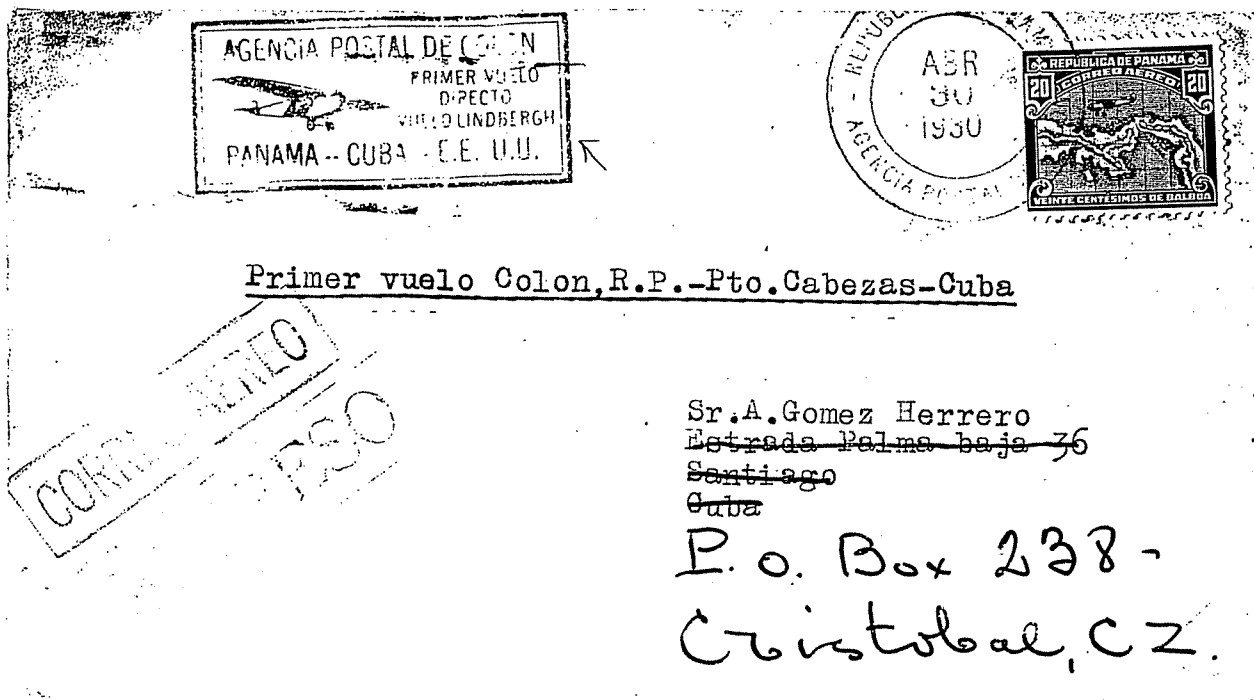
Registered cover from Panama City has cachet stamped in most commonly seen red.



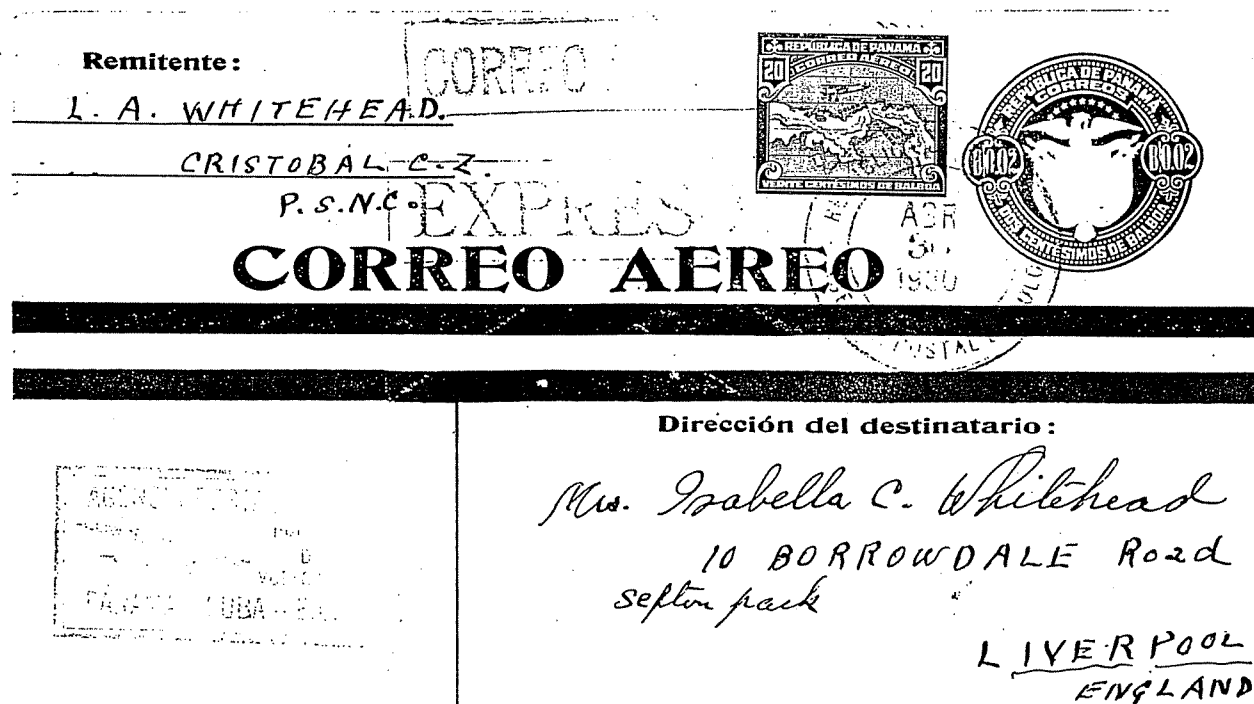
Another of the few Puerto Cabezas covers, from Cristobal and backstamped May 1.



Another Rowe cover has regular Colon air mail cachet and special express stamp.



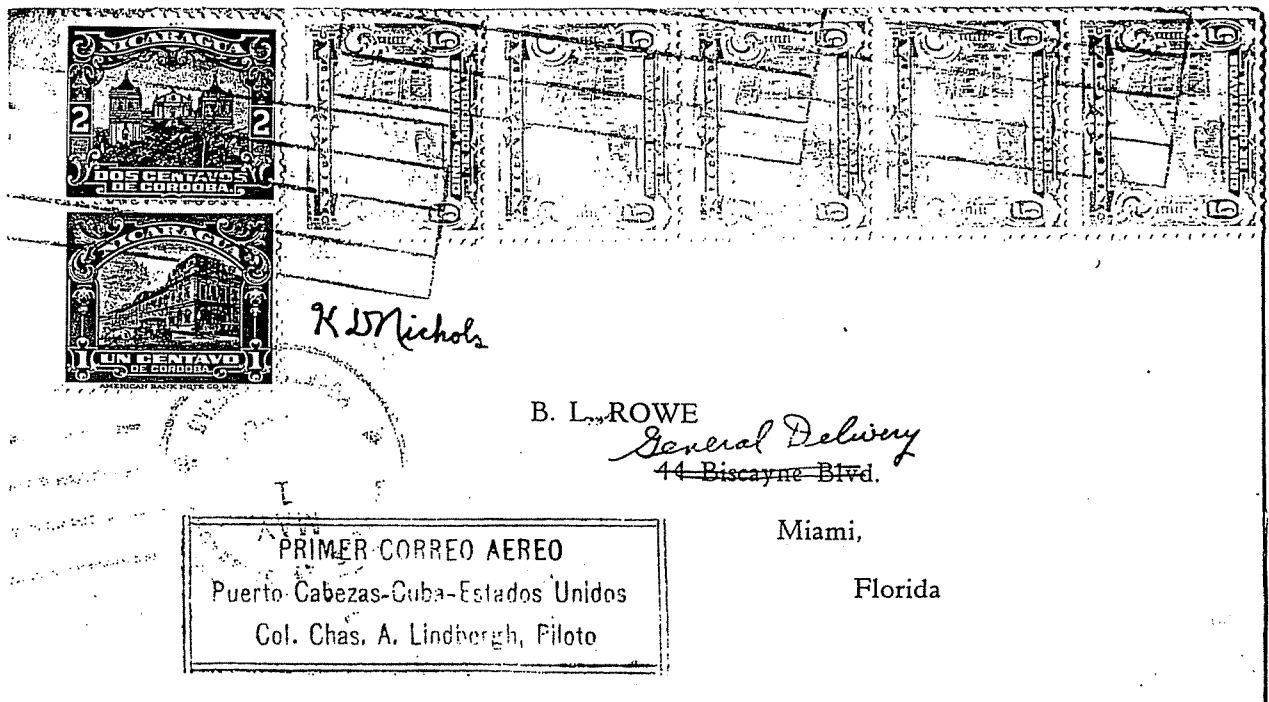
Cover to Cuba has special cachet stamped in magenta and reached Santiago May 3.



22 centesimos postage applied to this cover that was forwarded on to Liverpool.

