

# KELLEHER AUCTIONS<sub>LLC</sub>

## The Kendall Sanford



June 18, 2026  
DANBURY, CT • SALE 845

# Kelleher Auctions, LLC

## Sale No. 845 - Public Auction Sale

To be held at our office:

22 Shelter Rock Lane, Unit 53, Danbury, Connecticut 06810

### THE KENDALL SANFORD PAN AMERICAN AIRWAYS CRASH MAIL COLLECTION



**June 18, 2026**

**Thursday, June 18, 2026 - 10:00 A.M.**

Lots 3501 - 3561



**VISIT US AT  
BOOTH 300**

LIMITED ON-SITE VIEWING BY APPOINTMENT ONLY

**KELLEHER AUCTIONS, LLC**  
STAMPS | COINS | SPORTS CARDS | MEMORABILIA



Tel: 203.830.2500 Fax: 203.297.6059  
KelleherAuctions.com





# KELLEHER AUCTIONS

STAMPS | COINS | SPORTS CARDS | MEMORABILIA

22 Shelter Rock Lane, Unit 53,  
Danbury CT 06810  
800.212.2830 - 203.830.2500  
www.kelleherauctions.com



**David Coogle**  
CO-CHAIRMAN  
dcoogle@  
kelleherauctions.com



**David Barber**  
CHIEF OPERATING OFFICER  
dbarber@  
kelleherauctions.com



**Eric Roth**  
VP COLLECTIONS &  
CONSIGNMENTS  
eroth@  
kelleherauctions.com



**Bob Prager**  
DIR CLIENT RELATION  
bprager@  
kelleherauctions.com



**Max Wender**  
CONSIGNMENT  
MANAGER  
mwender@  
kelleherauctions.com



**Larry Gibson**  
CO-CHAIRMAN  
lgibson@  
kelleherauctions.com



**Richard LaSalle**  
PRODUCTION MANAGER  
rlasalle@  
kelleherauctions.com



**Lindsey Zaleski**  
AUCTION MANAGER  
lzaleski@  
kelleherauctions.com



**Darren Prager**  
COLLECTIBLES  
MANAGER  
dprager@  
kelleherauctions.com



**Bin Gu**  
CONTENT MANAGER  
bgu@  
kelleherauctions.com



**Hugh Galford**  
SENIOR DESCRIBER  
hgalford@  
kelleherauctions.com



**Philip Koro**  
DESCRIBER



**Les Boisclair**  
EXPERT DESCRIBER



**Lucas Hartwell**  
DESCRIBER



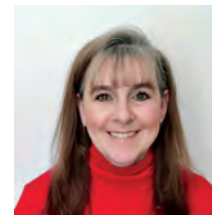
**Francis O'Reilly**  
ACCOUNTING  
foreilly@  
kelleherauctions.com



**Esther Depelteau**  
ACCOUNTING



**Mary O'Hanlon**  
Administrative Assistant  
info@  
kelleherauctions.com



**Betsy Klein**  
IMAGING



**Raymond Corriea**  
IMAGING



**Diante Campbell**  
IMAGING



**Angelika Zamudio**  
IMAGING



**Roger Chia**  
SHIPPING-FULFILLMENT  
MANAGER  
rchia@  
kelleherauctions.com



**Russel Krebs**  
SHIPPING-FULFILLMENT  
MANAGER  
rkrebs@  
kelleherauctions.com



**Jesse Coachman**  
SHIPPING-FULFILLMENT  
jcoachman@  
kelleherauctions.com



**James Mccray**  
SHIPPING-FULFILLMENT  
SPECIALIST  
shipping@  
kelleherauctions.com

# Bidders Information

Bid Live  
 www.stampauctionnetwork.com  
 For Phone Bidding call us at 203.830.2500

## Bidding Increments:

Bidding shall proceed in accordance with the following schedule:

Up to \$200; increase by \$10	Over \$7,500 to \$15,000; increase by \$500
Over \$200 to \$500; increase by \$25	Over \$15,000 to \$30,000; increase by \$1,000
Over \$500 to \$1,000; increase by \$50	Over \$30,000 to \$70,000; increase by \$2,500
Over \$1,000 to \$3,000; increase by \$100	Over \$70,000 to \$130,000; increase by \$5,000
Over \$3,000 to \$7,500; increase by \$250	Over \$130,000 at discretion of auctioneer.

## Symbols Used

★★	Mint Never Hinged	✉	Cover	NYFM	New York Foreign Mail
★	Mint with Gum	○	Used	TC	Trial Color Proof
(★)	Unused, No Gum/Regummed	S	Specimen	SL	Straight Line
R	Reprint	E	Essay	MS	Manuscript
P	Proof	▲	Piece		
o.g.	Original gum	▣	Block		

Gum Categories:	MINT N.H.	ORIGINAL GUM (O.G.)				NO GUM
						
	Mint Never Hinged Free from any disturbance	Lightly Hinged Faint impression of a removed hinge over a small area	Hinge Mark or Remnant Prominent hinged spot; may have part or all of the hinge remaining	Large part o.g. Approximately half or more of the gum intact	Small part o.g. Approximately less than half of the gum intact	No gum Only if issued with gum
Commonly Used Symbol:	★★	★	★	★	★	(★)

Table from the *Scott Specialized Catalogue of United States Stamps & Covers*, ©2020 Amos Media

## Grading and Condition

<b>Superb</b>	Extraordinary item in the finest condition.
<b>Extremely Fine (XF)</b>	A stamp or cover of outstanding and exceptional quality.
<b>Very Fine (VF)</b>	Scott Catalog's standard. Stamps will present a nice, balanced appearance. Covers appear new or show only minimal wear.
<b>Fine-Very Fine (F-VF)</b>	Stamp and/or covers are sound. Stamps are fully margined but noticeably off-center. Covers show normal travel wear.
<b>Fine (F)</b>	Sound in all aspects. Perforated stamps will have the perforations clear of the design; imperforate stamps will not be cut into to any significant degree. Covers show extensive wear.
<b>Very Good (VG)</b>	Stamps with imperfect centering, stamps or covers with poor general appearance.

### Covers

Minor imperfections are normal for 19th-century envelopes that have been postally transmitted. These include, but are not limited to, nicks, edge or flap tears, or slight reductions; folded letters will often have at least one file fold. Further, covers may have an ordinary stamp with a minor defect. Acceptable forms of conservation include light cleaning and edge mending. These conditions, even if not described, are not grounds for return.

### Catalog Values

Unless otherwise noted, the currently available (2025 edition) Scott Catalogue values are quoted in U.S. dollars and rounded to the nearest dollar. Other catalogues are often used for foreign countries or specialized areas as required.

### Collection Lots

Please note that **all** collection lots are sold on an "as-is" basis and therefore **not returnable for any reason**. Every attempt has been made to provide an accurate description, and extensive imaging is available on our website. Most collection lots will contain stamps and/or covers with varying imperfections or faults. We strongly suggest that all lots of interest be viewed in advance of the sale.

*Please note that late payment for purchases may, at Daniel F. Kelleher's option, be considered just cause to revoke all return privileges.*

## Featured Biography



### **Kendall C. Sanford**

Ken Sanford retired from the Airline Industry after 40 years and has specialized in collecting crash covers for just as long. He worked in Pan Am Headquarters in New York from 1969 to 1974 as Manager, Passenger Services, and in a similar position for the International Air Transport Association in Geneva, Switzerland for 23 years. His collections have won gold medals in national level exhibitions and with international participation, in the US, Canada, Great Britain and Switzerland.

He is a Past President of the American Air Mail Society and has served as a member of that Society's Board of Directors for many years. Ken is President of the Metropolitan Airpost Society, which is an aerophilatelic society in the New York Metropolitan area. He is also a member of the Board of Directors of the Internet Philatelic Dealers Association. He has given displays of his collections of crash covers of Pan American World Airways and Imperial Airways of Great Britain to aerophilatelic societies in many countries around the world. Ken is a member of all the aerophilatelic societies in English-speaking countries. His collection of Pan American World Airways crash covers is the most extensive and complete in the World. Some covers are unique.

Listings, cachet varieties and prices are based on Air Crash Mail of the World, published by the American Air Mail Society in 2023 (which replaced the American Air Mail Catalogue's Interrupted Flights section and Nierinck's Recovered Mail Catalogue.

ACMW prices covers using an A-K scarcity scale, with price ranges as follows:

**A: Up to \$50**

**B: \$51-\$100**

**C: \$101-\$150**

**D: \$151-\$250**

**E: \$251-350**

**F: \$351-500**

**G: \$501-750**

**H: \$751-1,000**

**I: \$1,001-\$2,000**

**J: \$2,001-\$3,000**

**K: Over \$3,000**

# CONDITIONS OF SALE - Public Auction

THE PLACING OF A BID SHALL CONSTITUTE ACCEPTANCE OF THESE CONDITIONS OF SALE BETWEEN BIDDER AND DANIEL F. KELLEHER AUCTIONS, LLC ("KELLEHER")

## BIDDING

1. Unless announced otherwise by the auctioneer, all bids are per lot, as numbered in the printed Catalogue. Kelleher, as agent for the consignor or vendor, shall regulate the bidding and shall determine the manner in which the bidding shall be conducted. Kelleher reserves the right to withdraw any lot prior to sale (without liability to any potential purchaser or agent), to re-offer any withdrawn lot, to divide a lot or to group two or more lots belonging to the same consignor or vendor, and to refuse any bid believed not made in good faith. Estimates of sales prices contained in the printed Catalogue reflect the best judgment of Kelleher and are not minimum or upset prices.
2. (a) Bids shall be made in the steps set forth on the bidding page for increments. (b) The highest bid acknowledged by the auctioneer shall prevail. Should a dispute arise between bidders (including a dispute between a floor or internet bidder and the auctioneer acting on behalf of a mail bidder, consignor or vendor, the auctioneer alone shall determine who the successful bidder is and whether to reoffer the lot in dispute. Should a dispute arise after the sale, the auctioneer's sale records shall be conclusive. On all lots sold, a commission of 20% \* on the hammer price is payable by the buyer to the auctioneer together with any sales and use tax or customs duties. (c) Lots may be re-opened as necessary to accommodate connectivity issues or incorrect bids.
3. (a) The auctioneer reserves the right to bid on behalf of clients (and consignors or vendors) but shall not be liable for errors and omissions in executing instructions to bid, however received, and whether such errors or omissions be those of the bidder or agent or those of the auctioneer. (b) Lots are offered subject to a reserve price. The auctioneer will implement such reserve price by bidding on behalf of the consignor/ vendor. (c) It may also be assumed that all consignors have been advanced monies against the sale of their consigned material and Kelleher therefore has a security interest in the consigned material over and above the normal auction commission. (d) Purchases made by a consignor or vendor or his agent on his own lots shall be considered as a sale subject to commissions and sales tax as applicable. (e) Agents are responsible for the payment of the purchase price for all purchases made on behalf of their clients, unless other arrangements with the auctioneer have been confirmed in writing prior to the auction.

## PAYMENT FOR PURCHASES

4. (a) Payment for lots, including those on which opinions are desired (Extensions), shall be as follows:
  - (a) Floor Bidders. Payment of the purchase price, or such part thereof as Kelleher shall require, shall be made by the purchaser in cash, bank or certified check, credit card, PayPal or in such other manner as Kelleher may determine. The name and address of the purchaser of each lot shall be given to the auctioneer immediately following the sale of such lot.
  - (b) Mail/Internet/FAX/Website Bidders. A successful mail bidder will be notified of lots purchased. Before Kelleher will send such lots, payment in full must be received by Kelleher within three (3) business days of receipt of the aforesaid notification by the mail bidder. However, a purchaser known to Kelleher at its option may have purchases delivered or forwarded for immediate payment (by a dollar draft, ACH or wire transfer from a U.S. bank in the case of overseas purchasers). Mailed delivery will be to the address on the bid sheet and proof by Kelleher of receipt of a sending at the advised address shall constitute delivery. This includes disputes for payments made via PayPal and/ or credit card. Buyer acknowledges that he/she waives their right to file a dispute in such cases with PayPal or their Credit Card Company. All charges for handling, delivery and insurance obtained by Kelleher on behalf of the purchaser shall be added to the purchase price; a minimum charge of \$20.00 will be made for same.
5. Title shall not pass to the purchaser until full payment has been received by Kelleher as agents for the consignor or vendor.
6. (a) Purchasers agree to pay for lots as specified in Condition of Sale 4 (or as the same may be modified by Condition of Sale 8), and no credit is extended; a late payment charge of 2% per month or fraction thereof shall be added if payment is not made in accordance with the aforesaid conditions.
  - (b) In the event that a bidder shall fail to comply with these Conditions of Sale ("Non-Complying Bidder"), then, as to any lot with respect to which such failure to comply occurs, Kelleher, may, in its sole discretion, re-offer such lot during the same auction or at an auction at a later time, or by private treaty sale at such time as Kelleher Auctions, in its sole discretion, deems appropriate and the Non-Complying Bidder shall be liable for the deficiency, if any, between the hammer price and the net proceeds of a sale to a subsequent purchaser, whether at auction or by private treaty, as well as for all costs and expenses of both sales, including all other charges due thereunder, including commissions with respect to both sales, whether payable to Kelleher or to a third party and all incidental damages. It shall be in Kelleher's sole discretion to determine whether to re-offer the lot theretofore hammered-down to a Non-Complying Bidder at the same auction, or by private treaty in due course, or at a subsequent auction conducted by Kelleher. In no event shall any surplus arising from the sale of a re-offered lot be payable to a Non-Complying Bidder.
  - (c) A defaulting purchaser shall be deemed to have granted Kelleher a security interest in property in Kelleher's possession owned by such purchaser. Kelleher shall have all of the rights afforded a purchase money secured party under the Connecticut Uniform Commercial Code (UCC) with respect to such property and may apply against such obligations all monies held or received by it for the account of, or due from Kelleher to such purchaser. Kelleher is authorized to file a Financing Statement in order to perfect its rights as a secured party.
  - (d) If Kelleher takes any legal steps to secure payment of a delinquent account, the defaulting purchaser shall be liable for all legal and other expenses incurred by Kelleher to secure such payment, including but not limited to a reasonable allowance for attorneys' fees. For purposes of this paragraph, the term legal steps shall be deemed to include any and all consultation by Kelleher with its attorneys with respect to all matters arising out of a delinquent account.
  - (e) Unless otherwise acceptable to Kelleher, payment is to be made only in the form of cash, bank check or certified check, personal check (which must clear prior to delivery of lots), credit card (AMEX, Visa, MasterCard and Discover), PayPal or a bank ACH or wire transfer. Payments made by credit card are accepted as a courtesy without surcharge.

