

**Good progress has been made on gathering data for the aerophilatelic NYRBA story, and Dick Saundry – on a transAtlantic visit – brought a NYRBA exhibit to put us ‘over the top.’**

There’s still a lot to be said about the overall NYRBA story that’s been coming together over the past year or so. After we’ve been through some of that, it’s unlikely there will be much space in this issue for addressing the many great items in Dick Saundry’s one-frame NYRBA exhibit, and in the related material that he’s accumulated. Dick came last month with his British cohorts for a second round of transAtlantic aerophilatelic jousting. And he left behind – for incorporation in our growing pile of reference material – photocopied pages from his one-frame exhibit plus added NYRBA goodies that weren’t used due to space limits. We’d like to express our appreciation for them at this time. *Many, many thanks, Dick.*

### **Better aerophilately seems to result when we let airpost history ‘go with the flow’**

Our extended NYRBA exercise is based on an idea that has developed over the years – good airpost [air mail] stories know where they’ve been, and they’re usually happy to tell us. What we need to do is learn to look and listen carefully.

### **At the top level it’s helpful to look briefly at the first FAM decade, 1927 - 1937**

The basic NYRBA air mail story took place over a relatively short interval – from around Apr / May 1929 through Aug 1930 – when the decision was made to ‘merge NYRBA into PAA.’ This happened during the first half of the first FAM decade. And it’s beginning to look like the most important thing that happened during that interval was that the PAAS shaped up in it’s long-term ‘south of the border’ form.

And what was the most important happening in the second half of that decade? With hindsight this one is a no-brainer. In 1934, when no other individual of any stature in the aviation community thought it was feasible, Juan Trippe was planning to open the Pacific to air service. And he was able to make it happen in 1935!

How are these top-level happenings connected? When the south of the border PAAS came into being in its long-term form it generated a steady stream of revenue – that contributed in a very significant way to the funding needed to open up the Pacific. It isn’t likely that it will ever be possible to show via auditing methods that this indeed happened. Among his many talents Trippe was able to conceal financial information very effectively. We occasionally encounter statements to the effect that PAA was in much worse financial shape in the 1930’s than was generally realized. When the NYRBA ‘merger’ took place no cash was involved. NYRBA’s assets were purchased with stock – valued in the Great Depression stock market substantially in excess of what was subsequently estimated to be ‘fair market value.’

### **A quick look at the early Pan American Airways System [PAAS]**

The Pan American Airways System was a remarkable hodge-podge. In addition to ‘PAA routes’ it included three ‘non-standard’ elements:

Compañía Mexicana de Aviación [CMA] – a Mexican airline that was flying Mexican domestic air mail at the time it was acquired by PAA – apparently continued to fly both international [FAM-8] mail and Mexican domestic mail after the acquisition, in whatever manner was most convenient to the airline. Determining where and how air mail was flown can be extraordinarily difficult, sometimes impossible. And there are suspicions that there was extensive ‘double dipping.’ [Some air mail happenings in Mexico, like the extension of FAM-8 to Guatemala City, are confused to a degree that seems to preclude coming up with logical explanations of what happened on certain occasions.]

PANAGRA, the operator of FAM-9, was owned 50% by PAA and 50% by the W R Grace shipping interests; it was part of the PAAS.

SCADTA in Colombia, nominally an independent airline, was controlled by Juan Trippe who secretly held 84% of SCADTA’s bearer stock. For years SCADTA operated as a component of the PAAS, while its ownership and the disposition of its revenues was masked by some elegant ‘smoke and mirrors.’

This background helps visualize happenings following the 'merger' of NYRBA into PAA. A subsidiary Brazilian airline, NYRBA do Brasil, existed because Brazil had air mail regulations similar to Mexico's – only a Brazilian airline could fly mail in Brazil. A straightforward decision apparently occurred at merger time – *make NYRBA do Brasil part of the PAAS*. With this, PAA seems to have been able to continue operating a very large portion of the NYRBA route – the enormous Atlantic coastline of Brazil. There were interruptions, to be sure. Difficulties stemmed from NYRBA's financial crisis, problems with airplanes and crews, and revolutionary activity. But such matters evidently didn't affect the official relationship between the Brazilian airline and the Brazilian postal service. Required papers were produced, a cosmetic name change to PANAIR do Brasil resulted and operations just continued. And, it seems, international mail also continued to fly the short distances between the Brazilian boundary and Paramaribo to the north, and the Brazilian boundary and Montevideo to the south. Part of our unfinished task is to see what aerophilatelic evidence can be mustered up to support the speculation that no legal break followed the 'merger.'

**Dick Singley had it right – an aerophilatelic focus on 'Linking the Americas' is in order**

It was noted earlier that Dick Singley was involved with the recording of major NYRBA items in the early US aerophilatelic record, and in particular, the NYRBA listings in the 1950 AAMC [that we anticipate will be revised in the near future.]

The baggage label, right, sent in by Mark Tyx, is an eminently collectible 'airpost' item. It was designed to fly [on luggage] and it reminds us of the major NYRBA achievement – its big contribution to early 'Linking [of] the Americas.' Dick Singley used this phrase on a number of occasions. We don't know which is the chicken and which is the egg. But NYRBA's timely contribution to a significant improvement in service between the east coasts of North and South America is not to be denied.

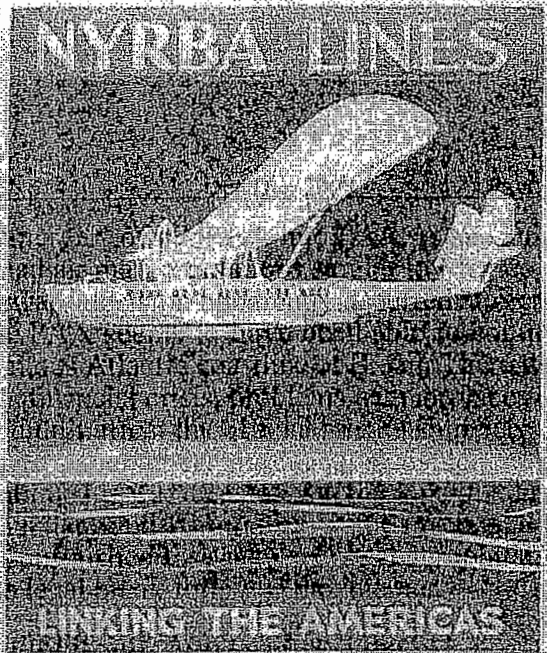
The USPOD map, shown on p 8, Oct-Dec 2008 issue of this Bulletin, has the 'south of the border' FAM routes as they emerged after the NYRBA merger. A line drawing of a Consolidated Commodore reminds us of NYRBA's role in linking the Americas and there's a depiction of the Pacific route that was added to the PAAS in 1935, with a connection to Canton that never materialized. [When made, later in 1937, connection to China was via Hong Kong.]

**Note: 'Big picture' – USPOD map of first FAM decade – continues useful in detailed work**

The USPOD map referred to in the preceding paragraph is dated Jan 1 1936, and highlights the FAM routes operating at that time: 'south of the border.' Those routes remained essentially unchanged for the remainder of the first FAM decade. The last important piece was formally incorporated when the last segment of FAM-10 [in the AAMC listed as part of FAM-6] was inaugurated in Oct / Nov 1931. 'Linking the Americas' [actually linking the east coasts of North and South America] was complete.

The Commodore depicted on the USPOD map looks back to the first half of the FAM decade, when NYRBA stimulated early completion of 'Linking the Americas.' And the inclusion of an early version of FAM-14, highlights the addition of the Pacific Route to the PAAS – the major achievement of the second half of that first decade. Without the combination of early linking of the Americas and PAAS control of all the important So America international routes, the Pacific route likely would have been a long time coming, long after the second half of the FAM decade had passed.

With that let's move on to a long look at the NYRBA story that emerges in the books written by Bill Grooch, arguably the best flying boat pilot in the US – until Edwin C Musick flew the first two spectacular 1935 survey flights that opened up the Pacific – an event to which Grooch made a big contribution.



## William S Grooch, US Navy pilot, NYRBA pilot / ops manager, PAA North Haven Director

Trying to understand William Stephen Grooch well enough to properly assess the impact of his reports on NYRBA aerophilately is turning out to be one of those exercises with a mind of its own. It decided how it would unfold – and its way turned out to be pleasant. Acquaintance was renewed with Danilo Vucetich and Dr Myron Kenler. There was a recollection that there are photos in Jon Krupnick's book, *Pacific Pioneers, The Rest of the Story*, [© 2000]. We looked and we found. P 15 has a photo identifying 'William S, Grooch, director of the [SS North Haven] expedition' and 'Dr. Myron Ken Kenler, doctor for the expedition.' P 495 has 'Bill Grooch., executive director of the cruise, being congratulated by Colonel Young, director to the Pacific Division' [after the cruise had been completed]. P 496 has 'Dan Vucetich, Supercargo on cruise.' And pp 663-4 have photos of Grooch's three books, *Skyway to Asia*, 1936, *Winged Highway*, 1938, and *From Crate to Clipper, With CAPTAIN MUSICK Pioneer Pilot*, 1939. There's also an undated newspaper headlined 'Grooches die in Mexico Plane Crash.'

While he was in China – Jun 1933 to May 1934 – assigned to the PAA-managed CNAC airline, Grooch experienced a tragic personal episode about which nothing is said in *Winged Highway*. We don't have sufficient information at this time to assess the tragedy and its impact. We'll follow this up when additional data is available.

Grooch wrote a foreword to his first book, *Skyway*, that characterizes the book as 'a story of personal experiences, my own – not an official record of the [North Haven] Expedition' and adds 'This book will come as a great surprise to my associates who were not consulted in its preparation.'

The statements about 'personal experiences,' 'not an official record' and 'associates who were not consulted' seems to apply to information that's been examined in both *Skyway to Asia* and his second book, *Winged Highway*, which has most of the NYRBA-related information. He has a breezy style, easy to follow, and he seems to be playing back recollections primarily from memory. There seem to be gaps in places where we'd like to know more. In general, events aren't dated, but we've found that some of the events described can be dated or approximated based on context. And Grooch often exhibits a pleasant dry humor.

It was probably determined that *Skyway* should be published first; a book by an unknown author related to opening of the Pacific to air travel would likely sell better. The information about NYRBA is in *Highway*, his second book.

The rendition of his early contact with Vucetich [in *Skyway*] is notable. A dock superintendent recommended Vucetich be hired as cargo manager of the New Haven expedition. A squeezed version of the interview, etc follows: American citizen? Yes. – Languages? Traveled a lot with my father as a boy. Languages come easy. I know nine. – Experience? Mostly banking, but familiar with shipping procedures and know how to check cargo. – Your hired. – Grooch then goes on to say that Vucetich took hold right away, handled the job fine, kept his temper in hand – and if he had to swear he did so in Turkish to avoid hurting anyone's feelings. [As a Navy instructor Grooch learned to improve his boring lectures with anecdotes and personal recollections. This helped with the books he wrote.]

### Serious differences with O'Neill recorded by Grooch

Grooch reviewed his NYRBA career in *Highway*. He considered himself a superior flying boat pilot [available information suggests he was] and a good flight operations manager. He was able to get along with Ralph O'Neill, NYRBA's president, but he apparently felt he should note, in his own way, that O'Neill had shortcomings as an airline manager, and Grooch described occasions where he took issue with O'Neill. We'll briefly describe two.

The first one was very serious. It involved the first Consolidated Commodore. Strange circumstances resulted in the plane being turned over at a location where it couldn't be protected from heavy seas. Big swells pounded the Commodore against a concrete ramp opening up many leaks before it could be brought ashore – with the hull half full of water. A christening of the plane by President Hoover's wife – a big publicity event – was scheduled the next day. Overnight repair efforts were unsuccessful; Grooch had the leaks sealed with hot tar. He was able to get the plane to Washington in time for a big publicity occasion that couldn't be postponed. Then a factory team arrived, tried to make quick 'satisfactory repairs,' were unable, and hot tar was used again for an attempt to satisfy a demand by O'Neill that the plane be delivered to Buenos Aires as is. At a stop in Cuba O'Neill invited 12 Cuban VIPs for a courtesy flight, 25 showed up and they all had to be accommodated in the first flight, which overloaded the plane. A storm arose, a low visibility landing had to be made in a bad location, heavy seas opened several of the tar patches and there was another mess. Grooch records that he told O'Neill the job of organizing the airline was being done backwards. O'Neill should stop chasing publicity, he didn't know flying boats and their limitations, and Grooch threatened to resign if he wasn't allowed to do his job – manage operations – properly.

There were a few ugly minutes and then O'Neill backed off. He said he was leaving the flight and going back to New York. Grooch could do whatever he wanted. Grooch took the plane to Pensacola. In a week old Navy friends had properly repaired the plane. And Grooch delivered it to Buenos Aires.

On a later occasion O'Neill described his plan for running NYRBA – like a railroad. Grooch argued vigorously against that plan. O'Neill insisted that he had carefully reviewed the plan, the NYRBA Board of Directors had unanimously approved it, and that was how it was going to be. Grooch backed off – but didn't forget. Not too long afterwards NYRBA funds were being badly squeezed by the depression; an order came from New York to operate in the most economical manner possible. Grooch proceeded to immediately dump O'Neill's railroad plan and replace it with a mode of operation that made much better use of both airplanes and personnel.

Such comments don't help with our basic task – aerophilately. They are noted for the purpose of reinforcing a suggestion we made earlier that statements by O'Neill in *Dream of Eagles* are to be used for aerophilatic purposes only when they are supported by information from other sources. In retrospect, Singley's practice of saying virtually nothing about O'Neill in the NYRBA aerophilatic record seems to have had a lot of merit.

### Comments related to NYRBA aerophilately

Careful reading of *Highway* yielded a statement that O'Neill 'distributed several thousand dollars of airmail stamps among [NYRBA] employees ... [to] stuff the bags with covers addressed to friends' on the Feb 1930 demonstration flight.

Bits and pieces of data recorded in other sources provide information that Buenos Aires pouches were stuffed with newspapers, and that mail pouches dispatched in Brazil included packets of gourmet Brazilian coffee sent by air to the US to demonstrate that delivery by air was much faster than by steamer and the coffee, being fresher, was marketable at higher prices.

It is stated somewhere that, following the first leg from Santiago to Buenos Aires on Feb 18 without mail [there being no contract with Chile], 100 lbs of mail was taken aboard at Buenos Aires, for the first leg north on Feb 19. That 100 lbs of mail is clearly a guesstimate. And, at a few subsequent locations where mail was dispatched, it is indicated that additional loads of 100 lbs were taken aboard. One source states that 1,000 lbs of mail were delivered to Miami and a later source indicates that a ton [2,000 lbs] of mail was taken to Miami. These numbers clearly aren't airpost history and no such numbers exist in the 1950 AAMC listings. We should consider the desirability of providing credible data applicable to each location that made dispatches on the demonstration flight adjacent to the listings for those locations. Furthermore, we should consider a statement that 'There are no credible reports identifying the quantity of mail the demonstration flight delivered to Miami.'

### Grooch addressed many Buenos Aires covers to San Diego on the demonstration flight



The air mail cover illustrated on the previous page is one of a large but unknown number of covers dispatched by Grooch at Buenos Aires on the Feb 1930 flight. As noted, postage was provided to NYRBA employees for use on air mail covers addressed to friends. This editor's recollection is that, in the 1970s a substantial number of these covers, addressed to Miss Eva Grooch in San Diego and autographed 'W S Grooch 1st pilot' were seen. Arrival postmarks were not applied in San Diego.

The advertisement, left, was noticed in multiple issues of the 1930 Air Mail Collector. The comment about a very limited number of covers, followed by 'The only existing stock,' plus an invitation to dealers that they write, presumably for wholesale prices, doesn't hang together very well. The opinion that the covers are common hasn't changed.

The fact that the covers are addressed to Miss Eva Grooch and the ad was placed by Mrs Ella Grooch, at the same address, is a bit of a problem. Any suggestions on this might be resolved will be welcome.

The NYRBA printed envelopes used are noteworthy. Were they used by other dispatchers on the Feb 1930 demonstration flight?

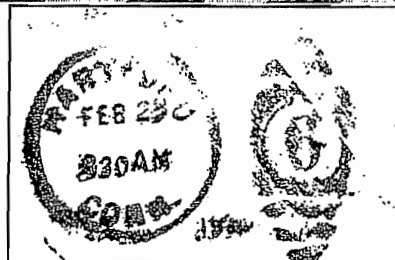
### PILOT SIGNED NYRBA COVERS

I have a very limited number of First Flight Argentina-United States Air Mail Covers signed by the first Pilot, W. S. Grooch. Nice authentic covers that will grace any collection. Postmarked Buenos Aires and with clear first flight cachet. The only existing stock of these covers. Returnable. Dealers write for prices.

Price \$1.50 each

MRS. ELLA GROOCH

3760—7th St., San Diego, Calif.



This cover, addressed to Smore in Springfield MA, was also dispatched in Buenos Aires on the demonstration flight. It differs from the Grooch cover, previous page, in two ways that seem to warrant discussion. This cover has significantly more postage, and a transit postmark, Feb 28, was applied at Hartford CT. Could the postage difference have been for air mail service in the US? Our impression has been that all NYRBA mail arriving in Miami was forwarded by rail. But the Hartford transit mark suggests the Smore cover may have been flown to Hartford and then went to Springfield by train. Related facts and or opinions will be appreciated.

## **Comment on PAA / NYRBA conflict: More like chess than a back alley brawl**

It's helpful to realize that published reports have had a tendency to refer to the struggle between PAA and NYRBA in colorful terms, usually related to violent behavior. When he initially went to work with NYRBA and was briefed on the organization and its activities, Grooch characterized the NYRBA / PAA conflict as a 'grudge fight.' A chapter in the superior PAA reference – Daley's *American Saga* – is entitled, 'The Mad Cutthroat Struggle,' a headline we'd expect to see in the tabloid press. The opening paragraph of the 'Closing the Loop' chapter in Bender / Altschul's *Chosen Instrument* states that 'Another man [Ralph O'Neill] had a bold vision of an airline to South America ... And ... Trippe had to destroy him ...' But Trippe didn't do things that way; his way wasn't physical violence. It was more like a chess game.