Express Route to Canal Zone

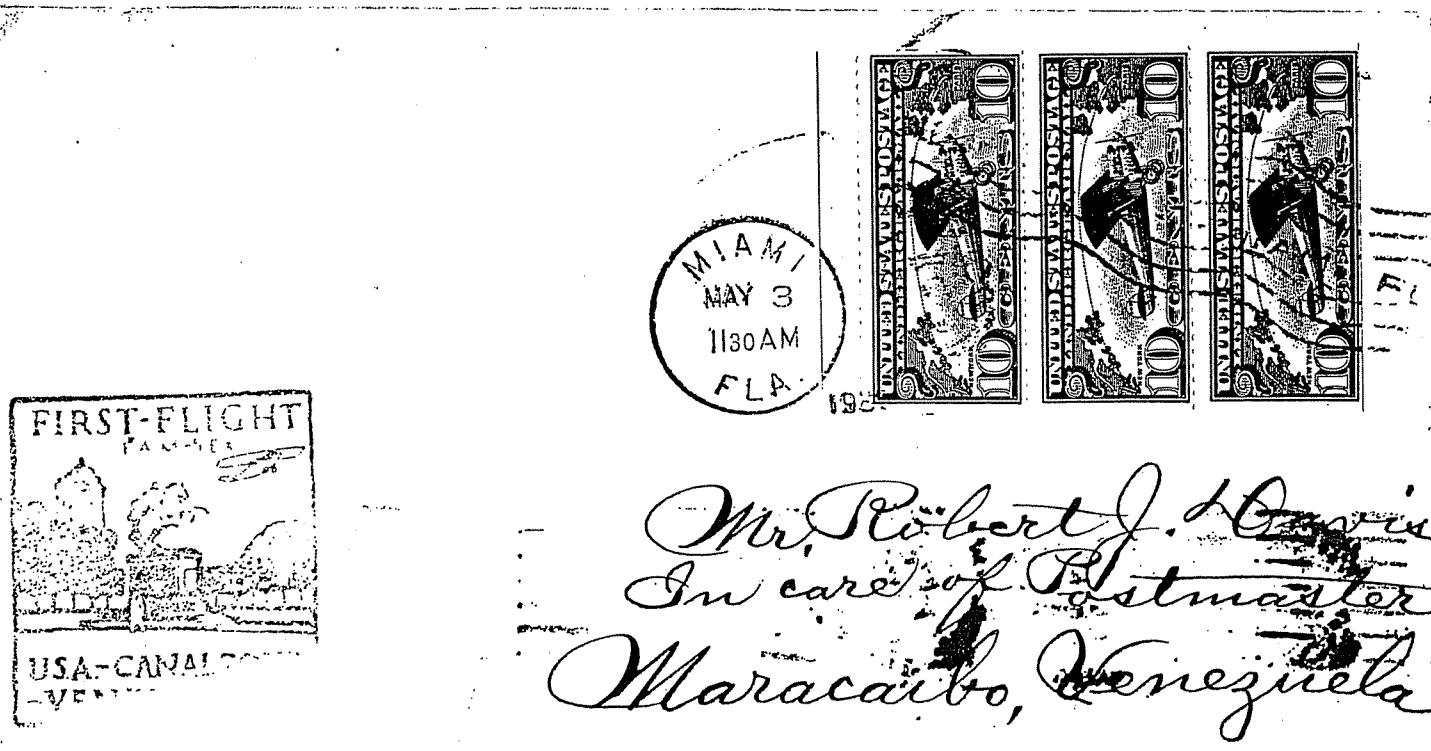
On return flight over the Caribbean, the plane started a violent waving motion that could be controlled only at low speed, losing altitude. Lindbergh crawled out on after deck, bent ends to secure loose brace, returned before sea level.



Rowe cover, a first flight from Puerto Cabezas, one of the few cacheted there. Army Engineer, K.D. Nichols also on Nicaragua east coast, Groves on west coast surveying alternate canal route joined up 13 years later on Manhattan Project.



Triple duty cover caught same night flight, but used penciled instructions for Cristobal postmaster to hold it for the first flight to Maracaibo. This cover then returned to the sender via FF back to Cristobal. Third cachet on reverse



Another Maracaibo cover, mailed day after Lindbergh and express flight returned to Miami, followed regular FAM 5 route to Cristobal. Lindbergh booklet pane gives correct postage.

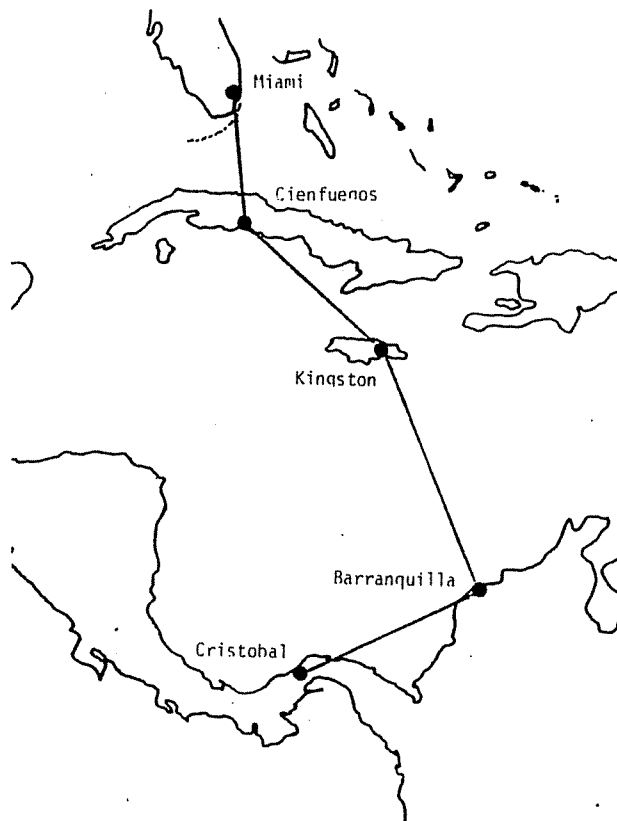


Expedited routing and scheduling meant extra business for US feeder, Colonial.



Even Guayaquil, on route 9 to Buenos Aires, advertized faster service.

First Flight of the American Clipper



Aircraft: Sikorsky S-40
 "The American Clipper"
 World's largest Amphibian

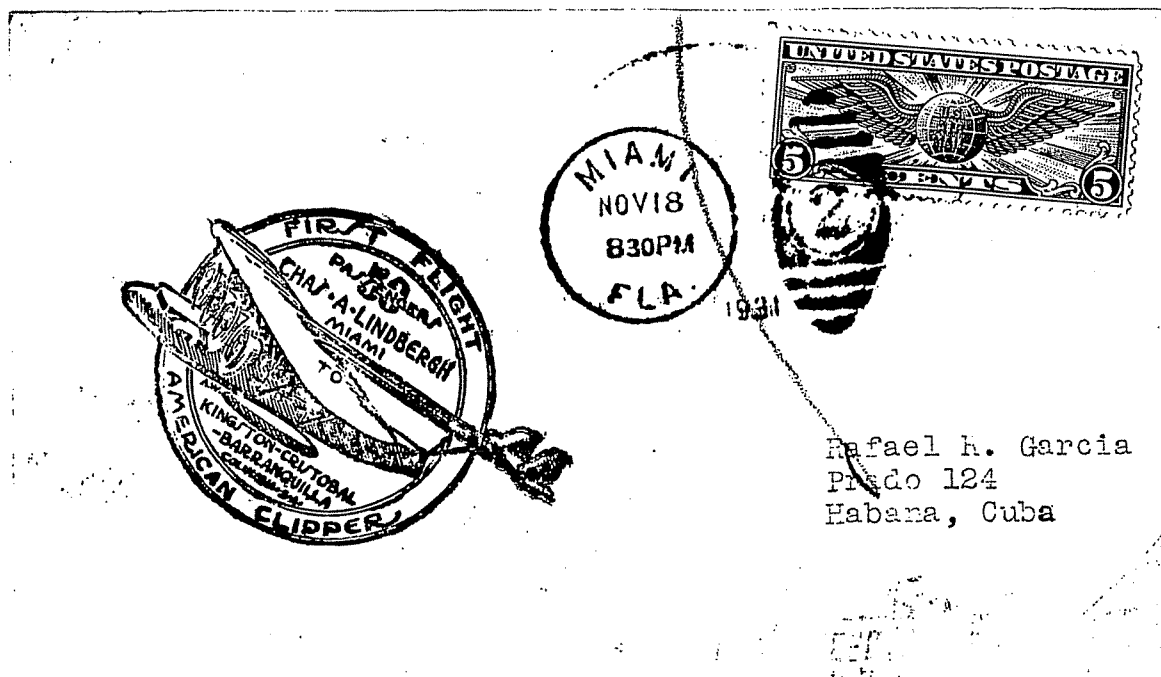
Pilots: C A Lindbergh and B L Rowe
 (and at times, I Sikorsky)

For the first time, an aircraft designed especially to the specifications of an airline went into service. Range with payload of passengers and mail dictated that it be largest amphibian ever built as well as largest US plane in service.