## WIRING INSTRUCTIONS:

Please contact us for our wiring instructions.

## EXHIBITION AND INSPECTION OF LOTS; QUALITY AND AUTHENTICITY

7. (a) See viewing schedule for on-premises viewing and please note that we are a certified State of CT, COVID-19 compliant business. As the guidance and rules change, please refer to the CT.GOV

or CDC.GOV websites. Ample opportunity is given for on premises inspection prior to the auction date, by appointment only, and upon written request and at Kelleher's discretion. Live video viewing is also available, please contact our offices to arrange same, at least one week prior to the sale date.

- (b) Each lot is sold as genuine and correctly described, based on individual description as modified by any specific notations in this Catalogue or as announced at the time of sale.
- (c) Quality. Any lot which a purchaser considers to be incorrectly described and was not examined by the bidder or his agent prior to the sale, may be returned to Kelleher within two weeks of its receipt by such purchaser ("Returning Purchaser"), provided, however, that the same is received by Kelleher within four weeks of the date of the auction and in its original packaging; however, Kelleher may, in its discretion, refuse acceptance of such returned lot. If an opinion of a mutually acceptable authority is desired (Extension), the period of time within which a lot must be received by Kelleher will be extended in accordance with Condition of Sale 7(g). In the event that a dispute cannot be resolved by reference to a mutually acceptable authority, and Kelleher thereupon undertakes to re-offer the lot with a description identical to the description disputed, the Returning Purchaser shall be liable for the deficiency, if any, between the proceeds of the sale to the Returning Purchaser and the proceeds of a sale to a subsequent purchaser, as well as for all costs and expenses of the re-sale, including commission, and all incidental damages. Any lot, the description of which is disputed, must be returned intact and in the original packaging and in the condition received (unaltered) by the purchaser. The following lots are not returnable except at the discretion of Kelleher: (i) lots from purchasers who attended the exhibition of the lots; (ii) lots examined by postal viewers; (iii) lots on account of their appearance, if they are illustrated in this Catalogue or online; (iv) lots described as having repairs, defects or faults for any reason. (v) lots containing more than ten (10) items. (d) Authenticity. Any lot which is declared other than genuine by a mutually recognized authority is returnable, provided such lot is received by Kelleher within four weeks of the date of the auction. Proof that a mutually acceptable authority declines to express an opinion is not grounds for the return of a lot. (e) Expenses incurred by a purchaser in the submission and the return of a lot under Conditions of Sale 7 is not subject to refund. (f) Numerical grading is subjective and is based upon the condition of each issue. Lots may not be returned if a third party grades a stamp at lower than our grade. (g) Lots with existing certificates from the Philatelic Foundation (PF) or Professional Stamp Experts (PSE), British Philatelic Association (BPA), Royal Philatelic Society (London) (RPSL) and Australia (RPSA), Vincent Graves Greene Foundation (VGG) or any other expertizing authority as recognized by the International Association of Philatelic Experts (AIEP), for items within their specialty and dated within the last seven (7) years from the date of sale, will be offered and sold on an "as-is" basis and as so stated on the certificate. Such lots may not be returned for any reason, including but not limited to a contrary verbal or written opinion or certificate.

## SALES TAX/CUSTOMS DUTIES

8. Unless presentation of satisfactory proof that it is exempted by law, a purchaser shall pay to Kelleher the compensating Sales and/or use taxes of any State claiming jurisdiction, which is being collected, reported and remitted to said State, based upon the Supreme Court Wayfair legislation enacted June, 2018. Buyers outside the U.S. are responsible for all customs duties. A purchaser shall indemnify Kelleher and hold it harmless of and from any claims of any jurisdiction for sales taxes relating to the purchase of articles at the auction, whenever the same may arise.

## APPLICABLE LAW, JURISDICTION, ETC.

9. All matters arising out of this auction shall be governed by the laws of the State of Connecticut without giving effect to the choice of law principles thereof.

## ARBITRATION

10. Any controversy or claim arising out of or relating to this auction shall be settled by arbitration in the City of New York, State of New York in accordance with the Rules of the American Arbitration Association and judgment upon the award rendered by the Arbitrator or Arbitrators may be entered in any Court having jurisdiction.

## JURISDICTION AND VENUE OF ACTIONS

11. The purchaser at this auction (a) consents and submits to the jurisdiction of the Courts of the State of Connecticut and of the Courts of the United States for a judicial district within the territorial limits of the State of Connecticut for all matters arising out of this auction sale, including, without limitation, any action or proceeding instituted for the enforcement of any right, remedy, obligation and liability arising under or by reason thereof; and (b) consents and submits to the venue of such action or proceeding in the City of Danbury, County of Fairfield, State of Connecticut (or such judicial district of a Court of the United States as shall include the same, and (c) further consents that service of process in any action relating thereto may be effected by registered mail, return receipt requested address to the purchase at the address given to the auctioneer at the time of the sale.

## BIDDING STEPS

12. Bidding Steps (Increments) are as published; bids made out of increment will be reduced to the next increment. Example: \$603 bid will be reduced to \$600, etc. "Split" or "Slice" bids are not accepted.

## BIDS BY TELEPHONE

- (a) Must be confirmed in writing unless waived by the auctioneer. (b) Any errors are the responsibility of the bidder. (c) No bids accepted less than 1 hour before the commencement of the sale.

## BIDS BY FAX OR EMAIL

Bids must be received at least 1 hour before sale commences — be sure to use

FAX: (203) 297-6059 or EMAIL: bids@kelleherauctions.com

## PHONE BIDDING DURING THE SALE

Phone bidding space is limited and available on a first-come, first served basis. The importance of reserving early cannot be overstated!

Please call us at (203) 830-2500 to reserve your phone bidding space

## STAMP AUCTION NETWORK (SAN)

Live internet bidding. To bid, you must be registered and be approved by both

Stamp Auction Network and Kelleher. Please contact us for further instructions or go to

www.stampauctionnetwork.com and find the Kelleher link.

# Live Bidding - at Home From Your Computer!

Participate comfortably in Daniel F. Kelleher Auctions from your home or office - Live on the Internet. You hear the auctioneer, you see the current lots, you can bid in real time; it is fast, easy and comfortable.

What do I need to do to be able to bid in this sale LIVE at StampAuctionNetwork?

For clients already registered with Both Kelleher and SAN

Log into StampAuctionNetwork <http://stampauctionnetwork.com/LoginNew.cfm>

I am a Current SAN client but not registered with Kelleher

Update your registration page after logging in at: <http://stampauctionnetwork.com/Editureg.cfm>, select Kelleher from the choices underlined and press the **Update Registration** button to submit. This will send your request to the Kelleher Team for approval.

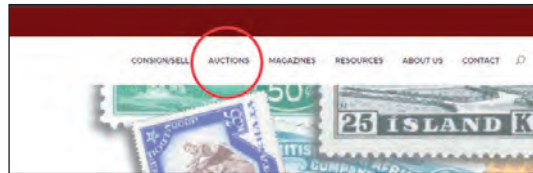
I am Currently a Kelleher Client but am NOT registered with Stamp Auction Network

You will have received an invitation to join Kelleher at SAN with a temporary username and password. Follow the instructions or contact Kelleher.

I am a new client to Kelleher and SAN

Go to: [www.kelleherauctions.com](http://www.kelleherauctions.com) and select "AUCTIONS" from the main menu.

Under "MEMBERSHIP" select "REGISTER" complete the form (red highlighted areas mandatory) agree to the terms of sale and submit registration. A Kelleher team member will review and approve or ask for additional information.



Kelleher Auctions Powered by

**StampAuction**  
NETWORK

**PLEASE NOTE:**

Bidder approval in advance of the sale is required



**KELLEHER**  
**AUCTIONS**  
STAMPS | COINS | SPORTS CARDS | MEMORABILIA

# KELLEHER AUCTIONS<sup>LLC</sup>

Visit with us on your way to or from  
**BOSTON 2026 WORLD EXPO**  
and receive a free gift!



22 Shelter Rock Lane • Unit 53 • Danbury, CT 06810  
Toll Free + 800.212.2830 Fax: +203.297.6059



Larry Gibson



David Coogle



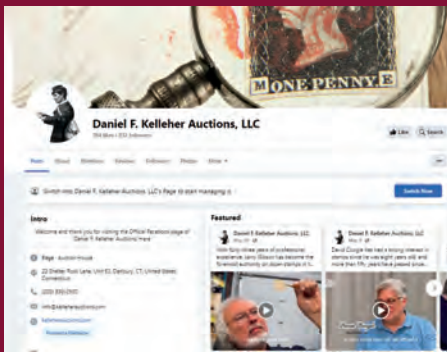
# Kelleher Auctions<sup>LLC</sup>

WORLD RENOWNED PUBLIC AUCTIONS SINCE 1885 • ONLINE AUCTIONS • MANY PERSONALIZED SERVICES

## You Deserve More and Kelleher Delivers More!

- **More individual lots sold** - over 25,000 in 2023
- **More frequent auction sales** - over 75 auctions per year
- **More images provided per lot**  
- over million frames of videos, individual pdfs and jpegs/tiffs
- **More buyers on our list**  
- over 30,000 clients from more than 100 different countries
- **More live bidding** - 1000s of registered live bidders
- **More consignors** - over 600 served in 2023

**US & Worldwide Coins and Banknotes  
Including  
Baseball Cards & Sports Memorabilia**



- **More online & social media marketing** - top in our field
- **Award winning Quarterly Magazine**
- **High quality print & digital catalogs**
- **More bidders per lot** - yields the best prices



**More Dedicated Targeted Sales**  
Weekly Internet & Public Sales:  
Flagship, Club, Collections,  
Single Owner, Coins and Bank Notes,  
Kelleher & Rogers-Fine Asian Auctions



• **More Experienced Describing Team**  
Professional Philatelists combined with over 250 years of experience

**Sell to us for immediate payment or consign for auction**  
**Why settle for Less? You deserve More!**  
Contact Kelleher today to **RECEIVE THE MOST** for your collection.



22 Shelter Rock Lane, Unit 53  
Danbury, CT. 06810 USA  
Phone: 203.830.2500  
Toll Free: 800.212.2830  
kelleherauctions.com



www.kelleherauctions.com



## Session 1

Sale 845

Thursday, June 18, 2026

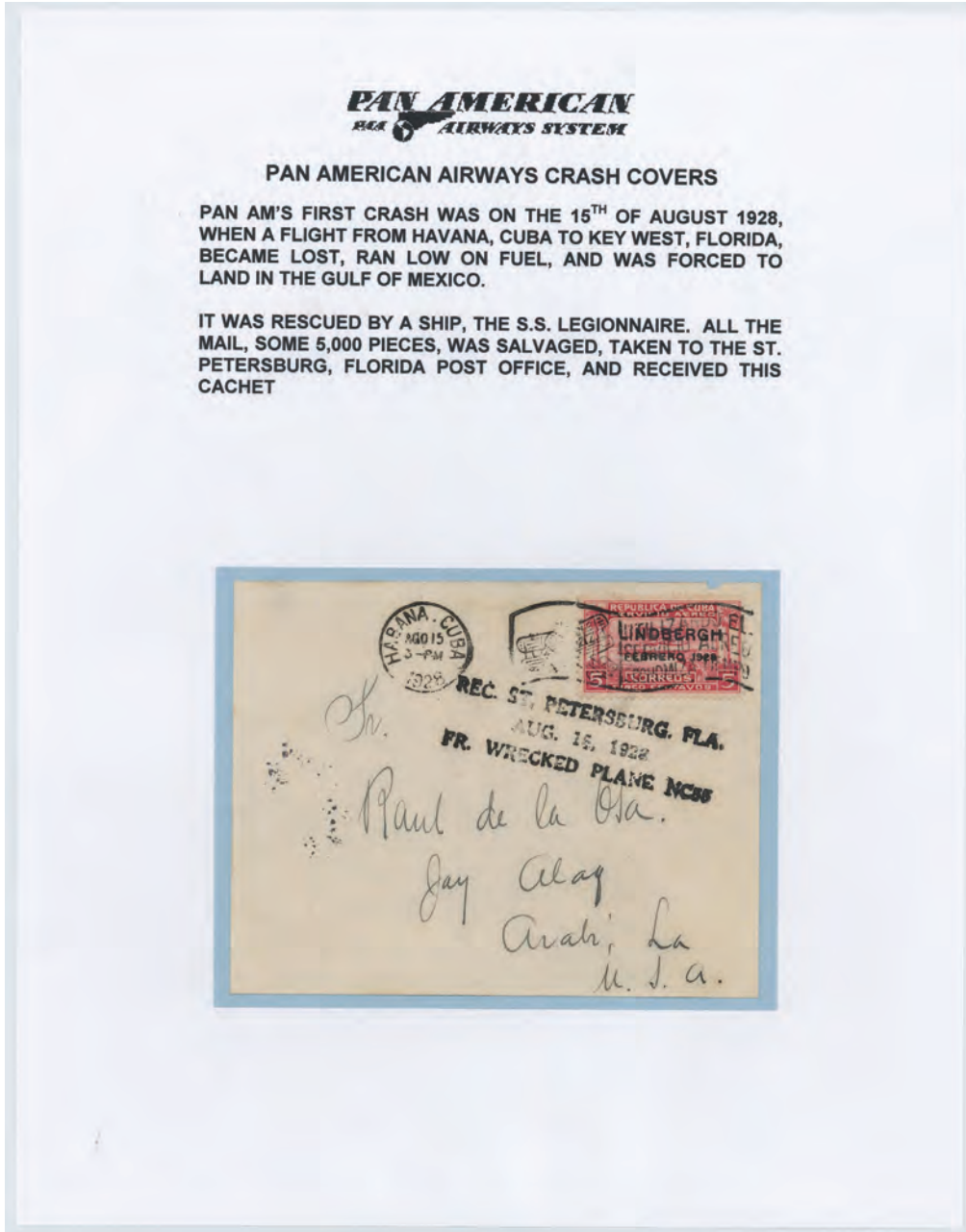
Beginning at 10:00 A.M.