If we think of the NYRBA / PAA contest as being like a chess game [rather than like professional hockey] we can visualize interesting 'moves' that Trippe had made – the FAM-9 contract award to PANAGRA – the FAM-6 extension to Paramaribo – and the Seven Day New York to Buenos Aires response to NYRBA's Feb 1930 demonstration flight. When the Great Depression began crippling NYRBA's finances there was a change in strategy. Trippe's game then became one of simply stalling. And when the financial pain became intolerable, NYRBA's board of directors conceded. Trippe then proceeded to buy NYRBA's assets with stock – priced in the Great Depression stock market well in excess of its real value.

In this process – that we're characterizing as more like chess than a contest of physical violence – competitors were neutralized by moves that led them to concede or by 'checkmate.' And it wasn't uncommon for a former competitor to return to the chessboard – on Trippe's side.

### **Fuzzy boundary at beginning of NYRBA story suggests parent organization was absorbed**

The statement above, characterizing the award of the FAM-9 contract to PANAGRA as an early move by Juan Trippe on the NYRBA chessboard, calls for some best-available background information. We haven't seen a good overall description of the beginning of the Trimotor Safety / NYRBA liaison, but bits and pieces are available. Supported by some reasonably solid evidence, we are offering what seems to be an acceptable interim approximation of what happened.

In the very fuzzy beginning, perhaps late 1928 or early 1929, Jim Rand, President of Remington Rand, developed an interest in the investment potential of So American aviation and had apparently been involved in the incorporation of Trimotor Safety Airways Inc, an airline that intended to operate a route, Santiago Chile to Buenos Aires Argentina, that crossed the Andes Mountains. One Ford Trimotor, capable of safely crossing the Andes had been acquired. The name of the organization obviously was intended to emphasize the safety provided by reliable Ford Trimotors. Ralph O'Neill appeared on this scene, and a strong working relationship developed between Rand and O'Neill, presumably based on O'Neill's plan to develop the New York, Rio de Janeiro, Buenos Aires air route that became known as NYRBA [or NYRBALINE]. Initially, probably for administrative convenience, NYRBA was identified as a subsidiary of Trimotor Safety. However, as events unfolded, a role-reversal took place. NYRBA apparently became the sole operating entity absorbing all of Trimotor Safety's operational and administrative functions.

Earlier, a bid had been made either by Trimotor Safety or NYRBA for the FAM-9 route on the So American west coast. However, since neither personnel nor airplanes for operating the route existed, the USPOD apparently disqualified the bid.

The likely reason for putting Trimotor Safety in a dark closet was the realization that NYRBA would not be allowed to operate its route in the US, north from Miami to New York City. This reduced the length of the route that NYRBA had been touting by about 1,000 miles. To compensate, the route between Santiago and Buenos Aires, initially intended to be a Trimotor Safety route, was made part of the NYRBA route. The overall length of NYRBA's route remained about the same; Trimotor Safety conveniently disappeared.

### **But the fuzzy boundary at 'merger' time really wasn't fuzzy [it was mostly 'milestones']**

When NYRBA's board decided the party was over and a 'merger' would take place negotiations began. But in fact it wasn't a merger. Trippe decided to buy NYRBA assets that had value – with stock.

One statement on the manner in which the merger negotiations were carried out indicates Trippe removed NYRBA assets that had no value to PAA from the negotiating table. This seems to say that it was not a merger. The negotiations process apparently identified and priced specific items that were transferred. And it appears to be particularly important to the editing of listings to establish what happened to NYRBA do Brasil, the NYRBA subsidiary authorized to operate in Brazilian airspace. Based on the limited review done so far, it seems highly likely that NYRBA do Brasil – perhaps *the* major asset in NYRBA's inventory – didn't get 'merged.' It probably was 'purchased' – it became part of the PAAS. And it likely continued to operate as part of the PAAS for a long time – long after the name change to PANAIR.

### **A digression noting that some helpful information was provided by Harry Huber**

Harry E Huber is well known and highly respected by aerophilatelists seriously interested in the early years of FAM. He was *the* primary contributor of FAM-related airpost history recorded in *The Air Mail Collector* – the monthly magazine published Nov 1928-Sep 1932 – when the FAM system was established by the USPOD, and went through its early, exciting years of development and growth.

When NYRBA was newly established it began operating in So America, with no involvement in the FAM system. Huber apparently considered it outside his area of interest. However, after the Feb 1930 demonstration flight, when it appeared NYRBA had become a serious contender for the forthcoming FAM-10 contract, it seems Huber, probably in consultation with the AMC editor, decided that NYRBA's activities might be viewed in the future as FAM precursors. Picking up late in NYRBA's brief existence, he published at least three articles on NYRBA aerophilatelic activities in the AMC. One of those articles is replicated on the next page [except for the 'SUMMARY' that appears below.]

Huber's Barbados article is an interesting example of his methodology. He didn't hold back very much. Reliable news reports were quoted when available, unusual circumstances were described when known, and he described postmarks and postage. [Illustrations of postmarks appearing on available covers or photocopies will be included in the editors' handbook and replicated in the revised listings.] When related information, such as the 1929 courtesy mail flight by Capt Lancaster was available, it was also included. [There was a reluctance to list courtesy mail in 1950, but it no longer seems to be an issue. We should anticipate that NYRBA courtesy mail will be listed in the AAMC in some form.]

#### **SUMMARY**

**Apr. 1, 1929.** Courtesy mail, by Capt. Lancaster.

1. Barbados to Port of Spain, Trinidad.

**Apr. 8, 1930.** NYRBA Line "Cuba," NC-660-M.

2. Barbados to St. Lucia.

3. Barbados to Antigua.

4. Barbados to St. Thomas.

5. Barbados to Miami, and U. S. A.

This summary, from the end of Huber's AMC report, should be examined along with NY-28 and NY-29.

### **Another digression to note another serious information source – Bill Kriebel's *Correio Aéreo***

Perhaps the most important realization to emerge from work done to locate and evaluate NYRBA-related reference material is that a great deal of information relevant to NYRBA and its after-life is to be found in *Correio Aéreo, A History of the Development of Air Mail Service in Brazil*, by William Victor Kriebel. Bill has been publishing quarterly reports with the same title in the Jack Knight Air Log for many years.

The reference above to 'NYRBA's after-life' relates to what has been the thorniest problem in the overall NYRBA story until recently. As bits and pieces of NYRBA-related information and data were being examined and evaluated, and as work began on assembling an aerophilatelic NYRBA chronology, the NYRBA story with a mind of its own was insisting that the frequently encountered views were wrong. On 19 Aug 1930 PAA and NYRBA came to some sort of an agreement. The agreement was made because NYRBA was in serious financial difficulty. One view of the agreement was that NYRBA would 'merge' with PAA. Another was that NYRBA would be purchased by PAA. And on 15 Sep some further action was taken that made whatever had happened earlier 'official.'

However, another date gets into the act and it could have a significant impact on how catalog work gets done. The third date of interest, 17 Oct 1930, is the date when PANAIR do Brasil made its entry.

Briefly reviewing the background, there were Brazilian regulations that required air mail operation in Brazilian airspace to be carried out by Brazilian airlines. NYRBA adjusted to these regulations by establishing a subsidiary airline named NYRBA do Brasil to do the flying and other related tasks in Brazilian territory, which is immense.

However, there doesn't seem to be much payoff in trying to visualize how things were organized before the summer of 1930 when NYRBA do Brasil was in a more-or-less normal environment, and speculating about the changes that had to be faced when the financial situation went from bad to worse in the late summer. What did it mean when NYRBA sold NYRBA do Brasil to PAA and PAA made NYRBA do Brasil a part of the PAAS?

We know that postal markings appearing on air mail covers sometimes provide information on what was happening. It's been noted that the Brazilian postal service considered the name change from NYRBA do Brasil to PANAIR do Brasil a minor matter, but they seem to have adjusted by substituting PANAIR for NYRBA and otherwise maintaining the designs of the postmarks essentially unchanged.

The purpose of these comments is to note that *Correio Aéreo* is a very useful information source, that it is jam packed with lots of aerophilatelic material, and that we are well advised to review this book's contents carefully. Much of the data in which we're interested is in two chapters, about NYRBA and PAA. But there is also useful information in the CGA [Aeropostale], Condor and Varig chapters. And if one isn't familiar with the book put some time up front into becoming familiar with the NOTES at the back of the book.

**One final reference – NOSTALGIA PANAMERICANA by Don Thomas**

The cover of this 62-page eye-appealing glossy brochure tells us that *NOSTALGIA PANAMERICANA* provides 'a look at the flying boats and other early aircraft of Pan American Airways, its predecessors, associates and contemporaries via colorful brochures and other publicity.'

But we're running it up the flagpole at this time for a special reason. Pages 34-36 have pictures that say thousands of words for the PAAS [Pan American Airways System]. And p 37 gives the topic of NYRBA continuity – via NYRBA do Brasil whose name was changed to PANAIR do Brasil – a big boost.

**Tabulation below lists 39 Ports of Call – from Feb 1930 press release about demonstration flight**

The adjacent list of 39 Ports of Call to be served by NYRBA planes was distributed as part of the NYRBA press release – marked '... For publication on or after Monday, February 10 [1930].'

It was a bit droll to realize that the unlisted cover on page 15 was posted at St Lucia, during Feb 1930, but that St Lucia is not identified as a port of call in the list at the left, issued the same month.

To SERVE 39 PORTS OF CALL			
To provide direct service to all principal cities on the trade route, the New York Rio & Buenos Aires lines reach 39 ports of call on the regular schedules. Divided into each day's division, the route follows:			
Santiago	Rio de Janeiro	Pará	San Juan
San Rafael	Campos Barras	Montenegro	Santo Domingo
Mendoza	Victoria	Cayenne	Port-au-Prince
Córdoba	Caravellas	Paramaribo	Santiago de Cuba
Rosario	Bahía (Sao Salvador)	Georgetown	Cienfuegos
Buenos Aires	Maceio		
Buenos Aires	Aracaju	Georgetown	Cienfuegos
Montevideo	Pernambuco	Port of Spain	Havana
Pelotas	Parahiba	St. Lucia	Miami
Porto Alegre	Natal	San Juan	
Florianopolis			
Paranagua	Natal		
Santos	Fortaleza		
Sao Paulo	Sao Luiz		
Rio de Janeiro	Pará		



## BARBADOS—NYRBA—1930

By HARRY E. HUBER

From the "Barbados Advocate" of April 8, 1930, is taken the following:

"A seaplane of the NYRBA Line is due today from Trinidad. Among the passengers to arrive are. . . Passages to St. Lucia, Antigua and St. Thomas may be booked with Messrs. Da Costa & Co., the fare for the Journey by air being 20c per mile. The Post Office will accept letters and parcels for this seaplane at the usual postage rates, plus 1s. extra per half ounce, which is the special air tax. The seaplane will sail exactly a half hour after her arrival at this port."

The General Post Office at Bridgetown was informed by the agents on the 7th April that mails would be taken for St. Lucia, Antigua, and St. Thomas but it was not known whether mails for the States would be accepted. However, Rear Admiral Frank H. Schofield, of the United States fleet "Mississippi" (flagship), "New Mexico," "Saratoga, and five others, then on visit to Barbados, received word from Trinidad that the plane was going through to Miami, and a large mail was sent ashore to the G. P. O. for dispatch to the States.

The "Advocate" of April 9th, reports the event as follows:

"The seaplane NC-660-M, Cuba, of the NYRBA service arrived here at 11:40 yesterday morning, from Trinidad (208 miles), with five passengers and a packet (of 29 letters). The plane made the trip from Trinidad in a little less than three hours, and took up its moorings near the U. S. Naval Ships now in port. Besides the passengers for this island, the plane also carried a crew of three, and five in transit passengers.

"After a half hour's stay, the plane left with three bags of mail for the neighboring islands of St. Lucia, Antigua, and St. Thomas."

The mail was not cacheted at Barbados; most of it however, had the manuscript of typewritten endorsement, "First Air Mail Flight from Barbados," etc., and of course, the usual "By Air Mail—Par Avion" label.

The registered letter (1s. 3d.) which I received bears 6d., 4d., 3d. and 2d. stamps of the Colonial Seal series of 1925. The postmark is "Barbados R.L.O." within a single lined circle, 30 mm. with "8-APR-30 10 AM" across the center in a single line. It was backstamped at San Juan, P. R. (Apr. 10), Miami, Fla. (Apr. 12), Pittsburgh, Pa. (Apr. 14) and East Liberty Sta., Pittsburgh, Pa. (Apr. 14).

By the same mail came six others not registered, prepaid 1s. 1d., and postmarked "Barbados, G.P.O." within a single lined circle, 25 mm., and dated "8-APR-30 10 AM" in a single line. These however, were not back-stamped en route.

The fact that the registered mail was backstamped at San Juan, P. R., on the 10th, might indicate that though it was carried by the NYRBA plane "Cuba" to San Juan, it was evidently here turned over to the San Juan Post Office, and sent on its way north by the P.A.A. plane leaving San Juan on Friday, Apr. 11th. It is not known that the U. S. postal authorities deliver any mails to planes of the NYRBA company.

The quantity of mail dispatched by the NYRBA plane "Cuba" from Barbados, was as follows:—

To St. Lucia -----	44
To Antigua -----	29
To St. Thomas -----	51
To St. Thomas, in transit -----	708

Total ----- 832

Only fifty-three of the letters were registered.

This was not the first air mail ever dispatched from Barbados, as a small courtesy mail had been flown from Bridgetown to Port of Spain, Trinidad, the year before.

On Good Friday, March 29, 1929, Capt. Lancaster, R.A.F., in a biplane reached Bridgetown, and on Easter Monday morning, April 1st, took off at 7 a. m., for Port of Spain, Trinidad, where he arrived three hours later.

On the following Thursday, April 4th, he resumed his flight to Caracas, Venezuela, but when about 80 ft. from ground he ran into an air pocket, and crashed. The machine was wrecked, and Capt. Lancaster, seriously injured, took passage on the S.S. Vauban for New York, the following week.

Capt. Lancaster carried a small courtesy mail from the Colonial authorities at Barbados to those at Trinidad. I have seen none of this mail, but understand that it bears postmarks of Barbados and Trinidad of April 1st—it was probably enclosed in O.H.M.S. envelopes, and bore no postage stamps.

*The Bulletin*  
of  
*The Metropolitan Air Post Society*

*APS Affiliate No. AF0192*

Volume 24, Number 1, Jan-Mar 2009

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**Featured cachet for this issue**



An Argentine cachet with a Commodore that has PANAIR on the fuselage.  
How far did the PANAIR name spread/ Is there a formal definition of PANAIR?

---

**Spring Meeting: Philatelic Show 2009, Boxborough MA, May 1-3 2009**  
**Short business meeting followed by seminars, Saturday, 2 May – 1300-1500**  
*Please check at MAPS table for seminar details*

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PRESIDENT'S MESSAGE

To the MAPS membership,

Our secretary / treasurer Dick Silva I am told is now able to get around with few limitations, very good news.

We had nine members at the Collectors Club meeting on Feb 14 2009.

Past President Fred Dietz was appointed to chair the Gus Lancaster Award Committee. This year's award will be made at our **Spring Meeting, Philatelic Show 2009, Boxborough MA, May 1-3**. Let'e have a good turnout.

There still is no good news one the MAPS 'Buy it now' ebay listing.

I've been informed that Wolfgang Porges will take over as FISA Secretary, replacing Jacky Lauwers-Bekaert, on Apr 24 2009.

Ernest Wheeler, President

\*\*\*\*\*

*Secretary's Report – Minutes of Business Meeting, Collectors Club, NYC, 14 Feb 2009*

Meeting called to order by President Wheeler at 1339.

*Minutes of Fall Business Meeting, Thamespex, Waterford CT, -19 Oct 2009, accepted as published in MAPS Bulletin, Vol. 24, No. 4, Oct-Dec 2008.*

*Treasurer's report* - accepted.

*No old business.*

*New Business* – President Wheeler appointed Fred Dietz and Alan Bentz to the Lancaster Awards Committee.

Next meeting will be held during Philatelic Show 2009, Boxborough MA, 1-3 May.

Meeting closed at 1410 followed by the annual Show + Tell.