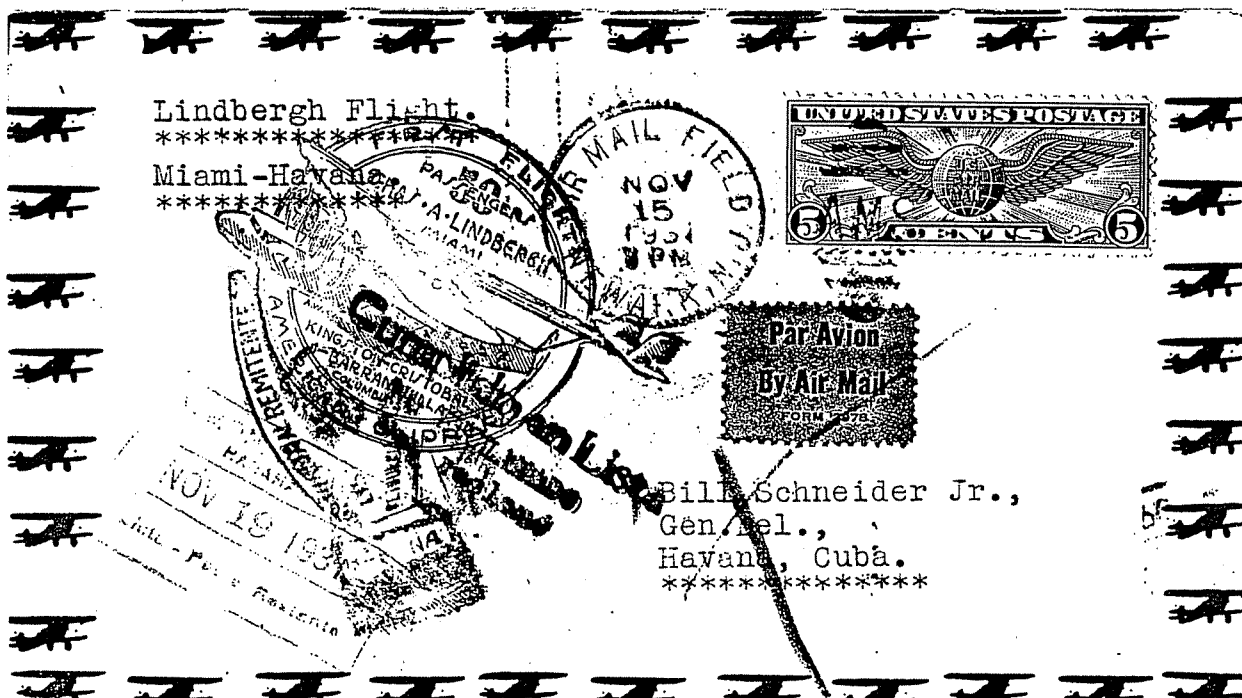


Unofficial cachet used in Miami, since this was not city's first FAM 5 service. Flight originally scheduled for Nov 17; this Basil Rowe cover left on Nov 20. Round trip by new cut off route carried last air mail ever flown by Lindbergh.

First Flight of the American Clipper



Other colors were also used for the Miami cachets, such as on this black cacheted cover, Dickason (Standard Airpost Catalog) to Garcia in Havana.



Schneider cover received front and back purple cachets on way to Havana P.O.

First Flight of the American Clipper

Return to: Alice Manasse,
P. O. Box 502,
Miami, Florida.



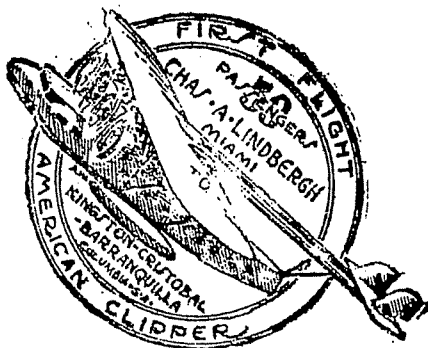
VIA AIR MAIL

POSTMASTER,

Kingston,

Jamaica.

Cover to Kingston received purple cachet in Miami. At stopovers such as this, Lindbergh, Rowe, and Sikorsky conferred at dinner, covering the backs of menus with their sketches and figuring for the next generation transoceanic airliners.



VIA AIR MAIL

POSTMASTER,

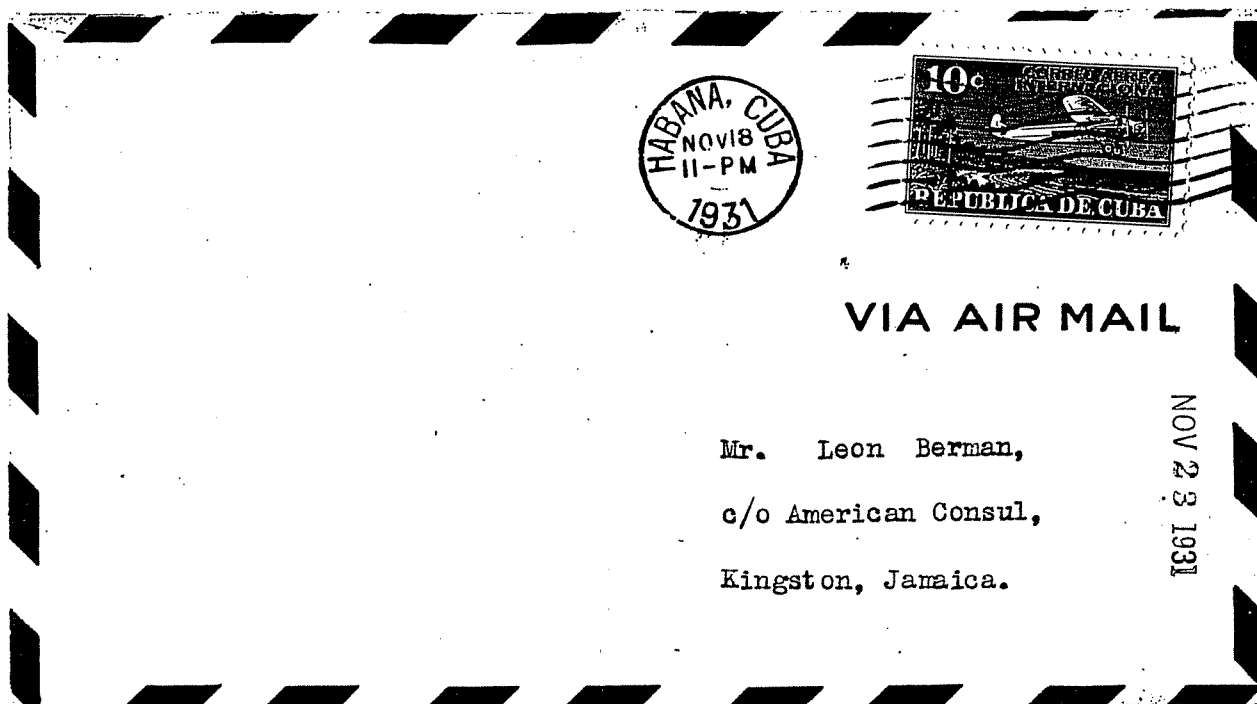
Barranquilla,

Colombia.

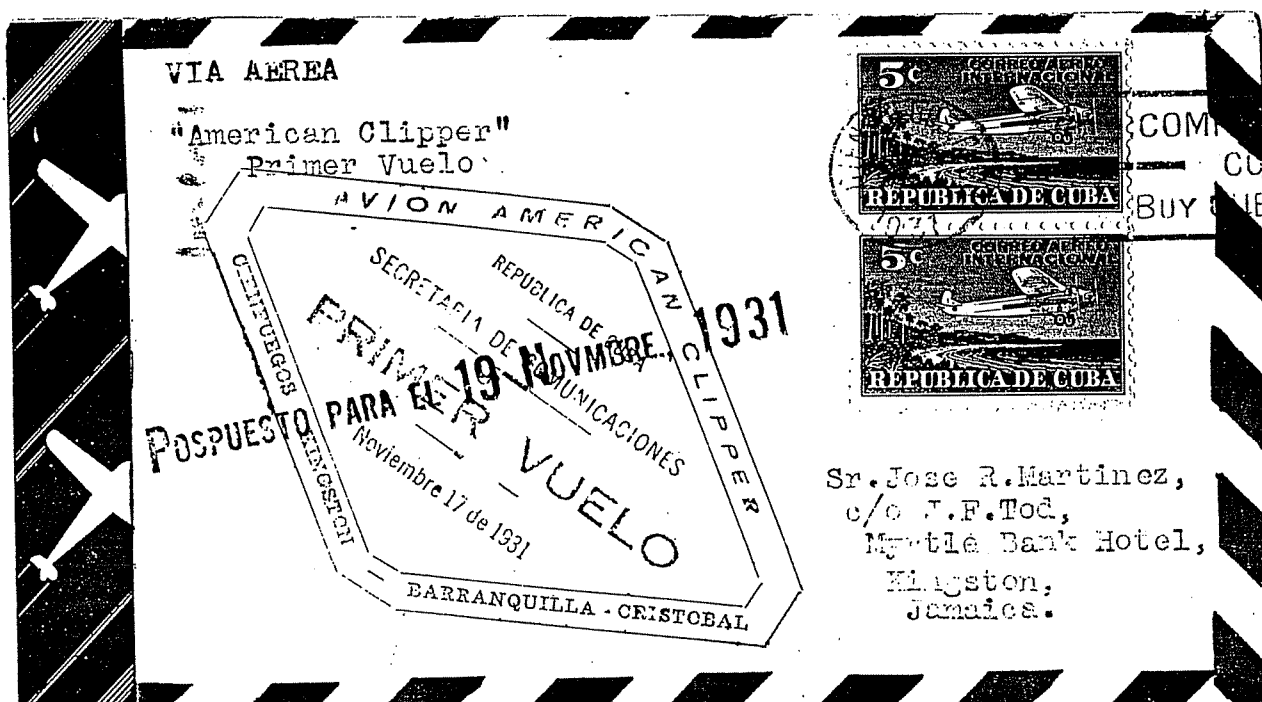


This cover reached Barranquilla, the main SCADTA airline terminal, on Sun, 22d.