At our offices in Danbury, CT

Lots 3501-3561



## AIRMAIL POSTAL HISTORY UNITED STATES CRASH COVERS



3501

3501 ☒

**1928 (Aug. 15), First Pan Am Crash (Air Crash Mail of the World 280815)**, en route from Havana to Key West, the pilot got lost off the coast of St. Petersburg, Florida. Mail dried in bakery ovens, with three-line black cachet applied at St. Petersburg, ACMW "D". Estimate \$150 - 200

It was rescued by a ship, the SS *Legionaire*. All the mail, some 5000 pieces, was salvaged and taken to the St. Petersburg, Florida Post Office and received this cachet.



### PAN AMERICAN AIRWAYS CRASH COVERS

PAN AM OPERATED A SURVEY FLIGHT FROM PANAMA TO SAN JOSE, COSTA RICA IN DECEMBER 1928. THE RETURN FLIGHT WAS UNABLE TO CLEAR TREES AT THE END OF THE RUNWAY ON TAKEOFF AND CRASHED.

IT WAS CARRYING FIRST FLIGHT COVERS LIKE THIS ONE. ONLY A FEW COVERS HAVE BEEN RECORDED.



3502

3502 ✉ **1928 (Dec. 31), Pan Am Survey Flight (Air Crash Mail of the World 281231)**, by Loening C-2 Air Yacht from San Jose, Costa Rica to Panama Canal Zone, crashed on take-off. A few First Flight Covers were being carried, this with First Flight cachet, scarce, ACMW "D". Estimate \$150 - 200

Pan Am operated a survey flight from Panama to San Jose, Costa Rica in December 1928. The return flight was unable to clear the trees at the end of the runway at take-off and crashed. It was carrying First Flight Covers like this one. Only a few covers have been recorded.



PAN AMERICAN AIRWAYS CRASH COVERS

SCADTA CRASH IN COLOMBIA – MAY 1929

THE COLOMBIAN AIRLINE SCADTA, WAS 84% OWNED BY PAN AMERICAN. A SCADTA AIRCRAFT CRASHED IN COLOMBIA ON THE 16TH OF MAY 1929. A SPECIAL LABEL CACHET WAS APPLIED TO THE BACK OF COVERS AND WAS TIED BY A POSTMARK OF 18 MAY. VERY FEW COVERS HAVE BEEN REPORTED FROM THIS CRASH.



3503

3503 ✉

1929 (May 15), SCADTA crash (Air Crash Mail of the World 290515a), during takeoff from Girardot, Colombia, the seaplane hit a ship, flipped over and came to rest upside down. Some mail was recovered and received a label cachet at the Bogota Post Office, rare; ACMW "H". Estimate \$600 - 800

A special Label cachet was applied to the back of covers and was tied by a postmark of 18 May. Very few covers have been reported from the crash. SCADTA was 84% owned by Pan Am.



**PAN AMERICAN AIRWAYS CRASH COVERS**

**NEW YORK, RIO & BUENOS AIRES LINE – TRIPLE CRASH**

**PORTO ALEGRE, BRASIL – 19 FEBRUARY 1930  
SANTOS, BRASIL – 19 FEBRUARY 1930  
BAHIA, BRASIL – 21 FEBRUARY 1930**

THE AIRLINE WAS TRYING TO OPERATE A THROUGH FLIGHT FROM BUENOS TO MIAMI, BUT THERE WERE THREE CRASHES AT THE POINTS LISTED ABOVE. ALSO, WHEN THE MAIL FINALLY ARRIVED IN MIAMI ON THE 26<sup>TH</sup> OF FEBRUARY, IT WAS CONFISCATED BY THE U.S. POSTAL AUTHORITIES, WHO CLAIMED THAT NYRBA WAS NOT AUTHORIZED TO BRING MAIL INTO THE U.S.

NYRBA WAS PURCHASED BY PAN AMERICAN IN AUGUST 1930.

REGISTERED COVER FROM BUENOS AIRES TO NEW YORK  
ONE OF THREE REGISTERED COVERS RECORDED



**3504**

**3504** ☒

**1930 (Feb. 19 & 21), NYRBA triple crash (Air Crash Mail of the World 300219, 300221), at Porto Alegre, Santos & Bahia, Brazil. The flight encountered three crashes on an attempted first flight from Buenos Aires, Argentina to Miami, Florida. Cover from Buenos Aires to New York. One of three registered covers recorded; ACMW “C”.** Estimate \$100 - 125

The airline was trying to operate a through flight from Buenos Aires to Miami but there were three crashes at the points listed above. Also, when the mail finally arrived in Miami on February 26, it was confiscated by the US postal authorities who claimed that NYRBA was not authorized to bring mail into the US. NYRBA (New York, Rio & Buenos Aires) was purchased by Pan Am in August 1930.



THE KENDALL SANFORD PAN AMERICAN AIRWAYS  
CRASH MAIL COLLECTION



3505

3505 ☒

1931 (Nov. 25), S-40 "American Clipper" (Air Crash Mail of the World 311125a, b, c), three covers from the "American Clipper"'s first scheduled goodwill flight service with pilots Charles Lindbergh and Basil Rowe, with Igor Sikorsky as a passenger. At Barranquilla, Colombia, the aircraft damaged a pontoon and the flight was interrupted. The first cover is autographed by all three. The second cover is from the Republic of Panama, which is rare, as most known covers are from the Panama Canal Zone. The third cover is from the Canal Zone. ACMW "A, C, J" respectively. Estimate \$1,800 - 2,200



PAN AMERICAN AIRWAYS CRASH COVERS

PAN AMERICAN GRACE AIRWAYS - 16 JULY 1932 - ANDES MOUNTAINS

PANAGRA WAS 50% OWNED BY PAN AMERICAN. THE AIRCRAFT CRASHED  
AND WAS NOT FOUND UNTIL NEARLY TWO YEARS LATER.

THIS IS THE ONLY RECORDED COVER FROM THIS CRASH



3506

3506 ☒

1932 (July 16), Panagra crash in the Andes Mountains (Air Crash Mail of the World 320716), at Mount El Plomo, Chile, the plane not found until nearly two years later. Cover without a cachet, but has a manuscript notation on the back; one of only two such covers recorded. Rare; ACMW "I". Estimate \$1,000 - 1,500

Pan American Grace Airways (Panagra) was 50% owned by Pan Am.



PAN AMERICAN AIRWAYS CRASH COVERS

SCADTA - 10 MARCH 1934 - PEREIRA, COLOMBIA

THE SCADTA AIRCRAFT, THE "VON KROHN", CRASHED IN THE MOUNTAINS.

THE SPANISH CACHET WAS APPLIED TO THE RECOVERED MAIL. SCADTA WAS A PAN AM SUBSIDIARY.



3507

3507 ✉

1934 (Mar. 10), SCADTA S38B "Von Krohn" (Air Crash Mail of the World 340310a), in Pereira, Colombia. Only a few covers were recovered. Cover from Bogota to Barranquilla, Colombia with four-line cachet, scarce; ACMW "G". Estimate \$400 - 650

The Spanish cachet was applied to the recovered mail. SCADTA was a Pan Am subsidiary.



3508

3508 ☒

1932 (Dec. 20), Pan Am S-42 "Puerto Rico Clipper" (Air Crash Mail of the World 351220b & c), crashed at Port of Spain, Trinidad; when landing in the harbor, the clipper dodged a ship, turned over and sank. One mailbag was recovered. Two covers, one from Scarsdale, New York to Caripito, Venezuela and the other from Chicago, Illinois to Buenos Aires, Argentina, scarce; each ACMW "E".

Estimate \$350 - 500

Cover from Chicago to Buenos Aires with unlisted labels "Recibido en mal Estado", "Received in bad state" affixed by Buenos Aires Post Office.



PAN AMERICAN AIRWAYS CRASH COVERS

PORT OF SPAIN, TRINIDAD - 11 APRIL 1936

COVER FROM THIS CRASH WHICH WAS APPARENTLY  
OVERCARRIED BEYOND PORT AU PRINCE, HAITI, AND WAS  
THEN SENT BACK TO NEW YORK, AS IT HAS A NEW YORK  
POST OFFICE CACHET REGARDING THE STAMPS BEING  
DETACHED.



3509

3509 ☒

1936 (Apr. 11), Sikorsky S-42B "Antilles Clipper" (Air Crash Mail of the World 360411a), crashed at Port of Spain, Trinidad during take-off when the pilot was forced to execute an unexpected turn to avoid a ship, the aircraft ground looped and sank. Two covers with "ACCIDENT DE AVIATION" cachet applied at Port of Spain. ACMW "E". Estimate \$300 - 400

Cover from this crash which was apparently overcarried beyond Port-Au-Prince, Haiti and then sent back to New York as it has a New York post office cachet regarding the stamps being detached.



3510

3510 ☒

1937 (Aug. 8), Pan American Grace Airways (Air Crash Mail of the World 370803a, c & d), crashed at Panama Canal Zone. The aircraft encountered tropical rain squalls and crashed in Mosquito Bay. Three covers, one with four-line back cachet, one processed by the Balboa Heights Dead Letter Office, and one processed by the Cristobal Canal Zone Post Office. The Balboa Heights and Cristobal covers are very scarce; ACMW “C, F, F” respectively. Estimate \$750 - 1,000

The badly damaged covers were sent to either the Balboa Heights Dead Letter Office or the Cristobal Post Office for processing. The Dead Letter Office applied a three-line cachet to Ambulance covers, while the Cristobal Post Office typed an explanatory cachet on the Ambulance covers. *This is the only one recorded and recently discovered.*



THE KENDALL SANFORD PAN AMERICAN AIRWAYS  
CRASH MAIL COLLECTION



3511

3511 ✉

**1938 (Jan. 11), Pan Am Sikorsky S42B “Samoan Clipper” (Air Crash Mail of the World 380111),** crashed at Pago Pago, American Samoa. The flight was not allowed to carry any mail. Includes three covers: two that originated at Western Samoa and were intended to be put on the flight at Pago Pago. They were held at the Pago Pago Post Office for a long time and were then forwarded to New Zealand. One has cachet “SERVICE DID NOT EVENTUATE”, the other has cachet “Airplane Lost at Sea”. Also, a cover flown on the leg of this flight from San Francisco, California to Honolulu, Hawaii. All are rare; recorded but unpriced in ACMW. Estimate \$200 - 300

This cover is also postmarked January 1, 1938 at Apia, Western Samoa. It was intended to be carried on the survey flight and has a “Service Did Not Eventuate” cachet. There is a hand written note on the bottom, “This cover along with others was held at Apia post office for two and a half years- see backstamp. 20/4/40.” There is a back stamp at Waipukurau, New Zealand 24JL40 (24 July 1940). It was not known why the cover was held for two-and-a-half years.



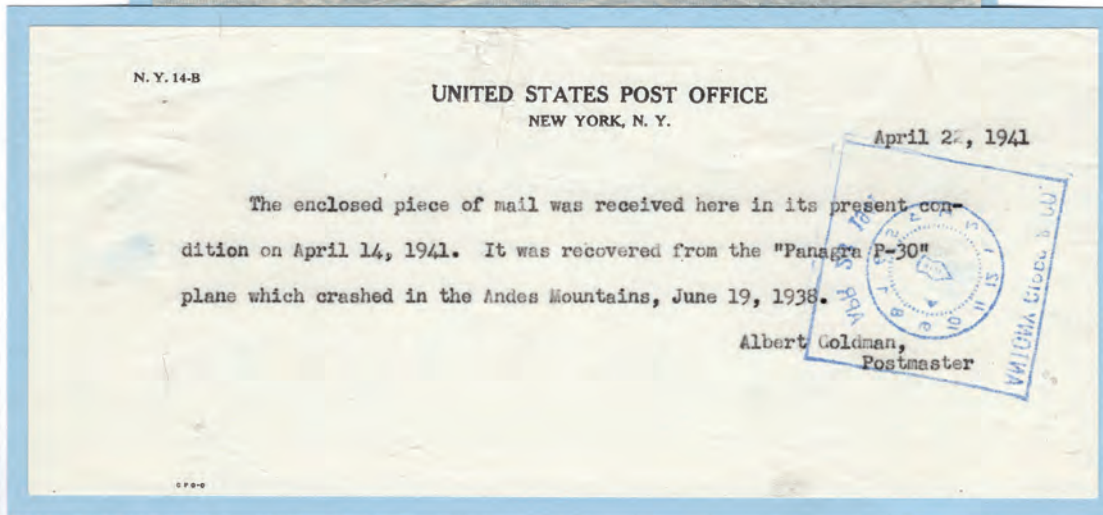
3512

3512 ☒

1938 (June 19), Panagra Douglas DC-2-118A "Santa Lucia" (Air Crash Mail of the World 380619b & e), crashed in the Andes Mountains. Two covers, one from Köln, Germany to Guayaquil, Ecuador with four-line type 'b' cachet, the other from Buenos Aires, Argentina to Chicago, Illinois with type 'b' cachet, accompanied by *unlisted* type 'e' Old Post Office Annex mimeo slip, ACMW "D, E" respectively. Estimate \$350 - 500