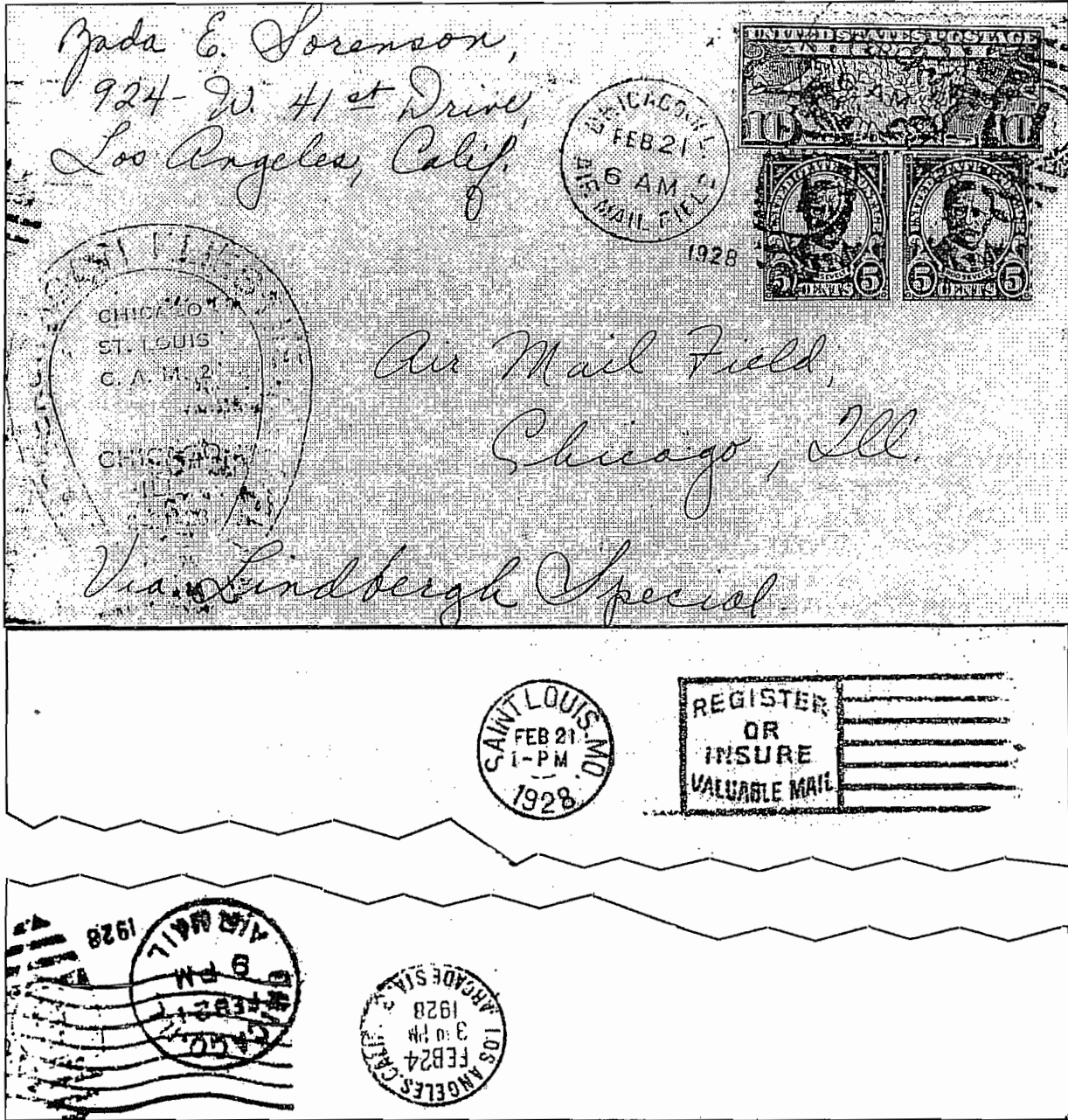
Respectfully submitted  
John Johnson, Acting Secretary

\*\*\*\*\*

Attending:

- CT: Alan Bentz, John Johnson, Charlie Nelson
- MA: George Sioras
- NJ: Alan Lieberman, Ernie Wheeler, Karl Winkelmann,
- NY: Fred Dietz, Steve Reinhard

*If you don't do it right you do it over!*  
Offbeat 'Again Flies' cover made its round-trip on the same day.  
But applicable data wasn't used well – follow-on work still needs attention.



[Courtesy Charles A Ptacek]

There have been a number of problems over the past eight or nine months and the above cover – sent by Chuck Ptacek [see p 4, Oct-Dec 2008 Bulletin] – was one of several items that got short-changed. Soon after the last Bulletin was distributed, another 'Again Flies' cover appeared in the mail, stimulated a long second look at the listings and the red flag up went up a second time

Back in 1978, when the AAMC Lindbergh Section was revised, little attention was given to the 'Again Flies' episode of 20-21 Feb 1928. The listings published in the CAM section were duplicated but all we did was verify that the listings in the Lindbergh Section had been accurately copied. A serious data problem has been identified – and when this type of problem turns up there typically are others lurking in the weeds. Listing 41 of the Lindbergh Section [2N10 in the CAM section] states that 2,032 lbs of 'Again Flies' mail were flown north from St Louis on 20 Feb. The listed pilots are Lindbergh and Smith, who could only fly two planes. *But its extremely unlikely that Robertson planes could carry more than 1,000 lbs of mail in Feb 1928.* These problems happen. But when data doesn't hang together it should be noted in the AAMC.

We are now in a situation where information recorded years ago is no longer available for study. Neither the Dworak Catalog nor the Standard Catalog has data that amplifies 'Flies Again' information in the AAMC. The original [Berkshire] APJ did not begin publishing until Nov 1929, long after Feb 1928, and in any case, it only reported on CAM events occasionally. The Air Mail Collector didn't begin publishing until Nov 1928. The only related item that's been located is this notice in the Postal Bulletin.

AIR MAIL SERVICE

SECOND ASSISTANT POSTMASTER GENERAL,  
*Washington, February 8, 1928.*

Col. Charles A. Lindbergh has cabled a request to the contractor on his old air mail route, Chicago, Ill., to St. Louis, Mo., via Peoria and Springfield, Ill., that he be permitted to again fly the mail on one round trip over the route, on regular schedule, the northbound trip to leave St. Louis at 4.15 p. m., February 20, and the return southbound trip to leave Chicago at 5.50 a. m., February 21. The department has authorized the contractor to grant the request and arrangements are being made so that all mail carried on these trips will be specially stamped to show that it was so carried.

As much publicity as possible, without expense to the department, should be given this flight.

W. IRVING GLOVER,  
*Second Assistant Postmaster General.*

*From PB 14610, Feb 10 1928*

The information provided by this notice is that Lindbergh asked Robertson Aircraft, the CAM-2 contractor, to arrange for him to fly his old air mail pilot route one more time. Robertson contacted the POD and Glover granted permission authorizing Lindbergh to fly 'on regular schedule,' the northbound St Louis-Chicago afternoon flight of Feb 20 and the return morning flight, Chicago-St Louis, of Feb 21.

Postal bulletins for the next two weeks have nothing further. It appears that, once Robertson Aircraft's request had been authorized, the ball was in Robertson's court. The POD had nothing further to say or do. And, it appears that the adjustments that had to be made were the airline responsibility.

It further appears that Glover [and probably everybody else involved early on in this matter] assumed that Lindbergh, in one plane, would be able to fly the regular CAM-2 mail load plus any additional Lindbergh-related mail generated by collectors and dealers. [If the thought arose that there might be more mail than one plane could carry it likely was brushed off as unimportant - assigning a second plane to share the mail load shouldn't be a problem.]

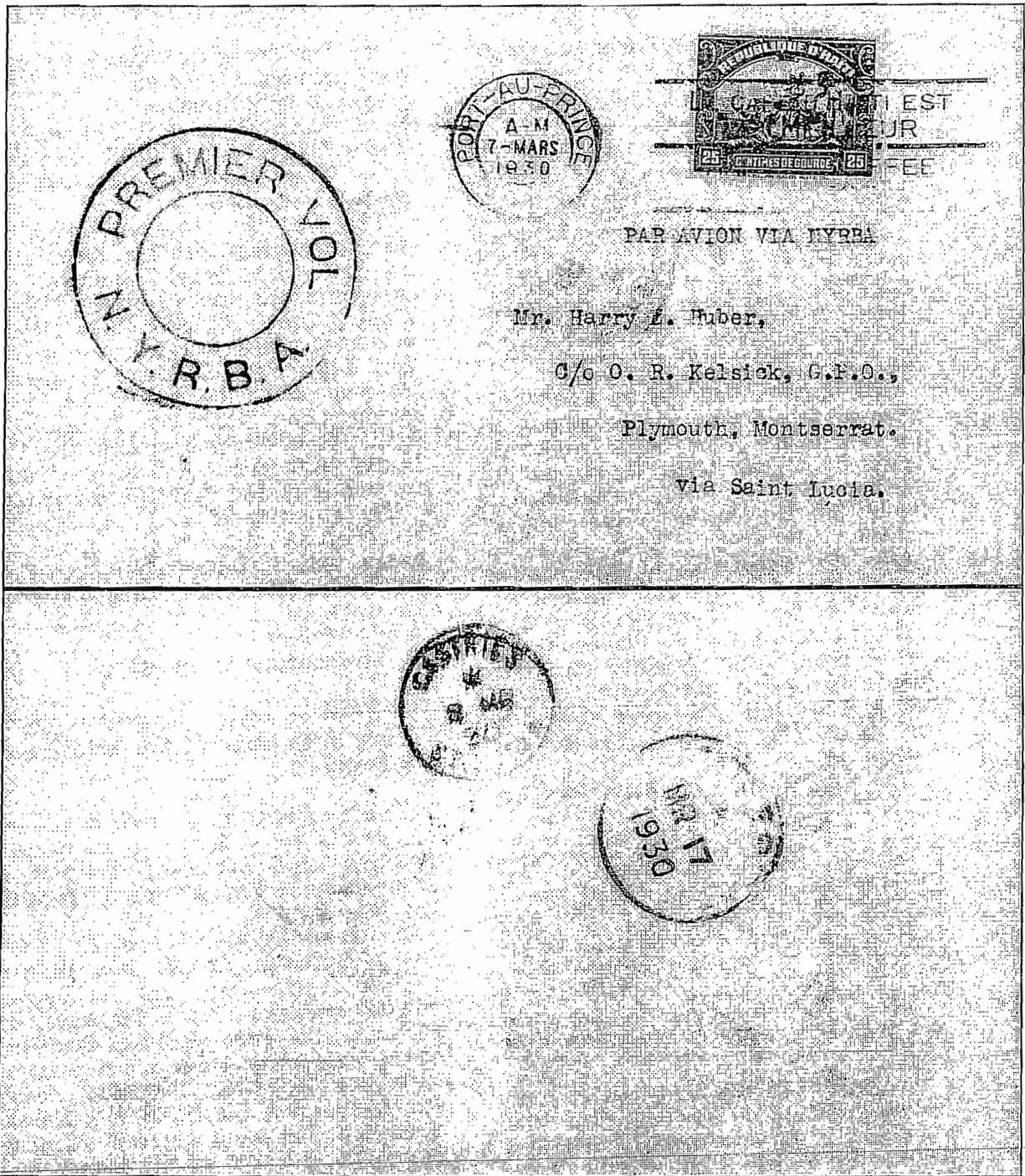
It's also worth recalling that in 1928 the servicing of air mail covers by collectors and dealers focused primarily on inaugural flights. There was limited interest in air mail covers flown on other occasions. Lindbergh's US and Caribbean Tours had generated some high-interest souvenir mail, but in general the quantities were not large and most of the covers were not flown.

On Feb 8, the day Glover issued the above notice, Lindbergh reached Habana Cuba, the last foreign stop on the Caribbean Tour. A Pan American Congress that addressed international aviation matters was underway. On Feb 13 Lindbergh flew to the US, Habana-St Louis.

So the timing of 'Again Flies' was soon after Lindbergh's second return to the US following the New York-Paris nonstop flight. And it seems that the week preceding Feb 20-21 1928 turned out to be a busy one for Robertson Aircraft - like chaotic. The buildup of mail, particularly at St Louis and Chicago, was unprecedented. It began pouring in at some point, soon becoming a veritable deluge. And one of the related things that seem to have happened was an arrangement whereby Lindbergh flew a different plane with a different load of 'Flies Again' mail on each of the six legs of CAM-2 that he flew, three northbound, three southbound.

But perhaps the most interesting thing of all may be that Sorenson, the dispatcher of the cover on the previous page, probably read the above notice in the Postal Bulletin, understood exactly what 'on regular schedule' meant, and arranged the cover such that it got round-trip service on the same day.

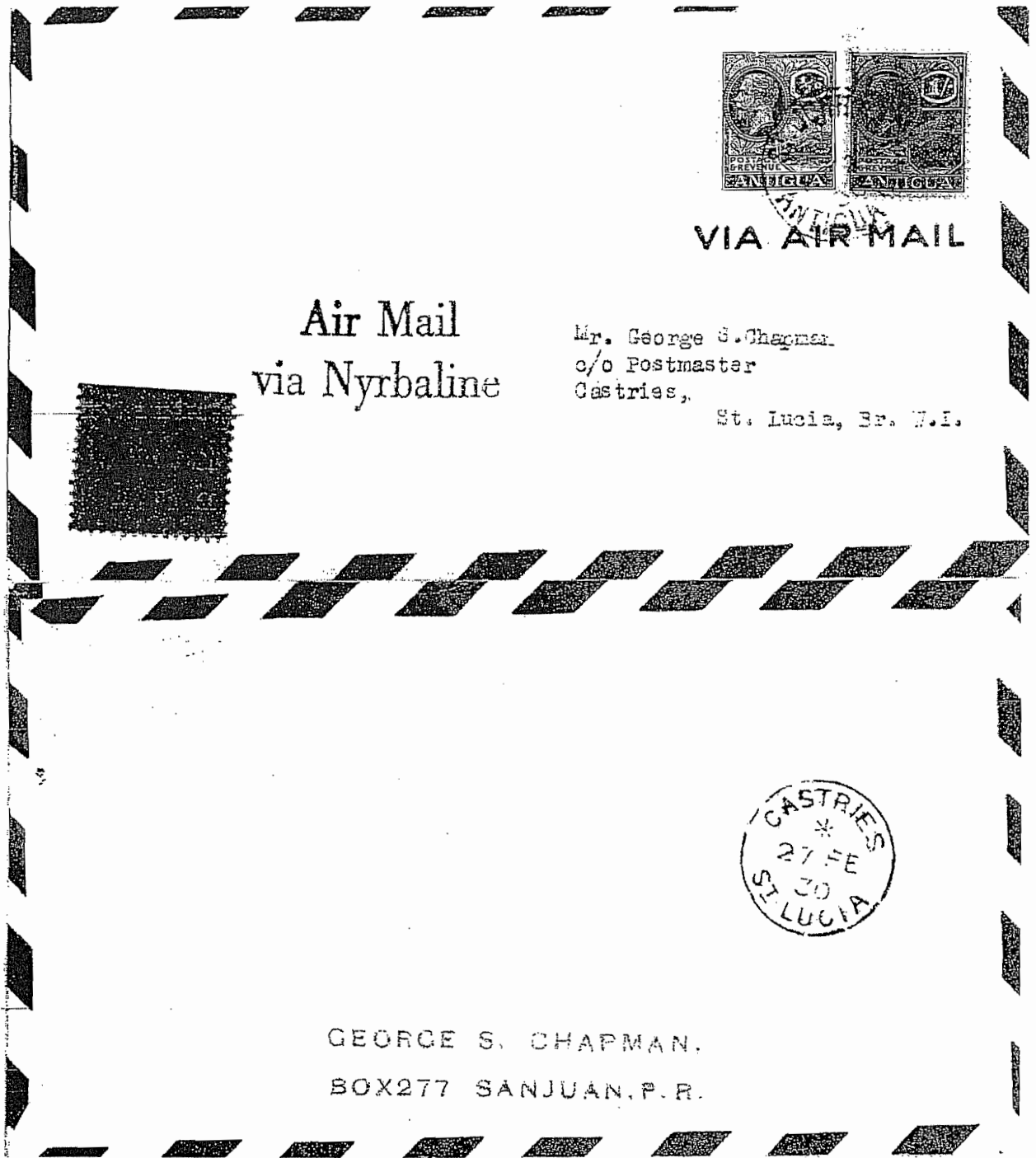
As suggested last time, this cover and these notes are going in the 'learning to read air mail covers better' file. Contributions of cover photocopies for that file will be appreciated. △



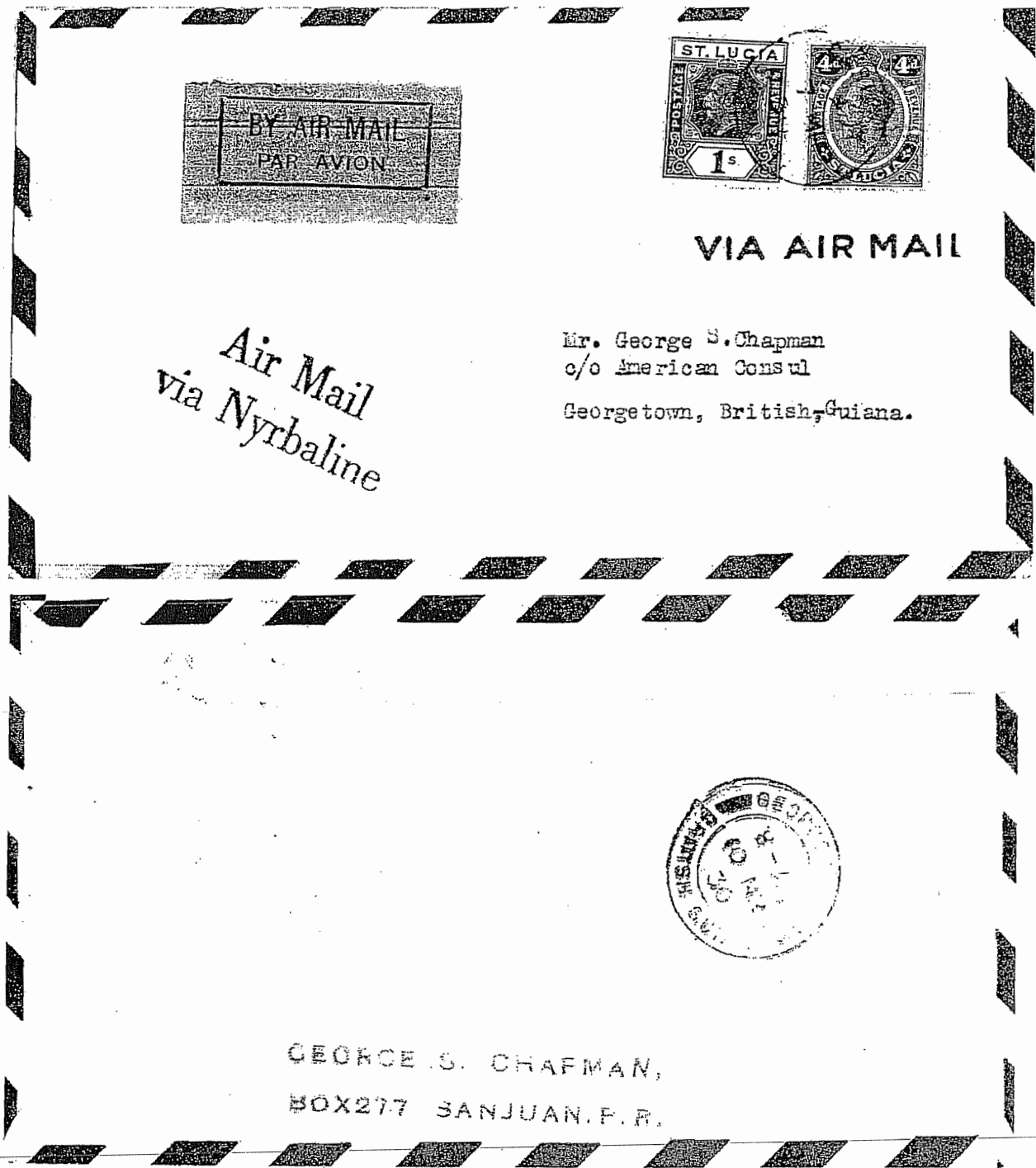
Cover serviced by Harry E Huber.  
 Endorsed 'via Saint Lucia.'  
 Addressed: c/o Kelsick, a correspondent in Plymouth, Montserrat.

