

# Lindbergh Flies the Mail: 1926-1931

## Purpose

To illustrate routes and rates of mail flown by Lindbergh during his career as an airmail pilot.

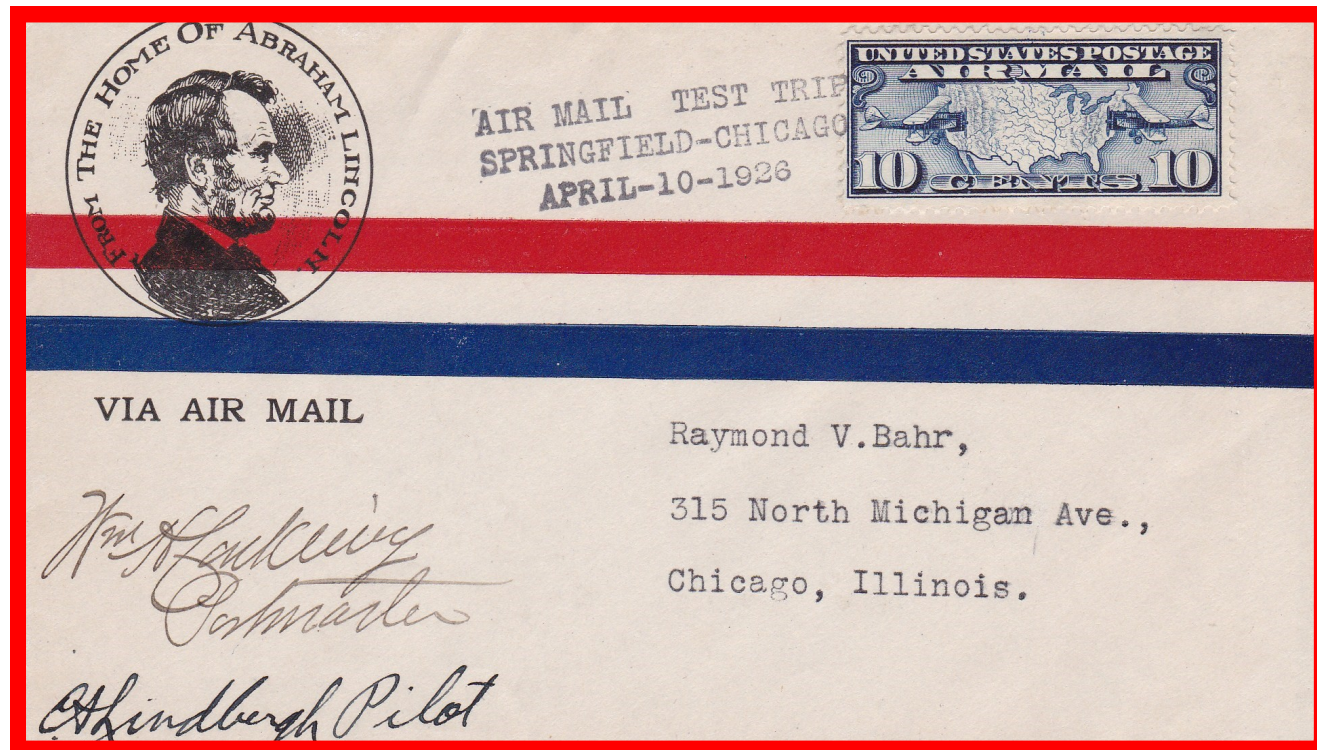
## Scope of the Exhibit

From 1926 until 1931 Charles Lindbergh carried mail by air. During that time The Lone Eagle was responsible for 125 inaugural flights. The exhibit illustrates examples from these routes and corresponding rates. For context, it includes material not flown by him but related to his New York to Paris flight.

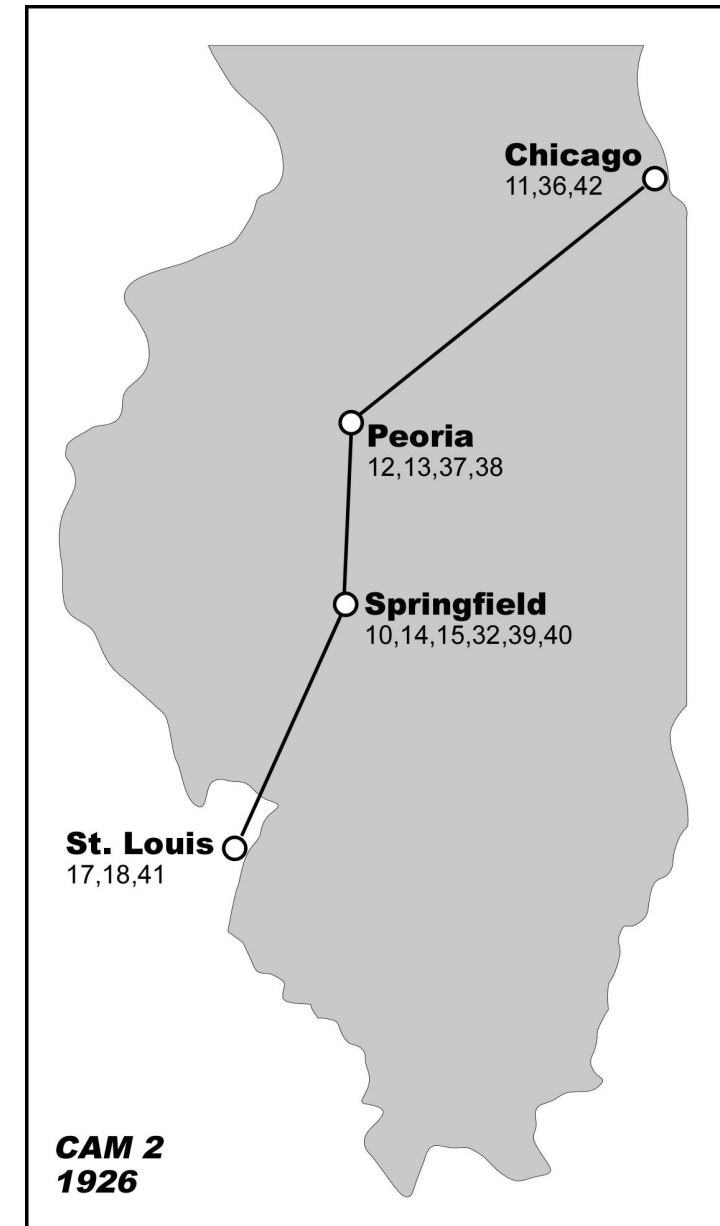
## Organizational Plan

Section 1	1926	CAM 2	Section 4	1929	FAM 5, 8 & 6
Section 2	1927	NY to Paris & WIAE	Section 5	1930	FAM 5 Expansion
Section 3	1928	Horseshoe	Section 6	1931	American Clipper

10. Springfield - Chicago test flight, 11 carried. Ex-Spooner

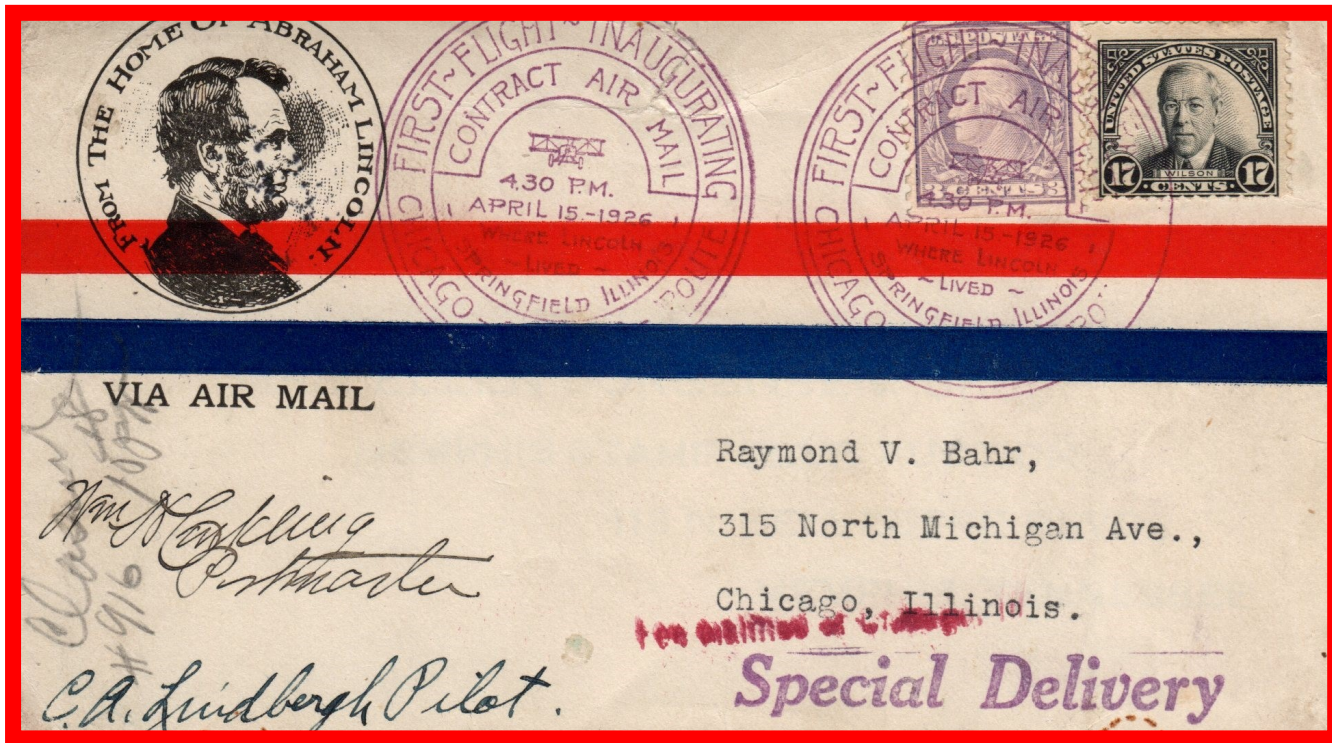


Flown covers have a number preceding the route.  
 Key items of interest are framed in red.  
 Rate information is found in blue.  
 Personal Research



The 1925, Kelly Bill authorized the Postmaster General to contract for air mail service. In the fall of 1925 Robertson Aircraft Corporation received the award for Contract Air Mail route 2 (CAM 2) between Chicago and St. Louis with intermediate stops at Peoria and Springfield.

The 278-mile route from St. Louis to Chicago via Springfield and Peoria gave three service points, outside of Chicago, to connect with the transcontinental air mail route operated by the Post Office Department.



Unused "test" cover used in 4:30pm flight from Springfield to Chicago backstamped 9:30pm and delivered by 10pm.



By 7:00am Lindbergh arrived in Peoria loading 23 lbs. (about 920 covers) into his plane. Backstamp confirms final destination at Springfield, IL.

11. Chicago 5:30 AM - Springfield



Departing Chicago at 5:30am Lindbergh arrives in St Louis at 10:30am.

Calculating number of items flown

Origin	pounds	by weight	postage	by postage
Chicago	87 lbs	3,480	\$347.2	3,472
Peoria (S)	23 lbs	920	\$91.8	918
Peoria (N)	40 lbs	1,600	\$161.9	1,619
Springfield (S)	93 lbs	3,920	\$372.3	3,723
Springfield (N)	385 lbs	15,400	\$1,500.3	15,003

Mail volume can be calculated using an estimate of 40 letters per pound, or by postage sold at 10 cents per piece. In 1920 the population census in Chicago was 2.7 million. They sent 3,480 envelopes. In contrast, Springfield sent 19,320 and had a population of less than 60,000.

Distance/Weight of Postal Material	01/26/26	02/01/27	08/01/28	08/15/29
< 1 oz.			5 cents	→
> 1 oz., additional oz.			10 cents	→
CAM route < 1000 mi., per oz.	10 cents			
CAM > 1000 mi., < 2000 mi., per oz.	15 cents	→	→	→
Govt. route if also CAM, per zone, per oz.	5 cents			
Any route, per 1/2 oz.		10 cents		

13. Peoria Northbound 5:30 PM - Chicago



Northbound flight from Peoria carried nearly double the load than the morning flight. Receiving cancel shows the mail arrived at 9:20pm and departed for surface delivery by 06:30am.

Previously unlisted Type 2 Springfield cachet. Franking pays round trip for one CAM route.



14. Springfield—St. Louis



Why is the Postmaster sending letters? Two zones (20 cents) to send mail to St Louis and to Seattle. Is this a professional test of early CAM flights (like Pan AM test mail in the 1940s) or was Conkling a collector? One of the few letters carried by Lindbergh on his New York to Paris flight was for Conkling.

Springfield	Apr 15	Depart	04:30 pm
Chicago	Apr 15	Arrive	09:30 pm
Salt Lake City	Apr 17	Arrive	11:30 am
Seattle	Apr 19	Arrive	07:00 am

Springfield	Apr 15	Depart	07:45 am
St Louis	Apr 15	Arrive	10:30 am
St Louis	Apr 15	Depart	03:30 pm

At the inauguration of CAM 2, Lindbergh flew 98 lbs. north from St Louis to the transcontinental hub at Chicago. The southbound trip transported 315 lbs. The Weekly Postage Report (from the last month Lindbergh flew the route) documents an average of 54 lbs. north from St Louis and 32 lbs. south from Chicago a day.

Calculated at 10 cents per letter and 40 pieces per pound, the route generated \$1,740 a week.