First Flight of the American Clipper

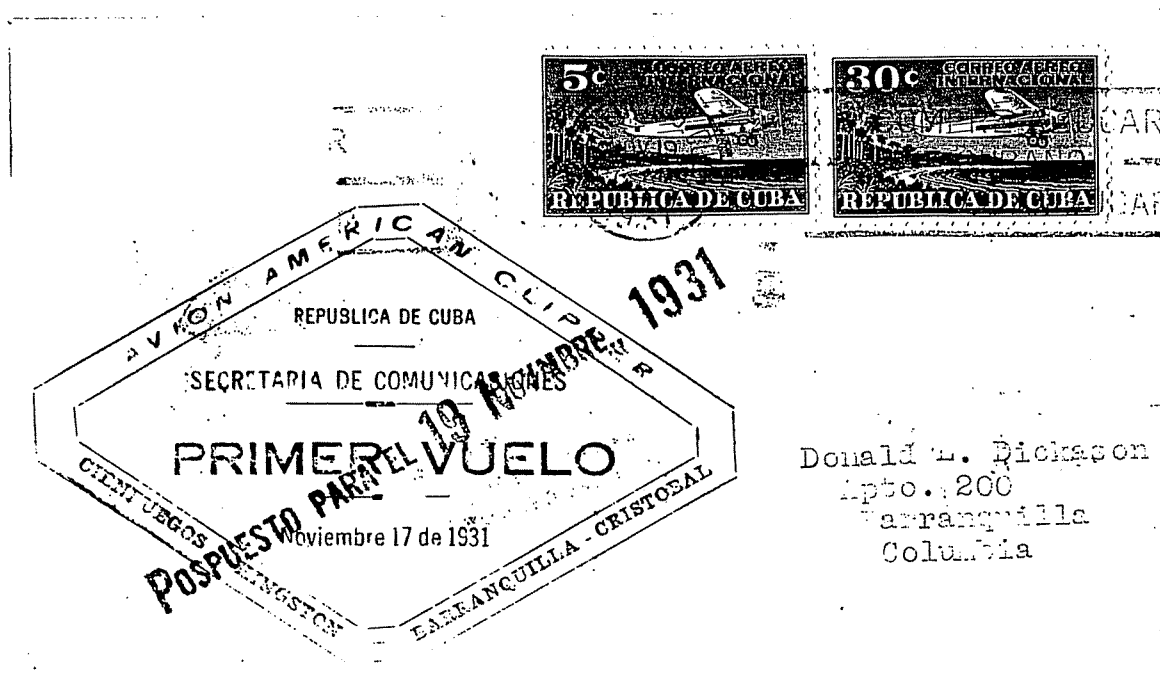


Cover posted in Havana then had adequate time to connect with Lindbergh flight. However, it must have reached Cienfuegos too late to be put through cacheting. Flight reached Kingston Sat, 21st and spent night. Cover delivered Mon, 23rd.

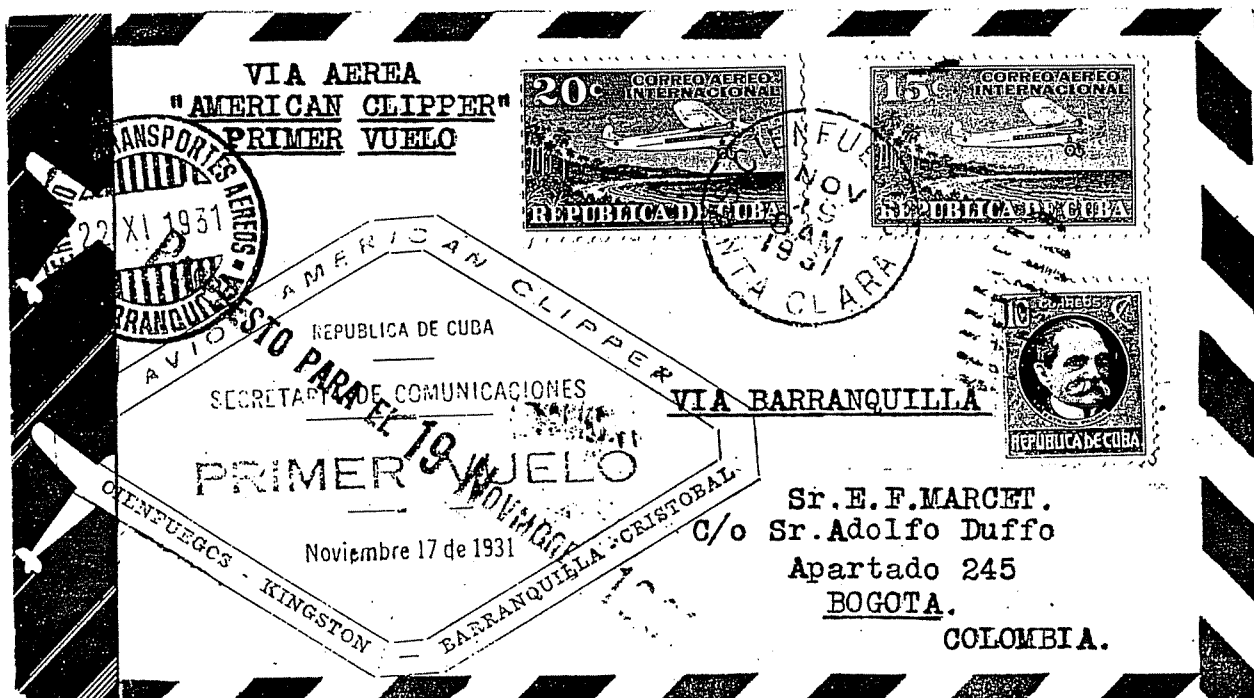


Another cover with correct 10 centavos postage to Kingston did receive cachet.

First Flight of the American Clipper



Only six covers with this black cachet were dispatched for Barranquilla.

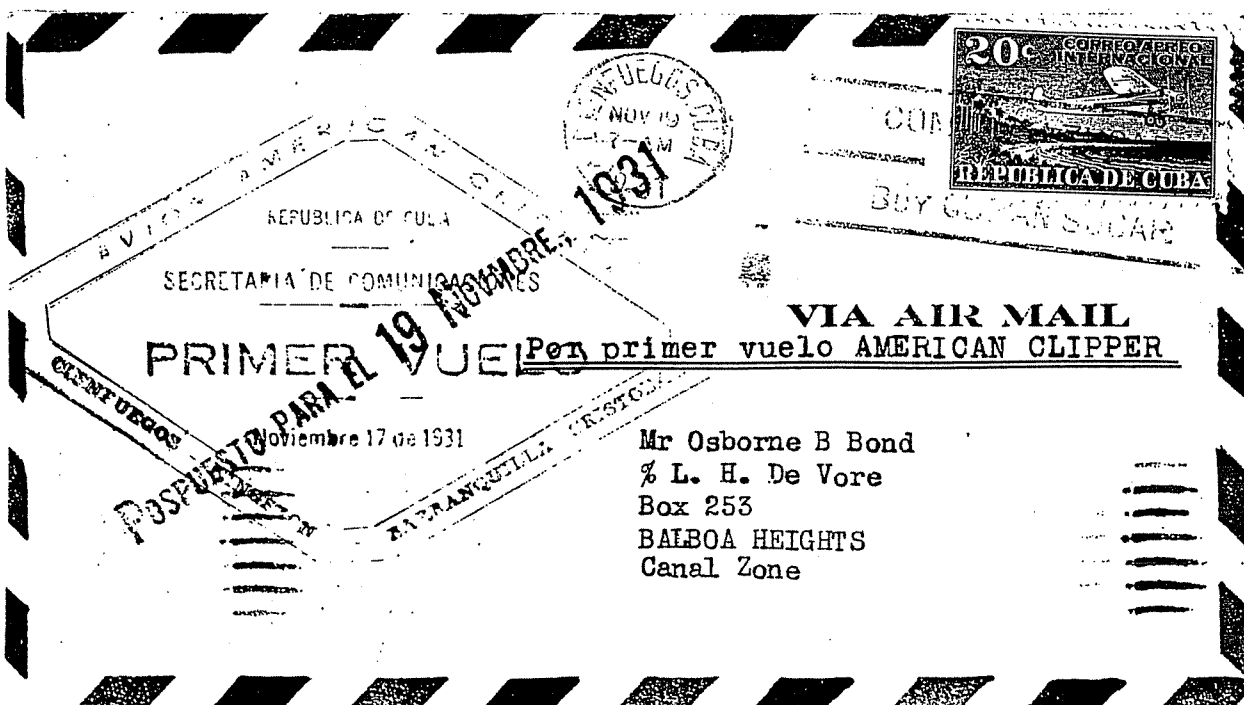


Registered cover with the regular violet cachet, forwarded from Barranquilla to Bogota. Special SCADTA stamps were no longer required for air mail forwarding.

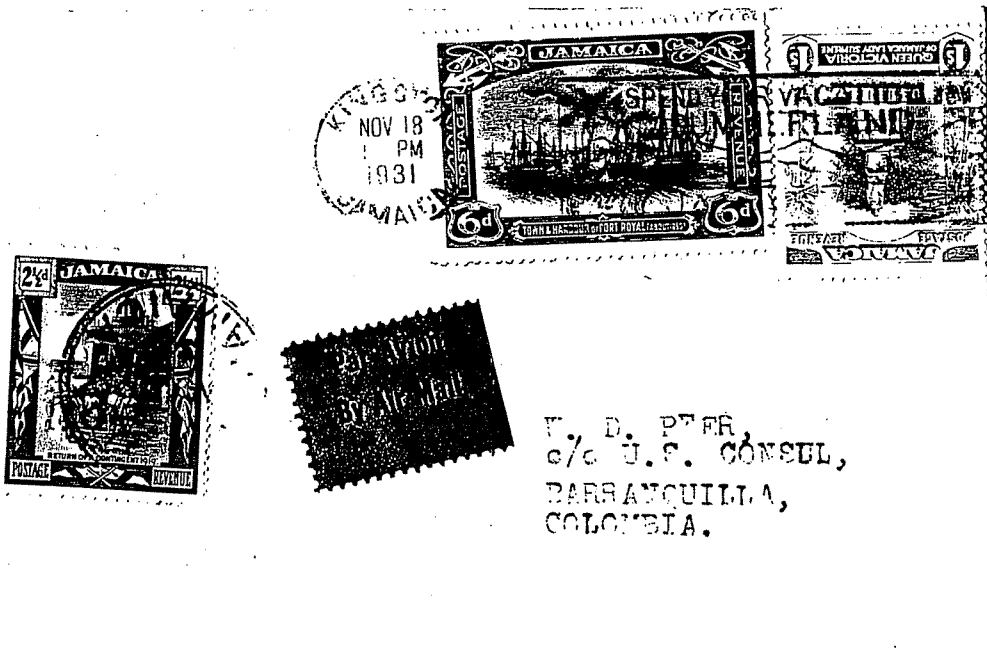
First Flight of the American Clipper



Cienfuegos applied its first flight cachet to southbound mail, noting the postponement of city's first dispatch of air mail from Nov 17 to Nov 19. However the flight from Miami did not arrive until 1:30 on the 20th, too late to arrive in Kingston before dark. Flight finally left on the 21st.