Departure postmarked Port-au-Prince, Haiti, 7 Mars 1930  
 Arrival postmarked Castries St Lucia, 8 Mar 30  
 Transmitted by ship to Montserrat, where it was postmarked MR 17 1930

*[Huber apparently arranged, when feasible,  
 to have his flight mail returned to him in US under separate cover]*



First of two Chapman covers that pose an interesting 'opportunity' for the NYRBA listing revision effort. Chapman had a Puerto Rico PO box and presumably was well-informed on NYRBA Caribbean activities. He pre-positioned southbound covers at St Johns Antigua to be carried on NYRBA's fist flight south. The St Johns departure postmark is dated FE 26 30, the Castries arrival postmark is dated 27 FE 30. Southbound mail departing St Johns in Feb 1930 isn't listed in the AAMC, so this is an unlisted cover. Note that the NYRBA Ports of Call, in the Feb 1930 press release, p 12, don't include St Johns. There seem to be lots of these 'opportunities.'



Second of two Chapman 'opportunity' covers.

He also pre-positioned southbound covers at Castries St Lucia to be carried on NYRBA's fist flight south.

The Castries departure postmark is dated 7 MR 30, the Georgetown arrival postmark is dated 10 MR 30.

The Georgetown arrival postmark mark needs an explanation

It may be involved with the fact that Georgetown is on the dividon boundary in the 'railroad system???'

'Opportunity' indeed!

△

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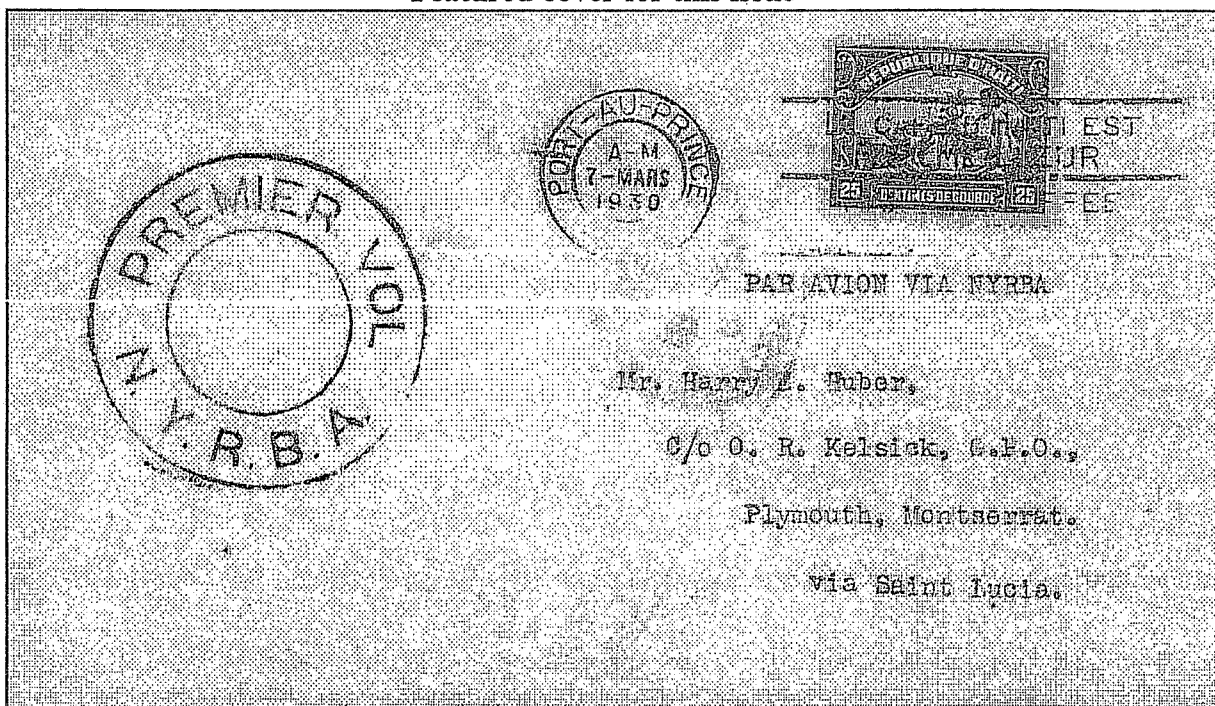
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-----  
Featured cover for this issue



A NYRBA cover posted Port-au-Prince, Haiti, 7 Mars 1930,  
addressed to Plymouth, Montserrat via Saint Lucia [Castries].

Castries 8 MR transit postmark and Montserrat MR 17 1930 arrival postmark on reverse.

It appears many NYRBA covers were dispatched from Haiti to very many different destinations.

Is there an explanation for this unexpected 1930 aerophilatelic activity in Haiti?

-----  
Summer Meeting – StampExpo 400, Sep 25-27, 2009, Empire State Plaza – downtown Albany NY.  
MAPS Website for current information. Last minute information at StampExpo 400 AAMS table.

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**PRESIDENT'S MESSAGE**

To the MAPS membership,

The Gus Lancaster award for 2009 was given jointly to Fred and Dorothy Dietz at our Boxborough meeting on May 2nd. I can't think of any individual or any couple more deserving of this award than Fred and Dorothy. [There's a photograph of Fred and Dorothy with their Lancaster plaque in the June 2009 Airpost Journal, p 258.]

It was also announced that the recipients of the 2010 Lancaster Award have been selected. They are Jon E. Krupnik and Greg S. Schmidt. Congratulations to Jon and Greg.

After the meeting Alan Bentz made a Power Point presentation that he had prepared of Lindbergh's FAM 5-1 / 5-2 flight.

Also, Fred Dietz made a presentation on CAM-19 inaugural flights along with the story of Pitcairn Airlines.

Both presentations were well received.

Our Summer Meeting will be held at StampExpo 400, Sep 25-27, 2009 at the Empire State Plaza, in downtown Albany NY. Check the MAPS Website for current information. Last minute information will be available at the StampExpo 400 AAMS table.

Ernest Wheeler, President

\*\*\*\*\*

***Secretary's Report – Minutes of MAPS Business Meeting, Boxborough MA, 2 May 2009***

Meeting called to order by President Wheeler at 1:12 PM.

President Wheeler welcomed back Secretary / Treasurer Silva who is recuperating.

Derrick Pillage is now the MAPS FISA delegate. He attended the April meeting in Switzerland where he was extremely well received.

It was reported that there is a conflict between the planned date for the MAPS fall meeting at Thamespex in October and the Walpex meeting. More information will be forthcoming.

Alan Bentz presented Past President Fred Dietz and his wife Dorothy with individual Lancaster Award plaques for their long dedication and service to the Metropolitan Air Post Society. They were very appreciative. And Fred also expressed his appreciation for the new MAPS cap that was given him.

Our summer meeting will be at StampExpo 400, Sep 25-27, 2009 in Albany NY.

*Treasurer's report* - accepted.

After the meeting there were two Power Point presentations by Alan Bentz on FAM-5, Lindbergh and the Caribbean

Fred Dietz discussed CAM-19 and Harold Pitcairn in the mid-20s, the CAM-19, New York to Atlanta flight and the advanced Mailwing plane that was used on night flights – very interesting.

Respectfully submitted  
Dick Silva, Secretary / Treasurer

\*\*\*\*\*

Attendance at Philatelic Show 2009

UK	Derrick Pillage	NH	Volker Wyrenbeck
CA	Mike McGee	NJ	Ernie Wheeler
CT	Alan Bentz, Paul Goodwin, John Johnson, Ken Sanford	NY	Fred Dietz, Steve Reinhard
MA	Tom Barrett,, John Fein, Dave Libby, George Norton Jeff Shapiro, Dick Silva, George Sioras	PA	Andrew McFarlane
		RI	Chet Bowning

**Old airlines never die, they just fade away ...**

**A 'stream of consciousness' report – toward a 'more complete *aerophilatelic* NYRBA story'**

**NYRBA do Brasil maintained airpost operations after Aug / Sep 1930**

When this rambling note started with the title line above – 'Old airlines never die they just fade away' – it was expected to be a relatively short piece. The evidence is strong – NYRBA did not completely drop out of sight in Aug / Sep 1930 – when some references suggest a 'merger' became 'official' and NYRBA disappeared into a black hole. The full extent to which different parts of NYRBA continued isn't known yet, but there is irrefutable evidence that NYRBA do Brasil just kept going. It had no break in operations.

**In Oct 1930 it was renamed PANAIR do Brasil, without substantial related operational change**

There was indeed one element that did disappear – competition between NYRBA and PAA. This was an objective of US PMG Walter F Brown, who was responsible for articulating and implementing USPOD policy and practices during the Hoover administration – in accordance with direction provided by President Hoover.

But at the operational level there was no change in the relationship of NYRBA do Brasil [NdB] to the Brazilian postal service. [However, there was an associated change that was very visible. Brazilian postal equipment was modified such that postmarks had PANAIR do Brasil (PdB) where there used to be NdB – and this is helpful in tracking the aerophilatelic situation, that we see as the focus of our revision effort.]

**The airpost history in *Correio Aéreo* can be very helpful ...**

NYRBA was now losing money at the rate of almost half-a-million dollars a month. PAN AMERICAN started pressuring the New York investors to dispose of their operations. Postmaster General Brown would not advertise the east coast contract until the competition was eliminated.<sup>19</sup> Brown did not concern himself with questions of anti-trust violation.<sup>20</sup>

With the continually mounting financial losses, NYRBA's net worth (stock) dwindled. On 19 August 1930 (officially, 15 September) NYRBA surrendered and sold out to PAN AMERICAN. U. S. contract route FAM 10 was advertised the next day and awarded to PAN AMERICAN. On 17 October 1930 NYRBA DO BRASIL became PANAIR DO BRASIL.

The two paragraphs to the left are copied from p 87 of *Correio Aéreo, A History of the Development of Air Mail Service in Brazil*, by William Victor Kriebel. *Correio Aéreo* presents an enormous quantity of Brazilian air mail data and information organized in sections by airline. The paragraphs at the left are at the end of the NYRBA section that immediately precedes the PAA section.

The statement below, from the 1930 *NY Times Index* suggests the source of some of the fuzzy data that confuse NYRBA's air mail picture. Rumors of 'merger' seem to have started in Jan 1930. As time went on, the incorrect idea of merger apparently stuck ever more firmly to the wall.

Merger of N Y, Rio and Buenos Aires Line  
and Pan Amer Airways rumored, Ja 10, 11:1

Merger clearly was not an objective of Juan Trippe's – and he held the high trumps in the negotiations that took place. Trippe was interested only in purchasing tangible assets that were inventoried, priced and paid for – in stock of the Aviation Corporation of the Americas.

The three dates below have been incorporated in a preliminary, NYRBA-related aerophilatelic chronology. They don't seem to have had any *aerophilatelic* impact in the 1930s. However, there's a need for related dates in *aviation history* to be maintained; the chronology being assembled is being tested to see if it makes sense to give it a dual role – to include all applicable *airpost history* dates – and to incorporate selected *aviation history* dates that are helpful but did not yield aerophilatelic collectibles.

19 Aug 1930 – Agreement reached between PAA and NYRBA on the sale of identified, priced and inventoried assets to PAA, with payment to be made in Aviation Corporation of the Americas stock that will be exchanged for NYRBA stock in accordance with an agreed-upon formula.

15 Sep 1930 – Legal and other activities required to make the sale 'official' are completed.

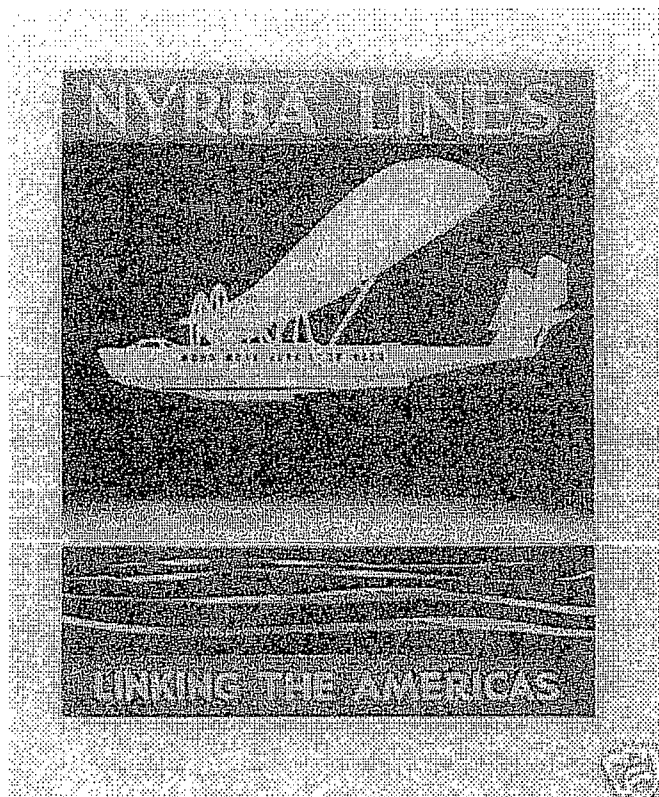
17 Oct 1930 – The name of NYRBA do Brasil – the subsidiary with which the Brazilian postal service interacted, and which had continued flying the mail – was changed to PANAIR do Brasil. The postal service apparently didn't consider the name change to be of any real significance. The only action taken by them seems to have been a change in postmarking devices such that, where postmarks formerly had NdB, they now read PdB.

### ... many thanks are due to Bill Kriebel

Brazil is a massive country. Its coastline constitutes nearly half of the proposed NYRBA route from Buenos Aires to Miami. And its airpost history is extensive; many early airlines provided air mail services, including European airlines that were substantially helped by subsidies their governments provided.

Bill Kriebel has been running his quarterly column, *Correio Aéreo*, in the Jack Knight Air Log for many years. In 1996 the AAMS published Bill's book with the same name. It's a recommended reference for all aerophilatelists with a serious interest in NYRBA. And it should be noted that, although most information specifically related to NYRBA is in the NYRBA and PAA sections, examining contents of the sections on *Aéropostale*, Condor and Varig can provide useful insights into the competitive situation prevailing in So America during 1929 / 1930.

### It seems clear – NYRBA activity significantly accelerated the linking of the Americas ...



This baggage label, that illustrates a NYRBA Consolidated Commodore, runs the 'Linking the Americas' slogan up the flagpole.

Dick Singley may have had a struggle on his hands with the aerophilatelic rendition of the NYRBA story, from sometime in the late 1930s, when preparations for the first, 1940, AAMC Edition began, through 1950, when the 1950 AAMC Edition was issued. We aren't aware of any explicit references indicating that there were editorial differences of opinion – but at times they seem to be there, lurking just below the surface.

Nor are we aware of any NYRBA articles in the AAMS literature in the 1940 / 1950 time period except for those authored by Singley. So it seems, for better or for worse, Singley was primarily, perhaps exclusively, responsible for the NYRBA listings appearing in the AAMC.

He chaired the FAM Section when both the 1940 and 1950 AAMC Editions were prepared. And the NYRBA listings haven't changed since 1950, other than for periodic adjustment of catalog value.

### ... but is the end of the story still be waiting to be told?

The aeronautical linking of the Americas is a process that had started in the summer of 1930. But scheduled reliable service wasn't available until sometime quite a bit later. And the revolutionary activity in northern Brazil that fall didn't help. But the last listing in the NYRBA subsection is dated July 1930, and then a drop into nothingness. Shouldn't there be some sort of an aerophilatelic epilogue noting how air mail and air express services reliably and effectively linked the two east coasts of the Americas?

The PdB letterhead, next page, is an example of how the airpost history has been recorded.

### Let's now switch to the call for action by Mark Tyx – and an administrative glitch

→ Last summer Mark Tyx distributed an 'it's time to get organized' email to aerophilatelists interested in WIAE and NYRBA. Mark knew the time had come – indeed was overdue – for revision of both the WIAE and NYRBA listings. The related administrative situation appeared favorable, and he suggested we get going with these two tasks. But unfortunately a serious administrative glitch developed. It appeared Mark's suggestion might have to go on 'hold.' [See Andy McFarlane's message, Jun 2009 APJ, p 227, 'New Publications Chair Needed.']



## PANAIR DO BRASIL S.A.

EDIFICIO DA A NOITE - RIO DE JANEIRO

Rio de Janeiro  
November 18, 1931.

Mr. Ralph E. Moffett  
552 Miranda St.  
OAKLAND, CALIF.