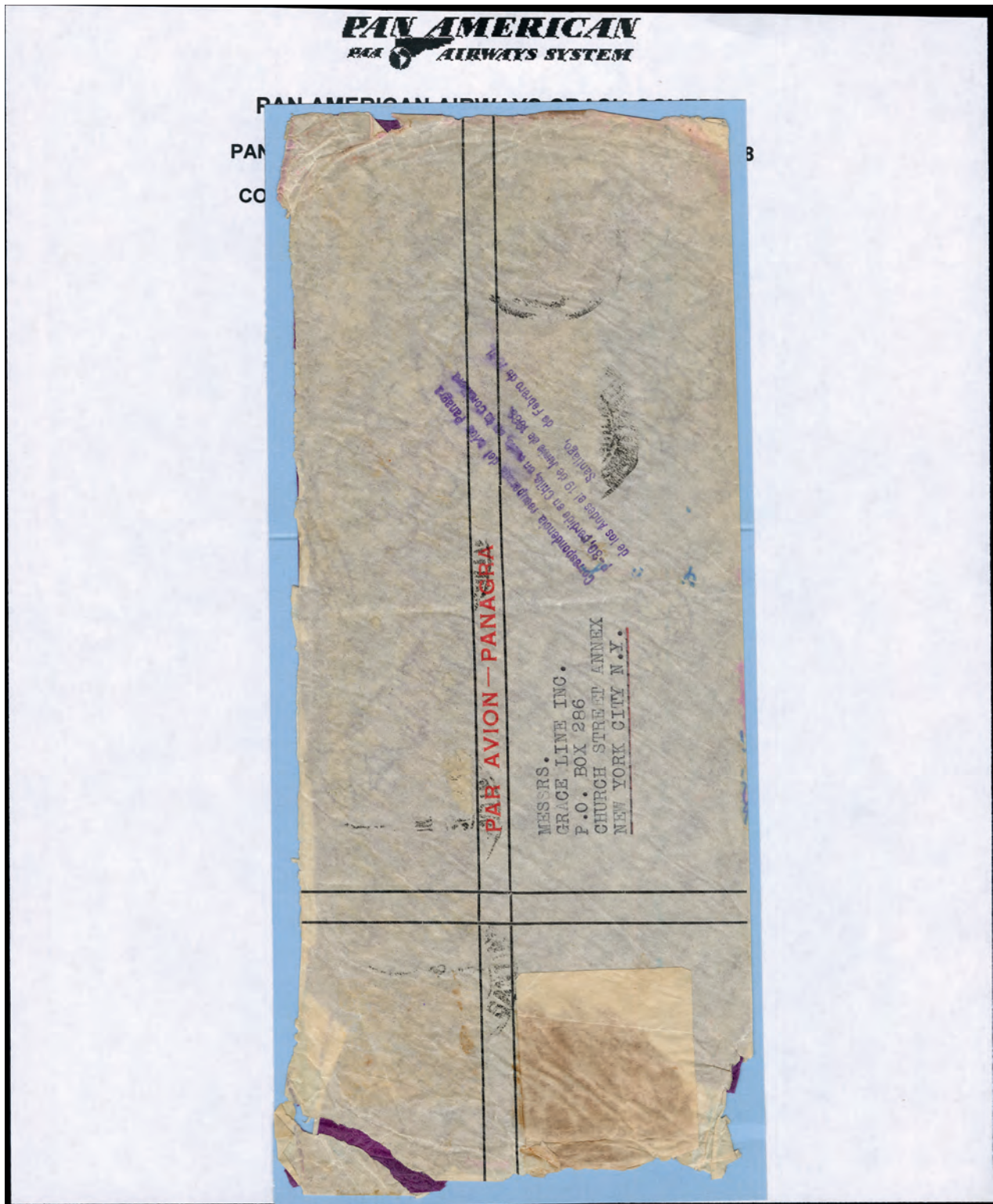
THE KENDALL SANFORD PAN AMERICAN AIRWAYS  
CRASH MAIL COLLECTION



3513

3513 ☒

1938 (June 19), Panagra Douglas DC-2-118A “Santa Lucia” (Air Crash Mail of the World 380619b & f), crashed in the Andes Mountains, the aircraft only found more than two years later. Mail was recovered in water-soaked condition and processed at the Santiago, Chile Post Office. Two covers, one with four-line unboxed magenta type ‘b’ cachet addressed to Bogota, Colombia, the other addressed to New York, NY with typed New York Post Office type ‘f’ mimeo slip, *the slip previously unrecorded*; ACMW “D, E” respectively. Estimate \$200 - 300



3514

- 3514 ☒ 1938 (June 19), Panagra Douglas DC-2-118A "Santa Lucia" (Air Crash Mail of the World 380619c), crashed in the Andes Mountains. Legal-size cover from South America to New York, NY with four-line unboxed magenta type 'c' cachet with "38" in "1938" inverted, ACMW "E". Estimate \$200 - 300



PAN AMERICAN AIRWAYS CRASH COVERS

SAN JUAN, PUERTO RICO – 19 FEBRUARY 1939

BACKSTAMP APPLIED AT BUENOS AIRES, ARGENTINA WITH  
“AVION ATRASADO” (FLIGHT DELAYED) IN KILLER BARS



3515

3515 ☒

1939 (Feb. 19), Pan Am S-42A “Dominican Clipper” (Air Crash Mail of the World 390219a & c), crashed at San Juan, Puerto Rico. Two covers, one from Port Au Prince, Haiti to San Juan, with manuscript explanation of the crash by San Juan Postmaster, and Wilkes-Barre, PA to Buenos Aires, Argentina with “AVION ATRASADO” (flight delayed) in killer bars cachet on back. *Scarce; ACMW “D, C” respectively.* Estimate \$250 - 325



3516

3516 ☒

1939 (Feb. 19), Pan Am S-42A "Dominican Clipper" (Air Crash Mail of the World 390219d), crashed at San Juan, Puerto Rico. Legal-size cover from New York, NY to Buenos Aires, Argentina, with manuscript notation on back "Avion accidentals/Octa No. 73" and Argentine Post Office sealing labels, ACMW "D". Estimate \$150 - 200



Nome do avião: Baby Clipper "Sikorsky S 43"

Prefixo: N.C.16932

Dia que sahio de Miami, Fla.: 9 de Agosto de 1939 - 7:30 horas

Dia que chegou no Rio de Janeiro: 13 de Agosto de 1939

Hora da chegada e do desastre: 16:50 horas

16 pessoas a bordo - 14 mortos

Sobreviventes: 2 passageiros



3517

3517 ☒

1939 (Aug. 13), Pan Am S-43B (Air Crash Mail of the World 390813b, d), crashed at Rio de Janeiro, Brazil. Two items, an internal Brazilian cover with single line "ACCIDENTE DE AVIAO" cachet, and a telegram to the American Consulate, reporting the crash—a unique item, ACMW "C, D" respectively. Estimate \$300 - 425



PAN AMERICAN AIRWAYS CRASH COVERS

RIO DE JANEIRO, BRAZIL – 13 AUGUST 1939

A SIKORSKY S-43 FLYING BOAT. ON A FLIGHT FROM MIAMI TO BUENOS AIRES, STRUCK A DRY DOCK IN GUANABARA BAY, AND WAS DEMOLISHED. THERE WAS 100 POUNDS OF MAIL ON BOARD, HALF OF WHICH WAS SALVAGED IN BURNED OR WATERSOAKED CONDITION.

BRAZILIAN MAIL RECEIVED THIS PORTUGUESE LANGUAGE CACHET

THIS COVER WAS FLOWN ON THE FIRST FLIGHT OF IMPERIAL AIRWAYS FROM ENGLAND TO NEW YORK, AND WAS THEN BEING CARRIED ONWARD BY PAN AMERICAN FROM NEW YORK ON THE CRASH FLIGHT.



3518

3518 ☒

1939 (Aug. 13), Pan Am S-43B (Air Crash Mail of the World 390813b), crashed at Rio de Janeiro, Brazil. Unusual cover, being flown on first Imperial Airways flight from Southampton, England to New York, and was then placed on the ill-fated flight to Rio. Black cachet applied in Rio "ACCIDENTE DE AVIAO". Scarce; ACMW "C". Estimate \$150 - 175

The Sikorsky S-43 flying boat, on a flight from Miami to Buenos Aires, struck a dry dock in Guanabara Bay and was demolished. There were 100 pounds of mail on board, half of which was salvaged in burned or water-soaked conditions.



PAN AMERICAN AIRWAYS CRASH COVERS

SAN SALVADOR, BRAZIL – 26 DECEMBER 1940

THE PAN AMERICAN SUBSIDIARY "PANAIR DO BRASIL", SIKORSKY FLYING BOAT HIT THE TOP DECK OF A SHIP WHEN LANDING.

A SMALL AMOUNT OF MAIL WAS SALVAGED, WHICH RECEIVED THE STANDARD BRAZILIAN CACHET. ONLY A FEW COVERS HAVE BEEN RECORDED FROM THIS CRASH.



3519

3519 ☒

**1940 (Dec. 25), Panair do Brasil (Air Crash Mail of the World 401225)**, crashed at San Salvador, Brazil. The flight was being operated by Panair do Brasil, a Pan Am subsidiary. It hit the top deck of a ship and crashed into the water. Cover from Horace Brock, a well-known Pan Am pilot, to his wife in Rio de Janeiro, with single line "ACCIDENTE DE AVIAO" cachet. Scarce, ACMW "D". Estimate \$150 - 225

A small amount of mail was salvaged, which received the standard Brazillian cachet. Only a few covers have been recorded from the crash.



**PAN AMERICAN AIRWAYS CRASH COVERS**

**PANAIR DO BRASIL – NEAR SAO PAULO, BRAZIL – 18 AUGUST 1941**

**THE LOCKHEED LODESTAR CRASHED, AND EIGHT  
PASSENGERS AND CREW MEMBERS WERE KILLED**

**THIS IS THE ONLY RECORDED COVER FROM THIS CRASH.**



3520

3520 ☒

**1941 (Aug. 18), Panair do Brazil 18-10 Lodestar (Air Crash Mail of the World 410818),** crashed at Sao Paulo, Brazil, with eight passengers and crew killed. Cover from Porto Alegre to Rio de Janeiro, Brazil with two-line cachet “DO AVIAO/ACIDENTADO”. *This is the only reported cover from that crash; ACMW “J”.* Estimate \$1,500 - 2,300



THE KENDALL SANFORD PAN AMERICAN AIRWAYS  
CRASH MAIL COLLECTION



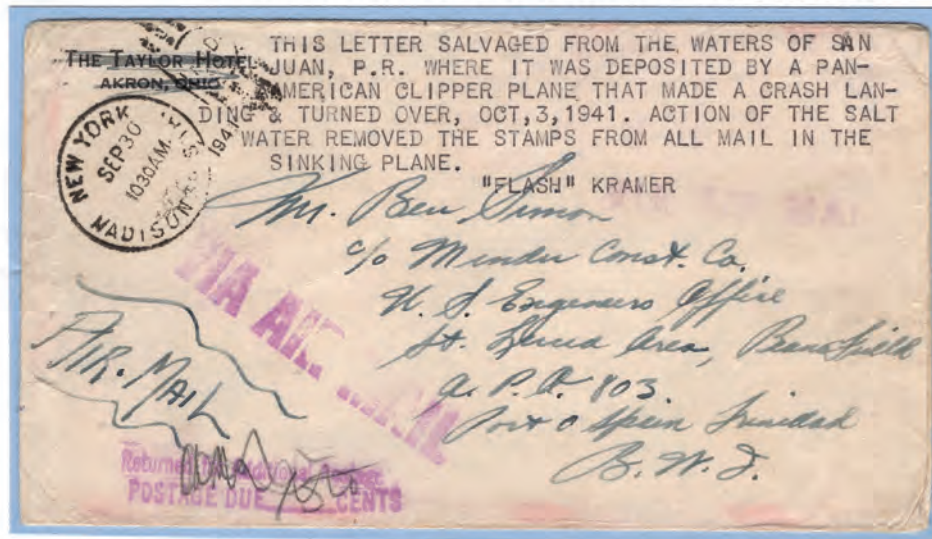
PAN AMERICAN AIRWAYS CRASH COVERS

SAN JUAN, PUERTO RICO - 3 OCTOBER 1941

U.S. TO PUERTO RICO WITH MANUSCRIPT EXPLANATION



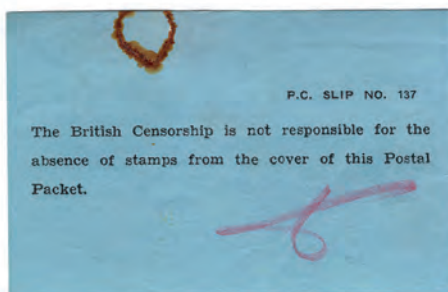
NEW YORK TO PORT OF SPAIN, TRINIDAD WITH TYPED EXPLANATION



3521

3521 ☒

1941 (Oct. 3), Pan Am S-42A "Dominican Clipper" (Air Crash Mail of the World 411003c & f), crashed at San Juan, Puerto Rico. Two covers, one from New York, NY to Port of Spain, Trinidad with typed explanation of the crash and one from the US to Puerto Rico with manuscript explanation applied at San Juan, ACMW "C, D" respectively. Estimate \$200 - 325