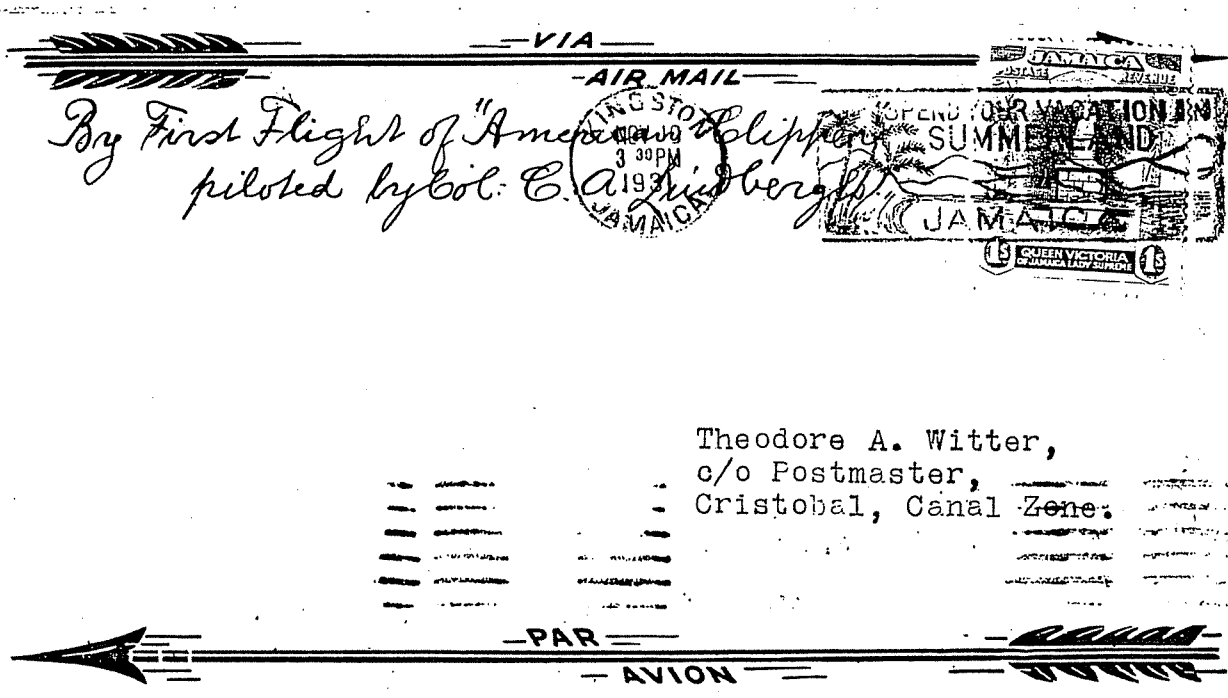


Black cachet cover to Canal Zone; Again only six of these covers in existence.



W. D. PEER,
c/o U.S. CONSUL,
BARRANQUILLA,
COLOMBIA.

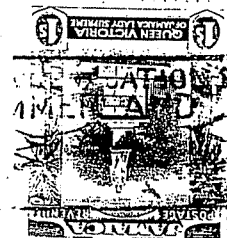
Peer cover had been mailed well in advance of the flight with a generous overpayment of postage. The rate to CZ had been reduced to 1s a 1/2 oz.



Theodore A. Witter,
c/o Postmaster,
Cristobal, Canal Zone.

Cover prepared by Witter and posted by Jamaica Chamber of Commerce has inviting cancellation to vacation in Jamaica. Very few of these covers were dispatched.

First Flight of the American Clipper



F. D. PEER
 2/c POSTMASTER
 CRISTOBAL, I.S.
 CANAL ZONE

Another early Peer cover has the correct one shilling postage and, being late for final Commodore flight to Cristobal, was held for the Clipper.



By first flight **VIA AIR MAIL**
THE AMERICAN CLIPPER

Mr Osborne B Bond
 % L. H. De Vore
 Box 253
 BALBOA HEIGHTS
 Canal Zone

Bond also supplied the correct postage with 12d in stamps (=1s) on cover that was backstamped in Cristobal on Nov 22 and again in Balboa Heights on Nov 23.

First Flight of the American Clipper

Return flight began without Lindbergh, who had remained in Barranquilla.



Registered cover, unofficial Canal Zone cachet; reached Boston Nov 28.



Colon cover has official PO cachet, however, it is not a first flight cachet.

First Flight of the American Clipper



Nathan L. Levy,
C/o W. C. Wright,
34 Smith Lane,
Kingston,
Jamaica.



Other examples of Colon dispatches include this Dickason cover to Kingston.

AFTER FIVE DAYS RETURN TO

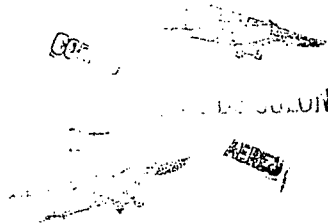
*Mr. Dickason
Colon, P.R.*



VIA AIR MAIL

*Mr. Dickason
Miranda
Cuba*

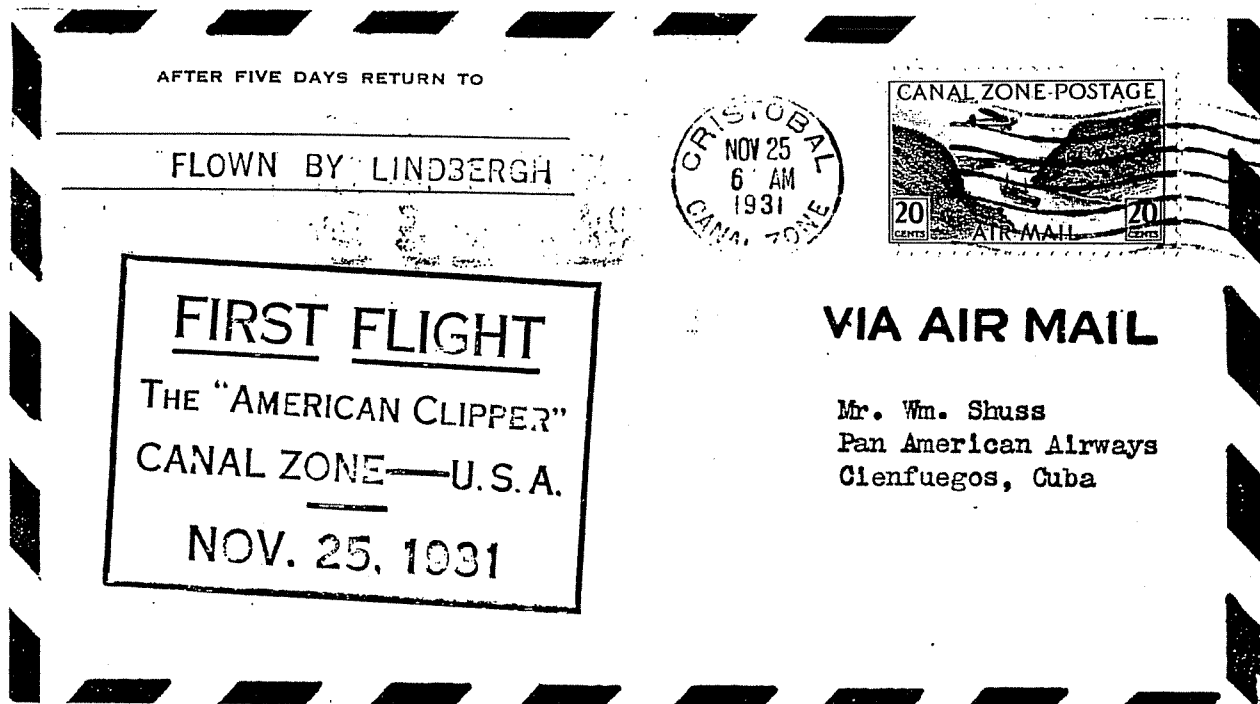
Via American Clipper



Kunz prepared cover from Colon to Miranda, Cuba was transmitted through Havana.

First Flight of the American Clipper

Basil Rowe covers had cachets printed with other colors than usual blue-green.



Cover for Cienfuegos, where Cuban philatelic club was waiting for date to put on cachet. On southbound trip cachet was made too early and wrong date shown.



Cover sent to Kingston is franked with Gorgas second overprinting of Mar 1931.

First Flight of the American Clipper

The first Clipper flight did not inaugurate service from Barranquilla to Kingston. This began in April 1931 with twice a week Commodore flights.