### WEEKLY POSTAGE REPORT

WEEK OF *March 26, 1927*

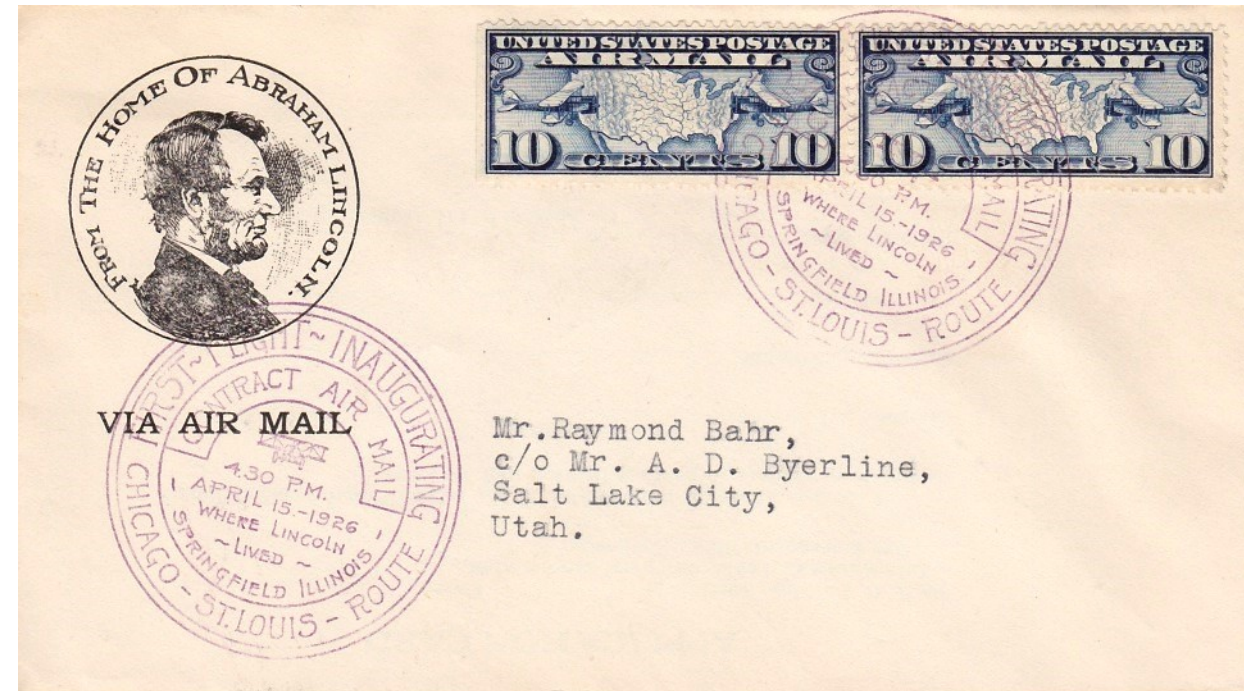
DATE	FROM ST. LOUIS				SPRINGFIELD			PEORIA		CHICAGO								
	NORTH				NORTH		SOUTH	NORTH	SOUTH			SOUTH						
	TO Springfield	Peoria	Chicago	Total North	Peoria	Chicago	Total North	St. Louis	Grand Total	Chicago	Springfield	St. Louis	Total South	Grand Total	Peoria	Springfield	St. Louis	Total South
Sun. 20																		
Mon. 21				55-8	8-3				7-04									
Tue. 22				61-14	8-				2-3	5-4			5-10					24-8
Wed. 23				47-8	8-6				2-5	8-3			5-10					29-8
Thu. 24				52-4	8-14				2-4	7-			2-13					22-
Fri. 25				54-6	8-6				2-4	8-2			2-13					50-
Sat. 26									2-4				2-13					37-8
TOTAL				271-8	41-13				9-0	35-13			16-10					163-8
WEEKLY TOTAL—NORTHBOUND				WEEKLY TOTAL—SOUTHBOUND					WEEKLY GRAND TOTAL									

14. Springfield Southbound - St Louis



Conkling called many meetings with the Chamber of Commerce and post office staff in the spring of 1926. From the first, air mail enthusiasts faced two major problems. A suitable landing field had to be procured and then prepared for the inauguration of air mail service.

15. Springfield Northbound 4:30 PM - Chicago



10¢ for CAM route plus 5¢ per zone. Chicago to Salt Lake is 1400 miles.

Most letters carried on inaugural flights of CAM 2 were Northbound from Springfield to Chicago. Of the estimated 25,320 covers carried that day more than half (15,400) moved from Springfield that afternoon. Letter in Chicago by 10:00pm and arrived in Salt Lake City two days later.

14b. Springfield Southbound (Northbound cachet) - St Louis



Congressman Ackerman, a noted philatelist, was regarded as an expert of US stamps and postal history. Part of his collection was bequeathed to the National Postal Museum.

15. Springfield - Chicago



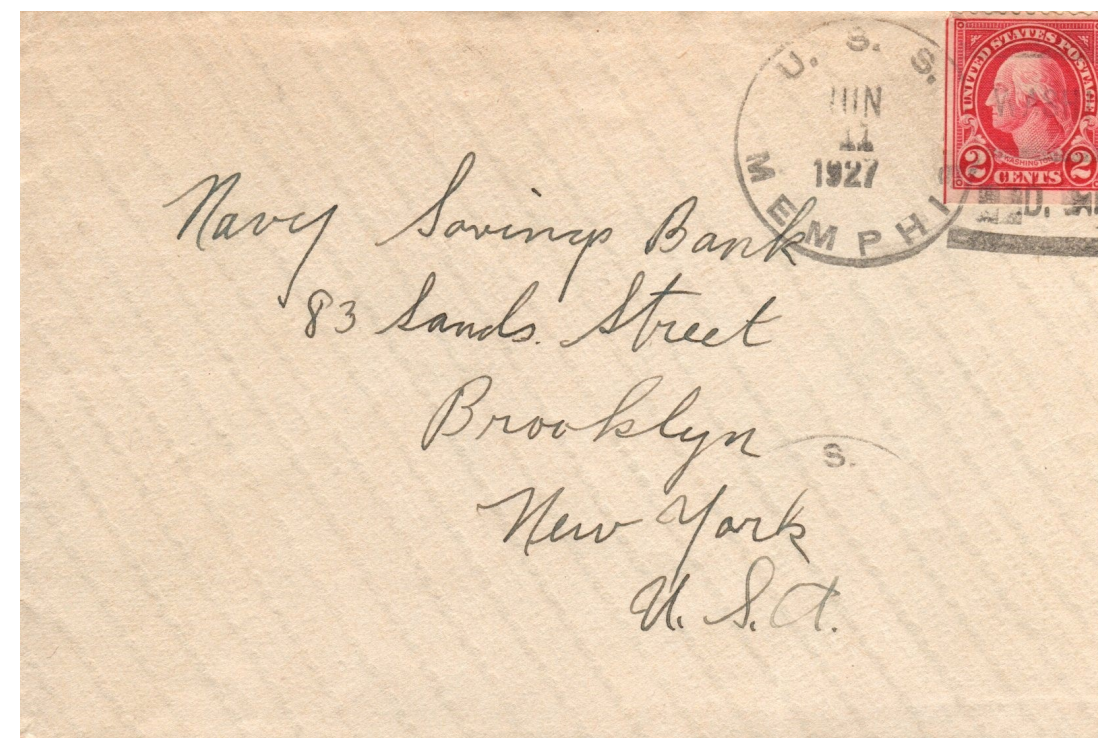
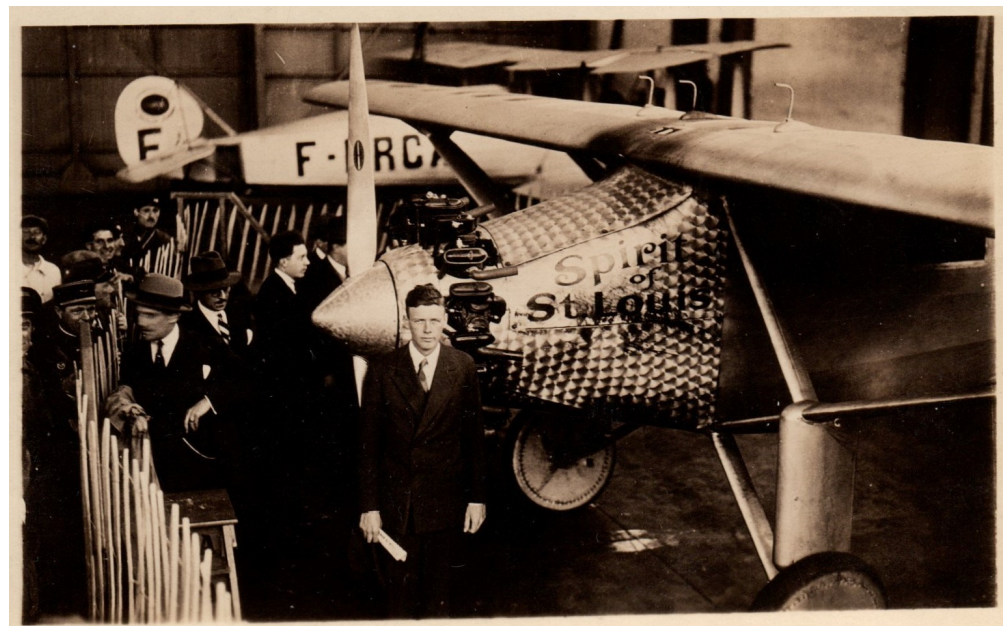
Unlikely that this cover made it to Fairbanks as no receiver marking is present.

Young Airmail pilot with Ambassador Herrick in Paris. Pressure to return to honors in the United States and mounting concerns about any countries not visited on a European tour strongly encouraged Lindbergh to return expeditiously to America.



The first of millions of pieces of fan mail addressed to the Lone Eagle. The Registered envelope was sent to "aviation Captain Charles A. Lindbergh on board the American Paquebot 'George Washington' Cherbourg.

Lindbergh insisted on supervision of the disassembly and crating of his aircraft. He waited for a representative from the Ryan Aeronautical Company to complete the task. This delay resulted in the George Washington sailing without the aviator and the Spirit of Saint Louis.



To transport America's hero and his aircraft home as quickly as possible, President Coolidge dispatched the battleship USS Memphis to France. It would depart Cherbourg June 4th and arrive in New York on June 11th.

32. Springfield—St. Louis

Following his epic flight in May, Lindbergh returned to his CAM 2 route as part of a 48 state Goodwill Tour. After landing in St Louis the envelope went to New York to await a ship to Europe as no regular transatlantic Airmail service was yet available. Why it ended up in Zurich instead of Berlin is unknown.

Springfield	Aug 15	Depart	01:00 pm
St Louis	Aug 15	Arrive	05:00 pm
New York	Aug 17	Arrive	12:30 am
New York	Aug 17	Depart	09:00 am
	Aug 22	Arrive	
Zurich	Aug 24		

Overpaid (by 2 cents) on Bahr stationary. Postage may have paid Airmail plus surface rate. Autographed by Lindbergh's hero, WWI "Ace of Aces" Eddie Rickenbacker, who would lead Eastern Airlines. Rickenbacker won the Medal of Honor in combat while Lindbergh was the first to receive the award in peacetime.

32d. Springfield— St. Louis

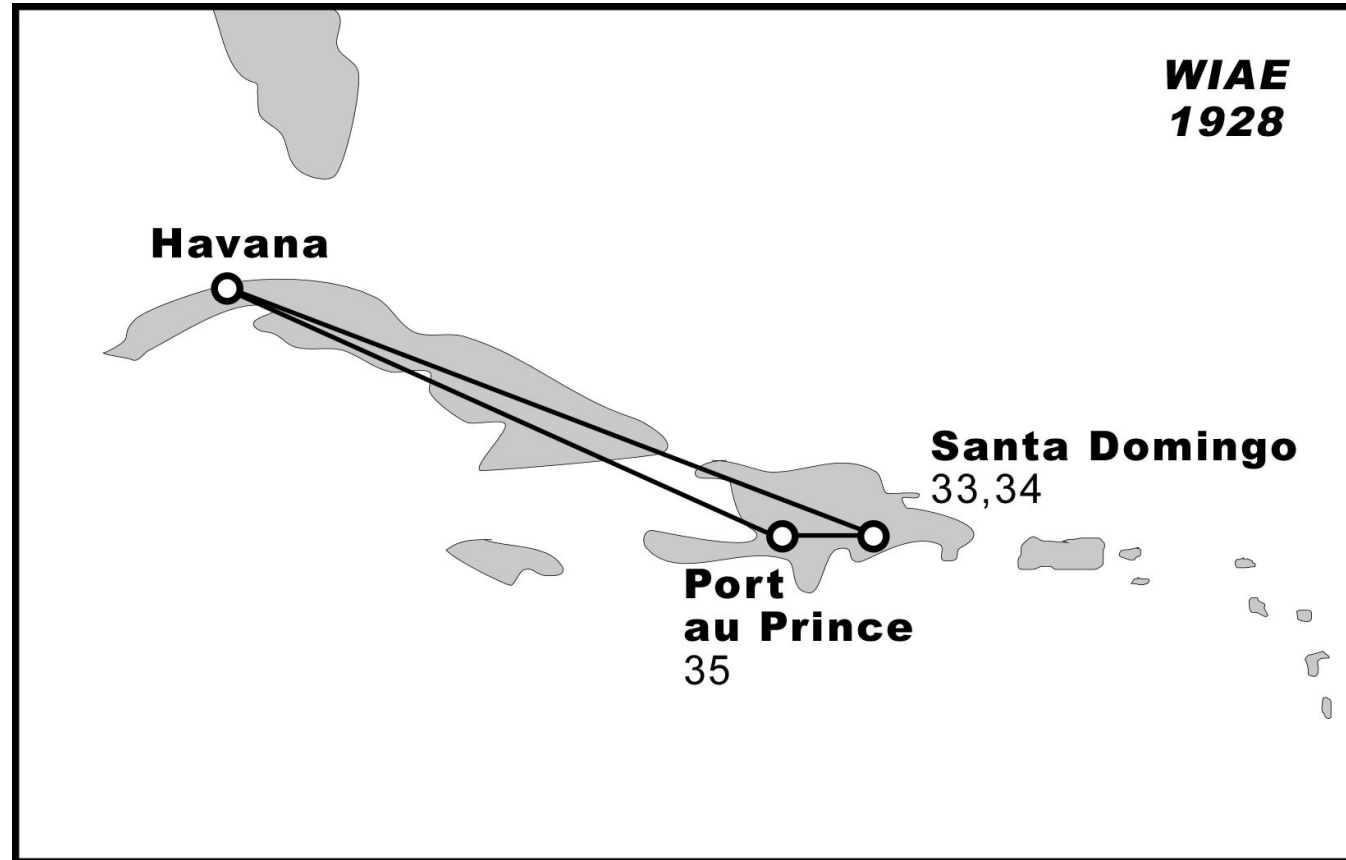


32. Springfield—St. Louis



After declining \$1,000 to carry a pound of covers for a stamp dealer, Lindbergh decided to carry only two—one for his Robertson Aircraft friend, Brandeweide, and the other for Conkling when he set out to fly the Atlantic. The envelope was carried by Lindbergh's boyhood friend, Bud Gurney, with whom he had taken his first airplane ride in 1922.