Dear Sir:

In reply to your letter of October 24th, we take pleasure in informing you that the Pilots who carried the mail on the inaugural flight of the extension of our service from Santos to Buenos Aires, were as follows:

First southbound flight - Santos to Buenos Aires - Pilot H.E. Shea  
November 2nd, 1931

First northbound flight - Buenos Aires to Paranaguá - Pilot H.E. Shea  
November 8th, 1931                      Paranaguá to Santos                      - Pilot R.J. Nixon

Regarding the second paragraph of your letter under acknowledgment, please be advised that the Pilot who carried the first airmail from Rio to Pernambuco, enroute to Pará, on December 2nd, 1930, was Mr. W.S. Grooch; and on the southbound flight from Pará to Rio, on November 28th, 1930, was Mr. S.J. Williamson.

We are enclosing herewith a few Panair do Brasil baggage stickers for your collection.

Very truly yours,  
PANAIR DO BRASIL, S.A.

M.J. Rice  
Traffic Manager.

MI  
Encls.

PAN AMERICAN AIRWAYS SYSTEM, A MAIOR REDE DE TRANSPORTES AEREOS DO MUNDO.

Evidence that the old NYRBA airline didn't die - it just faded away - very slowly. The NYRBA do Brasil subsidiary presumably had a contract with the Brazilian postal service - and even though the subsidiary was sold to PAA air mail operations continued. Paperwork was required - and in due course there was a name change, as above. But the beat went on; NYRBA / PANAIR continued through a long, long sunset.

Nevertheless, a long – and long overdue – letter was sent to Mark. Among other things, it expressed hearty agreement with his ‘let’s get going’ suggestion. In response, a big, enthusiastic clasp envelope showed up in the snail mail with a wealth of NYRBA-related goodies. And we’ll have occasion, below, to discuss some of these goodies, including a NYRBA-related report Mark had drafted in the 1980s – that was ‘no actioned’ at the time – and a copy of a rough, scribbled, old-fashioned computerology flow chart, with a superior methodological approach to a thorny problem facing the NYRBA effort – and a short statement that was quite unexpected and *extraordinarily* welcome.

[For those who may be curious about the *extraordinarily* welcome statement – it’s a notation on the flow chart that says ‘2 day delay in Santo Domingo.’ There will be further discussion of this below.]

### A little background on Mark Tyx

Most members of MAPS are in the Northeast US. Mark lives on the West Coast. There aren’t too many opportunities to meet in person. But for some of us Mark has been a long-time aerophilatelic correspondent. He works at Stanford U, was editor of the Fifth Edition AAMC Cuba Section, and has such a strong interest in anything and everything related to the aerophilately of Cuba that he oozed out and become very well informed on air mail doings all over the Caribbean and in many surrounding countries.

***Final schedule for Westpex:***  
**American Air Mail Society Members Meeting:**  
10 a.m. to 11 a.m., Saturday, April 25, 2009

**Aerophilatelic Talks**

“Air Crash Mail of Pan American World Airways” by Kendall C. Sanford 11 a.m.-12 noon Friday, April 24, 2009; “Airmail Across the Canadian-American Border” by Chris Hargeaves 2 p.m.-3 p.m., Friday, April 24, 2009; “Usages of the 5c Skymaster Airmail 1946-48” by Steve B. Davis 12 noon-1 p.m., Saturday, April 25, 2009; “Cuban Aerophilately 1911-1960” by Mark Tyx 1 p.m.-2 p.m., Sunday, April 26, 2009.

FEBRUARY

PAGE 83

As stated in this notice from the Feb 2009 APJ, Mark made a Cuba presentation at the recent annual AAMS meeting that took place during Westpex. Reports indicate it was very well received.

### The administrative glitch really doesn’t seem to be a problem in this particular instance

The team [a troika] of Jonathan L. Johnson Jr, William F. Turner and George K. Sioras – with the help of a flock of contributors that included Mark Tyx – edited the revised FAM section issued in 2004. As prepared for publication, the section did not include WIAE and NYRBA listings. Circumstances existing at the time called for issuing Volume Three [V3] of the Sixth Edition as soon as feasible. It was anticipated that revising the WIAE and NYRBA listings would be neither straightforward nor quick. And an incomplete FAM section was published with the understanding that the omitted listings would be prepared ‘later.’

When the finished volumes were delivered by the printer the head shed put V3 in several philatelic literature competitions. V3, which consists of the FAM Section, the Canal Zone Section and the Alaska Section, received some very nice awards.

‘Later’ has arrived and Mark’s call for action has gotten serious positive response. And we’d like to note here that authority to complete the unfinished WIAE and NYRBA task exists. Formal assignment isn’t needed to complete an unfinished task. Bill Turner has passed away – and he is sorely missed. It’s being proposed that Mark be requested to step up, replace Bill and restore the troika. In circumstances like the existing ones it can be very useful to invoke the spirit of ‘*Just do it!*’ – pick up the momentum that has already materialized – and keep things moving forward.

When related administrative matters are resolved there can be discussions with management and adjustments made, as appropriate.

**‘Well, OK. There’s momentum to be maintained. Does momentum have a compass?’**

That’s a great question – and the answer is YES! The compass is pointing to a trip that takes *Six Days to Miami* – from Buenos Aires.

**Rick Allen’s unpublished draft ‘*Six Days to Miami*’ flutters up the flagpole**

A first draft of *Six Days to Miami* made its way to New England, probably sometime in the late 1990s. It was prepared by Rick Allen, now deceased. Rick had a significant but minor interest in aerophilately and airpost history, was more interested in aviation history and, as indicated by the card to the right [probably printed in the late 1990s when he relocated to Idaho] he had serious interests elsewhere, like old bridges and the early US iron industry.

**Richard Sanders Allen**  
Research consultant

Pre-1900 Bridge Building  
& Iron Industry

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Lewiston, ID 83501-4713

1920-1940 Aviation

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In earlier life Rick had been a postmaster for seventeen years – and once he proclaimed that ‘Old postmen never die, they just lose their zip,’ perhaps to introduce a comment about how he loved the work and hated the job. [And it makes one wonder about the source of this report’s title – ‘Old airlines never die...’]

For a significant interval much of Rick’s aviation interest focused on Sikorsky S-38s, workhorses in the Caribbean and So America, that he referred to as an ‘amphibions’ – Igor Sikorsky’s term for the amphibian planes he built. Dick became a master at maintaining and using airplane registration data in his research to verify / amplify / correct / negate existing aviation history – and sometimes to generate history that had not previously been recorded. Naturally, a lot of his work also applied to airpost history. And Rick’s loved to sharing information with anybody interested. This resulted in a lot of ongoing interaction with several aerophilatelists.

For the information of readers unfamiliar with aircraft registration records, five selected S-38 registration items are shown, next page, that relate to the NYRBA story we’re pursuing.

**What are we doing with *Six Days* ... and what is *Six Days* doing to us?**

The working arrangement with *Six Days to Miami* is a very interesting one. In the late 90s, to the best of recollection, *Six Days* didn’t get much serious attention. It was a draft, it would presumably be revised, and after a limited examination it was filed. [NYRBA wasn’t a hot topic at the time.]

Now that *Six Days* is on the table again – and Rick Allen has passed on – adjustment is in order. He obviously won’t be providing a next revision – and the issue of whether it should be published has been raised. Some consideration has been given to what the publication options are – and it turns out several available options have been tentatively identified. In any case *Six Days* is being used as a reference – and it’s interacting in an interesting way – by teaching us – by suggesting what to look up next – by noting terminology problems needing attention – by noting that some things Ralph O’Neill did are really off beat – by noting that the NYRBA Ports of Call list has some flaky aspects along with some helpful good stuff. And there was a hint that it might be good to work over the Ports of Call next and then get on with the terminology stuff.

**The word is – do Ports of Call and the ‘railroad plan’ next – but not seriously**

Bill Van Dusen prepared a press release available for ‘publication on or after Monday, February 10th’ 1930, with headlines announcing NYRBAline’s ‘inauguration of first air service’ and the ‘world’s longest airline.’ P 3 of the announcement has a list of 39 Ports of Call that are referred to as a route ‘divided into each day’s division.’ Elsewhere we learn that the overall arrangement was referred to as a ‘railroad plan,’ that the distance of each division of the route was intended to be approximately 1,000 miles, and that each division would be traversed in one day between dawn and twilight. The last Port of Call in each division is the overnight stop. Following a space the overnight Port of Call is repeated and becomes the departure Port of Call for the next division. [Move on to sketch, top of next page – look out for ‘smoke and mirrors.’]

11A	S-38A	5933 NC-5933	June 1928 Sept. 1928	The prototype S-38. 5933 identification marks issued to
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Sikorsky Manufacturing Co., College Point, L. I., June 30, 1928. Powered by two 425 h. p. Wasps, c/n 717 and 725. Operated by New York Rio & Buenos Aires Lines (NYRBA) from July, 1928, until September 15, 1930, when Pan American Airways (Pan Am) took over the routes and aircraft. According to this agreement, 11A cost Pan Am \$50,594.00. On August 12, 1931, with pilot J. H. Tilton at the controls, NC-5933 hit a subsurface obstruction in Ponce Harbor, San Juan, P. R., after returning from a sightseeing trip around the island. Plane had been chartered from Pan Am and the passengers included Mrs. Theodore Roosevelt, whose husband was governor of the island. Also on board were the Attorney General of P. R. and the Chancellor of the University. After hitting the object, Tilton attempted a take-off but the motors stalled. Passengers climbed out on the wings and were taken off in small boats. An attempt was made to tow the plane to shore but the ropes parted and NC-5933 sank. Was beached the following day. Apparently beyond repair, it was scrapped by Pan Am on October 7, 1931.

214-4	S-38B	NC-73K	Aug. 1929	Delivered to NYRBA per NYRBA/Pan Am agree- ment. NC-73K, along with all other aircraft was transferred to Pan Am on September 15, 1930. Cost Pan Am \$56,770.00. Operated in the Brazilian area until sometime in 1934. Possibly transferred to an affiliate at that time.
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214-6	S-38B-	NC-75K PP-PAM	Aug. 1929 Oct. 1933	Pan Am contract for purchase of NC-75K from Sikorsky dated April 29, 1929. Delivered August 28 at a cost of \$51,120.00 and used in Brazil. With Lindbergh, Rowe flew the first air mail San Juan to Paramaribo, Dutch Guiana. In October, 1933, registration was changed to PP-PAM, Brazilian registration No. 57. Operated by Panair do Brazil. Crashed and destroyed at Rio Branco, Brazil, 1938.
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214-9	S-38B	NC-113M	(1929)	Originally owned by NYRBA, was trans- ferred to Pan Am September 15, 1930, at a cost of \$50,794.00. On September 25, 1932, NC-113M was stolen from its moorings on a lake near Rio de Janeiro, Brazil by 3 men who hoped to sell the plane to a revolutionary force. The Pan Am night watchman was forced to board the plane with the men. 214-9 took off into the early morning light and crashed shortly after, about 15 miles south of Rio, near Merity. Just before the crash, the plane was seen to dive and fly erratically indicating a struggle for control of the plane or a lack of flying experience of the pilot. All four men perished in the crash which totally destroyed NC-113M. Leader of the men who stole the plane was a German, Walter Voss.
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214-20	S-38B	NC-302N	(1929)	Operated by NYRBA. Per agreement was transferred to Pan Am September 15, 1930 at a cost of \$54,628.53. Dismantled by Pan Am in December 1930.
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Five line items related to NYRBA story - from long S-38 registration list - courtesy Rick Allen.

Four of planes among inventoried, priced items sold to PAA by NYRBA Sep 1930.

Fifth item, 214-6, transferred 1933 - to NYRBA do Brasil masquerading as PANAIR.

The Ports of Call list, lightly worked over, plus the 'railroad plan' – unreliable

The Ports of Call topic etc, introduced above, is not to be taken seriously. The attempt at adjusting the list at the right – to make it useful in a detailed review of *Six Days* – has been disappointing. One objective was to set aside the Santiago-Buenos Aires 'division' by 'zeroing it out.' That was OK. *Six Days* ignores it. [Its only purpose was boosting the number of NYRBA route miles. NYRBA wasn't authorized to carry air mail from Chile so there's no evident aerophilatelic impact.]

The other numbers were introduced in an effort to associate divisions in the route with the *Six Days* in Rick Allen's report. That was sticky going until a startling realization arose. The obfuscation littering O'Neill's reports may have had a purpose. The intent may have been to support an interpretation that the interval beginning with Feb 19, 4 am and ending sometime in the afternoon of Feb 25, isn't seven days, but six. [Rick Allen was a perceptive methodical historian who thrived on detail – and he mistakenly assumed, based primarily on what he found in *A Dream of Eagles*, that O'Neill's journey from Buenos Aires to Miami took six days.

This obfuscation problem has been smoldering for some time. Maybe it's time to discuss a likely early O'Neill report.

39 PORTS OF CALL

Santiago San Rafael Mendoza Córdoba Rosario Buenos Aires	0	Natal Fortaleza Sao Luiz Pará	3
Buenos Aires Montevideo Pelotas Porto Alegre Florianopolis Paranagua Santos Sao Paulo Rio de Janeiro	1	Pará Montenegro Cayenne Paramaribo Georgetown	4
Rio de Janeiro Campos Barras Victoria Caravellas Bahía (Sao Salvador) Maceio Aracaju Pernambuco Parahiba Natal	2	Georgetown Port of Spain St. Lucia San Juan	5
		San Juan Santo Domingo Port-au-Prince Santiago de Cuba Cienfuegos  Cienfuegos Havana Miami	6

Introducing a 1930 article that seems to quote a 1930 report by O'Neill

When there are thorny historical problems it's normal to look for related information, the earlier the better. And the aerophilatelic literature has provided a three page, no-author article entitled – 'NYRBA' / The New York-Rio-Buenos Aires Airline' – that's about O'Neill's trip and seems to include information written by O'Neill. It's in the Apr 1930 issue of the 'Berkshire' APJ – edited by Holcomb York for about a year and a half before rights to the name 'Airpost Journal' were transferred to the AAMS. The presumption is that York pulled the article together. The first part of the article has introductory statements and summary data, presumably by York, related to the trip. The quoted paragraphs in the middle look like first person remarks: 'I kept remembering...' 'We had...' 'We spent Tuesday night [in] Buenos Aires...' etc. The end of the report may have been based on NYRBA publicity, is in the third person, and refers to Ralph O'Neill.

The plan is to very carefully review this article – under multi-person control – for an acceptable answer to the question – How much of this report is aerophilatelicly useful? It's anticipated that the middle of the article, consisting of quoted first-person paragraphs, can be attributed to Ralph O'Neill as a reasonable working hypothesis. He was the only individual to participate in the entire Buenos Aires-Miami journey. It's further anticipated that there will be some level of agreement that those paragraphs do indeed obfuscate. That will be a useful step in assessing important details related to events between 19 and 25 Feb 1930. Existing dates in the AAMC have arrival in Miami on Feb 26 [???].

And with that, maybe we should touch base again with Dick Singley, who seems to have been accepted as the primary aerophilatelist involved with most of the work on the NYRBA listings – and who seems to have had useful notions regarding what should be done and what should not be done.

The answer to 'Who prepared the NYRBA listings?' was 'It must have been Dick Singley.'

Mark Tyx recalled recently that the question of who prepared the AAMC NYRBA listings was raised many years ago. The only response was another question, along the lines of 'Who else could have done it?' This second question got no response at all – and Dick Singley became 'it' by default. It should be noted that Singley, to his credit, pointed out that the FAM section was 'the best place' for the NYRBA listings, and to his further credit he associated the listings with 'linking the Americas.' He clearly understood that there was no place for confrontation and argumentation in aerophilately and, again to his credit, the listings were prepared without any mention whatsoever of Ralph O'Neill.

However, a related matter may not have been handled very well. Effective linking of the east coasts of South and North America didn't happen during 'NYRBA's time.' 'Effectiveness' in operating an airline that provided air mail service required compliance with a coordinated schedule approved by the postal service[s] providing funding. The 'linking of Americas' became effective when FAM-10 extended to Montevideo and Buenos Aires in Dec 1931. Cachets provided when that extension was made illustrate Consolidated Commodores with PANAIR painted on the fuselage. And there's an unstated message – that the Commodores were available to support the effective establishment of this intercontinental linkage at that early date because of earlier NYRBA activities. This is understood by a few. But most air mail collectors, looking at AAMC listings of FAM-6, that absorbed FAM-10, are totally unaware of the connection.

The last NYRBA listing relates to a minor event in Jul 1930. It's followed by a paragraph that, in its own way, indicates that NYRBA just disappeared – and that paragraph looks like it might need substantial fixing. In addressing this matter let's remember that Singley, as FAM chairman, had a big load on his plate. And let's just consider this likely oversight to be an opportunity

#### **And now – on to the matter of appropriate terminology – intended to avoid problems**

A great deal can be said about appropriate aerophilatelic terminology. The limited remarks to be made here relate primarily to the 'major NYRBA event of Feb 1930' – the important occasion discussed by Rick Allen in *Six Days to Miami* – that has terminology problems. And let's keep in mind that, in accordance with AAMC policy, catalog-related efforts are expected to incorporate 'best available information' at the time of publication. Misleading terminology is not compatible with best available information.

Some references use 'inaugural' or its equivalent, 'first flight,' when discussing the Feb 1930 event. It was noted above that published coordinated schedules are important. An aerophilatelic 'first flight' is nonsense if second, third, etc flights don't follow on the same route / schedule. This apparently was recognized and an AAMC concoction – First Regular Through Service – heads the listing dated Feb 19 1930. But, in addition to 'first' being inappropriate because of no second, 'regular' is also *wrong*. No 'regular' existed in the catch-as-catch-can service that followed. And 'through service' implies through air mail service. But O'Neill took mail that had originated in Buenos Aires and transported it from Santos to Rio de Janeiro by rented limousine. That isn't air mail service. 'Through service' isn't appropriate terminology.

So what's appropriate? If we stand back, look at what happened and ask how we might properly address this activity, 'demonstration' comes to mind. O'Neill wanted to demonstrate that NYRBA was able to move mail on an intercontinental run, Buenos Aires to Miami, in six days – but he apparently didn't make it.