By air mail-Par Avion
First Flight "American Clipper"
B/quilla - U. S. A.
Pilot-Colonel Lindbergh

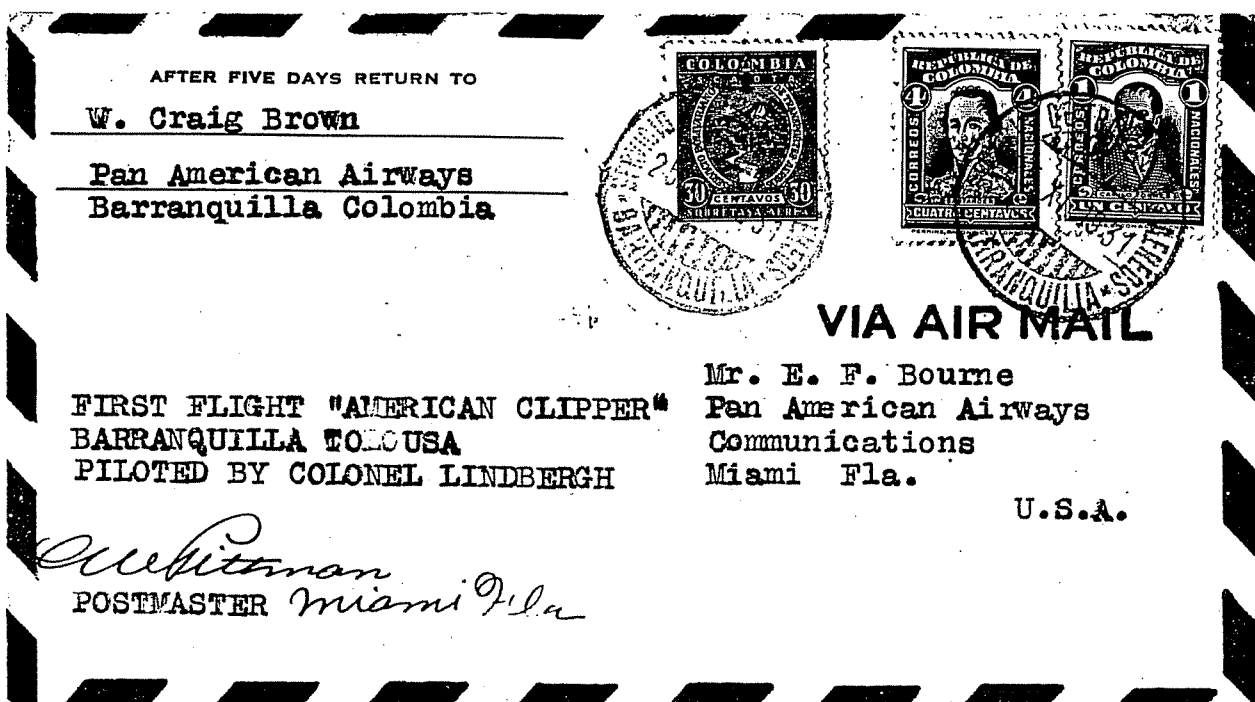


W. D. PEER,
c/o U. S. CONSUL,
KINGSTON,
JAMAICA.

Peer sent this for dispatch on the Clipper, as is indicated, however, it arrived too soon and went on the last Commodore flight on Sunday, 11/22. It was delivered to the U.S. Consulate on Monday, as shown by their date stamp, the same day as the southbound Berman cover.

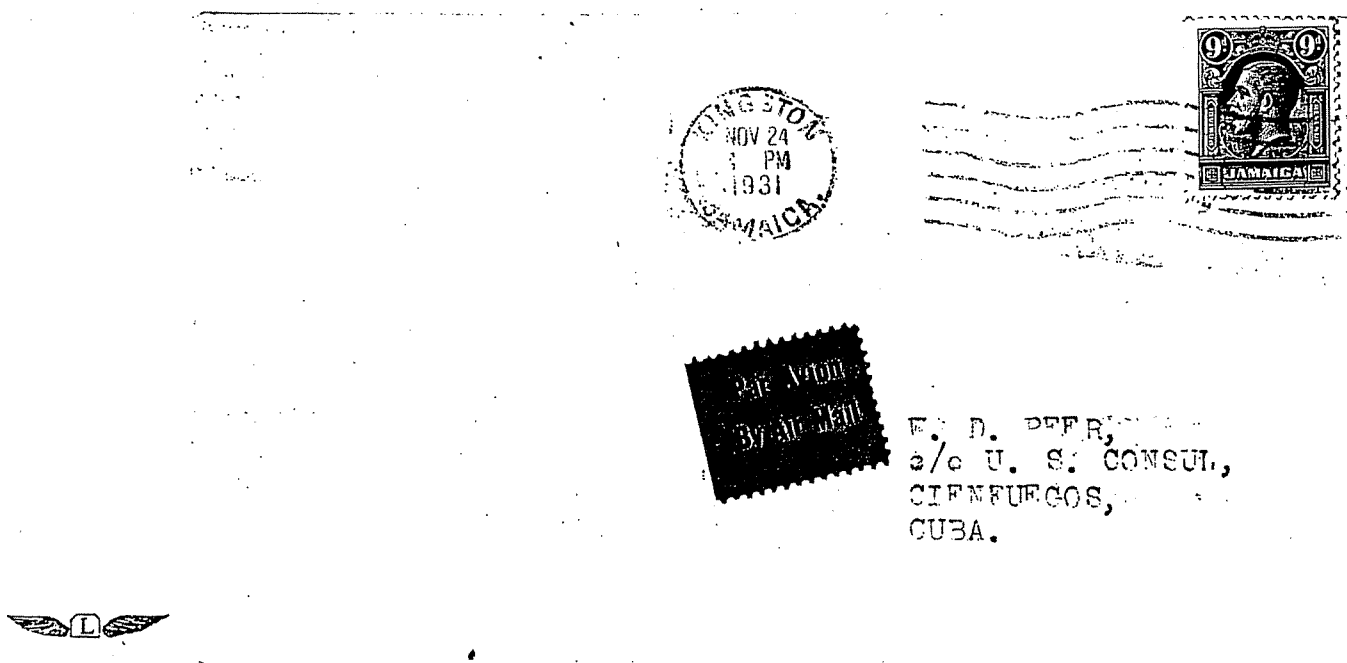
First Flight of the American Clipper

Return flight aborted in Barranquilla. While leaving slip, plane hooked end of dock and put long gash in starboard pontoon. SCADTA mechanics worked all night repairing damage. This and Panama covers qualify as interrupted "crash" mail.

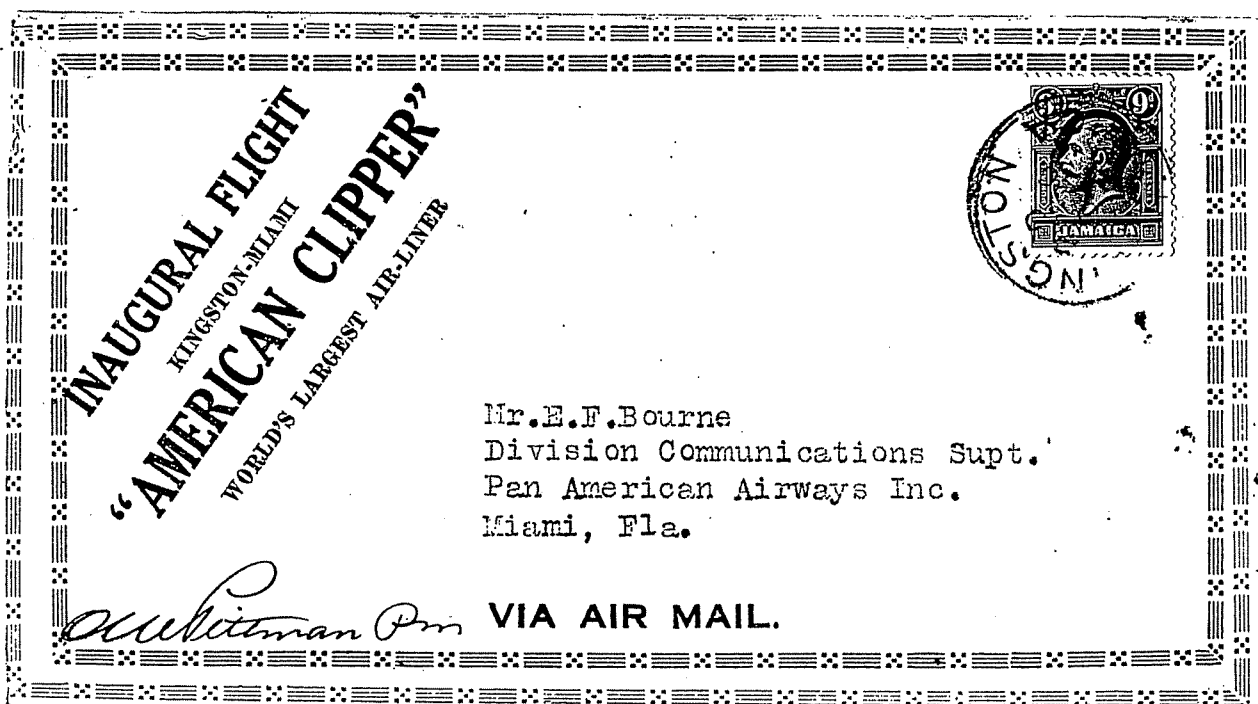


For this Lindbergh flight, a Barranquilla cover did not require mixed franking, only SCADTA and Columbia stamps. Reverse has a special Pittman received stamp.