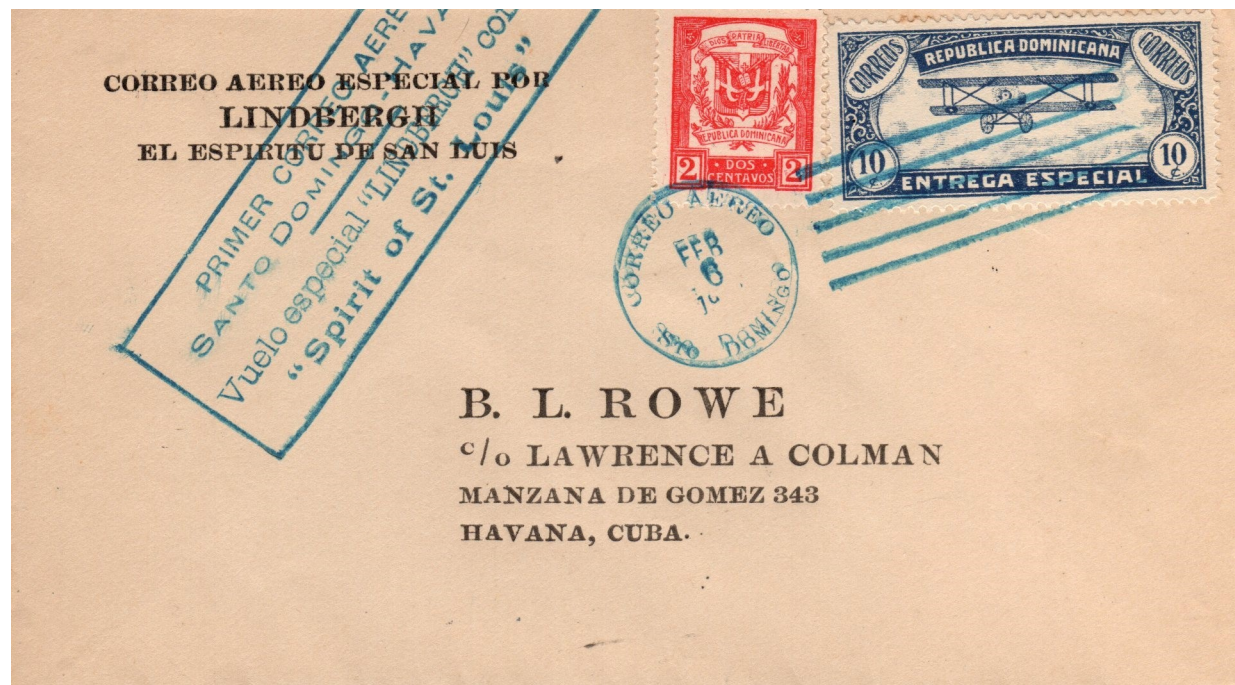


33. Santo Domingo — Port au Price, Haiti



During Latin America Goodwill Tour, Lindbergh, who was working with Pan American Airways and knew Rowe, agreed to carry three sacks of mail in the *Spirit of St Louis*. Pan Am wanted to acquire West Indian Aerial Express. 1,607 pieces were carried.

34. Santo Domingo — Havana



35. Port au Prince — Havana



Basil Rowe learned to fly in the Great War. He barnstormed the West Indies and United States until July 1927. He became chief pilot for West Indian Aerial Express which was absorbed by Pan Am in September 1928. 1,570 envelopes from Santo Domingo were carried in the *Spirit*. Volume from Port of Prince unknown as many lost in 1931 hurricane.

"In the plane with me were three sacks of airmail. The first airmail ever carried in the '*Spirit of St. Louis*'. One bag was from Santo Domingo. Although I left it in the plane for two days, while in Port au Prince, it still got to Havana sooner than it would have by boat".

36. Chicago— Springfield



Double rate Springfield (20th 4pm) to Chicago (21st 4am) and return by 9am on Feb 21st.

40. Springfield—Chicago



Gorham cachet on early morning flight from Peoria to Springfield.

37. Peoria—Springfield

36fb. Chicago—Springfield



Volume of philatelic mail posted that weekend was massive. Motor trucks employed in Chicago moved planeloads of envelopes. Of the 310,522 covers known carried by Lindbergh more than half (170,880) were flown that weekend.

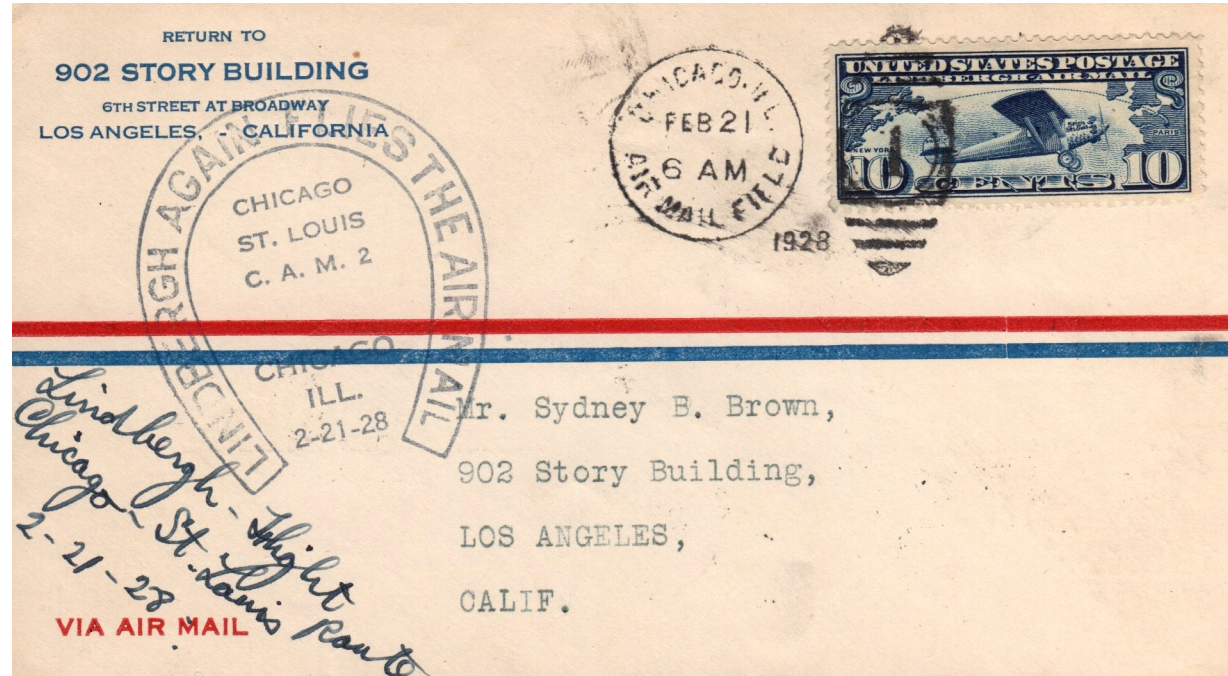
38. Peoria—Chicago



Flight the previous evening from Peoria to Chicago. Backstamped Detroit at 2pm Feb 21st and then sent Express to Montreal the following day. Unusual mixed franking.



36f. Chicago—St. Louis



Far less common than standard city machine cancel are postmarks from Chicago Air Mail Field. Shown here is an attractive C10 on an air mail envelope.

10¢ for domestic airmail Detroit to Cleveland. Transported to New York where 3¢ paid overseas letter rate.

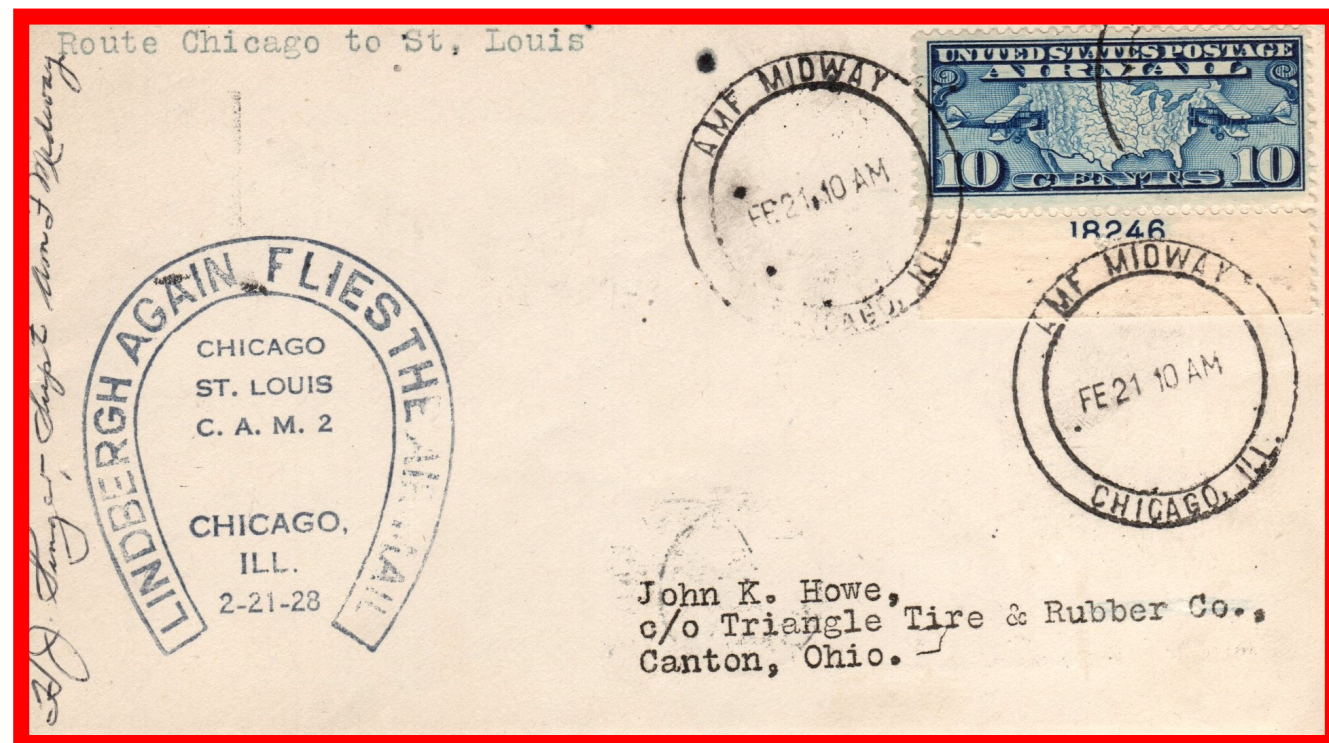
36f. Chicago—St. Louis



Chicago, IL	Feb 21
St. Louis, MO	Feb 21
Omaha, NE	Feb 22
Pasco, WA	Feb 24
Hong Kong	Mar 6
Bangkok, Siam	Mar 28

Lindbergh carried it for 310 miles by air for 10 cents. Three cents took it the remaining 8,242 miles.

36f. Chicago—St. Louis



In an effort to differentiate from the other 170,880 "horseshoe" covers carried by Lucky Lindy, a collector obtained a very scarce Midway cancel.

36. Chicago—Springfield



By the time Lindbergh came back to visit in 1928 the original pilots (Lindbergh, Nelson & Love) had been replaced by Leslie Smith, EL Solonger, and Slim's friend Bud Hurley. Tribute label was produced by the American Booklovers Society.

39. Springfield—St. Louis



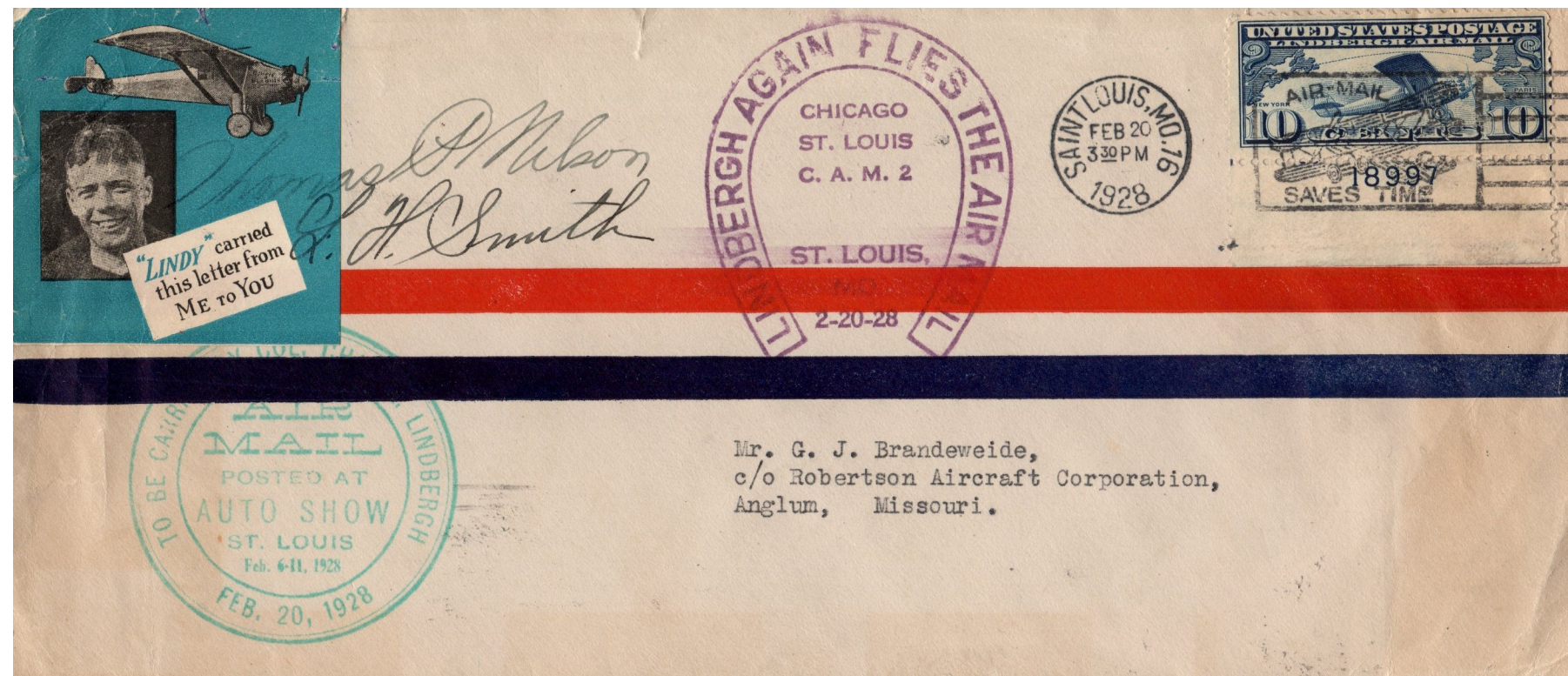
40. Springfield—Chicago



Gurney, Lindbergh and Sloniger moved 778 lbs. Springfield to Chicago on February 20th.