'7 Day Intercontinental Demonstration of Mail Transmission' seems to accurately state what happened. But it isn't elegant and it clearly raises other problems.

If a comparison is made with PAA's counter-demonstration in Apr / May 1930, when scheduled air mail flights went '7 days N.Y. to Buenos Aires,' one of the other problems becomes evident. If it indeed took O'Neill seven days to get the mail to Miami, an 8th day would have been necessary to get the mail to New York. That doesn't bode well for the NYRBA listings.

As things stand now it seems that very careful review of all available information may be in order, and that part of the effort might be redirected toward examining the potential of NYRBA's operational continuity taking on a more central role in the revision effort than has heretofore been envisioned.

With that, lets pick up on topics that were only partially addressed in the early parts of this report.

## Getting back to goodies in bulging envelope sent by Mark Tyx

→ One goodie in Mark's envelope is a draft report that he passed around for comments in 1986. It's about a cover [see p 12] that seemed to have an incorrect Habana arrival postmark. Mark's draft ended up in his unfinished business pile for quite a while. It had been stifled by a comment from a senior aerophilatelist. Mark didn't have much seniority in those days, he's good at not making waves and he apparently decided to 'await developments.' Recently 'developments' happened. Mark came up with evidence, reviewed below, that seems to have resolved a matter on which there had been differences of opinion. One purpose of this particular review is to provide an example of how 'two-man control' can sometimes apply to the resolution of aerophilatelic matters on which there is or was difference of opinion.

Mark had bought a cover at auction, and the auctioneer's description of the cover follows:

FFC 1930 Rio 2/19, NYRBA bxd cachet, vf cover via Miami bs Havana, Cuba 2/27 (C-9,C-21+)

AAMC text for the Feb 19 1930 entry in the NYRBA listings indicates that Rio de Janeiro mail to Habana was carried by a plane enroute to Miami. The Rio-Miami listing notes mail arrived at Miami on Feb 26. The auctioneer's description states the cover was backstamped [ie arrival postmarked] at Habana Feb 27. The conclusion can be drawn that, since the cover was dropped off at Habana before the plane arrived at Miami on Feb 26, the Feb 27 arrival postmark at Habana must be wrong. The stifling comment apparently assumed that there was something wrong with the auctioneer's description – and it was suggested that time shouldn't be wasted correcting mistakes in auction listings.

Mark had the cover. He knew there was nothing wrong with the auctioneer's description. His knowledge of how the Habana post office functioned suggested that there was more to the story. And, as noted above, he waited patiently. When they were available he got other NYRBA covers addressed to Cuba – and the Habana Feb 27 arrival postmark appears on other covers.

Unwarranted presumptions had been made – that the AAMC had *the* right information, that the auctioneer's statement which didn't agree with the AAMC was wrong, and that the auctioneer should have first checked the AAMC to avoid making an error. Recent examination of reference data indicates NYRBA mail to Miami arrived on Feb 25. In view of this finding the presumptions may be even more unwarranted.

Further evidence provided by Mark included other NYRBA covers to Cuba and a magnificent flow chart.

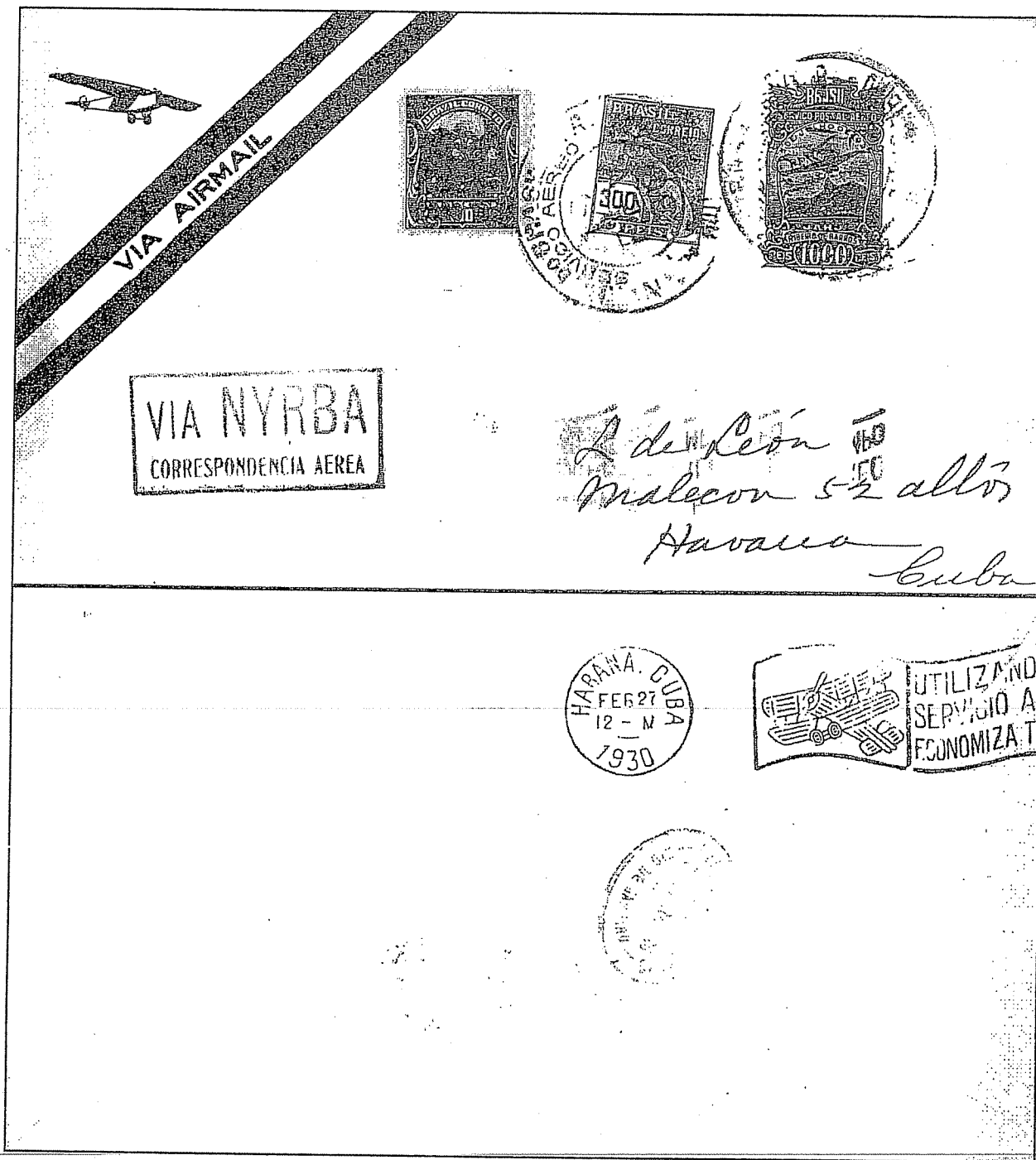
### Mark's envelope brought a rough, scribbled flow chart of the demo that started on Feb 19 1930

Mark's flow chart – that got an extraordinarily warm welcome – is a rough, scribbled, 3-pages-long report that needs careful examination – and follow-up. Notes recorded by Mark were for his own use; some have to be checked more than once to determine what they're saying. And since the flow chart relates to sorting out and properly identifying where individual activities belong chronologically – and there seems to have been obfuscation – multiple references when they exist have to be cross-checked against each other. Enlarging the flow chart to 4 or 5 pages may be desirable to provide for adequately accommodating all the data items that can be usefully sorted out and accumulated. This data will ideally be reviewed by multiple editors as it is assembled. An overall objective is to record as many aerophilatelic events as is manageable from the Buenos Aires start of the demo trip north, to arrival of the mail in Miami, in good chronological order.

It will not be straightforward but, with the great start Mark has made, it is eminently doable. As indicated, extensions of the chart will likely be made to facilitate convenient incorporation of notes from multiple references addressing common topics. There seem to be good reasons to anticipate that flow chart scrutiny of information applicable to the demonstration interval could be cathartic.

Some of the notes Mark made for his own use have to be examined very carefully to understand what they're saying. Even so, the chart is a superb application of old-fashioned computerology – adapted to contribute to a serious aerophilatelic data tracking task.

By sending the chart east Mark took a first step in the coordination process. There are reasons for anticipating that charting will be extremely useful in de-fuzzing data that maybe was intentionally fuzzed.



[Courtesy Mark Tyx]

Rio de Janeiro dep postmark 19 FEB 30, Habana arr postmark Feb 27 1930  
NYRBA listings, 1950 AAMC Edition, identify Feb 26 as Habana arrival date  
Independently developed new findings by Mark Tyx and Rick Allen converge  
Feb 27 1930 arrival date for NYRBA demonstration mail believed correct

[However, there's a recommended hold on all findings related to entire  
Feb 1930 mail-carrying demonstration  
pending documented multi-editor coordination on entire matter]

[There's also a related trivia question – Is 'L de Leon' a lady or a gentleman?]

### Sample evidence to support what appears to be a conclusive finding

P 11 started with comments about Mark's 1986 draft report that ended up 'on the shelf' for a long time, and the discussion wandered off to address the flow chart. The flow chart has a very conspicuous '2 day delay in Santo Domingo' that appears to have completely resolved the Habana arrival postmark issue.

What follows is an east coast review of the evidence that says 'You got it! – And here's an east coast commentary, for the record.' [A sample of how such matters can be handled.]

1] Mark's 1986 report included a photocopy of his cover [see p 12] suggesting it might be an unreported variety of NY-10. The AAMC lists NY-10 as Rio de Janeiro-Miami, Feb. 20-26. The postmarks on Mark's cover are Rio de Janeiro 19 FEV and Habana Feb 27.

2] A review of *A Dream of Eagles* by Rick Allen, when he prepared his draft report, *Six Days to Miami*, indicates that, on arriving in San Juan, O'Neill found Huey Wells there. Unbeknown to O'Neill, Wells had been sent in a Fleetstar to pick up the load of mail coming north and deliver it to Miami. O'Neill's first reaction was anger; he was going to deliver the mail to Miami. Besides, the Fleetstar lacked the capacity to carry the mail load that had accumulated. But instead of reacting in his usual fashion O'Neill made another tactical adjustment – that would speed up his flight to Miami.

Rick Allen tells us in his draft report that 'O'Neill had four bags of mail consigned to Havana' ... that ... 'he gave to Wells' ... for delivery to Habana, and that he told Wells ... 'to pick up additional mail at Santo Domingo, Cienfuegos, and the Cuban capital.' [At this point there seem to be problems with Rick's draft. Review and editing may be in order. However, for our purposes at this time it's sufficient to know that O'Neill turned over four pouches of mail to Wells for delivery to Habana, which eliminated the need for O'Neill to go to Habana and accelerated his arrival in Miami.]

3] The packet of material that Mark sent includes an innovative, handwritten flow chart that tracks what happened as the Feb 1930 mail was being taken from Buenos Aires to Miami. At San Juan there's a split. O'Neill's path goes to Miami, where he arrives on Feb 25. Wells' path includes a note that says '2 day delay in Santo Domingo,' and the terminal date on that leg, which includes a stop in Habana, is Feb 27.

4] Near the end of Rick's report we find '... Huey Wells, in the fast Fleetstar, was delayed by the Dominican storm which O'Neill skirted. He did not reach Miami until Thursday, February 27th' [which confirms the notation on Mark's flow chart discussed earlier.]

This sort of 'evidence review' does put formerly unresolved issues to rest.

### → Mark also enclosed a cover addressed to Santiago de Cuba with two postmarks on the back

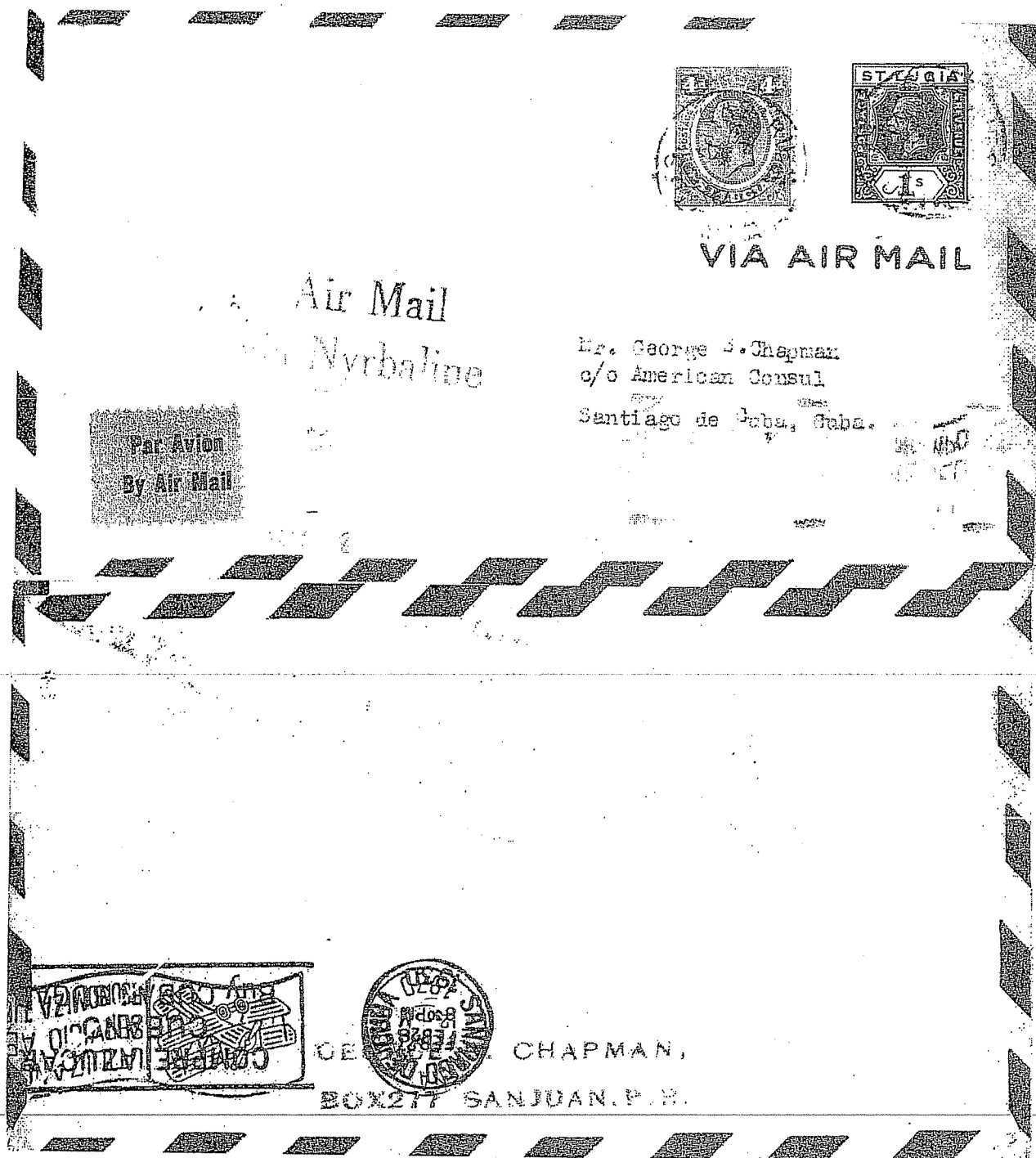
This is probably a good place to say a little about on another NYRBA cover to Cuba [see p 14] that Mark included with his goodies. The reverse has two overlapping Cuba postmarks – not pretty but quite interesting.

The cover is addressed to Andrew Chapman, who serviced many NYRBA covers. This one is addressed to the American Consul in Santiago de Cuba. The postmarks on the reverse are both machine cancels that overlap, probably because mail was being processed at Habana and Santiago de Cuba with similar postal equipment. In spite of the overlap the postmark dates / times are discernible. The Habana transit postmark is Feb 27 / 12 - M; the Santiago de Cuba arrival postmark is Feb 28 / 830 PM. That mail was addressed to Santiago de Cuba may be due to its appearance on the Ports of Call list discussed earlier.

Should a tutorial program develop that helps aerophilatelists – particularly juniors – 'learn to read air mail covers better,' this seems to be one of the types of covers that should be illustrated and discussed.

And, with respect to the 'appropriate terminology' remarks above, it should be noted that because there can be multiple postal markings on the reverse of covers, avoiding 'backstamp' and being more specific with 'transit postmark , arrival postmark , etc, as above, is preferable.

One last comment – picking up on the issue of 'listable varieties' that was in Mark's 1986 draft – should covers addressed to Santiago de Cuba be included in the NYRBA revisions as 'Habana varieties?'



[Courtesy Mark Tyx]

Addressed to Santiago de Cuba  
 Castries dep postmark ? 25 FEV 30,  
 Habana transit postmark Feb 27 1930  
 Santiago de Cuba arr postmark Feb 28 1930

Habana and Santiago de Cuba applied machine cancels to reverse of covers on this occasion  
 Overlapping postmarks on Santiago de Cuba covers apparently are normal

What are the pros and cons of listing NYRBA mail that went to to Santiago de Cuba indirectly?

**And now for a short sales pitch – before getting back to ?*Six Days*...**

This 'stream of consciousness' report, that started many pages back – on how old airlines never die and old NYRBA just faded away in a long sunset – and has rambled all over the place – has really been involved in generating notes for a sales pitch. Readers who are interested are asked to get in touch and volunteer to be on the NYRBA team – and if Mark Tyx is interested and one wants help with the WIAE effort there may be possibilities there. It's an established fact – for interested people, working on catalog listings is a great way to 'do aerophilately' at levels that beginners or middlers are able to handle.

Working with references like *Six Days to Miami* and tools like the Mark Tyx version of flow charting can be as tough work as one wants to make of it – and it can be very easy for those who want to coast. The best way involves no pushing and shoving – maybe occasional nudging – but basically a volunteer decides what to try – and hopefully do – among the choices that are available.