3522

3522 ☒

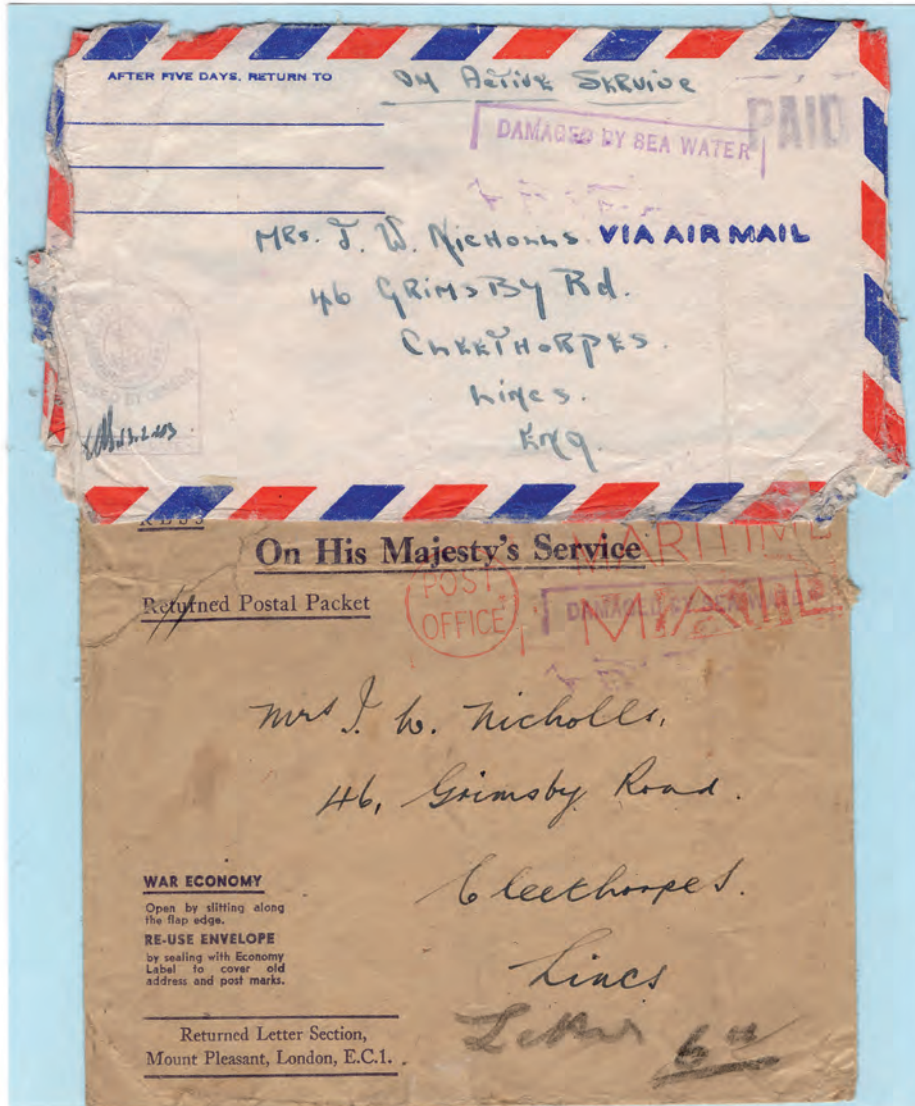
1941 (Oct. 3), Pan Am S-42A “Dominican Clipper” (Air Crash Mail of the World 411003e), crashed at San Juan, Puerto Rico. Two covers, one from New York to Rio de Janeiro, with cachet applied in Rio and small slip from Trinidad censor explaining they were not responsible for the missing stamps, which were soaked off in the water, and one from West Hartford, Conn. to Port of Spain, Trinidad with no cachet but stamps soaked off. *Scarce; ACMW “E”*. Estimate \$300 - 425



PAN AMERICAN AIRWAYS CRASH MAIL

"YANKEE CLIPPER" - LISBON, PORTUGAL - 22 FEBRUARY 1943

COVER TO ENGLAND WITH NIERINCK TYPE 'K' CACHET IN PURPLE  
(UNLISTED) & LONDON POST OFFICE "AMBULANCE" COVER



3523

3523 ☒

1943 (Feb. 22), Pan Am Boeing 314 "Yankee Clipper" (Air Crash Mail of the World 430222), crashed at Lisbon, Portugal. Cover from the US to Cleethorpes, Lincs, England with unlisted "DAMAGED BY SEAWATER" with top boxed in and accompanied by an ambulance cover from the Mt. Pleasant, London Post Office. *Variety unlisted by Nierinck and the only one recorded; ACMW "C" for normal.*

Estimate \$250 - 350

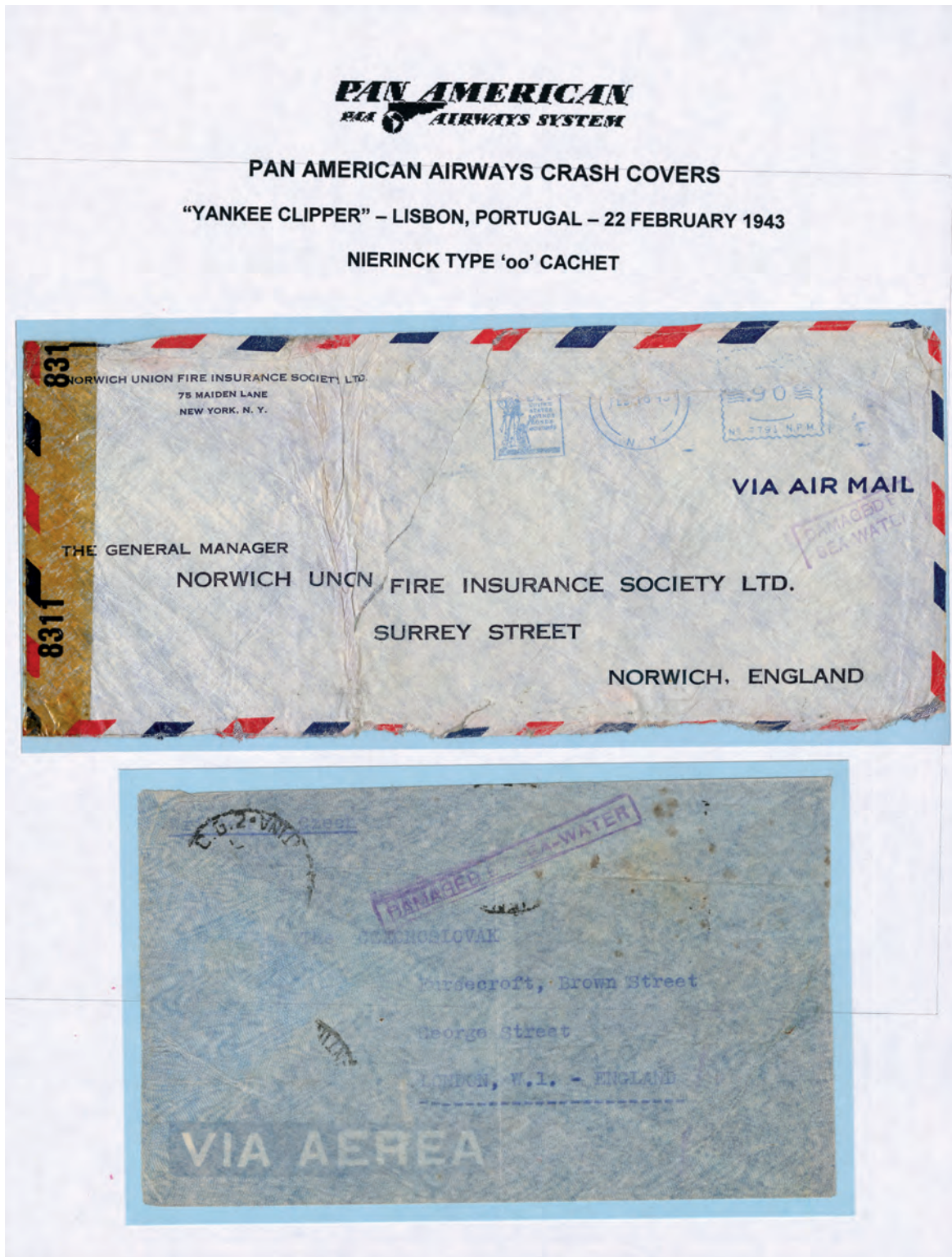


3524

3524 ☒

1943 (Feb. 22), Pan Am Boeing 314 “Yankee Clipper” (Air Crash Mail of the World 430222), crashed at Lisbon, Portugal. Two covers with unlisted cachets, one with single-line “DAMAGED BY SEA WATER” with top boxed-in on cover from New York, NY to London, England, the other with faint “DAMAGED BY IMMERSION/IN SEA WATER” on cover from Buenos Aires, Argentina to Twyford, England. Variety unlisted by Nierinck and the only one recorded; ACMW “D” for normals.

Estimate \$250 - 375



3525

3525 ✉

1943 (Feb. 22), Pan Am Boeing 314 "Yankee Clipper" (Air Crash Mail of the World 430222b & o), crashed at Lisbon, Portugal. Two covers: one small cover from Argentina to London, England with type "o" cachet and a legal-size cover from New York, NY to Norwich, England with type "b" cachet. *Nierinck Type "o" cachet is rare; ACMW "C, D" respectively.* Estimate \$200 - 325





3527

3527 ✉

1943 (Feb. 22), Pan Am Boeing 314 “Yankee Clipper” (Air Crash Mail of the World 430222c & r), crashed at Lisbon, Portugal. Legal-size cover from New York, NY to Sodertalje, Sweden with type “d” label and accompanied by a type “r” Swedish glassine Ambulance cover, which is scarce, ACMW “C, E” respectively. Estimate \$200 - 350



3528

3528 ☒

1943 (Feb. 22), Pan Am Boeing 314 "Yankee Clipper" (Air Crash Mail of the World 430222e & aa), crashed at Lisbon, Portugal. Legal-size cover from Santiago, Chile to Zurich, Switzerland with type "e" label cachet applied at Basel, Switzerland, and accompanied by type "aa" Basel Ambulance cover. Also, on back of cover is a Lisbon, Portugal transit postmark, which is rare, ACMW "D, F" respectively. Estimate \$400 - 500



PAN AMERICAN AIRWAYS CRASH COVERS

“YANKEE CLIPPER” – LISBON, PORTUGAL – 22 FEBRUARY 1943

COVER FROM CHILE TO GERMANY  
WITH LABEL AFFIXED BY MUNICH POST OFFICE  
UNLISTED BY NIERINCK



3529

3529 ☒

1943 (Feb. 22), Pan Am Boeing 314 “Yankee Clipper” (Air Crash Mail of the World 430222e), crashed at Lisbon, Portugal. Cover from Chile to Braunschweig, Germany with type “e” label applied on the back by Munich, Germany Post Office. *Munich label unlisted by Nierinck; ACMW “D”.* Estimate \$200 - 300

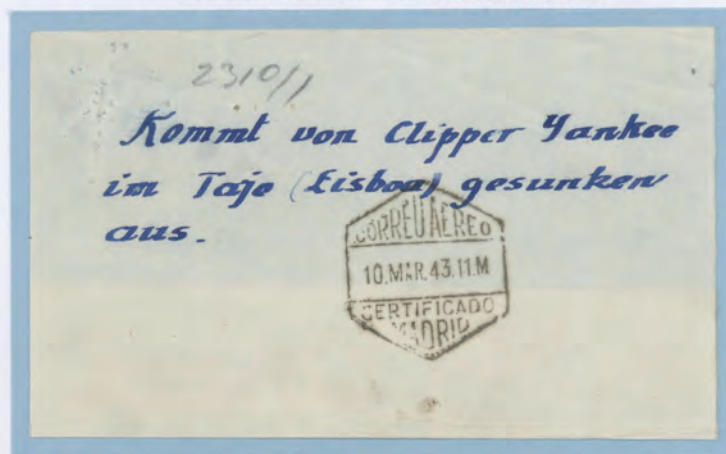


**PAN AMERICAN**  
AIRWAYS SYSTEM

**PAN AMERICAN AIRWAYS CRASH COVERS**

**"YANKEE CLIPPER" – LISBON, PORTUGAL – 22 FEBRUARY 1943**

**COVER TO SWEDEN WITH HAND PRINTED CACHET IN GERMAN,  
AND MADRID, SPAIN TRANSIT POSTMARK**



3530

3530 ☒

1943 (Feb. 22), Pan Am Boeing 314 "Yankee Clipper" (Air Crash Mail of the World 430222f), crashed at Lisbon, Portugal. Cover from Argentina to Sweden, with explanatory slip applied by Germans in Madrid, Spain "Kommt von Clipper Yankee/im Tajo Lisboa gesunken/aus" and "stamps missing" cachet applied in Germany *en route* to Sweden. Very unusual and unique cover, ACMW "D". Estimate \$600 - 800



PAN AMERICAN AIRWAYS CRASH COVERS

"YANKEE CLIPPER" – LISBON, PORTUGAL – 22 FEBRUARY 1943



3531

3531 ☒

1943 (Feb. 22), Pan Am Boeing 314 "Yankee Clipper" (Air Crash Mail of the World 430222h & p), crashed on landing at Lisbon, Portugal. The flight was carrying a large load of mail to various European countries. Two covers, one to Nice, France with French three-line cachet and one to Lisbon, Portugal with cachet "Salvados do Yankee Clipper". Both are rare destinations. *Very few covers to France have been recorded; ACMW "D, F" respectively.* Estimate \$500 - 800

(photo on front cover)



3532

3532 ☒

1944 (Aug. 8), Pan Am S-42 "Hong Kong Clipper" (Air Crash Mail of the World 440808a), crashed while taking off from Nipe Bay near Antilla, Cuba, due to engine failure. Salvaged water-soaked mail was forwarded on August 8 and 9 to Miami (where the "received in damaged condition" cachet was applied) for redistribution. Cover from Argentina to Edinburgh, Scotland, accompanied by British Postal Censorship label advising that they were not responsible for missing stamp. *Scarce*; ACMW "E".