Letter sent from Conkling addressed to Bud Gurney at Robertson Aircraft Corporation. Pilots for this flight included Lindbergh, Love, and Gurney. 112 lbs. of mail carried.

41. St. Louis—Chicago



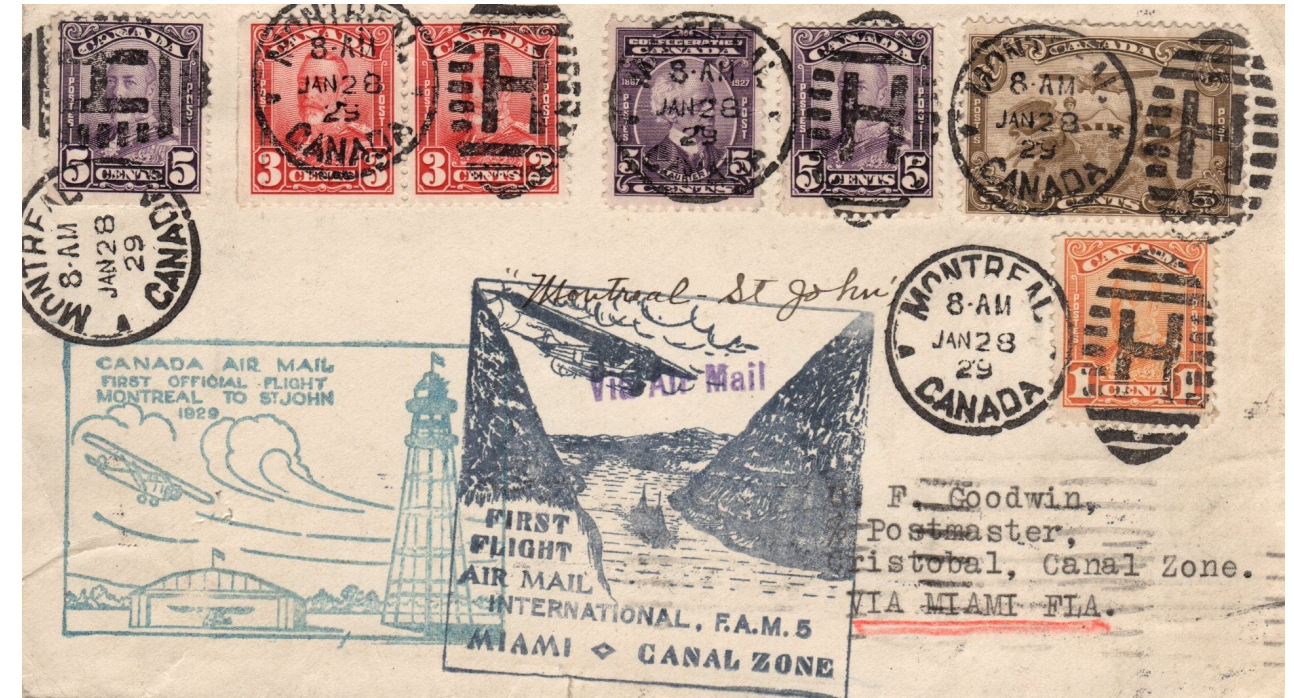
This cover belonged to G. J. Brandeweide, employed as Superintendent of Robertson Aircraft Corporation when Lindbergh was Chief Pilot. Lindy carried two letters on his transatlantic flight. One for Postmaster Conkling and the other his friend, Brandeweide.

42. Milwaukee—Chicago—Springfield



North of Chicago folks wanted covers carried by the Lone Eagle. This envelope arrived from Milwaukee at 4:00am and made the trip arriving in Springfield at 9:00am.

43. Montreal - Miami - Cristobal



Montreal	Jan 28	Depart	08:00 am
St John	Jan 28	Arrive	02:00 pm
Miami	Feb 6	Depart	02:30 pm
Cristobal	Feb 6	Arrive	04:30 pm

Following the first flight from Montreal to St John, the envelope continued to Miami to await Lindbergh's FAM 5 hop to Cristobal. The back has receiver marks from New Brunswick, Florida, and the Canal Zone.

43. Miami—Cristobal—Quayaquil



Miami	Feb 4
Cristobal	Feb 6
Cartagena	Feb 8
Barranquilla (Arr)	Feb 9
Barranquilla (Dep)	Feb 22
Quayaquil	Feb 24

SCADTA, based at Barranquilla, sought a mail contract to carry from Key West to Panama. To block effort of the German financed airline flying near Panama Canal, US Post Office instead promoted a fledgling concern created by three Army pilots, Jack Jouett, Hap Arnold, and Carl Spatz who named their company Pan American Airways.

43. Miami—Cristobal—Cali



Columbia granted Sociedad Columbo-Alemana de Transportes Aereos (SCADTA) monopoly to carry mail in Columbia, maintain post offices and print stamps. When sold in foreign consulates stamps bear an overprint of the nation (A for Austria, B for Belgium, C for Cuba, etc.). Note the US (EU) consular overprint. SPOONER reports as rare.

43. Miami—Cristobal—Tegucigalpa

43. Miami—Cristobal—Belize



★ Under Sioras scheme, intermediate stops are not based on geographic proximity. Mail originating in Colombia transported past Honduras to arrive Belize.

★ According to Lindberghiana expert George Sioras, mail received in Panama from Miami proceeded to "intermediate stops" in Latin America. He identified Belize City as stop number 3 and Tegucigalpa as stop number 4. Since mail is known to Punta Arenas, this has been labelled stop number 2. FAM 5 mail destined for addresses other than Cristobal would be sent to Cartagena and then frequently to Barranquilla (home of SCADTA). It is unclear under this scheme which the Columbian city would be intermediate stop number 1.



43. Miami—Cristobal—Punta Arenas

44. Cristobal—Miami



Lindbergh carried mail with a complete C-10a booklet. Overpaid by 3¢.

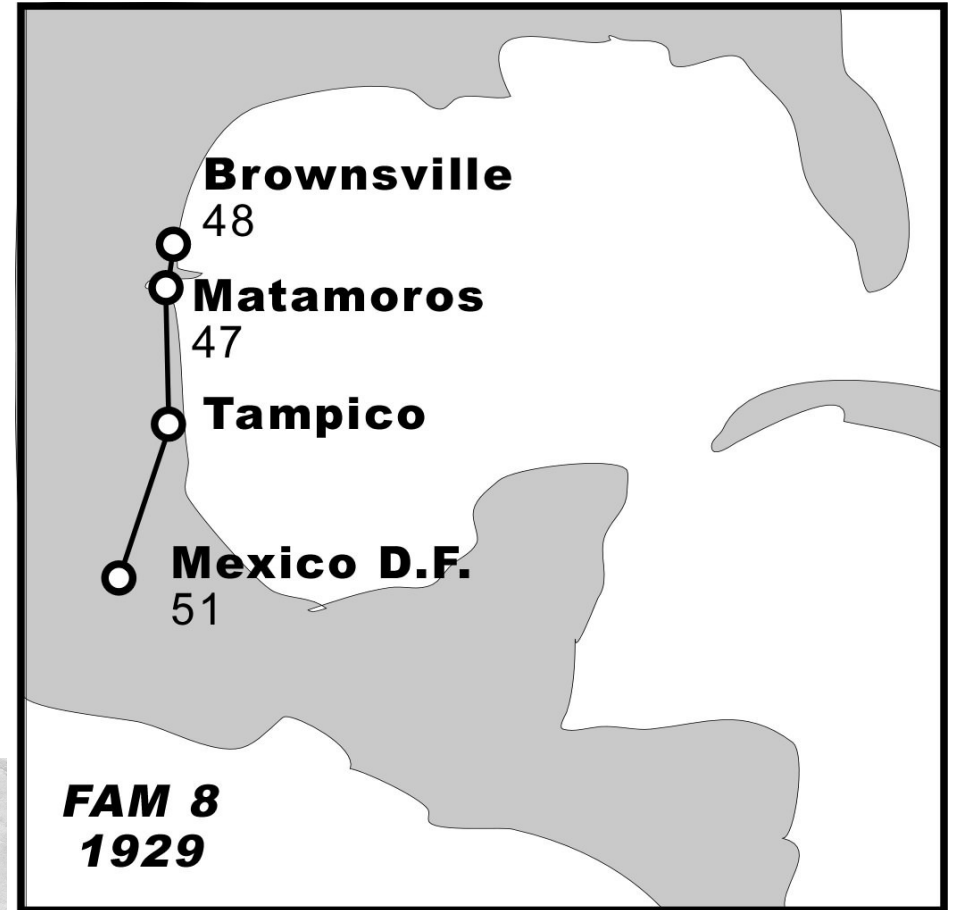
27c Airmail  
15c Registered

★ Following the airmail stamp made to honor the 25 year old Airmail pilot, the Post Office Department issued the first Airmail stamp in booklet form two years later.

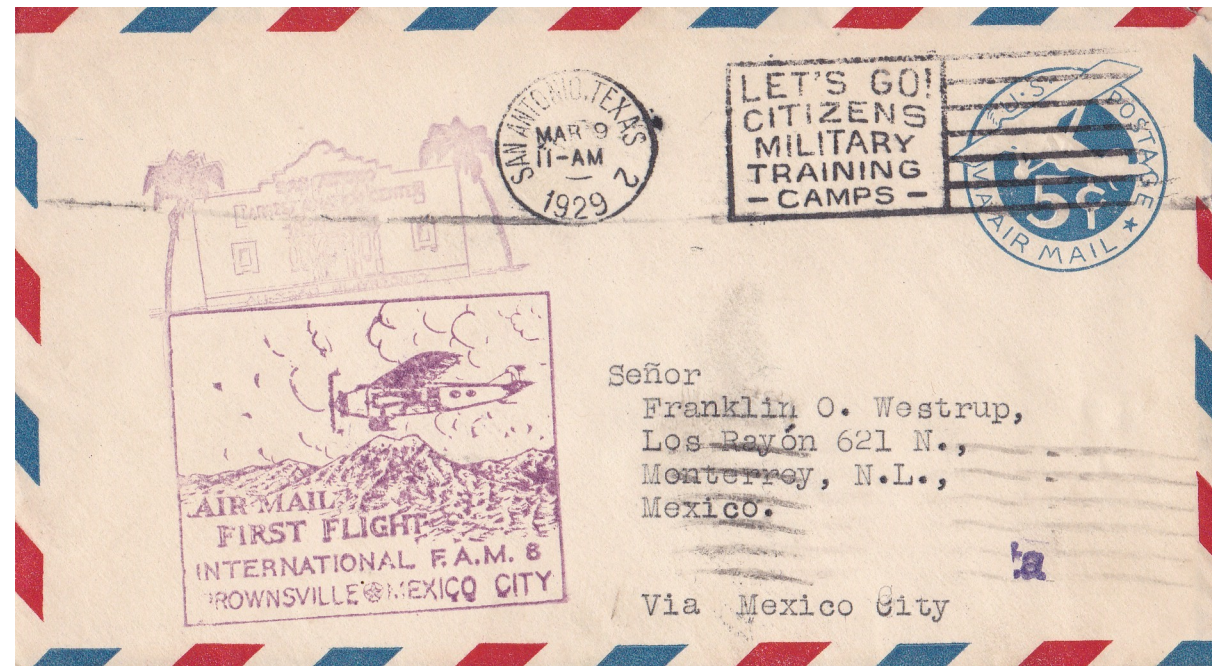
On return only Canal Zone mail officially sponsored by US Post Office. As a courtesy, Pan Am carried Panama mail in second aircraft. Not carried by Lindbergh, the "Outlaw Flight" became associated with collectors. The courtesy was severely criticized in aerophilatelic circles.

47. Matamoros—Mexico City

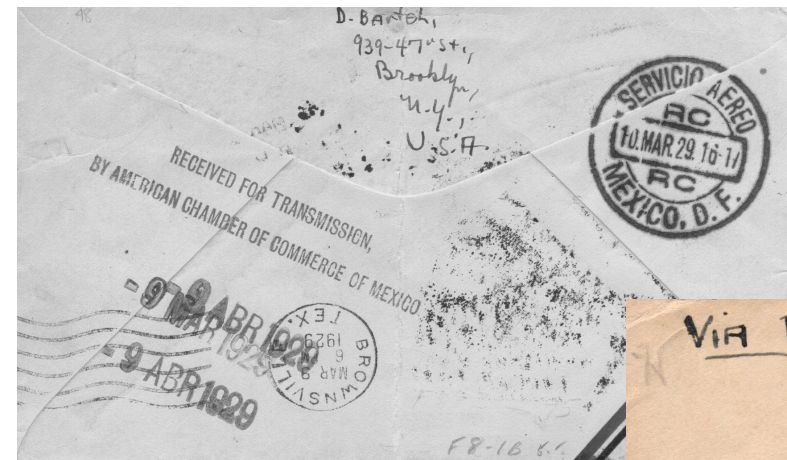
Mexican subsidiary of Pan Am inaugurated FAM 8 service between Matamoros and Mexico City uprated on Airmail entire.



48. Brownsville—Mexico City



This envelope entered the mail stream in San Antonio. Backstamped Brownsville where the first flight to Mexico City originated. Receiving marks Tampico (Mar 9), Mexico City (Mar 10) and finally Monterrey (Mar 13) are found on the reverse.



48. Brownsville—Mexico City

Overpaid (by 2 cents), held three days at Brownsville for FAM 8 flight. Some mail bags overlooked in wings of Lindbergh's plane for a month. Backstamped in Mexico City with original March 10th arrival date "in order not to destroy their philatelic value". Letters discovered April 9th, this piece not likely "Lost Mail". Supplementary postal or commercial backstamp dated between April 12th and 17th is required.