First Flight of the American Clipper

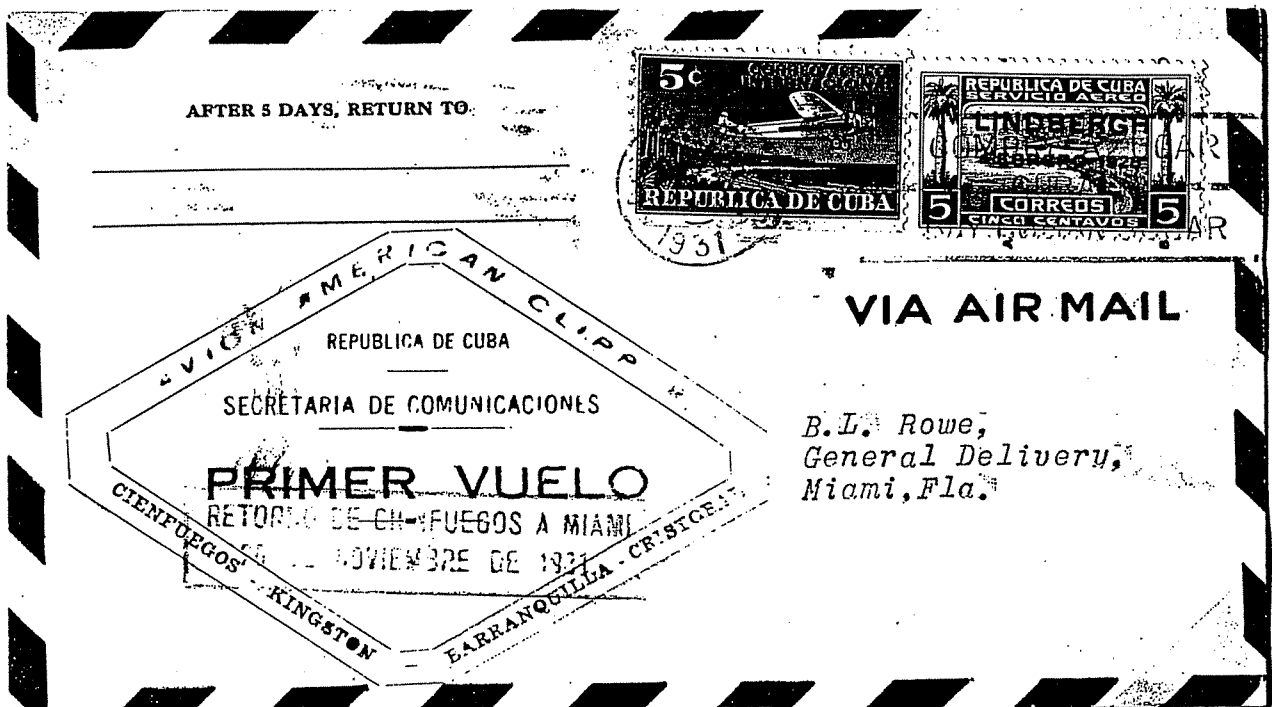


This Peer cover had the correct 9d franking from Kingston to Cienfuegos.

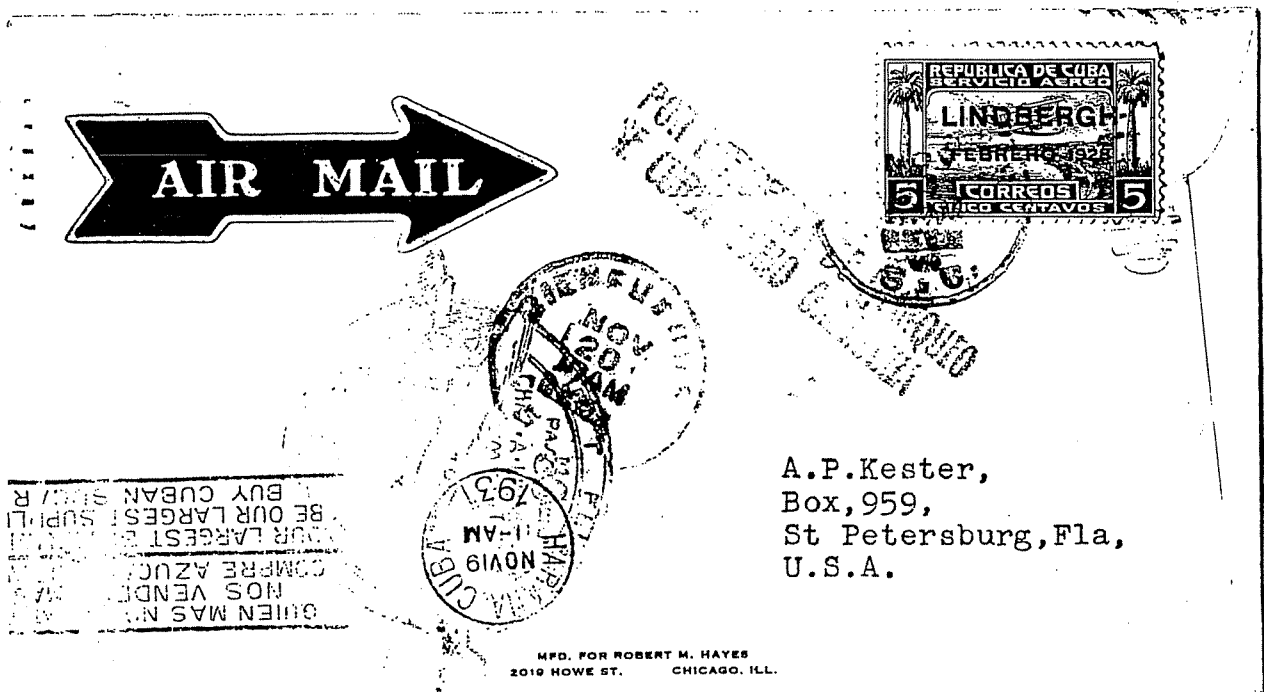


Kingston cover, prepared with unofficial cachet, has signature and, on reverse, a dated personal received handstamp of O W Pittman, the postmaster at Miami, FL.

First Flight of the American Clipper



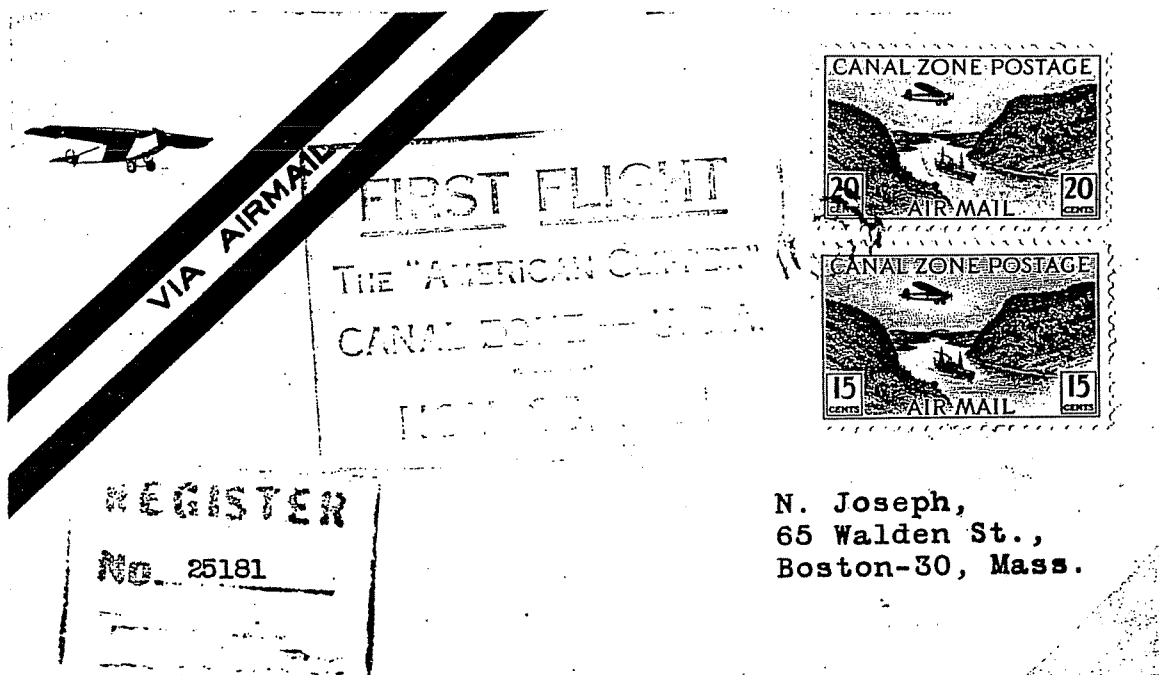
Cienfuegos northbound cachet did not list the date; added later with handstamp.