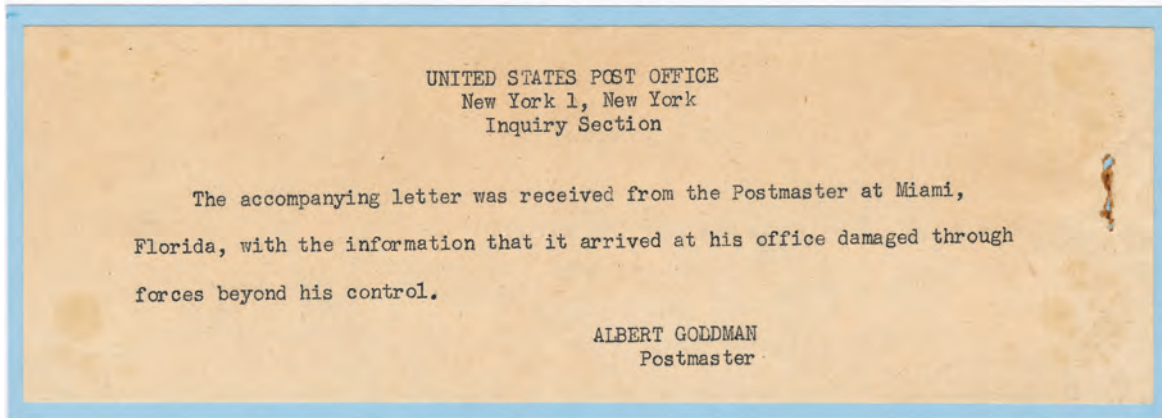
Estimate \$200 - 300



THE KENDALL SANFORD PAN AMERICAN AIRWAYS  
CRASH MAIL COLLECTION



PAN AMERICAN AIRWAYS CRASH COVERS  
ANTILLA, CUBA – 8 AUGUST 1944  
COVER FROM SAN JUAN, PUERTO RICO TO NEW YORK  
UNLISTED NEW YORK POST OFFICE MIMEOGRAPH  
EXPLANATION



3533

3533 ✉

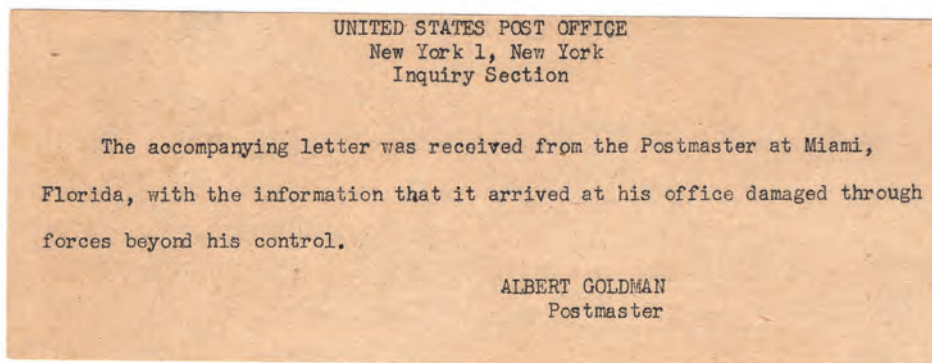
1944 (Aug. 8), Pan Am S-42 "Hong Kong Clipper" (Air Crash Mail of the World 440808b), crashed at Antilla, Cuba. Legal-size cover from San Juan, Puerto Rico to New York, NY accompanied by type 'b' New York Post Office mimeo slip, ACMW "E". Estimate \$200 - 300



PAN AMERICAN AIRWAYS CRASH MAIL

ANTILLA, CUBA – 8 AUGUST 1944

COVER FROM SAN JUAN, PUERTO RICO TO NEW YORK  
WITH NEW YORK POST OFFICE MIMEOGRAPH SLIP



3534

3534 ☒

1944 (Aug. 8), Pan Am S-42 "Hong Kong Clipper" (Air Crash Mail of the World 440808b), crashed at Antilla, Cuba. Cover from San Juan, Puerto Rico to New York, NY accompanied by type 'b' New York Post Office mimeo slip, ACMW "E". Estimate \$200 - 300

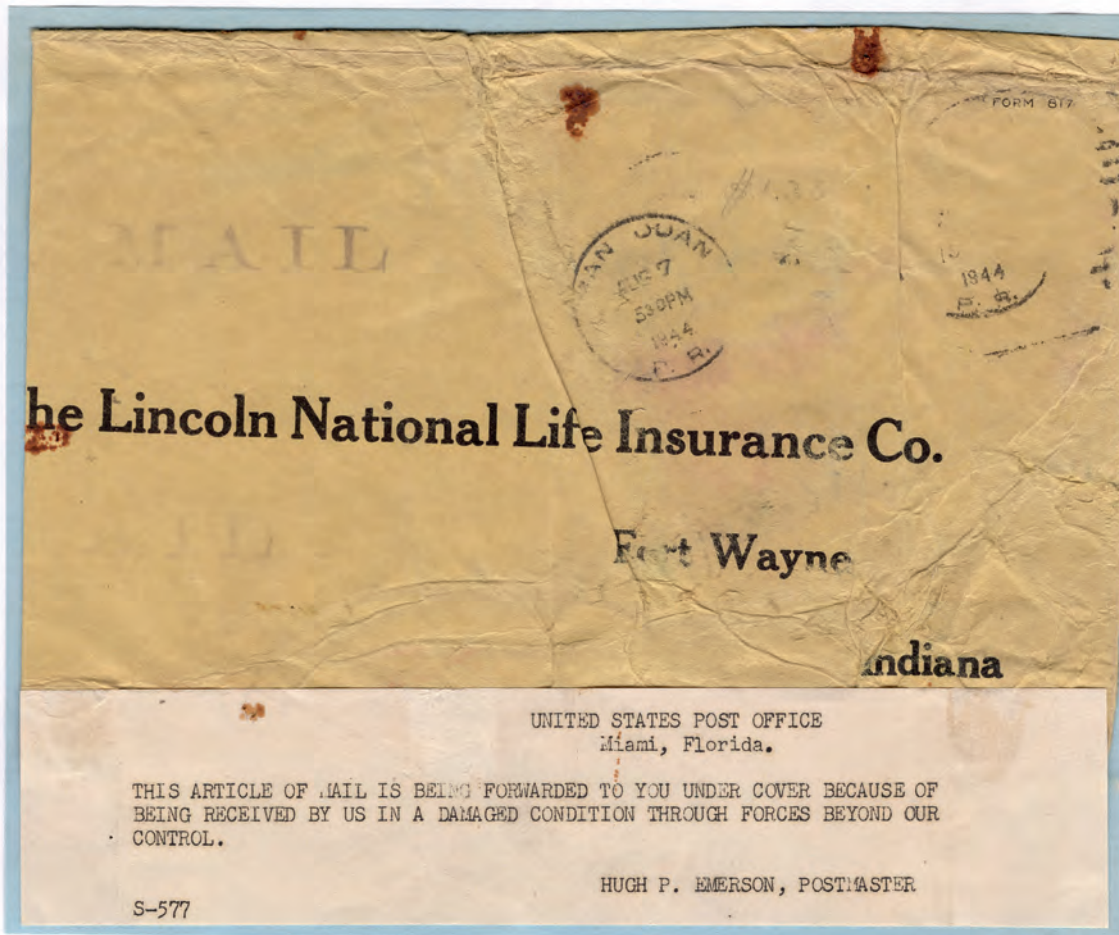


**PAN AMERICAN**  
AIRWAYS SYSTEM

**PAN AMERICAN AIRWAYS CRASH MAIL**

**ANTILLA, CUBA – 8 AUGUST 1944**

**COVER FROM SAN JUAN, PUERTO RICO TO FORT WAYNE, INDIANA  
WITH PREVIOUSLY UNRECORDED MIAMI, FLORIDA POST OFFICE  
MIMEOGRAPH SLIP**



3535

3535 ☒

1944 (Aug. 8), Pan Am S-42 "Hong Kong Clipper" (Air Crash Mail of the World 440808 var.), crashed at Antilla, Cuba. Large cover from San Juan, Puerto Rico to Fort Wayne, Indiana accompanied by *unlisted* Miami, Florida Post Office mimeo slip, ACMW "E" for New York mimeo slip. Estimate \$250 - 375



3536

3536 ☒

1947 (Oct. 26), Pan Am Douglas DC-4 (Air Crash Mail of the World 471026A a, b), crashed into a mountain eight miles from Annette Island, Alaska. Two covers; one from Seattle, Washington to Petersburg, Alaska with type 'b' manuscript notation, and one legal-size cover from Los Angeles, California to Ketchikan, Alaska with type 'a' cachet "RECEIVED IN/BAD CONDITION. Also a photo of the wrecked aircraft, each ACMW "E". Estimate \$350 - 500

On a flight from Seattle to Alaska, the plane passed over Annette Island and crashed eight miles away. However, the wreck was not found until Oct. 31 and the mail was not recovered until Nov. 6. Seven pouches and 50 loose letters were salvaged and received this cachet.



PAN AMERICAN AIRWAYS CRASH COVERS

ANNETTE ISLAND, ALASKA - 26 OCTOBER 1947

COVER FROM ILLINOIS TO KETCHIKAN, ALASKA

&

COVER FROM PRAGUE, CZECHOSLOVAKIA TO KETCHIKAN



3537

3537 ☒

1947 (Oct. 26), Pan Am Douglas DC-4 (Air Crash Mail of the World 471026A a), crashed into a mountain eight miles from Annette Island, Alaska. Two covers; one from Glenview, Illinois and one from Prague, Czechoslovakia, both with type 'a' cachet "RECEIVED IN/BAD CONDITION", ACMW "E".

Estimate \$350 - 500

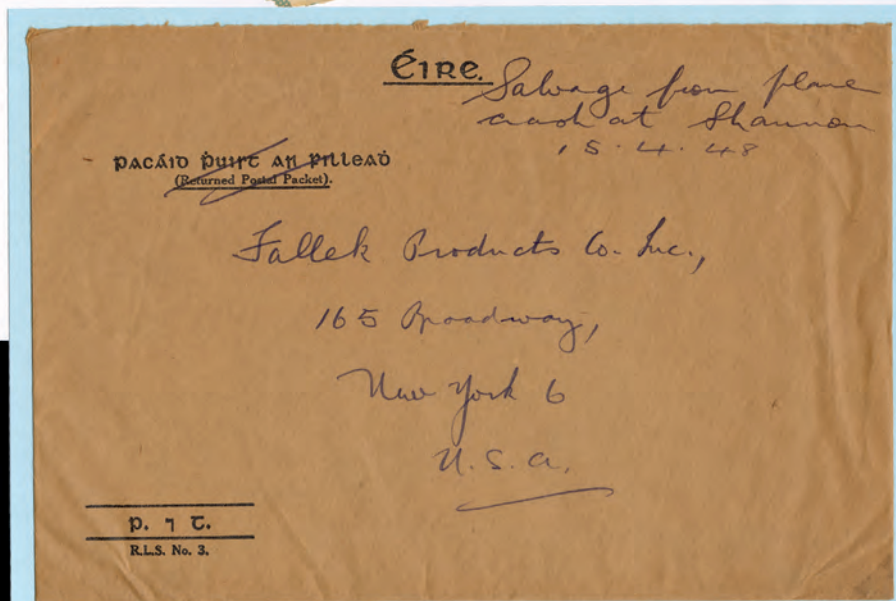


**PAN AMERICAN**  
AIRWAYS SYSTEM

**PAN AMERICAN AIRWAYS CRASH COVERS**

CLIPPER "EMPRESS OF THE SKIES" - SHANNON, IRELAND - 15 APRIL 1948

COVER FROM TURKEY WITH IRISH "AMBULANCE" COVER.  
THIS IS THE ONLY RECORDED COVER FROM TURKEY



3538

3538 ☒

1948 (Apr. 15), Pan Am Lockheed 049 Constellation "Empress of the Skies" (Air Crash Mail of the World 480415c), crashed at Shannon, Ireland. Badly burned cover from Turkey to New York, NY, accompanied by very scarce type 'c' Irish Ambulance cover. *This is the only recorded cover from Turkey; ACMW "G"*. Estimate \$400 - 600



THE KENDALL SANFORD PAN AMERICAN AIRWAYS  
CRASH MAIL COLLECTION



PAN AMERICAN AIRWAYS CRASH COVERS

CLIPPER "EMPRESS OF THE SKIES" - SHANNON, IRELAND - 15 APRIL 1948

ON LANDING APPROACH AT SHANNON, THE AIRCRAFT STRUCK THE GROUND AND  
CRASHED 2,400 FEET SHORT OF THE RUNWAY. COVER FROM U.S. DIPLOMATIC  
POUCH - ONE OF TWO SIMILAR COVERS RECORDED.

THE FOREIGN SERVICE  
OF THE  
UNITED STATES OF AMERICA

W/O. F. R. Williamson W-2119671  
OMA, American Legation  
Kabul, Afghanistan



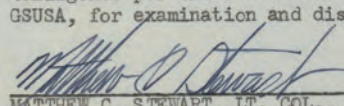
Mrs. Frank Galloway  
611 Pennsylvania  
Wichita, Kansas

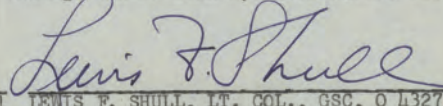
DEPARTMENT OF THE ARMY  
GENERAL STAFF, U.S. ARMY  
Intelligence Division  
Washington 25, D. C.

14 May 1948

C E R T I F I C A T E

This is to certify that the above cover addressed to Mrs. Frank Galloway, 611 Pennsylvania, Wichita, Kansas, from W.O. F. R. Williamson, W-2119671, OMA, American Legation, Kabul, Afghanistan, was carried in the diplomatic pouch on the plane that crashed at Shannon Airport, Ireland, 15 April 1948, as explained in accompanying newspaper stories. Remainder of contents of diplomatic pouch was recovered by the Department of State, United States Government, and mail of Mission and Military Intelligence personnel was delivered to the Message Center Branch, Intelligence Division, GSUSA, for examination and distribution.