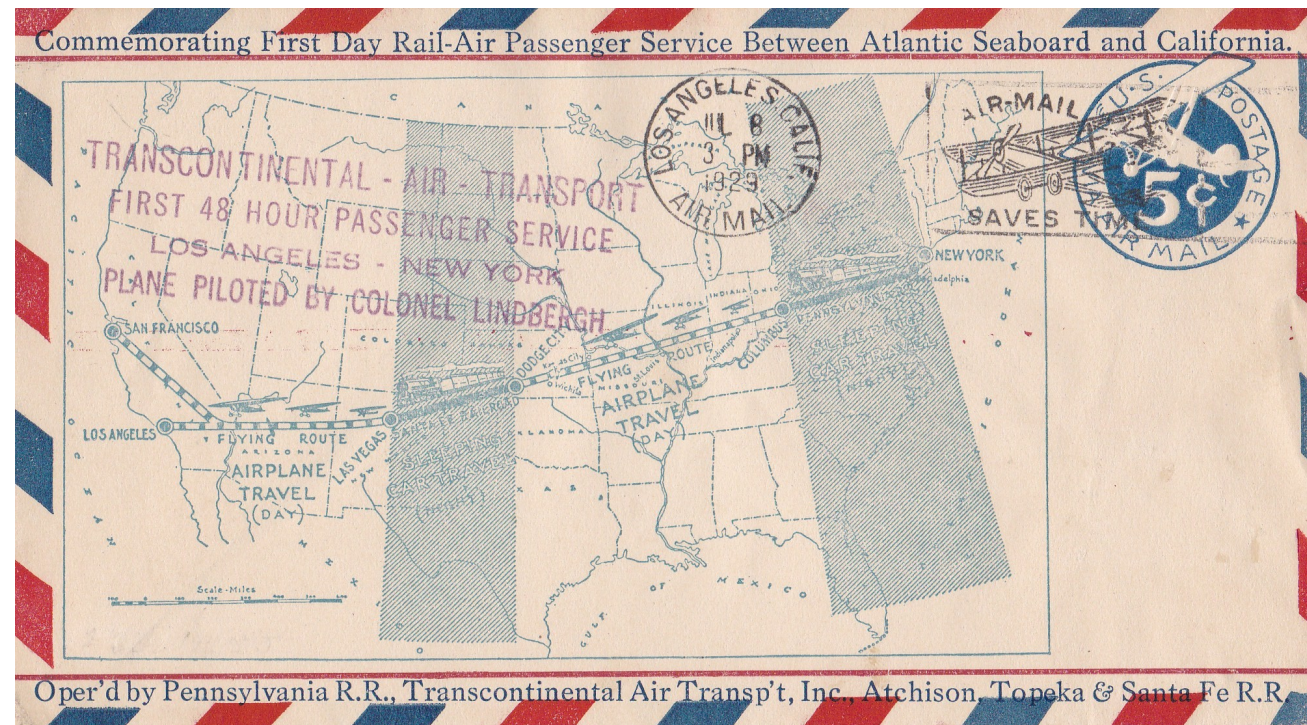


51. Mexico City—Brownsville



First Class (10¢), Airmail (25¢), Registration (20¢), and Special Delivery/Express (20¢). Underpaid by 13¢. Despite the Express service it still took 22 days to arrive in Philadelphia.

Los Angeles—Winslow



Transcontinental Air Transport (TAT) was an ambitious plan to provide cross country mail service in two days. Passengers and mail by air during daylight hours and by rail during the night. On July 7th in 1929, TAT inaugurated coast-to-coast air and rail service on the route laid out by Lindbergh from New York to Los Angeles.

52. Los Angeles—Winslow

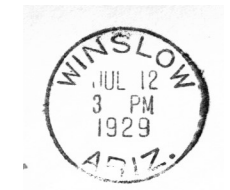


Envelope above postmarked on July 7th at 11pm. It is one of only a handful identified with possibility of being carried on inaugural flight. Like virtually all mail from this initial service, it carries no receiving mark.



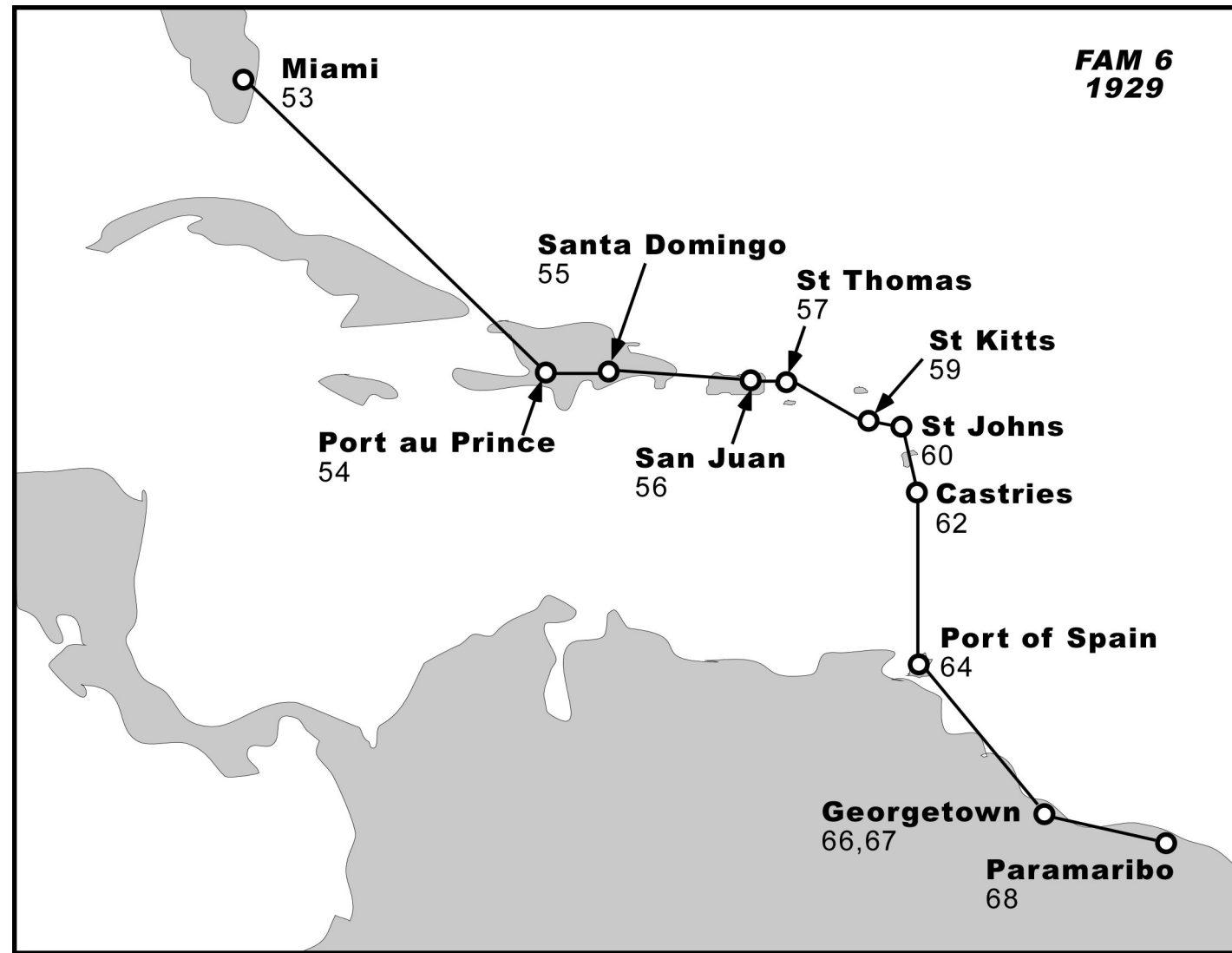
Lindbergh flew first eastbound leg of the transcontinental route on July 8th. Unfortunately, TAT did not have a POD contract to carry the mail. Additionally, virtually all cards and covers with Los Angeles cancel are postmarked at 3pm. Lindbergh left at 8:50AM so all covers marked July 8th did not make flight.

3pm cover with a Winslow, AZ receiving mark. In addition to being too late to post, the backstamp is dated four days later. Hardly supporting evidence of speedy transit by TAT.



Los Angeles—Winslow





53. Miami—Paramaribo Ex-SPOONER



Accompanied by his new bride and Juan Trippe (and wife) from Pan American, Lindbergh blazed the FAM 6 Extension piloting a Ford tri-motor Fokker. At San Juan they switched to a pair of S-38 Sikorsky flying boats as seen on cachet. Franking includes C10a booklet stamp.

**Airmail letter rate 1 oz. or less 1929**

ORIGIN	DESTINATION									
	Miami	Port au Prince	Santa Domingo	San Juan	St Thomas	St Johns	Castries	Port of Spain	Georgetown	Paramaribo
Miami					10c	25c	25c	25c	40c	40c
Port au Prince					1G	2G 25c	2G 25c	2G 25c	3G	3G
Santa Domingo					12c	20c	20c	20c	40c	40c
San Juan					10c	25c	25c	25c	40c	40c
St Thomas						25c	25c	25c	40c	40c
St Johns							9d	9d	1S 4 <sup>1/2</sup> d	1S 4 <sup>1/2</sup> d
Castries								1S 4d	1S 4d	
Port of Spain									9d	9d
Georgetown	61c	52c	52c	61c	61c	29c	38c	19c		21c
Paramaribo		1G 15c		1G 6c					52 <sup>1/2</sup> c	
	United States	Haiti	Dominican Rep	Puerto Rico	USVI	Antigua	St Lucia	Trinidad	British Guiana	Suriname
				US Territory	Leeward Is.	BM	Lesser Antilles	BM	Guyana	Dutch Guiana

53a. Montreal—Miami—St. Thomas



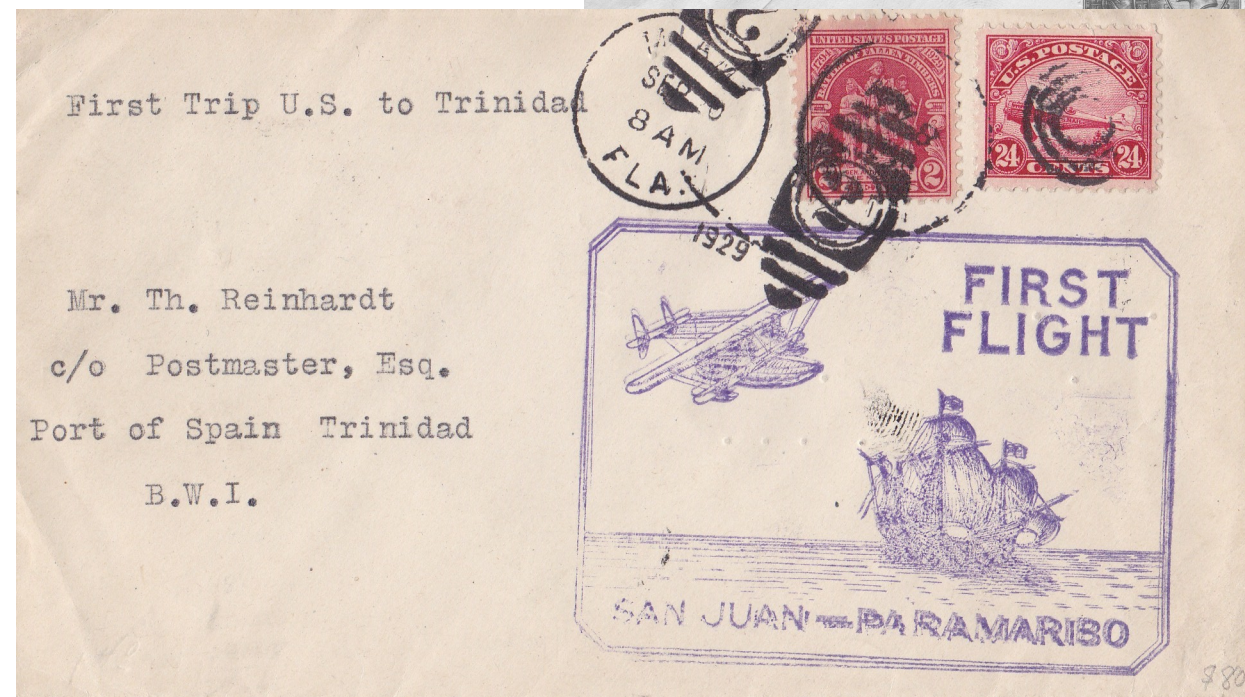
Canadian cover overpaid by 2 cents (same as US rate) sent to General Delivery, a holding destination for collector mail or sent to someone who has not established a local address.

53b. Miami—St. Johns



Much of FAM 6 inaugural mail collected and held in Puerto Rico for Lindbergh's arrival. While most mail has a single postmark on the face, many FAM 6 sport both Miami and San Juan cancel. Unusual C6 airmail and commemorative used to make up the mid-Extension rate.

53d. Miami—Port of Spain



Round trip sent from US to Trinidad with Lindbergh (overfranked by one cent). Returned on Northbound flight (65) by another pilot.



53c. Miami—Castries



As the sun rose on September 22, Lindbergh flew the short hop from San Juan to St. Lucia.

53e. Miami—Georgetown



Appropriately franked letter Miami to Georgetown. Same rate as to Paramaribo.



54. Port au Prince—Paramaribo 137 pieces



Beginning with landing of US Marines at Port au Prince in 1915, the United States occupied Haiti. Combination of potential German military threat and encouragement of powerful American business interests resulted in control lasting until 1934.

When Lindbergh visited in 1929 Occupation had been a mixed blessing. Some corruption and instability had been quelled. Infrastructure much improved but poverty continued unabated. Weeks after the inaugural flight, student protests and general strikes convinced Hoover Administration to create an exit strategy. Following the election of FDR the Marines left.

As the longest leg of the route, letters posted from Haiti to Dutch Guiana required 3 gourde. All received the Lindbergh First Flight blue handstamp.

54b. Port au Prince—St. Johns 113 pieces



Close to St Lucia and halfway through route, charge was 2.25 gourde.

54a Port au Price—St. Thomas 107 pieces



From Port of Prince to St. Thomas assessed one gourde, 50 centimes.