***Six Days to Miami* now looks like a good project with a not so good title**

Part of why *Six Days to Miami* is not such a good title is that we seem to be up against a hard – like in 'it will be hard to move' – obstacle. The flow chart needs seven daily slots to accommodate all the dates in the Feb 1930 demonstration. It started on Feb 19 in Buenos Aires and it – O'Neill's part of the trip – ended in Miami on Feb 25. And maybe part of the problem was that nobody counted. But it increasingly appears that there was method in the Mickey Mouse from the very beginning. The 1930 report with the string of first person statements – that seem to be Ralph O'Neill talking – notes departure from Santiago Chile on February 18. All subsequent information doesn't have any more dates of the month. Only days of the week – like 'Tuesday night at Buenos Aires,' 'Thursday the *Porto Alegre* ... hopped off,' 'At 1:30 p.m. Friday,' 'Saturday the *Bahia* flew,' 'Sunday morning,' 'Monday morning.' – not a single mention of another date of month after the Feb 18 date for Santiago Chile. Just happenstance? As has been mentioned above, it may be – but as first person reports are examined, purposeful obfuscation seems more likely.

There's a useful countermeasure – dates on flow charts will be identified with a combination day of week and date of month – eg TH / 20 for Thursday the 20th of February. And the month, beginning with SA / 1 and ending with FR / 28 must be used – 1930 wasn't a leap year. It was a revelation to see that many events of aerophilatic interest seemed to fall into place when combined dating was used on the flow chart. We're not there yet – a lot of reference material has to be checked, with at least two-editor control – but it's looking good and the time may come when a convincing 'obfuscation' report can be produced.

Interestingly, this dating problem that seems to have misled Rick Allen when he came up with the title for his draft report, doesn't seem to detract from the value of the report as a compass.

There's an outstanding issue in connection with *Six Days to Miami*. It has been suggested that even though it's a draft it should be published. But should it be published as is? It has minor typos that in most instances seem to be easily correctable. There's a paragraph that clearly needs fixing of some sort – the impression is that a line or part of a line slipped through a crack. There are alternatives that can be used. And it seems serious discussion of alternatives regarding how publication should be pursued is in order.

**What Rick Allen chose to put on an 'end-page' about sources used**

Rick Allen was a very unusual person and the material he produced reflects this in many ways. The text he provided for *Six Days...* was followed by three 'end pages' attached to his eight page draft. The end page that he entitled 'On Sources' is short enough so that we can include it on the next page. We found it very interesting that, for this draft, he simply recorded the names of authors. Titles aren't given.

The listed names of authors' are familiar except for one – Santiago A. Flores. If readers know of any references authored by Santiago A. Flores we would appreciate being advised. His listing of Dave Straub without further comment is interesting. Straub published an article on the Consolidated Commodore in the magazine, *Skyways*. [Don Thomas has done several small, softcover books that are sometimes referred to as magazines. The one most likely to apply to NYRBA is *Nostalgia Panamericana*.]

There are also comments relative to Bill Grooch and *Winged Highway* at the bottom of the next page.

## On Sources.....

There are various published accounts of the inception of airlines in Latin America, all studded with controversial "facts;" assumptions, insinuations, accusations, denials and rejections.

Over the years, the NYRBA Inaugural flight has been the subject of much discussion, particularly in the aerophilatelic press, some of which is based on faulty and obsolete information. Many details are beyond retrieval.

Although it has been dismissed as the rantings of a sore loser, I have based this story on Ralph O'Neill's: *A DREAM OF EAGLES*, written in 1973 with Joseph F. Hood. This contains what appears to be a reasonably accurate account of the flight from South America in February, 1930. Additional sources include the official aircraft registration records of the United States and Brazil.

Like all aviation history, the truth is what the reader wishes to believe.

Among the writings perused were those of:

Robert Daley, R. E. G. Davies, Santiago A. Flores, Julius Grigore, Jr., Ralph A. O'Neill, Dave Straub and Don Thomas.

Also: "Who s Who in American Aeronautics" (1925)

Perhaps pertinent, but NOT immediately available to the author are:

WINGED HIGHWAY, by William Stephen Grooch

THE STRUGGLE FOR AIRWAYS IN LATIN AMERICA (?) by W. A. M. Burden.

### About Bill Grooch

The fact that *Winged Highway* wasn't available to Rick Allen could have had an impact on what he wrote in *Six Days...*

To our knowledge Grooch is the only author, in addition to Ralph O'Neill, to write about the Feb 1930 demonstration, and to have participated in that trip. Grooch piloted the Sikorsky S-38 *Tampa* from Buenos Aires to Santos where the *Tampa* was badly damaged in a night landing made under zero visibility conditions into a river full of breakers. O'Neill's version of what happened was that he and Grooch had agreed that they would make the night flight to Santos, and he stated that the plane hit four riverside house tops in the night landing.

Grooch, in *Winged Highways*, states that he advised against making the flight because squalls visible in the direction of Santos indicated they might have to make a landing in very bad weather. He made the flight because O'Neill said he was going even if he had to make the flight himself. Grooch described the landing as being made from the ocean into the river. He stuck a succession of breakers to slow the plane. When he was able to get down in the water he took a turn toward the beach and was broadsided by an enormous breaker that inundated the plane, filling the cabin half full of water. The engines continued running and he was able to beach the plane. But Grooch's participation in the trip was over.

It's an interesting speculation – If Rick Allen had read *Winged Highways* before he wrote *Six Days...* would his report have been different?

We have to end here. But there will be more to say about Rick Allen and *Six Days...* another time.     Δ

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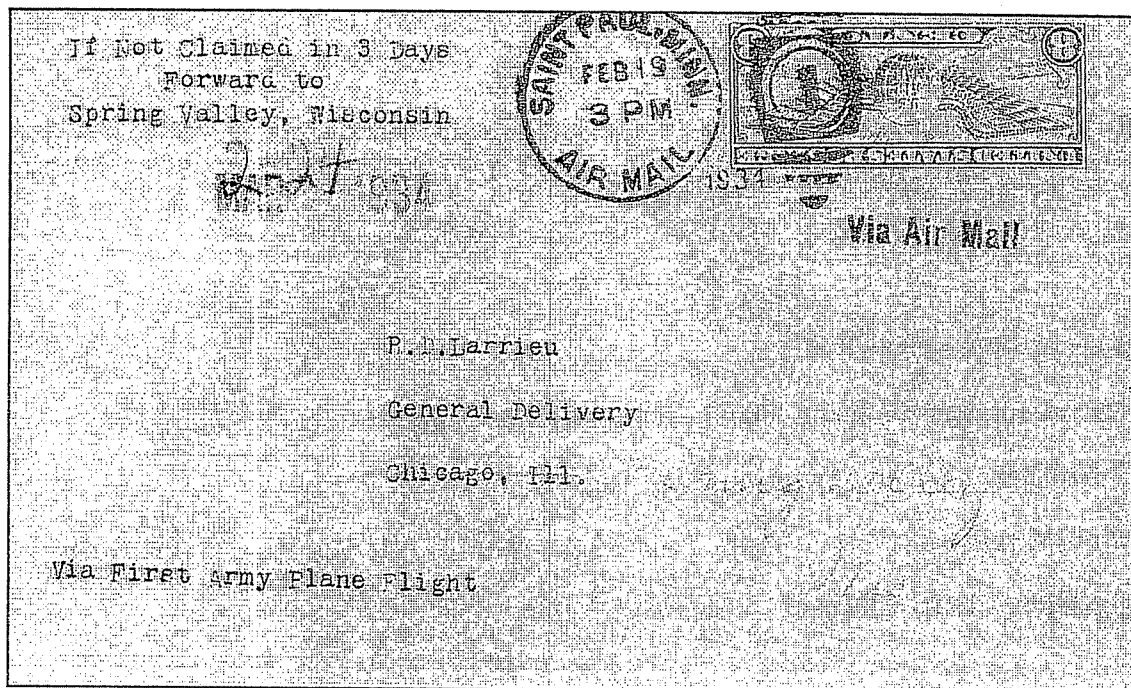
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**Featured cover for this issue**



*Courtesy Allen Klein*

This very interesting cover wants to be checked and properly identified – see page 8

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**Fall Meeting – Thamespex – 18 Oct 2009 – 1:00 pm**

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**Secretary's Report – Minutes of MAPS Summer Business Meeting, StampExpo400, Albany NY, 26 Sep 2009**

Meeting called to order by President Wheeler at 2:00 PM.

President Wheeler introduced member Dave Kent and congratulated him on receiving the APS Luff Award for Philately – the highest award given by the APS.

Dave made a presentation on the Air Museum in Dayton.

Ken Sanford spoke about Virginia Expo.

*Minutes of MAPS Spring Business Meeting, Philatelic Show 2009, Boxborough MA, May 1-3, accepted as published in MAPS Bulletin, Volume 24, Number 2 Apr-Jun 2009.*

*Treasurer's report - accepted.*

The meeting adjourned at 2:17 PM.

Respectfully submitted  
Richard A Silva, Secretary / Treasurer

**A warm welcome to new members:**

- Ratko Zivkovic, New York NY
- Dr John A Buckner, Gainesville FL

Our **Fall Meeting** will be at Thamespex 18 Oct 2009; The Business meeting will be at 1:00 PM. [The reported conflict with Walpex noted in the last quarter's Bulletin has been resolved; Walpex will take place the following weekend – 23-25 Oct 2009].

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**Attendance at StampExpo 400**

- CT Dave Kent, Paul Goodwin, John L Johnson Jr, Ken Sanford
- MA Dave Libby, Richard A Silva
- NJ Ernie Wheeler
- NY ~~BRIAN~~ Levy, Ratko Zivkovic

**The NYRBA aerophilatelic story seems to be out there –  
And it looks like Mark Tyx is planning on finding it all!** ←

## Background

A controversial decision apparently was made when the 1940 AAMC Edition was published – an initial version of the NYRBA listings was included in the FAM section. Ten years later, when the 1950 AAMC Edition was published, the decision was reinforced; a revised NYRBA version was included in the FAM section

Reading between the lines suggests there was controversy on whether the FAM section was the proper place for NYRBA listings. However, no reports have been seen that identify either the differences of opinion or the individuals involved.

Since the 1950 Edition the NYRBA listings haven't changed, other than for adjustments of catalog values.

## Dick Singley – 'Mr NYRBA' by default

Richard L. Singley, chairman of the AAMC FAM section, seems to have been the only person to publish aerophilatelic NYRBA information in the US during the 1940 / 1950 time period. As a result he is now considered 'Mr NYRBA.'

As FAM chairman, Dick Singley had a lot on his plate. Review of the 1950 NYRBA listings suggests he personally was involved in much of what was published there. However, he likely couldn't devote much of his time to that particular task. His NYRBA objectives apparently were [1] to assert that listing NYRBA in the FAM section was appropriate, [2] to emphasize that 'Linking the Americas' was a major achievement of the NYRBA organization, [3] to include whatever listings were supportable, [4] to make no mention whatsoever of Ralph O'Neill and / or the controversies with which he was associated. [Singley knew that listings of PAA's FAM routes didn't mention President Juan Trippe. Likewise, there was no need to reference President Ralph O'Neill in NYRBA listings – that information belongs in *aviation* history.]

## Mark Tyx scores big again – twice

Some aspects of the overall NYRBA story that relate to listings have been 'foggy' – often to a degree that makes it difficult to precisely identify specific details that support catalog work on NYRBA air mail covers. Mark Tyx has been beating the bushes to identify reference information [light] that helps alleviate the fog. He scored twice recently, identifying information that illuminates two previously foggy areas.

## *Reuben Fleet and The Story of Consolidated Aircraft*, by William Wagner

This volume by William Wagner tells the Reuben Fleet / Consolidated Aircraft story in an unusual albeit quite interesting way. Wagner apparently was retained by Fleet to develop and publish this story not too long before Fleet passed away. It's probably a good idea to start with a few comments on the unusual aspects of this document – like why we're referring to it here as a 'volume.'

Looking for a table of contents discloses that there's a page entitled 'Contents;' it simply lists Book I thru Book IV. Each Book begins with a quotation of Fleet's that serves as a title. But only the years to which each Book applies, and the pages on which it appears, are on the 'Contents' page. And the order isn't chronological. At the end of the volume there's a page and a half entitled 'Appreciation' by Wagner. It tells us that Wagner got together with Fleet 'For months, each Tuesday and Thursday [to] tape-record in-depth interviews.' Wagner wanted the contents to be Fleet's own story 'as much as possible;' a great deal of the document is direct quotation of statements recorded by Fleet.

It's a pleasant surprise to find that aerophilatelic interest in this document isn't limited to Fleet's activities related to providing airplanes used by NYRBA. Fleet had significant responsibilities associated with the formal inauguration of air mail service in the US. – The US Army Air Corps in which he served was assigned the task of flying air mail for the US Postal service in 1918. This is the first 'big' US aerophilatelic event in the AAMC. 'Book I' includes half-a-dozen pages related to Fleet's participation in this inaugural – with lots of illustrations. [There are many illustrations throughout the volume.]

Book IV addresses the years 1928-1935; it has about 10 pages of NYRBA-related information. Summaries and comments on various items follow.

P 120 begins with the statement that 'the die was cast' and NYRBA became a reality in Jan 1929 when Fleet and James H. Rand Jr, an aviation enthusiast, agreed to 'underwrite' two-thirds of the expenses incurred by O'Neill in promoting NYRBA.

Fleet and Rand were fellow Buffalo business men. Rand was president of Remington Rand, which had the Ford Motor Co. as a major client. Henry Ford invited Rand to visit his new aircraft division and Rand was taken on a demonstration flight of Ford's new trimotor transport plane. Rand was so impressed he ordered a trimotor 'on the spot.' This led to Rand's incorporating Trimotor Safety Airways, Inc. which soon became involved in South American airline operations. [Remington Rand had many sales offices in South America,] NYRBA was incorporated as a subsidiary of Trimotor Safety. However, 'safety' in the title didn't sit well with O'Neill. And the decision had been made to acquire and emphasize Consolidated Commodores, which had only two motors,. This led to a further decision. All operational activities, parent and subsidiary, would be conducted under the NYRBA banner. Trimotor Safety quietly faded from sight.

A major aerophilatelic contribution is made by this document. The combination of several observations makes it clear that [1] NYRBA's contract with the Argentine government became effective on 1 Mar 1929, [2] there was a contract stipulation requiring Argentine air mail service to the US to begin within a year. Although this may not have been the only reason, this information clarifies why the Buenos Aires-Miami mission of 19-25 Feb 1930 took place when it did – before NYRBA was ready to provide return service. As aerophilatelic information accumulated, the 19-25 Feb 1930 entry became the pivot of the NYRBA listings. Entries preceding 19 Feb are characterized as 'preliminary;' a number of entries following 25 Feb are identified as 'first southbound' service.

Another item of aerophilatelic importance emerged, but not in as much detail as we would like. The contract included a stipulation defining the maximum time interval allowable for delivery of Argentina air mail to the US. However, we haven't been able to determine yet how that time interval was specified. This could become important since, as of March 1929 when the contract was signed, NYRBA's intent was to fly air mail from South America to New York. This is evidenced by NYRBA's name; New York was to be NYRBA's northern terminus. During the June / July 1929 survey flight, stops were made at several US east coast locations considered potential stops on the NYRBA route. Subsequently it became clear [or was made clear] to O'Neill that foreign air mail carried by NYRBA to the US was required to be delivered to the US postal service in Miami [a 'gateway' facility] for transmission to destination by appropriate domestic mail services. [The 'confrontation' with postal inspectors at Miami 25 Feb 1930 was a charade???

In the time period following Feb 1930, when NYRBA air mail flights were being made with increased regularity – and many NYRBA clients began to express approval of the air mail service – it was determined that Argentine mail to the US was not being delivered 'on time' as required by the contract stipulation noted above. We know this problem was resolved because *Fleet / Consolidated* tells us that 'In May the speedy Consolidated "Fleetster" was put on the northbound mail run.' This matter will be examined in more detail below, when we address Mark Tyx's other big score – the NYRBA brochure with scheduling information that may help us understand how the 'Fleetster fix' operated – and much more.

But before that, two more observations. Rick Allen's unpublished draft report, *Six Days to Miami*, refers to 'diverse perverse [NYRBA] directors' without amplification. P 128 of *Fleet / Consolidated* provides an explanation of what was going on. NYRBA directors 'Montgomery and Bevier ... with MacCracken's tacit approval, were trying to wrest operational control of NYRBA from O'Neill ...' [Lewis Pierson, Bevier's father-in-law and chairman of the Irving Trust Co, was involved in the large NYRBA investment that got Bevier and Montgomery on the board; he presumably was fully informed on what was happening.]

P 129 notes that, in his 1934 Annual Report, Fleet had written 'Consolidated Commodores have flown more than five million miles of scheduled passenger and mail ... service [for] Pan American Airways ... no [one] has been hurt ... in the five years ... service ... Miami to Buenos Aires. Nine years after the Commodores were built, 13 of 14 were still in service ... [Fleet may or may not have been aware, but he likely owed a big thank you to Andre Priester for the remarkable Commodore record.]

→ **Mark's other big score – a 9x16 inch folded NYRBA brochure – with info that supports dating it**

There's no practical way to duplicate the large, colored brochure that Mark sent, so cropped snapshots from each side are shown on the next two pages. [Having them on facing pages allows convenient simultaneous review of the two snapshots.]

The comments under the 'schedule data' snapshot reflect an extremely favorable initial impression. *Fleet / Consolidated* notes that assigning the Fleetster to the northbound mail run in May 1930 resulted in 'cutting a full day from the mail schedule to Miami.' Analysis of the schedule data could provide clues on how this was done. We may even be able to determine *when* this unusual service was implemented. The possibility exists that May 1930 Argentina-US air mail covers will turn up with postmarks yielding further information on how the mail was expedited. And even if no such covers are identified during this particular study, a dated note in the listings would support future identification of Argentine covers that may have been 'expedited by Fleetster.'