  
MATTHEW C. STEWART, LT. COL., GSC, O 43541  
Chief, Message Center Branch, Intelligence  
Division, Department of the Army

  
LEWIS F. SHULL, LT. COL., GSC, O 43277  
Deputy Chief, Security of Military  
Information Branch  
Intelligence Division, Department of the Army

3539

3539 ☒

1948 (Apr. 15), Pan Am Lockheed 049 Constellation "Empress of the Skies" (Air Crash Mail of the World 480415d), crashed at Shannon, Ireland. On landing, it hit a hillock 100 meters from the runway, caught fire and was destroyed. Cover from American Legation, Kabul, Afghanistan to Wichita, Kansas, accompanied by Department of the Army certificate explaining that it was in the crash. Very unusual cover. One of two similar US diplomatic pouch covers recorded; ACMW "H". Estimate \$600 - 850



PAN AMERICAN AIRWAYS CRASH COVERS

SANAGHIE, LIBERIA – 22 JUNE 1951

COVER FROM BELGIAN CONGO TO MADEIRA, PORTUGAL

THE ONLY COVER RECORDED BETWEEN THESE COUNTRIES



3540

3540 ☒

1951 (June 22), Pan Am Constellation L-049 "Clipper Great Republic" (Air Crash Mail of the World 510622a), crashed at Sanaghie, Liberia. Cover from Elisabethville, Belgian Congo to Funchal, Madeira, Portugal with faint type 'a' two-line black cachet applied in Lisbon, Portugal. *The only cover recorded between these countries; ACMW "G".* Estimate \$400 - 600



## PAN AMERICAN AIRWAYS CRASH COVERS

SANAGHIE, LIBERIA – 22 JUNE 1951

THE PAN AM CONSTELLATION "GREAT REPUBLIC", ON A FLIGHT FROM JOHANNESBURG, SOUTH AFRICA TO NEW YORK VIA ROBERTSFIELD, LIBERIA AND LISBON, PORTUGAL, CRASHED NEAR THE VILLAGE OF SANAGHIE.

ONLY 11 COVERS HAVE BEEN RECORDED—MOST FROM ANGOLA & MOZAMBIQUE TO PORTUGAL.



3541

3541 ☒

1951 (June 22), Pan Am Constellation L-049 "Clipper Great Republic" (Air Crash Mail of the World 510622a), crashed at Sanaghie, Liberia. The flight was operating from Johannesburg, South Africa to New York via Liberia and Lisbon, Portugal. Covers are known from Angola, Mozambique and Belgian Congo; this from Quelimane, Mozambique to Lisbon, Portugal with type 'a' two-line black cachet applied in Lisbon. *Very scarce, as only 11 covers in total have been recorded, most from Angola & Mozambique to Portugal; ACMW "G".* Estimate \$400 - 650



PAN AMERICAN AIRWAYS CRASH COVERS

KINGSTON, JAMAICA - 2 SEPTEMBER 1951

A PAN AM CONVAIR 240, ON A FLIGHT FROM MIAMI TO MARACAIBO,  
VENEZUELA, PANCAKED INTO THE BAY WHEN LANDING.



3542

3542 ☒

1951 (Sept. 2), Pan Am Convair 240 (Air Crash Mail of the World 510902a, b), crashed at Kingston, Jamaica. The aircraft pancaked into the bay when landing. Two covers, one from New York, NY to Bogota, Colombia, with five-line black type 'b' cachet, one from New York, NY to Barranquilla, Colombia with blue four-line type 'a' cachet. Scarce; ACMW "D" for each. Estimate \$300 - 400



THE KENDALL SANFORD PAN AMERICAN AIRWAYS  
CRASH MAIL COLLECTION



PAN AMERICAN AIRWAYS CRASH COVERS

KINGSTON, JAMAICA - 2 SEPTEMBER 1951

COVER FROM CANADA TO JAMAICA WITH CACHET  
"RECEIVED AT GPO/KINGSTON/IN BAD CONDITION"



3543

3543 ☒

1951 (Sept. 2), Pan Am Convair 240 (Air Crash Mail of the World 510902c & e, d), crashed at Kingston, Jamaica, pancaking into the bay when landing. Two covers, one from New York, NY to Medellin, Colombia with five-line magenta type 'd' cachet, one from Waterloo, Canada to Half Way Tree, Jamaica with three-line type 'c' cachet and type 'e' Kingston label. *Scarce; ACMW "D" for the covers, the Kingston label a 10% premium.* Estimate \$350 - 475

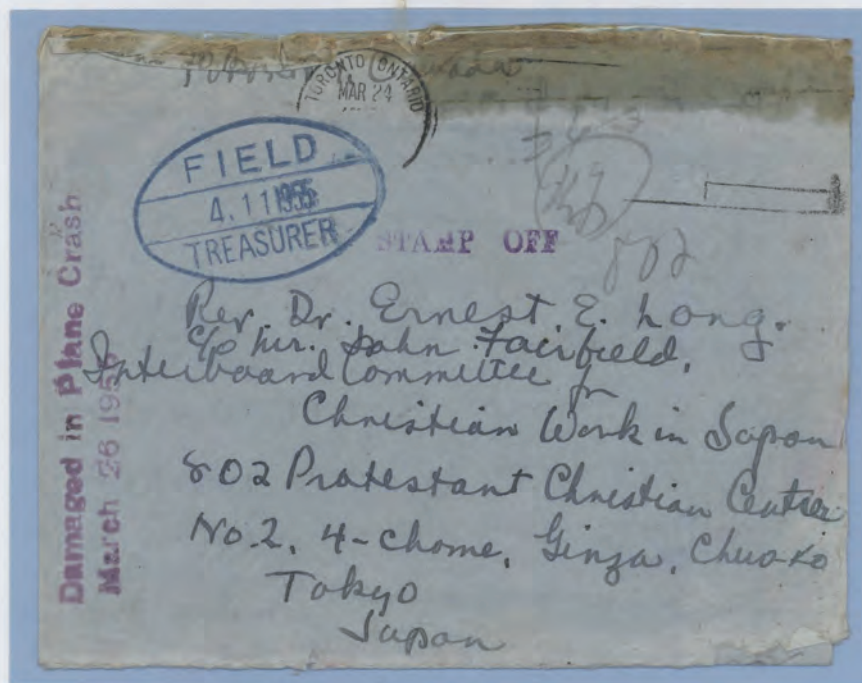




PAN AMERICAN AIRWAYS CRASH COVERS

BOEING STRATOCRUISER - PACIFIC OCEAN - 26 MARCH 1955

THE AIRCRAFT HAD ENGINE TROUBLE AND IT WAS  
NECESSARY TO DITCH IN THE OCEAN. THE CREW &  
PASSENGERS BOARDED LIFE RAFTS AND WERE RESCUED



ONLY THREE COVERS RECORDED,  
WHICH WERE FOUND FLOATING ON THE OCEAN

3545

3545 ☒

1955 (Mar. 26), Pan Am Boeing Stratocruiser (Air Crash Mail of the World 550326c), ditched in the Pacific Ocean. The flight was operating from Seattle, Washington via Portland, Oregon and Honolulu, Hawaii. Cover from Toronto, Ontario, Canada to Tokyo, Japan, with two-line purple type 'c' cachet. Unusual from Canada; ACMW "G". Estimate \$400 - 650

The aircraft had engine trouble and it was necessary to ditch in the ocean. The crew and passengers boarded life rafts and were rescued.



3546

3546 ☒

1956 (Oct. 16), Pan Am Boeing Stratocruiser (Air Crash Mail of the World 561016a), ditched in the Pacific Ocean. Two legal-size covers, one from Honolulu, Hawaii to San Francisco, California and one from FPO San Francisco to Monterey, California. Both with two-line purple type "a" cachet applied by the San Francisco post office. Only two pouches of mail, weighing 650 pounds, were salvaged; ACMW "G". Estimate \$300 - 400



THE KENDALL SANFORD PAN AMERICAN AIRWAYS  
CRASH MAIL COLLECTION

BOEING STRATOCRUISER – PACIFIC OCEAN – 16 OCTOBER 1956  
SAN FRANCISCO POST OFFICE EXPLANATORY LETTER



3547

3547 ✉

1956 (Oct. 16), Pan Am Boeing Stratocruiser (Air Crash Mail of the World 561016b), ditched in the Pacific Ocean. Cover from unknown origin to Albany, Oregon with type 'b' U.S. Post Office letter. *Only two pouches of mail, weighing 650 pounds, were salvaged. The cachet was applied in Portland, Oregon; ACMW "G".* Estimate \$200 - 300



PAN AMERICAN AIRWAYS CRASH COVERS

BOEING STRATOCRUISER – PACIFIC OCEAN – 9 NOVEMBER 1957

ANOTHER BOEING STRATOCRUISER, THE "ROMANCE OF THE SKIES", DITCHED IN THE PACIFIC OCEAN ON A FLIGHT FROM SAN FRANCISCO TO HONOLULU. THE U.S. COAST GUARD PICKED UP 390 POUNDS OF MAIL OUT OF 3,297 POUNDS ON-BOARD.



3548

3548 ☒

1957 (Nov. 9), Pan Am Boeing Stratocruiser (Air Crash Mail of the World 571109a), ditched in the Pacific Ocean. Two covers, one from San Antonio, Texas, and a legal-size cover from San Diego to San Francisco, California. Both with type 'a' two-line magenta cachet. *The US Coast Guard picked up 390 pounds of mail out of 3,297 pounds on-board; ACMW "D".* Estimate \$300 - 400



3549

3549 ☒

1959 (Apr. 10), Pan Am Boeing 377-10-26 Stratocruiser (Air Crash Mail of the World 590410), crashed at Juneau, Alaska. Large documents cover from Pullman, Washington to Juneau, Alaska, no cachet. *Only some of the mail was recovered, in badly damaged condition; any cover is scarce.*

Estimate \$100 - 150

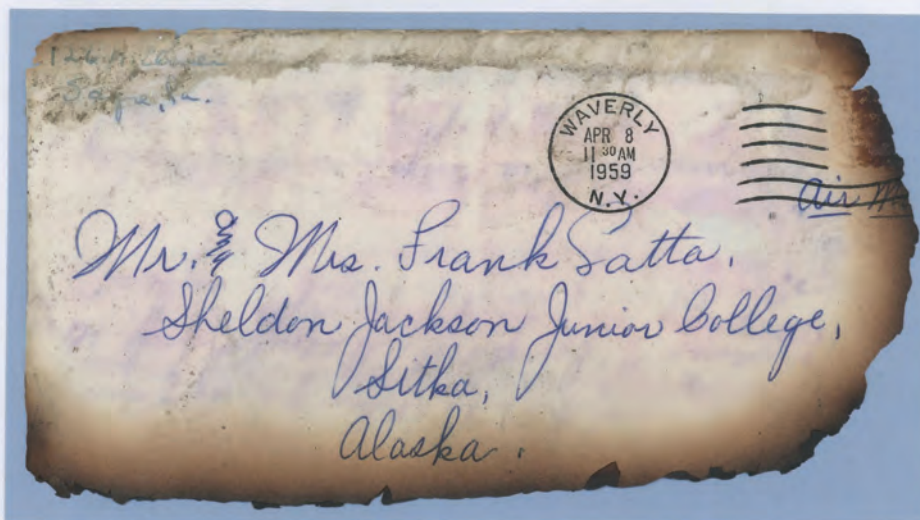


**PAN AMERICAN**  
AAA AIRWAYS SYSTEM

**PAN AMERICAN AIRWAYS CRASH COVERS**

**JUNEAU, ALASKA - 10 APRIL 1959**

**THE AIRCRAFT DEVELOPED A FIRE, CRASH LANDED AT THE  
JUNEAU AIRPORT, AND WAS DESTROYED BY THE FIRE. SOME  
MAIL WAS RECOVERED IN BADLY DAMAGED CONDITION**



This mail was recovered from the wreck and burning of a mail plane  
at Juneau, Alaska, April 10, 1959.

Margaret E. White,  
Postmaster, Juneau, Alaska

3550

3550 ☒

**1959 (Apr. 10), Pan Am Boeing 377-10-26 Stratocruiser (Air Crash Mail of the World 590410b),** crashed at Juneau, Alaska. On final approach, the aircraft was too low and struck an embankment. Cover from Waverly, NY to Sitka, Alaska, accompanied by type 'b' Juneau Post Office slip. *Covers of any sort are very scarce, this the sole known example with the Juneau slip; ACMW "F"*. Estimate \$300 - 400



### PAN AMERICAN AIRWAYS CRASH COVERS

NATIONAL AIRLINES – GULF OF MEXICO - 16 NOVEMBER 1959

A NATIONAL AIRLINES DC-7B, ON A FLIGHT FROM MIAMI, FLORIDA TO NEW ORLEANS, LOUISIANA, DISINTEGRATED IN THE AIR OVER THE GULF. RECOVERED MAIL IS KNOWN WITH TWO DIFFERENT CACHET VARIETIES. THIS COVER ALSO HAS AN INTERESTING CACHET ON THE FRONT "SUPPOSED TO CONTAIN MATTER PROHIBITED IMPORTATION".

NATIONAL WAS LATER BOUGHT OUT BY PAN AMERICAN



3551

3551 ☒

1959 (Nov. 16), National Airlines Douglas DC-7B (Air Crash Mail of the World 591116a), crashed in the Gulf of Mexico en route from Tampa to New Orleans. The mail was held for a couple of months until the investigation was completed, as it was suspected that it was caused by a bomb onboard. National was later bought out by Pan Am. Cover with type 'a' cachet. *Scarce; ACMW "C"*. Estimate \$75 - 100



PAN AMERICAN AIRWAYS CRASH COVERS

PANAIR DO BRASIL – RIO DE JANEIRO, BRAZIL – 20 AUGUST 1962

WHEN TAKING OFF FROM RIO DE JANEIRO, AN ENGINE FELL OFF, CAUSING THE AIRCRAFT TO RUN THROUGH A WALL AT THE END OF THE RUNWAY AND INTO THE SEA.