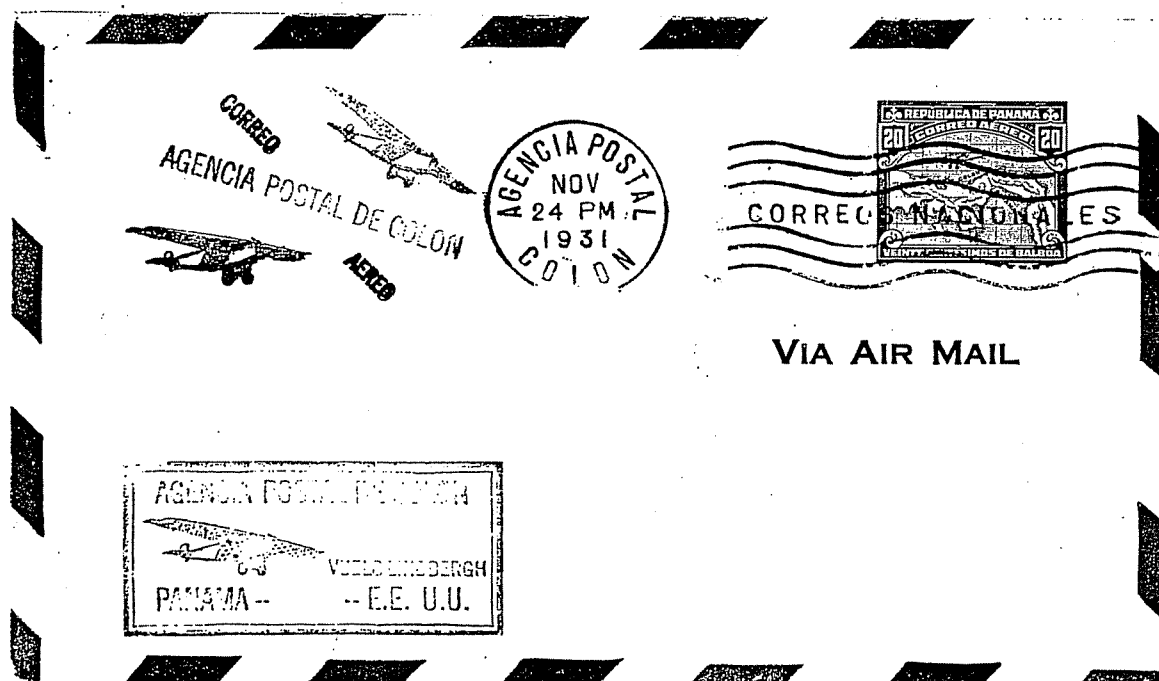
Cienfuegos cover with Miami cachet on back had a Lindbergh overprint stamp and address for return flight. A handstamp shows postage insufficient for flight.

First Flight of the American Clipper

Return flight began without Lindbergh, who had remained in Barranquilla.



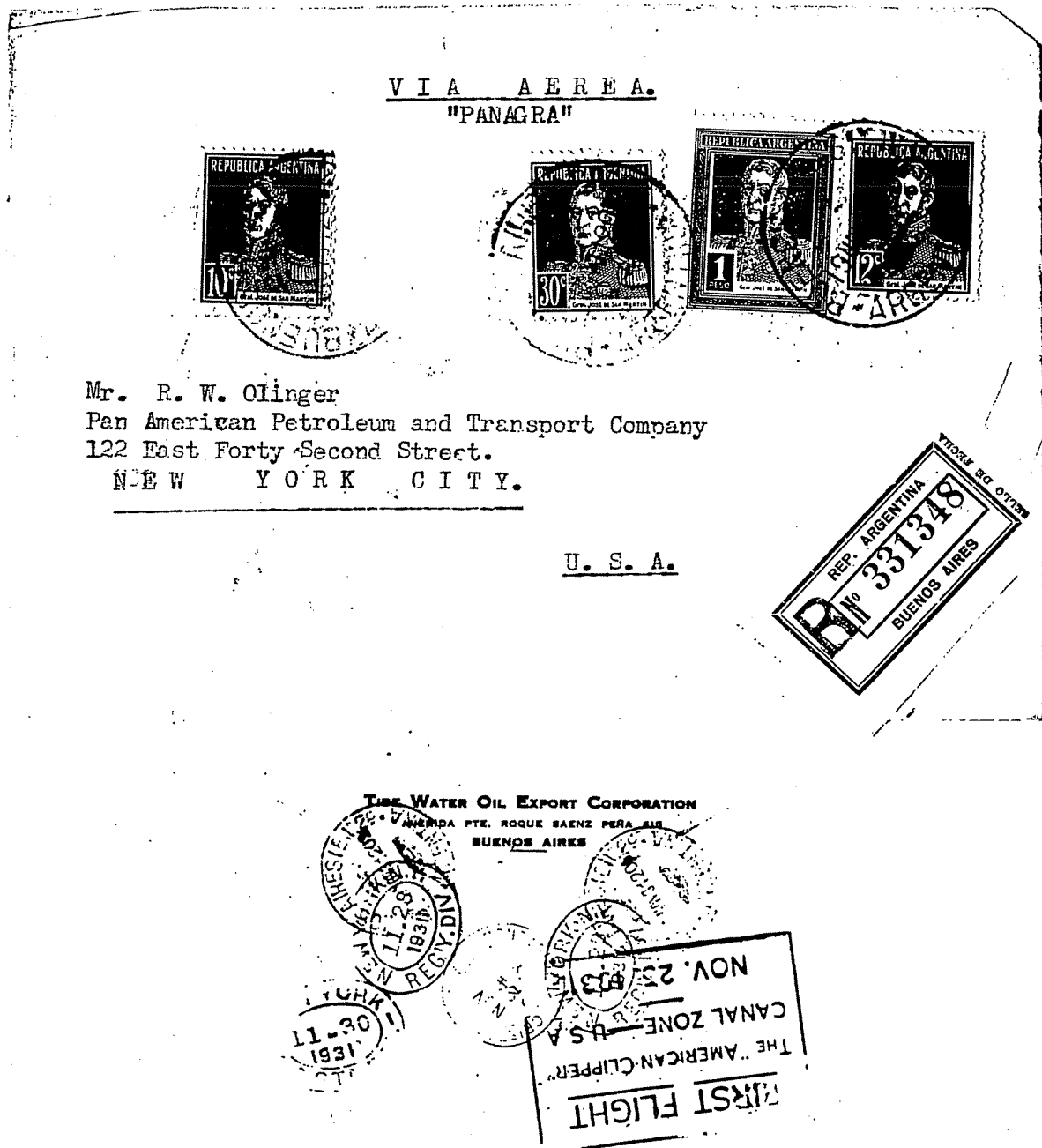
Registered cover, unofficial Canal Zone cachet; reached Boston Nov 28.



Colon cover has official PO cachet, however, it is not a first flight cachet.

First Flight of the American Clipper

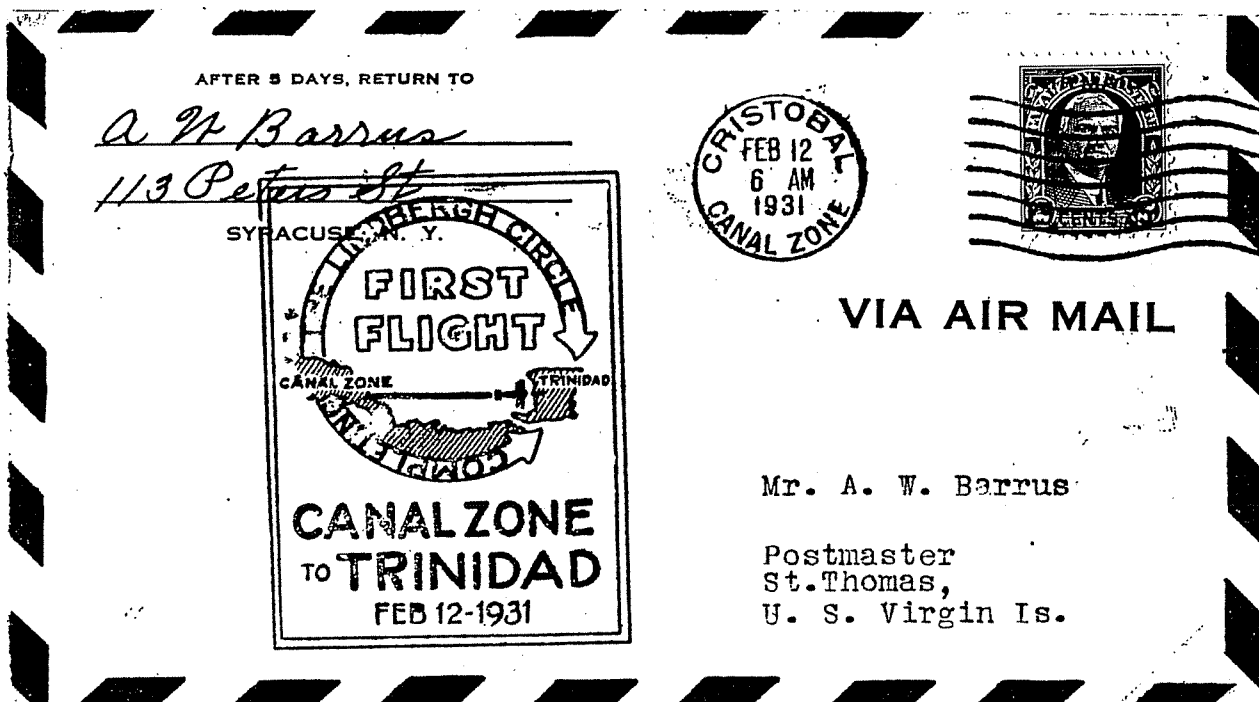
The American Clipper flight was the latest improvement for the Caribbean express route from Buenos Aires; although it was delayed in Barranquilla by the crash, some of the time was made up by the day it reached Miami.



Buenos Aires registered business cover is first to try the new route and reached Cristobal and the American Clipper the 5th day out. Its reverse received a date stamp and blue-green cachet. It landed in Miami on Nov. 26th, the 7th day out, but did not arrive in New York until the 9th day.

Completing the Lindbergh Circle

Meanwhile, earlier that year, Pan Am closed the Lindbergh Circle by activating the last segment of route 5. With him, regularly scheduled airline operations over water in many kinds of weather were commercially successful. Aircraft on drawing boards would extend these operations across oceans. His job was done.



Cover carried from Cristobal to St. Thomas via the last completed link of FAM 5.



Canadian cover (insufficient postage, \$1.00 required) via Trinidad to Maturin.