54c. Port au Prince—Castries 130 pieces



Intermediate stop, at Castries, also required payment of 2 gourde, 25 centimes.

54d. Port au Prince—Port of Spain 123 pieces



The S-38 could takeoff from either land or water, climb at 1,000 feet per minute fully loaded, cruise at 110 miles per hour with a maximum speed of 130 miles per hour, and could fly on one engine. No other contemporary amphibian had comparable performance characteristics.

It was Sikorsky's first commercial success. The S-38s operated around the globe pioneering executive travel and establishing many first air mail and passenger air routes. It was estimated that S-38s flew over 25,000,000 miles, about one thousand times around the world.

Most philatelic mail carried on the inaugural flight was sent by an employee of the Public Health Service of Haiti headquartered in Port of Prince.

54e. Port au Prince—Georgetown 101 pieces



54e. Port au Prince—Georgetown 101 pieces



During this period Haiti used "internal" and "external" stamps. Normally, postage was paid in gourde and centimes. Rate from Port au Prince to Georgetown was 3 gourde. Here an external stamp of 1 piaster was used.

Key to this series is the Georgetown leg with just 101 covers transported. No intermediate stops from Haiti were common. Six possible destinations total only 711 envelopes.

55. Santa Domingo—Paramaribo 25 pieces



Harder to document than Haiti is Dominican Republic. Total carried for all six destinations is only 151 envelopes. This one sent to Paramaribo is returned as not claimed.

Christopher Columbus arrived in 1492 on the island he named Hispaniola. His younger brother Bartholomew remained and in 1495 renamed Spanish settlement "Santo Domingo", in honor of Saint Dominic. It became the oldest European city in the Americas. Subsequent expeditions led to Ponce de León's colonization of Puerto Rico, Diego Velázquez de Cuéllar's colonization of Cuba, Hernando Cortes' conquest of Mexico, and Vasco Núñez de Balboa's sighting of the Pacific Ocean were all launched from Santo Domingo.

55a. Santo Domingo—St. Thomas 66 pieces



Samuelson claims 2 centavos plus a 10 centavos air mail fee was all required to any of the destinations. Interestingly, of the five pieces shown, this one, at least according to Samuelson, is the only one that isn't overfranked.

55b. Santo Domingo—St. Johns 15 pieces



C A Boillod was Field Manager and Traffic Representative for airfield in Santa Domingo.

55c. Santo Domingo—Castries 17 pieces



Clearly carried Dominican Republic to St. Lucia but interestingly unaddressed.

55d? Santo Domingo—Port of Spain 23 pieces



Piece destined for Port of Spain but ended up at Castries. Does this change the count to Port of Spain to 22 and count to Castries to 18? Were other pieces (like previous envelope which was unaddressed) similarly misdirected?

55e. Santo Domingo—Georgetown 5 pieces

Rarest of the Santo Domingo dispatches. Samuelson's belief that all points required just 12 centavos does not seem accurate. Nearest destination (St. Thomas) was franked at 12 centavos. Castries had 25 centavos on the envelope. Misdirected Port of Spain had the wrong postage. Being farther than Castries one would imagine either the same (25 centavos) or more. It had 20 centavos and did not show postage due. Farthest destinations (Georgetown and Paramaribo) are both franked 40 centavos as one might expect.



	Spoooner	Samuelson	Weisz	Ball
St Thomas	12c	12c	12c	12c
St Johns	12c		15c	15c
Castries	25c	12c	25c	25c
Port of Spain	12c	15c	15c	20c
Georgetown	15c		15c	40c
Paramaribo	15c	12c	12c	40c

Various amounts of postage found on envelopes. With the exception of St Thomas where all examples were 12 centavos, each destination had significantly different amounts with no Postage Due or evidence of philatelic overpayment.

56b. San Juan—St. Johns

56. San Juan—Paramaribo EX-SAMUELSON



25¢ postage  
15¢ Registration

"T" is the international indication for Tax, or postage due. In this case, full trip from San Juan to Paramaribo was 40 cents. Underpaid by 10 cents (or 50 centimes). Unclaimed mail sent to General Delivery returned to sender after 5 days the postage due was never paid.



On Sept 13th pilot Sid Malloy was killed in Fort McPherson, GA when his Southbound New York to Atlanta flight hit a radio mast. About a third of the mail from the burned wreckage was salvaged including this Registered piece that Lindbergh carried from St. Juan to St Johns. A week after being postmarked in Tortola BVI, it went by ferry to St Thomas where it caught a flight back to Miami and then New York. It was returned to the collector after 8 weeks of travel. Overpaid by one cent.

10¢ postage  
15¢ Registration

56a. San Juan—St. Thomas



Jaime Gonzales, a collector living in San Juan, used these colorful airmail envelopes with a scene of the harbor of San Juan to document Lindbergh's travels.

56c. San Juan—Castries



This piece to the Windward Islands is overpaid by one cent.

56d. San Juan—Port of Spain (return to Miami)



E C Titus enjoyed sending miniature envelopes at a time before the Post Office exacted a surcharge for non-standard sized covers. Here he overpaid by 5 cents. Barbados lays halfway between St Lucia and Trinidad where the correct rate for both is 25 cents. It left San Juan on the 22nd and arriving Castries the same day. A backstamp records arrival in Barbados on the 27th.

56c. San Juan—Castries—Bridgetown



Grover Loening was an aviation giant. He attended Columbia University receiving the first degree in Aeronautical Engineering. He ran the Wright Company in Dayton for Orville Wright. He designed and tested his own aircraft and his employees would form Grumman Aircraft.

56e. San Juan—Georgetown



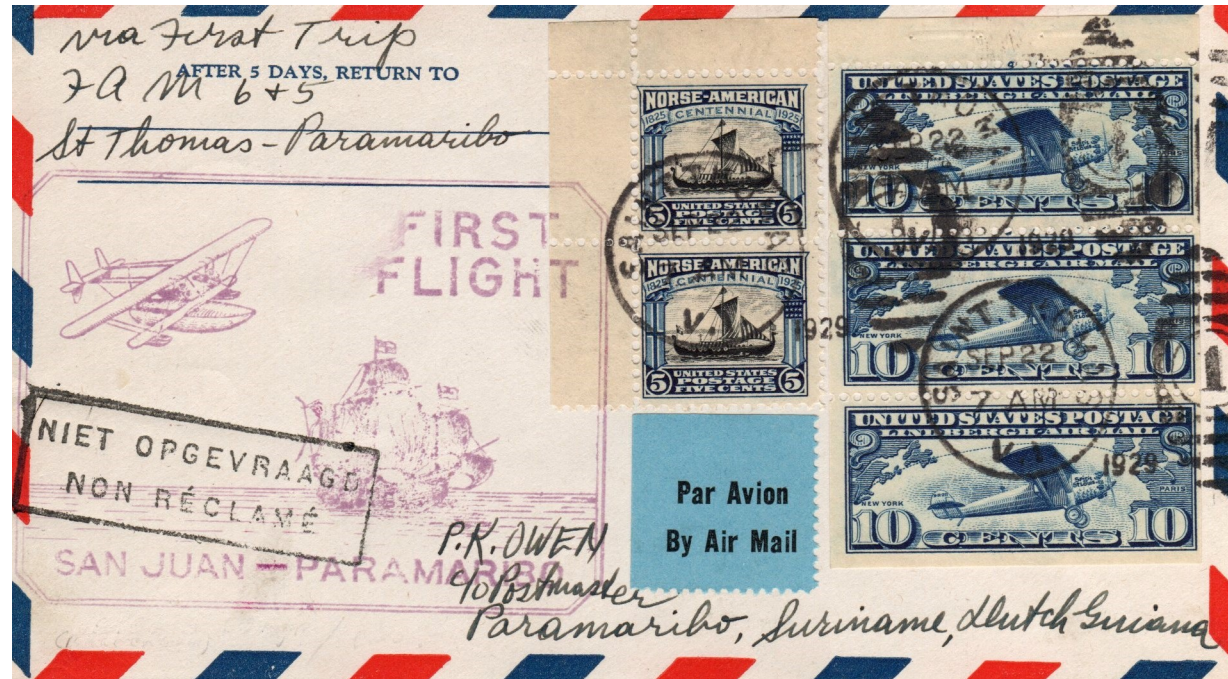
C-10a pane and two copies of the Ericsson Memorial issue pay correct rate from Puerto Rico to British Guiana. Envelope opened and resealed with cellophane tape and Post Office Seal from the lower right corner of a 20 issue pane. As with all mail sent for collectors, the envelope was uncalled for and returned to sender.

56d. San Juan—Port of Spain



George T. Street of Havana, Cuba offered a subscription service to early airmail collectors. His ads appeared in the first edition of the *Air Post Journal* in 1929.

57. St. Thomas—Paramaribo



Travel the full route from Virgin Islands to Dutch Guiana in South America required 40 cents. Here collector's cover held by the Postmaster for five days and returned as not claimed.

57b. St. Thomas—Castries



57a. St. Thomas—St. Johns



57c. St. Thomas—Port of Spain



By 1929 St Thomas, St Croix, and St John (the US Virgin Islands) had been part of the United States for 12 years. They were bought for \$25 million dollars in gold.

57d. St. Thomas—Georgetown



Interestingly, the return instructions are typed but not the address in British Guiana. It appears in pencil and may have been added by a subsequent collector seeking to understand the routing of the envelope. Like unaddressed covers seen on inaugural flights earlier in the exhibit that were routed correctly there must have been postal authorities supportive of collectors.

For intermediate distances a fee of 25 cents was required.

59a. St. Kitts—St. Johns Ex-SPOONER 28 pieces (all destinations)



In August 1930 Havana dealer George Street offered a St Kitts to San Juan for \$50. In the same issue, Royce Wright advertised a St Kitts to St Johns to Miami for \$50. Only known St Kitts mail to Canada.

Envelope from local resident to the cable office in St. John's. Since collectors were not notified of this unscheduled stop very few pieces are extant to document the trip. Spooner, who displayed this extraordinary example in his award winning exhibit,

59a. St. Kitts—St. Johns —Miami 28 pieces (all destinations)



59a St. Kitts—St. John's—San Juan 28 pieces (all destinations)



59c. St. Kitts—Port of Spain 28 pieces (all destinations)



Both Spooner and Samuelson exhibited Gonzalez covers sent to San Juan. Gonzalez normally addressed his mail in care of the Postmaster at the location the route was scheduled. Here the address is his post office box in Puerto Rico. Did he suspect unscheduled stops? Who applied the postage? Is the rate correct or overpaid? At least 3 of 28 St. Kitts covers are Gonzalez addressed to San Juan. Are there more?

Was any St. Kitts mail non-philatelic? The handwriting differs from the "Bell" example so was prepared by someone else. Was mail awaiting transport by boat when the Leeward Islands Governor asked Lindbergh to fly it? Sender posted letter to a St. Kitts resident (himself?) suggesting in-





60a. St. John's—Castries



Spoooner reported 9d, both north and south, was correct rate to Antigua and St. Lucia.

60b. St. John's—Port of Spain



60c. St. John's—Georgetown



Commercial cover addressed to business in Georgetown. Banks were early adopters of airmail as it enabled them to clear bank drafts faster. Perhaps for privacy reasons the name of the addressee has been excised prior to receipt by the collector.

60b. St. John's—Port of Spain—Martinique



Postage of 10d paid from Antigua to Trinidad before returning north to Martinique.

62a. Castries—Port of Spain



62b. Castries—Georgetown



St Lucia did not have a First Flight cachet but did produce a circular Air Mail cancel.

64a. Port of Spain—Georgetown



Same day service Port of Spain to Georgetown. The flight departed at 7:30am from Trinidad and sports a receiving mark of 2:00pm in British Guiana.

64. Port of Spain—Paramaribo



66. Georgetown—Paramaribo



6c Non-British  
15c Airmail

9d paid to post this envelope from Trinidad to Dutch Guiana.

One of 376 covers posted from British to Dutch Guiana.

67. Georgetown—Miami



6c Non-British  
 55c Airmail  
 6c Registered  
  
 2c underpaid

Most common segment flown from Georgetown was the complete trip to Miami and beyond.

67a. Georgetown—Port of Spain



4c British  
 15c Airmail  
 6c Registered

Registered rate for this first flight to Trinidad. 345 pieces carried.

67b. Georgetown—Castries 97 pieces carried.



4c British  
 34c Airmail  
 6c Registered  
  
 8c underpaid

4c British  
 15c Airmail  
  
 4c underpaid

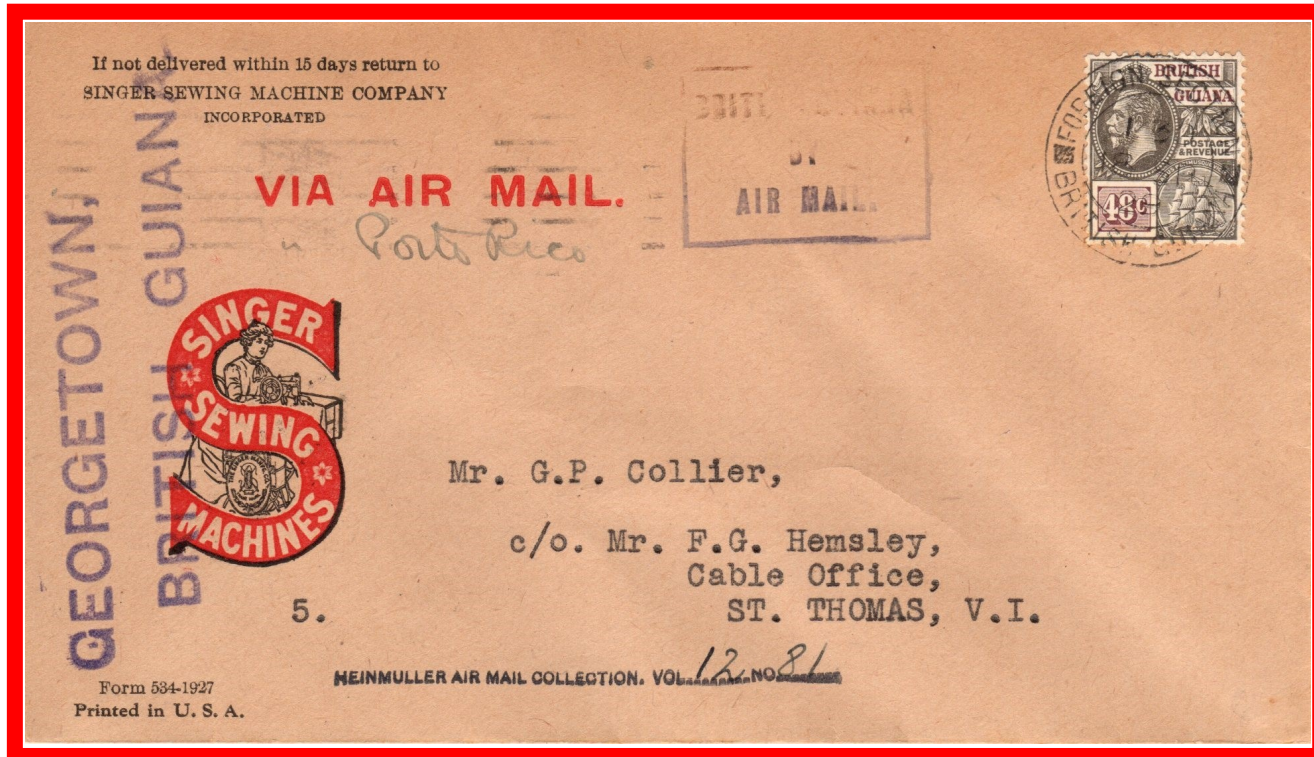
67a. Georgetown—Port of Spain



Rarely seen Trinidad Postage Due.