As examination of scheduling data has proceeded, the favorable initial impression gradually faded. The overall schedule stimulates recollection of O'Neill's 'railroad plan' – which arranged each day's flying scheduled such that it could be completed between dawn and sunset. But a surprise turned up. The 'northbound' Buenos Aires-Miami schedule on the brochure is 8 days, but the southbound Miami-Buenos Aires schedule is 9 days, with a whole bunch of strange things introduced in that schedule between Miami and Para??? And a couple of passes at the unusual verbiage used in the footnotes to the schedules didn't help – it just brought back recollections of other NYRBA reports that are so messy that we suspect they may represent purposeful obfuscation. Because the verbiage in the footnotes leaves so much to be desired, it was decided to see if restating the footnotes in more readable language might help.

The first footnote, applying to the southbound Miami-Buenos Aires schedule, was restated as follows:

The Fleetster, with limited passenger capacity, connects with the southbound Commodore arriving Porto Alegre Thursday. It departs Porto Alegre Thursday afternoon and arrives Buenos Aires Thursday evening – on the 8-day Miami-Buenos Aires schedule.

The second footnote, applying to the northbound Buenos Aires-Miami schedule, was restated as follows:

The Fleetster, with limited passenger capacity, departing Buenos Aires on Thursday mornings arrives at Rio de Janeiro the same day on the 6 1/2 day Buenos Aires-Miami schedule.

Restating the footnotes hopefully made it easier to understand what the footnotes were saying - but what is now understood didn't seem to constitute much progress. It took a careful review of the schedule data snapshot to note that the information under 'To the West Indies,' at the lower left reveals why the southbound schedule changed from eight days to nine days. Stretching out that part of the schedule in the Caribbean provided week-end air cruises along the Spanish Main. But that doesn't seem to be the sort of thing a mail-oriented airline should be doing with mainstream intercontinental mail operations. [NYRBA was desperately looking for a US mail contract and they seem to be simultaneously playing mickey mouse games that we suspect would have had negative impact on POD personnel looking into what they were doing. In any case it appears that, since a Fleetster was available, it was being used to result in a limited [because of the limited capacity of the Fleetster] restoration of the '8 days to Buenos Aires' statement in big letters, on the advertising data snapshot.

The second footnote raises a different issue. The northbound Buenos Aires-Miami schedule, as published, seems to be a straightforward eight-day schedule, Wednesday to Wednesday inclusive. Expediting Buenos Aires mail – by sending it via Fleetster that departs Buenos Aires on Thursday and catches up with the Commodore that had departed Buenos Aires on Wednesday at Rio de Janeiro – results in the gain of one day.

However the second footnote refers to a 6 1/2 day schedule??? But reducing an 8 day schedule by one day yields a 7 day schedule. Where did the extra half day come from?? The impression at this point is that there were other games being played. Perhaps some further reference material will show up that provided some understanding of how / why half-days got involved in the scheduling process.

Maybe its time to go back and take another look at the unpublished Rick Allen *Six Days to Miami* report

Comments that readers may have will be appreciated. It looks like the next step should involve the examination of available NYRBA covers to see what we might see when the emerging words are cross-checked against postal markings on relevant covers.

# WEEKS FASTER TO SOUTH AMERICA

→ 2 HOURS to HAVANA ✦ 7 DAYS to RIO DE JANEIRO  
8 DAYS to BUENOS AIRES



The pilot and assistant pilot occupy a cockpit, forward of the forward-cabin.

THE most interesting trip in the travel world . . . surpassing all surface transportation in those vital elements of travel enjoyment . . . speed, luxury, security and the widest view and closest possible contact with the countries traversed.

Nyrba's great sea-going airliners, built to take off from and to land on water.

combine the greatest travel luxury with twice express train speed. They have revolutionized travel time between the United States and commercially important, picturesque and romantic countries of Latin America.

Nyrba Air Lines, one of the world's greatest air transport systems, operates a network of 10,000 miles of modern airways, a "sea level" air route from Miami to Buenos Aires and a trans-Andean route to Chile; linking together for the first time in history sixteen countries and colonies of Latin America and the United States and Canada; making it possible to cover distances in a few hours or days which formerly took days and weeks of tedious surface travel.

Forty-four cities are included on the through East Coast Route. Regular weekly schedules, between Miami and Buenos Aires, bring South America's most distant capital as close to New York as Florida is to Oregon by rail.

Passenger accommodations on the Nyrba airliners include spacious cabins, broad, clear-vision windows, restful lounge chairs, and attentive guide and steward service. Light refreshments are served, and smoking is permitted. *There is less noise than on a Pullman train, and quarters are roomy.*



The comfortable, spacious passenger quarters are a feature of the Nyrba Air Lines.

Flying low, the passenger has an intimate view of the diverse scenic beauties of the West Indies and the fascinating South American coast . . . as well as the country and city life of interesting peoples. Flying in daytime only, travelers enjoy to the full these lands of romance and enchantment.



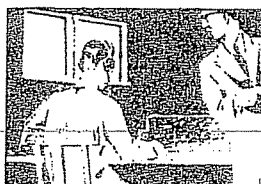
The steward's department is equipped to serve light refreshments en route.

A radio operator on each airliner maintains constant radio communication with a net work of ground stations, from which he receives frequent weather bulletins.

Space does not permit amplification of the restful delight of air travel. Every moment of the flight the passengers' comfort and security are first considerations. At the forty-four ports of call Nyrba maintains trained organizations constantly on duty for this purpose.

Nyrba's international air route links with the domestic air mail network to deliver postal correspondence from the West Indies and South America to principal cities in the United States and Canada weeks faster than ever before. Letters require but six and one-half days from Buenos Aires to Miami . . . but five and one-half days from Rio de Janeiro . . . and over-night domestic air-mail service delivers mail into New York early the next morning.

To make the travel service ideal, America's principal railroads have co-operated with Nyrba Air Lines to provide deluxe, fast passenger service direct from any principal city



in North America to any point on the international air line through train to airliner transfer at Miami.

Railroad service is an important feature of the Nyrba line, providing a through rail service to all principal cities.

## "ALWAYS OVER A LANDING FIELD"

'Advertising data' cropped from a large NYRBA brochure - Courtesy Mark Tyx

Some of above data seen on earlier NYRBA documents.

'Always over a landing field' - in big letters continues to raised eyebrows.

P 128 of *Fleet / Consolidated* reports a Commodore 'incident.' - Both engines on the Porto Rico quit during an overland Cienfuegos-Habana run with 18 passengers and mail aboard . . . crash landing was made in a sugar cane field. . . no injury to assengers . . . minor damage... except to right wing.

The notion that NYRBA flights would be 'always over a landing field' seems to have suffered an early demise. Was the advertising department slow in catching up???

# THROUGH RAIL-AIR SERVICE TO SOUTH AMERICA

DIRECT CONNECTIONS FROM ALL SECTIONS OF THE UNITED STATES

## WEEKLY THROUGH SCHEDULES

Through Rail-Air accommodations may be secured from any point on the Transcontinental route of the FAT-MADDUX AIR LINES, providing 48-hour service from the Pacific Coast to New York and, for passengers to South America, allowing a full day stopover in Washington.

Lv. Boston Tuesday  
Lv. New York Tuesday  
Lv. Philadelphia Tuesday  
Lv. Baltimore Tuesday  
Lv. Washington Tuesday

Lv. Minneapolis Monday  
Lv. St. Paul Monday  
Lv. Chicago Tuesday

Lv. Detroit Tuesday  
Lv. Cleveland Tuesday  
Lv. Cincinnati Tuesday

Lv. Omaha Monday  
Lv. Kansas City Monday  
Lv. St. Louis Monday

Routing via Seaboard Airline Railway from Jacksonville

Ar. Miami Thursday

Ar. Miami Thursday

Ar. Miami Thursday

Ar. Miami Wednesday P.M.

TRAIN TO PLANE DIRECT TRANSFER THURSDAY MORNING

### NEW YORK-HAVANA (DAILY)

Faster train schedules on the "New York-Florida Limited" make Havana but 1 1/4 days out of New York . . .

6.40 P.M.	Lv. N. Y. City P. R. R.	Ar. 10.15 A.M.
8.33 P.M.	Lv. N. Phila. P. R. R.	Ar. 8.20 A.M.
8.45 P.M.	Lv. W. Phila. P. R. R.	Ar. 8.09 A.M.
10.48 P.M.	Lv. Baltimore P. R. R.	Ar. 5.52 A.M.
12.01 A.M.	Lv. Washington R. F. & P. R. R.	Ar. 4.50 A.M.
3.02 A.M.	Lv. Richmond S. A. L. Ry.	Ar. 1.42 A.M.
7.30 A.M.	Ar. Miami	Lv. 9.30 P.M.
8.30 A.M.	Lv. Miami NYRBA	Ar. 5.00 P.M.
11.00 A.M.	Ar. Havana	Lv. 2.30 P.M.

\*Sleepers may be occupied from 10:00 P. M. and until 7:30 A. M.

### TO THE WEST INDIES

Nyrba's convenient schedules through Cuba, Haiti, Dominican Republic, Porto Rico or any of the Island groups to Trinidad provide week-end "air cruises" through the romantic islands along the Spanish Main.

Special itineraries and stop-overs may be arranged providing 7 and 14-day trips. Special cruises may be arranged for parties.

### MIAMI-BUENOS AIRES (WEEKLY)

SOUTH BOUND Read Down		NORTH BOUND Read Up	
Thursday	Lv. Miami	Ar. Wednesday	
	Lv. Havana		
	Lv. Cienfuegos		
	Lv. Santiago de Cuba		
	Lv. Port au Prince	Lv. Wednesday	
Friday	Ar. Macoris		
	Ar. San Juan		
	Ar. St. Thomas		
Saturday	Lv. Antigua		
	Lv. St. Lucia	Lv. Tuesday	
	Lv. Port of Spain	Ar. Tuesday	
	Lv. Georgetown		
Sunday	Ar. Paramaribo		
	Lv. Montenegro		
Monday	Ar. Par�	Lv. Monday	
	Ar. Sao Luiz	Ar. Monday	
	Ar. Amarracao		
Tuesday	Lv. Porteleza	Lv. Sunday	
	Lv. Natal	Ar. Sunday	
	Lv. Recife		
	Lv. Maceio		
	Lv. Aracaj�		
Wednesday	Ar. Bah�	Lv. Saturday	
	Lv. Ilh�s	Ar. Saturday	
	Lv. Caravelas		
	Lv. Victoria		
	Lv. Campos		
Thursday	Ar. Rio de Janeiro	Lv. Friday	
	Lv. Santos	Ar. Friday	
Friday	Ar. Florianopolis	Lv. Thursday	
	Lv. Porto Alegre	Ar. Thursday	
Friday	Ar. Rio Grande do Sul		
	Lv. Montevideo		
Friday	Ar. Buenos Aires †	Lv. Wednesday	

† Through mail and express plane, providing limited passenger accommodations, makes connection with airliners arriving at Porto Alegre Thursday from Rio de Janeiro and leaves Porto Alegre in the afternoon, arriving Buenos Aires same evening on eight day Miami-Buenos Aires Schedule.

‡ Through mail and express plane, providing limited passenger accommodations, leaves Buenos Aires every Thursday morning, arriving Rio de Janeiro same day on six-and-a-half-day Buenos Aires-Miami Schedule.

### TRANS-ANDES (WEEKLY)

Sunday Lv. Buenos Aires Ar. Tuesday  
Lv. Villa Mercedes Lv.  
Lv. Mendoza Lv.  
Sunday Ar. Santiago, Chile Lv. Tuesday

### BUENOS AIRES-YACUIBA (WEEKLY)

Buenos Aires  
Rosario  
Cordoba  
Santiago del Estero  
Tucuman  
Salta  
Yacuiba

Through service is provided to La Paz and principal cities in Bolivia through co-ordinated schedules and operating agreements between Nyrba Air Lines and Lloyd Aero Boliviana.

#### BOLIVIA

Lloyd Aero Boliviano

Connecting service weekly: Yacuiba  
Santa Cruz  
Cochabamba  
La Paz

### CHILEAN NATIONAL AIR LINES

Direct passenger service is provided to all principal cities, through co-ordinated schedules arranged between the Chilean National Air Lines and the Nyrba Air Lines, from:

Santiago North to Ovalle  
Ceptiapo  
Antofagasto  
Iquique  
Arica  
Santiago South to Temuco  
Valdivia  
Puerto Montt

### BUENOS AIRES-MONTEVIDEO

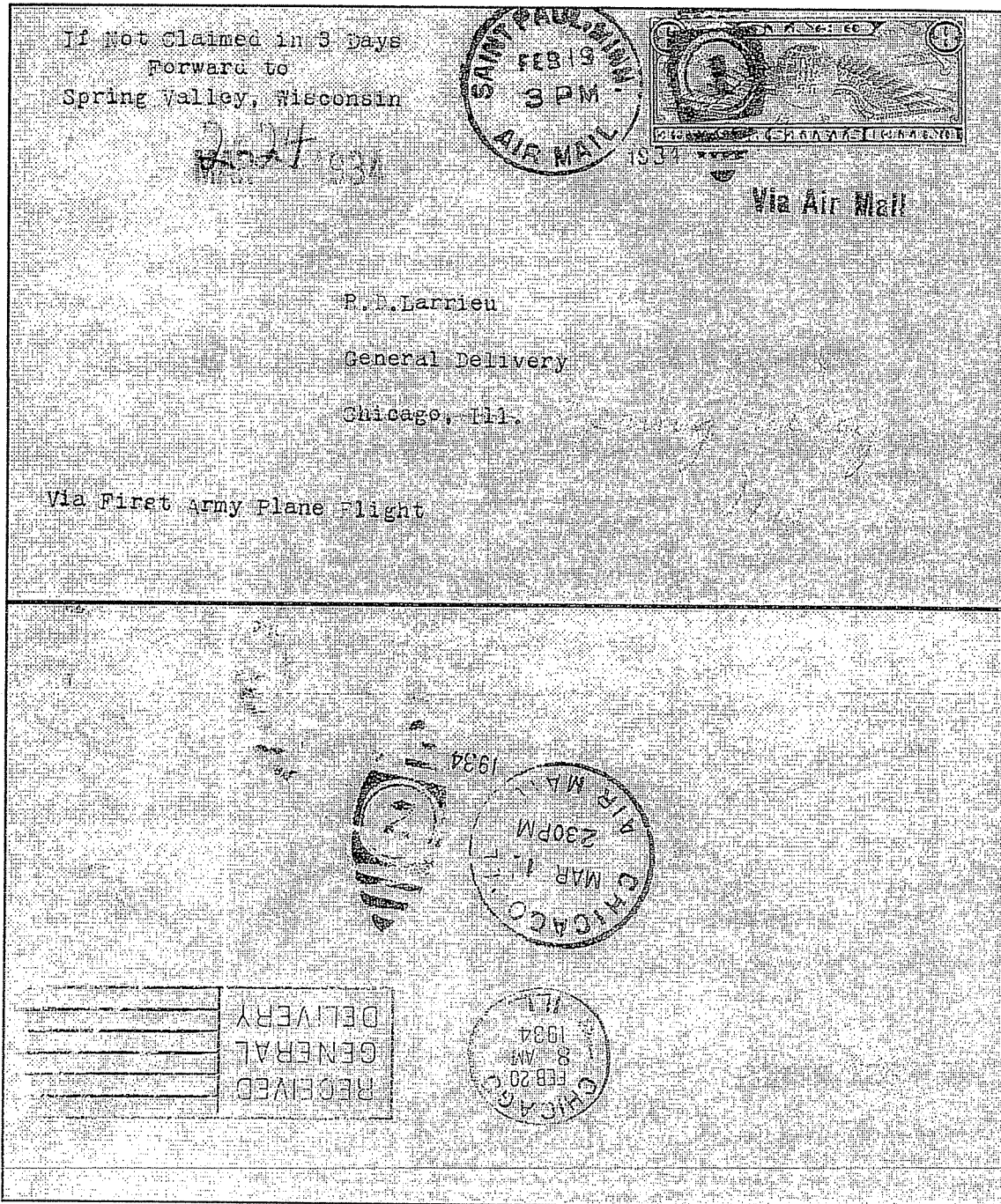
Twice daily service is provided between Buenos Aires and Montevideo with planes arriving and leaving every few hours and requiring but one hour and fifteen minutes between these two capitals, a saving of approximately ten hours over steamer time.

'Schedule data' cropped from a large NYRBA brochure - Courtesy Mark Tjx

A first quick look at the two footnotes, bottom of middle column, appeared very promising - but a longer second look gave pause for reflection:

'... plane ... leaving Thursday on six and a half day Buenos Aires Miami Schedule.' initially looked like it was referring to the resolution of the Argentine government's on maximum allowable time for delivering Argentine air mail to the US. And it likely is. But a second look at the lack of balance in the schedule - 9 days southbound, 8 northbound?? - plus examination of what is in the 'To the West Indies' note, lower left - ran up a big 'Caution' sign. Something unusual was going on!!!

This featured cover wants to be properly identified



Courtesy Allen Klein

Many thanks to Allen Klein for this magnificent cover. We discussed it briefly on the phone recently and agreed that it has a very interesting, seldom-seen combination of features – which it indeed has. But the discussion was from memory, there were other preoccupations, and a critical factor was overlooked. St Paul, the dispatch point on 19 Feb 1934, and Chicago the arrival location were on CAM-9. And CAM-9 wasn't an AACMO route on Feb 19 / 20 1934!! [CAM-9 came into the AACMO picture late, when AACMO began flying CAM-9 in April 1934!!]

So we have an extremely interesting cover that, among other things, is earmarked for use as an advanced 'reading air mail covers' example. The combination of postal markings is very unusual – so unusual that it could conceivably be a fake. But who would take the trouble to make such an extraordinarily good fake and keep it buried for seventy -five years???

It's possible that, in spite of the endorsement, it was carried on the last contract flight before suspension. But that needs to be checked out. We'll stop here for now and ask for comments / discussion from readers. △