67d. Georgetown—St Thomas 32 pieces

6c Non- British  
55c Airmail  
13c underpaid



6c Non- British  
55c Airmail  
29c underpaid

67e. Georgetown—San Juan



67f. Georgetown—Santo Domingo 8 pieces



6c Non- British  
48c Airmail  
6c underpaid

67h. Georgetown—Havana 5 pieces



6c Non- British  
48c Airmail  
7c overpaid

68. Paramaribo—Miami



68a. Paramaribo—Georgetown



68c. Paramaribo—Castries



52 1/2 cents paid for first leg of Suriname mail to Georgetown.  
90 cents paid for same trip segment for a registered envelope.

68b. Paramaribo—Port of Spain—Germany



68d. Paramaribo—St. Johns



Overpaid by 12c.

68f. Paramaribo—San Juan



435 pieces of mail were carried from Paramaribo to San Juan.

70. Miami—Cristobal



FAM letter rate 20¢ plus 15¢ Registration fee.

68h. Paramaribo—Port au Prince



One of 119 covers transmitted to Port of Prince, Haiti.

70. Miami—Cristobal

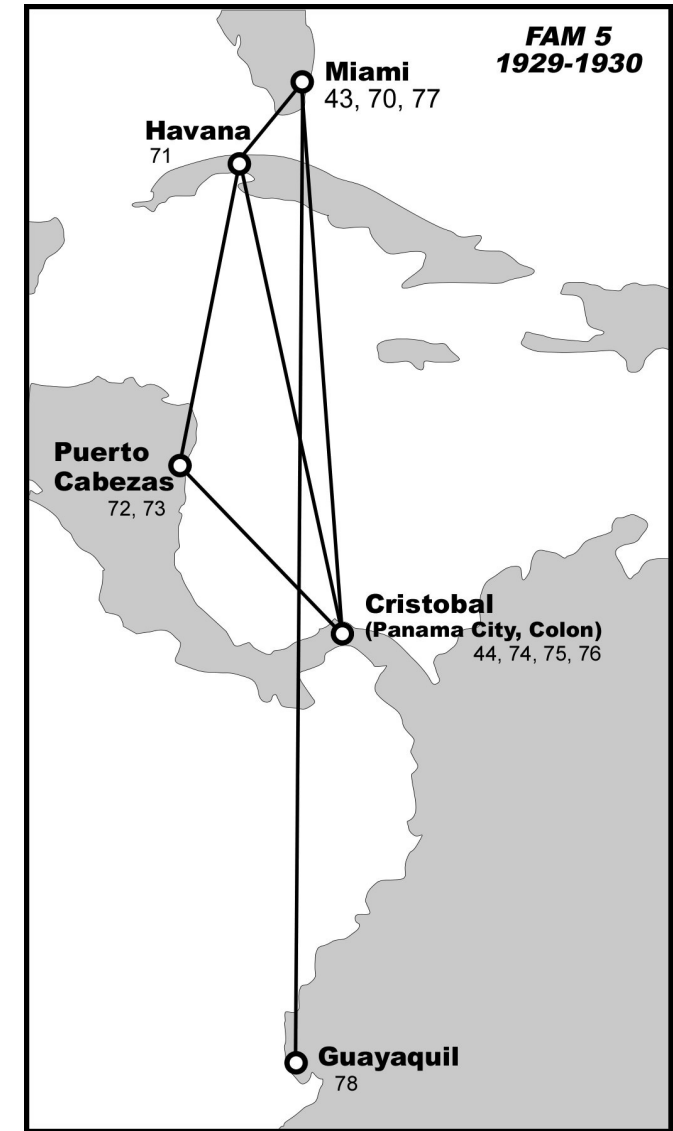


In order to be competitive with regional carriers Pan Am needed to reduce the time required to travel from Miami to Panama. Extended range amphibious aircraft entered the market.

70a. Miami—Havana 50 pieces



In 1927, Basil Rowe founded West Indian Aerial Express, offering service between San Juan, Puerto Rico, Santo Domingo, Haiti, Cuba, and the Virgin Islands. When WIAE was absorbed by Pan American Airways in 1929, Rowe joined Pan Am as their first Captain. Rowe logged over 35,000 flight hours throughout his career.



73. Puerto Cabezas—Miami



28 centavos pays the rate for the first airmail flight from Puerto Cabezas to the States. Although the AAMS 5<sup>th</sup> Ed. fails to suggest the number carried it was clearly low. First flights from Nicaragua were also made to Cristobal in Panama as well as Havana, Cuba.

74. Cristobal—Miami



74a. Cristobal—Puerto Cabezas



US law required that rates from the Canal Zone to the US be set equal to the same rates from the US to the Canal Zone.

74b. Cristobal—Havana Ex-SPOONER



Competition lowered prices. After January 1st the cost to carry this express mail in either direction became 20 cents.

75. Panama City—Miami



It was estimated that about 120 envelopes were sent to Cuba. No mail was dispatched north from Havana.

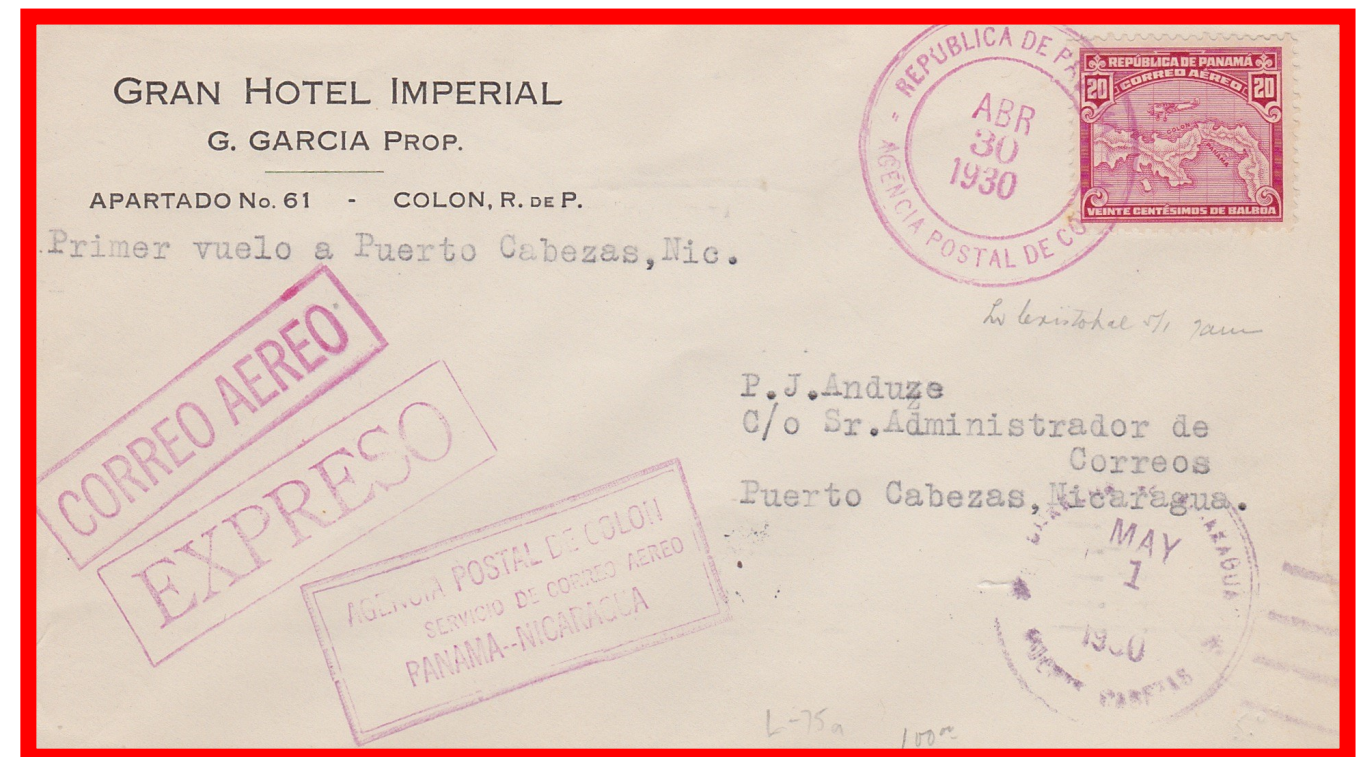
Airmail rate	20 centesimos
Registration fee	10 centesimos
overpaid	2 centesimos

76. Colon—Miami



Of 17 Lindbergh flights from April 26th to May 2nd 1930 as part of the FAM 5 Express Air Mail Service, none carried more than 400 letters. The majority carried less than a pound (40 envelopes). About 120 covers flew from Colon to Miami.

76a. Colon—Puerto Cabezas 16 pieces carried (est.)



Just a few pieces document the first flight from Colon, Panama to Puerto Cabezas, Nicaragua.



77. Miami—Buenos Aires—Oslo



77. Miami— Lima



While Lindbergh flew this as part of the FAM 5 Express segment as far as the Canal Zone, others carried it into South America. PANAGRA continued FAM 5 and 6 along the east coast of the continent. This cover hugged the FAM 9 route on the west coast to arrive in Lima.

77. Miami—Buenos Aires



77. Miami—Buenos Aires—Montevideo



In order to get Argentinian mail to use its flights Pan American needed to match competitor NYRBA. Pan Am's rival offered Commodore mail service, Buenos Aires to the US in seven days. While this was possible in good weather, it was often a difficult promise to keep.

PANAGRA was a 50/50 partnership between Pan American and W. R. Grace Shipping created in 1929 to compete with SCADTA. Grace dated back to 1854 when the Peruvian firm transported guano and sugar. As PANAGRA Airways its network stretched from Panama and the U.S.-controlled Panama Canal Zone to Santiago, Chile and Buenos Aires.

80. Miami—Cienfuegos

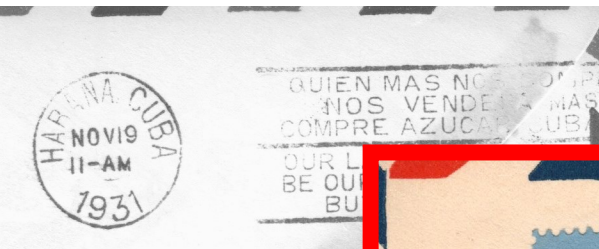


American Clipper, a massive Sikorsky S-40 capable of carrying 44 passengers, cargo, and mail, became flagship of the Pan Am fleet. Specially designed for the airlines it flew the Caribbean with speed and comfort. Example (with black instead of blue cachet) posted with correct Miami to Cuba rate.

81. Miami—Kingston



Correctly franked with 10 cents to carry on first flight to Kingston. During evening dinners Lindbergh reportedly dined with Rowe and Sikorsky planning the next generation of transatlantic aircraft. Cachet on reverse shows original November 17th planned departure.



Unlisted Miami—Havana

Postmarks from Miami read Nov 19th at 7am or Nov 20th at 7 or 7:30am. It has been reported Lindbergh delayed departure until the 20th. Previous receiving marks in Cuba have supported a Nov 20th arrival.

This sentinel cover shows an arrival in Havana on Nov 19th at 11am. Curiously, The envelope is addressed to the city of Sancti Spiritus in central Cuba. It is 220 miles from Havana and closer to the city of Cienfuegos.



82. Miami—Barranquilla—Bogota



June 1931 the 1/2 oz. rate, FAM from Miami and air in Columbia, established at 35¢.

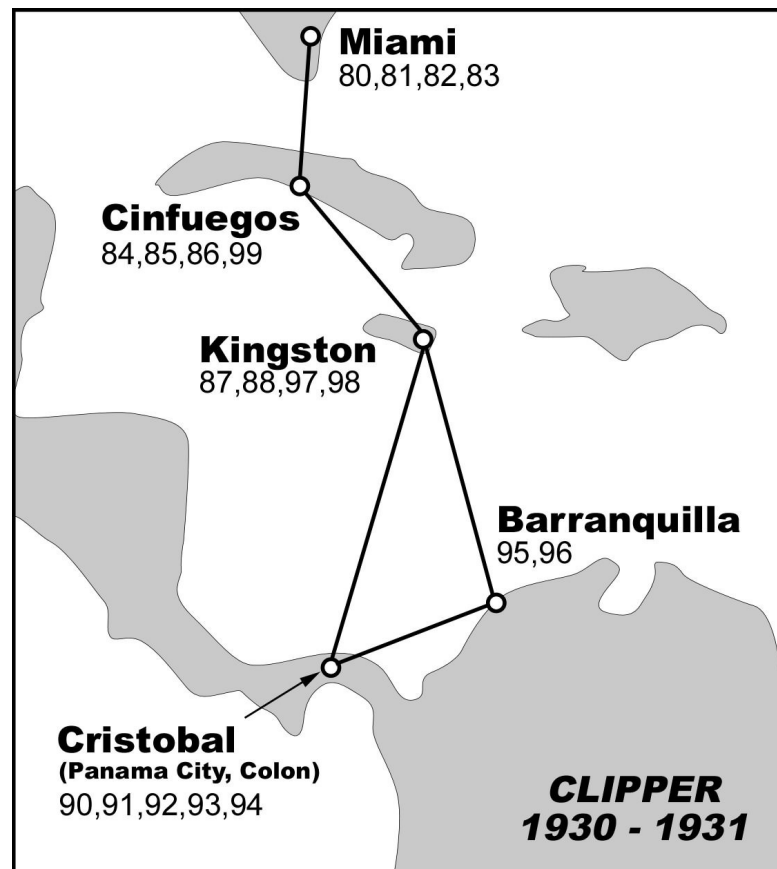
82. Miami—Barranquilla



Envelope at right received at headquarters of SCADTA in Columbia on Nov 22nd. The next day carried as courtesy from Barranquilla to Bogota.

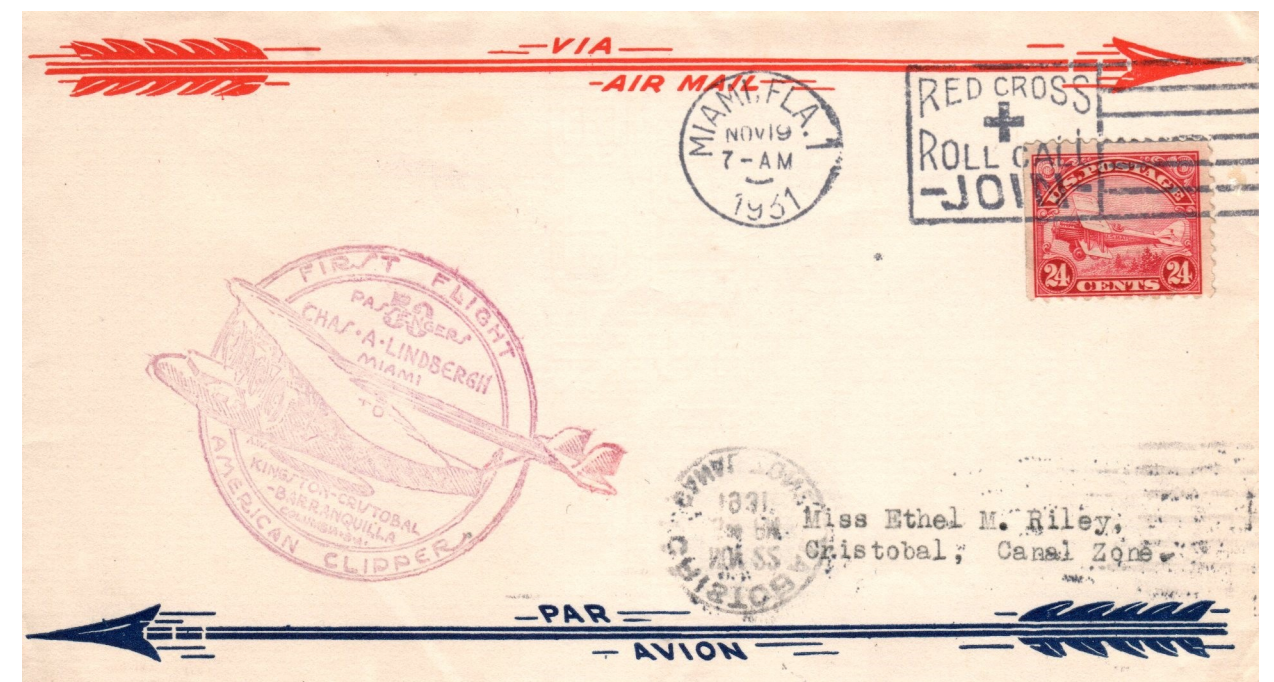


82. Miami—Barranquilla—Bogota



		DESTINATION				
		Mami	Cienfuegos	Kingston	Barranquilla	Cristobal
ORIGIN	Mami		5c	10c	35c	20c
	Cienfuegos	10c		10c	35c	20c
	Kingston	9d	9d		8 <sup>1/2</sup> d	1S
	Barranquilla	35c				
	Cristobal	20c	20c	15c	10c	
	Colon	20c		15c	25c	
		United States	Cuba	Jamaica	Columbia	Canal Zone

	Date Arrive	Time Arrive	Date Depart	Time Depart
Mami	—	—	11/20	11:13
Cienfuegos	11/20	13:32	11/21	11:30
Kingston	11/21	16:00	11/22	07:00
Barranquilla	11/22	12:03	11/22	13:43
Cristobal	11/22	17:05	—	—



83. Miami—Cristobal

By 1931 SCADTA had been acquired by Pan American Airways and was operating as a independent subsidiary based in Barranquilla. Lindbergh stayed for inspection of facilities and discussions with SCADTA personnel.

Overfranked (by 4 cents) Airmail envelope from to the Canal Zone.

84. Cienfuegos—Kingston



Total of 228 pieces were carried. Unscheduled overnight delay due to a broken starter motor.

86. Cienfuegos—Cristobal



209 covers posted from Cienfuegos to Cristobal. Since flight from Miami did not arrive until 1:30 on the 20th, it was too late to arrive in Kingston before dark. The flight finally departed on the 21st and arrived in the Canal Zone the following day.

85. Cienfuegos—Barranquilla 112 pieces



Departing November 21st correctly franked (35c) cover arrived Barranquilla the following day.

85. Cienfuegos—Barranquilla



Even more scarce than the Cuba to Columbia letter to the left is this Registered piece (added 10 cent fee) with SCADTA receiving mark dated the following day.



87. Kingston—Barranquilla Ex-SAMUELSON



A few covers, including a couple addressed to Basil Rowe, were carried from Jamaica to Columbia. Overpaid by a Shilling.

90. Cristobal—Barranquilla



In 1929 the Canal Zone had a 1/2 oz. rate of 10¢ to the Columbian coast. To the interior cost 25¢.

88. Kingston—Cristobal



Airmail envelope with both a machine and hand cancel from Kingston with correct 1s rate.

89. Barranquilla—Cristobal



Following transit from Miami to Barranquilla with uprated postal stationery, it returned with Columbian franking to pay the rate back to the United States.

91. Colon—Barranquilla

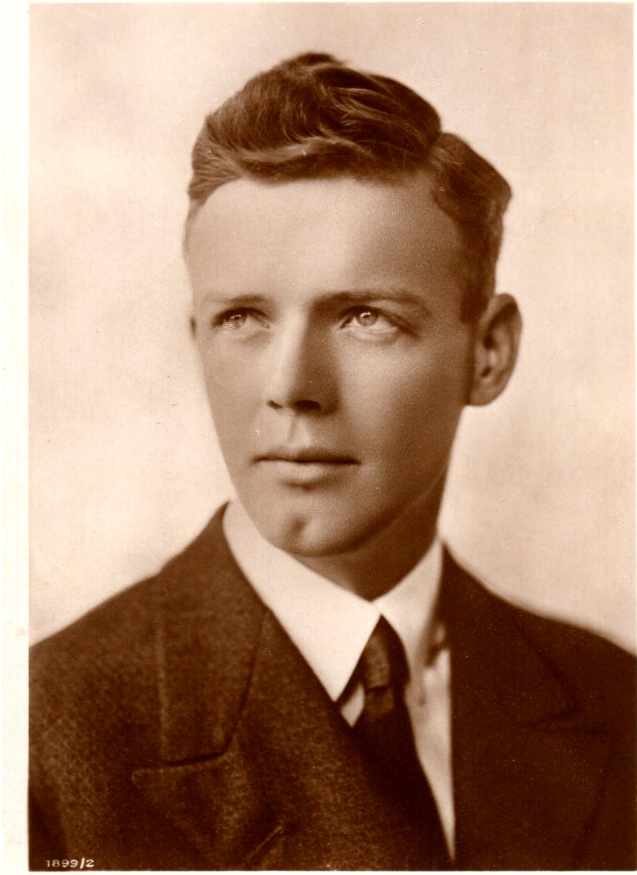


The air mail rate to Cuba (and Puerto Rico) prior to 1937 was 20¢.

Lindbergh's career as an Airmail pilot was almost at an end.

- 1922 First ride in an airplane
- 1923 Buys airplane and solos
- 1924 Becomes Aviation Cadet
- 1925 Graduates 1st in class US Air Service School despite emergency jumps from two aircraft
- 1926 Flight instructor, Chief CAM-2, 2 more emergency jumps
- 1927 Solo flight NY to Paris, tours 48 states, Medal of Honor
- 1928 Tour of Latin America
- 1929 Marries Ambassador to Mexico's daughter, starts TWA
- 1930 Becomes a father, builds artificial heart with cardiologist
- 1931 Flies North Pacific to China

He isn't yet 30 years old.



Charles Lindbergh  
der Oceanflieger

Verlag „Ross“ Berlin SW 68.

91a. Colon—Kingston (unlisted)



91b. Colon—Miami (unlisted)



Originally, Canal Zone to the US was 25¢ for the Air fee and 2¢ for the Surface rate. Within a year the 25¢ was inclusive. By January 1st, 1930 the inclusive rate had decreased to 20¢.

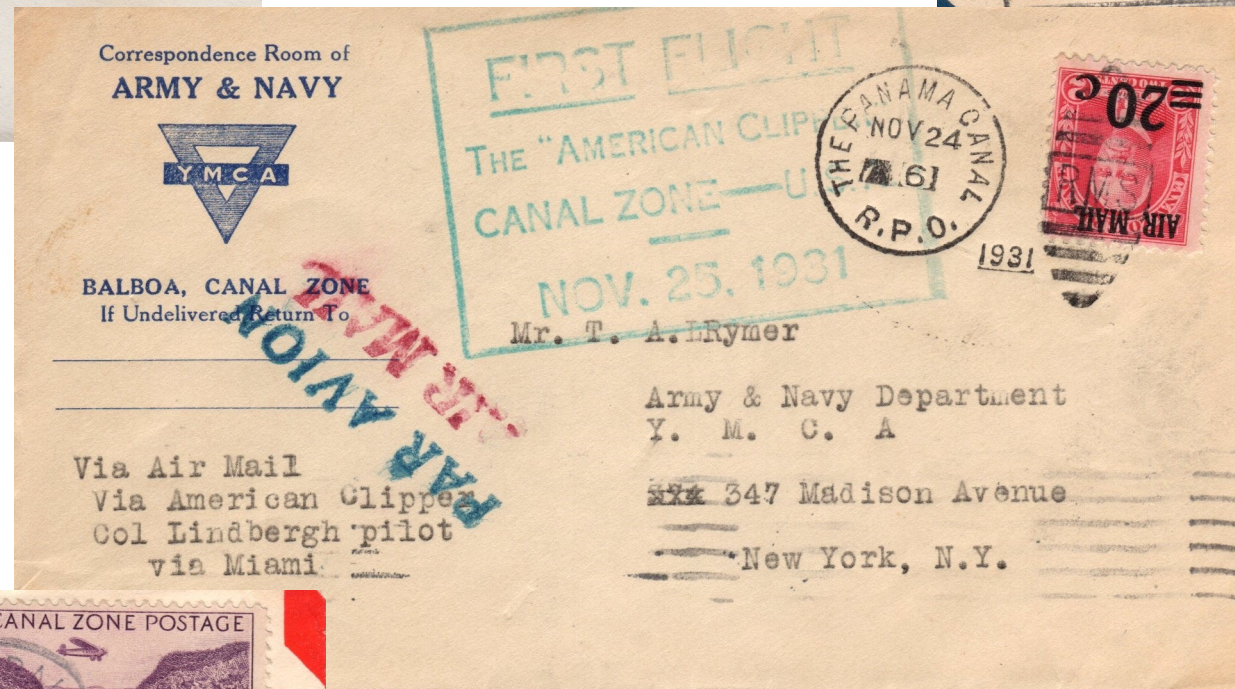
92. Cristobal—Kingston



Cheap 1/2 oz. air mail rates in the Caribbean were to Trinidad, Martinique and Jamaica.

Unusual Panama Canal RPO cancel carried by Clipper to Miami.

94. Cristobal—Miami



94. Cristobal—Miami



Originally, Canal Zone to the US was 25¢ for the Air fee and 2¢ for the Surface rate. Within a year the 25¢ was inclusive. By January 1st, 1930 the inclusive rate had decreased to 20¢. Add 15¢ Registration fee.



95. Barranquilla—Kingston—Miami



For this flight only SCADTA and Columbian stamps were required. A 30c SCADTA airmail stamp and two Columbian issues make up the 35 centavos rate. Some mail (including this piece) travelled from Jamaica to Miami and beyond while a few went to Cienfuegos, Cuba.

97. Kingston—Cienfuegos



98. Kingston—Miami Ex- SAMUELSON



Berkshire Exchange advertised in the first issue of the Air Post Journal (Nov 1929) they could supply airpost stamps and covers, including early classics, wholesale to dealers. The owner, Donald Dickason, lived in Wooster, Ohio. His Dickason Auction Sale would routinely have more than 3000 lots. He also published the Standard Airpost Catalogue.

99. Cienfuegos—Miami



Northbound from Cienfuegos had cachet but did not list a date. Added later with a handstamp.

103. Bridgeport



## Epilogue

This isn't the end of Lindbergh's story. While he carried regularly scheduled mail from 1926-1931 he would influence America's commercial aviation and American rocketry, preparedness for WWII, winning the war, and later the environmental movement for his entire life. Lindbergh got the financing for Robert Goddard, the father of American rocketry. He worked with Dr. Alexis Carrel, the first physician to win a Nobel Prize, on a perfusion pump, also known as an artificial heart.

Lindbergh in the late 1930's personally inspected military aviation in Germany, France, England, and the USSR. His recommendations coupled with a 23 stop tour of American capability got President Roosevelt to recommend \$300 million for expansion of Army and Navy airpower.

After leading the opposition to America's entry into WWII he served as a test subject at the Mayo Clinic, conducted flight test on fighters to extend their range from 6 to 10 hours, and flew 50 bombing missions as a "technical representative" in the South Pacific. Lindbergh helped reinvent Strategic Air Command after the war.

Lindbergh, a beanpole airmail pilot from Minnesota, had become, and deservedly so, "the most celebrated living person to ever walk the earth".