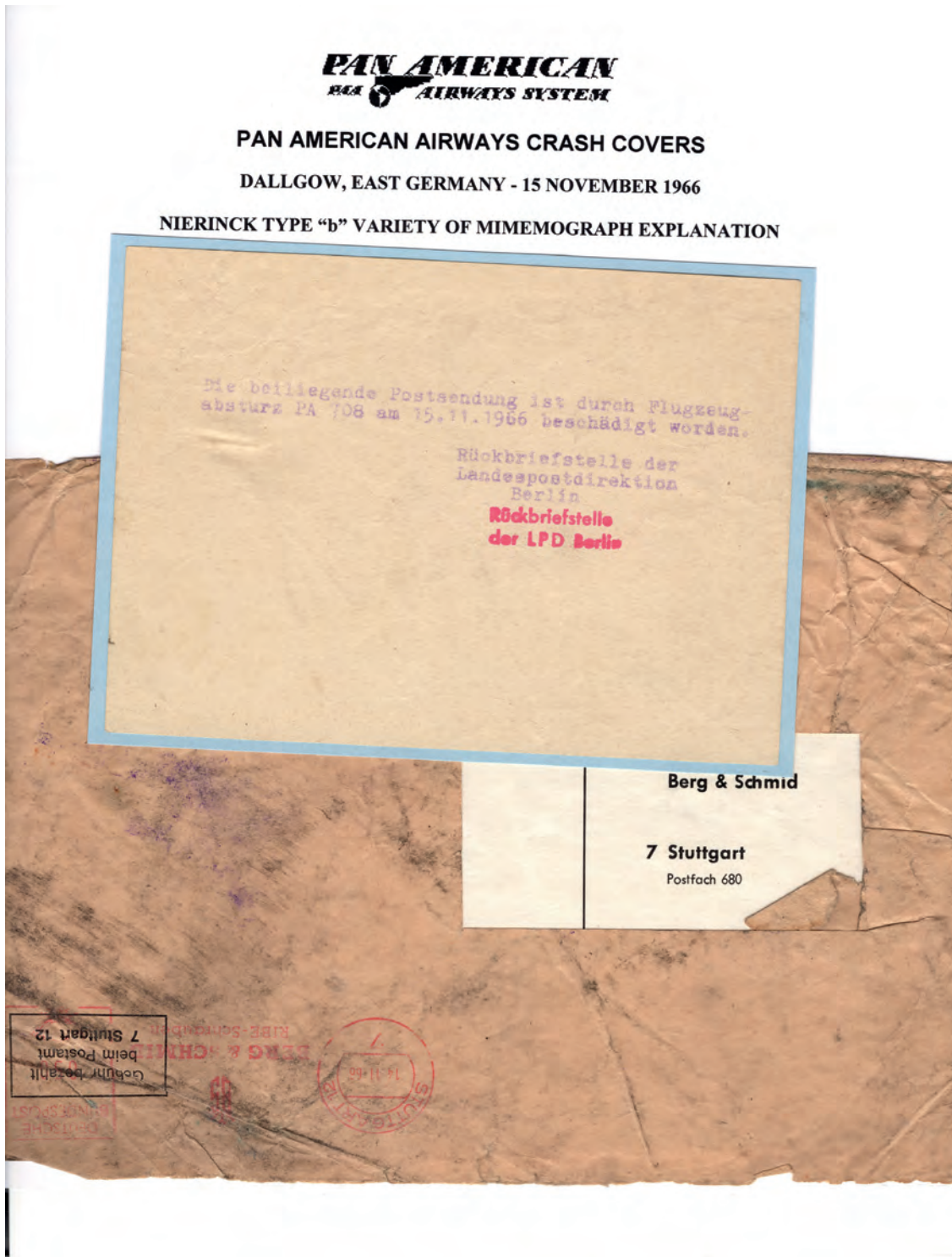
COVER FROM BRAZIL TO HOLLAND WITH CACHET APPLIED AT RIO AND TYPED SLIP AFFIXED IN HOLLAND



3552

3552 ☒

1962 (Aug. 20), Panair do Brasil Douglas DC-8 (Air Crash Mail of the World 620820e), crashed at Rio de Janeiro on take-off when the aircraft ran out of runway and lost one of its engines. The pilot made an attempt to stop the plane but it was going too fast. It went through a concrete wall and caught fire before going into Guanabara Bay about 100 meters from the end of the runway. Cover to the Netherlands with type 'e' Dutch label. *Very scarce; ACMW "E"*. Estimate \$200 - 300



3553

3553 ✉

1966 (Nov. 15), Pan Am Boeing 727-21, crashed at Dallgow, East Germany. Large documents cover from Stuttgart to Berlin, West Germany, accompanied by a Berlin Post Office unlisted mimeo explanation. A scarce Nierinck type "b" variety of mimeograph explanation; ACMW "F" for normal. Air Crash Mail of the World 661115. Estimate \$350 - 500

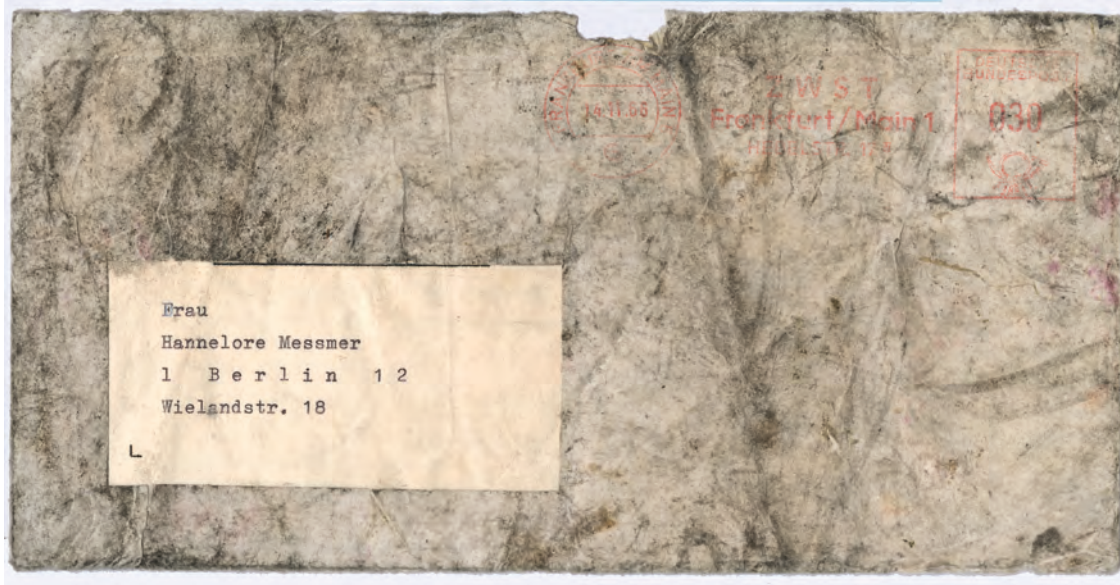
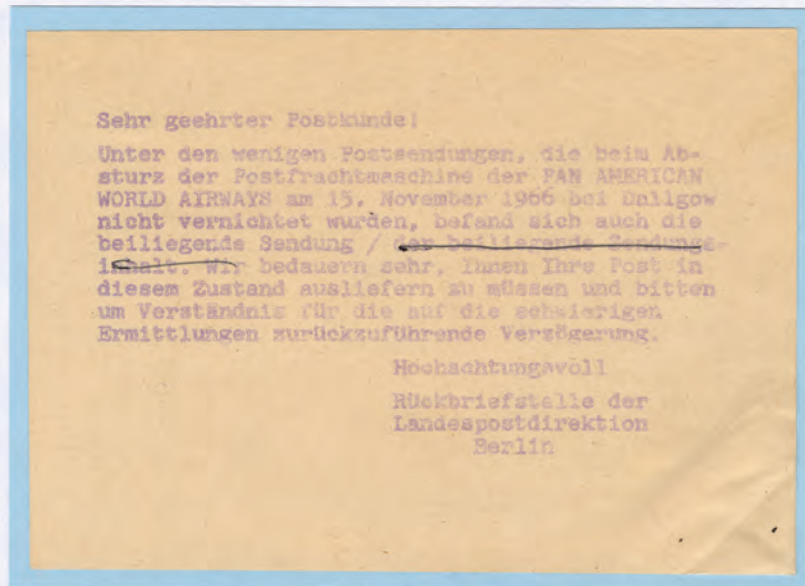


**PAN AMERICAN**  
PAA AIRWAYS SYSTEM

**PAN AMERICAN AIRWAYS CRASH COVERS**

**DALLGOW, EAST GERMANY – 15 NOVEMBER 1966**

**MANY OF THE COVERS FROM THIS CRASH WERE VERY DIRTY, LIKE THIS ONE**



**3554**

**3554** ☒

**1966 (Nov. 15), Pan Am Boeing 727-21**, crashed at Dallgow, East Germany. Legal-size cover from Frankfurt to Berlin, West Germany, accompanied by a Berlin Post Office type 'aa' mimeo explanation. *Scarce, with many of the covers from this crash very dirty, like this one; ACMW "F".* Air Crash Mail of the World 661115aa. Estimate \$300 - 400



PAN AMERICAN AIRWAYS CRASH COVERS

DALLGOW, EAST GERMANY - 15 NOVEMBER 1966

THE BOEING 727 CLIPPER "DE SOTO" INTERNAL GERMAN SERVICE TO WEST BERLIN, CRASHED JUST OUTSIDE WEST BERLIN IN THE EASTERN SECTOR. SOME MAIL WAS RECOVERED IN BADLY DAMAGED AND DIRTY CONDITION, AND WAS TURNED OVER TO THE WEST BERLIN POST OFFICE. THE BERLIN POST OFFICE FORWARDED THE COVERS IN AN "AMBULANCE" COVER ALONG WITH A MIMEOGRAPH EXPLANATION.



3555

3555 ☒

1966 (Nov. 15), Pan Am Boeing 727-21, crashed in very bad weather at Dallgow, East Germany. This was a cargo flight from Frankfurt to West Berlin. Legal-size cover from Wiesbaden to Berlin, West Germany, accompanied by a Berlin Post Office type 'c' Ambulance cover. *Scarce; ACMW "F"*. Air Crash Mail of the World 661115c. Estimate \$300 - 400



**PAN AMERICAN**  
AIRWAYS SYSTEM

**PAN AMERICAN AIRWAYS CRASH COVERS**

**CALCUTTA, INDIA – 13 JUNE 1968**

**COVER BANGKOK, THAILAND TO LONDON, ENGLAND**



3556

3556 ☒

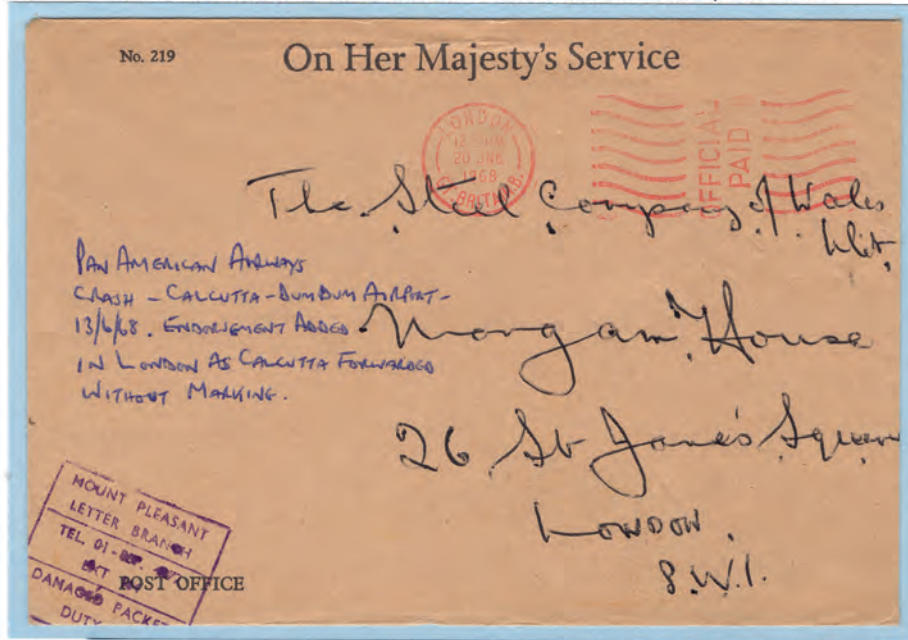
1968 (June 13), Pan Am Boeing 707 (Air Crash Mail of the World 680613a), crashed at Calcutta, India. Legal-size cover from Bangkok, Thailand to London, England with single line boxed violet type 'a' cachet. *Covers are scarce from this crash; ACMW "F"*. Estimate \$300 - 400



PAN AMERICAN AIRWAYS CRASH COVERS

CALCUTTA, INDIA – 13 JUNE 1968

CACHET VARIETY & "AMBULANCE" COVER FROM LONDON, ENGLAND



3557

3557 ☒

1968 (June 13), Pan Am Boeing 707 (Air Crash Mail of the World 680613a, f), crashed at Calcutta, India. Aerogramme from Bangkok, Thailand to London, England with type 'a' cachet, accompanied by type 'f' Mt. Pleasant, London Ambulance cover. Covers are scarce from this crash; ACMW "F, G" respectively. Estimate \$400 - 650



3558

3558 ☒

1968 (June 13), Pan Am Boeing 707 (Air Crash Mail of the World 680613b, d), crashed at Calcutta, India. Two legal-size covers, one from Bangkok, Thailand to Kendal, England with type 'd' label, and one from Bangkok to London with type 'b' cachet. Covers are scarce from this crash; ACMW "F" for each.

Estimate \$600 - 800



PAN AMERICAN AIRWAYS CRASH COVERS

NEAR MAIQUETTA AIRPORT, CARACAS, VENEZUELA - 12 DECEMBER 1968

ON A FLIGHT FROM NEW YORK TO CARACAS, THE BOEING 707  
CAUGHT FIRE AND CRASHED INTO THE SEA. MAIL WAS  
SALVAGED FROM THE FUSELAGE, WHICH WAS LOCATED BY  
DIVERS AT A DEPTH OF 410 FEET.

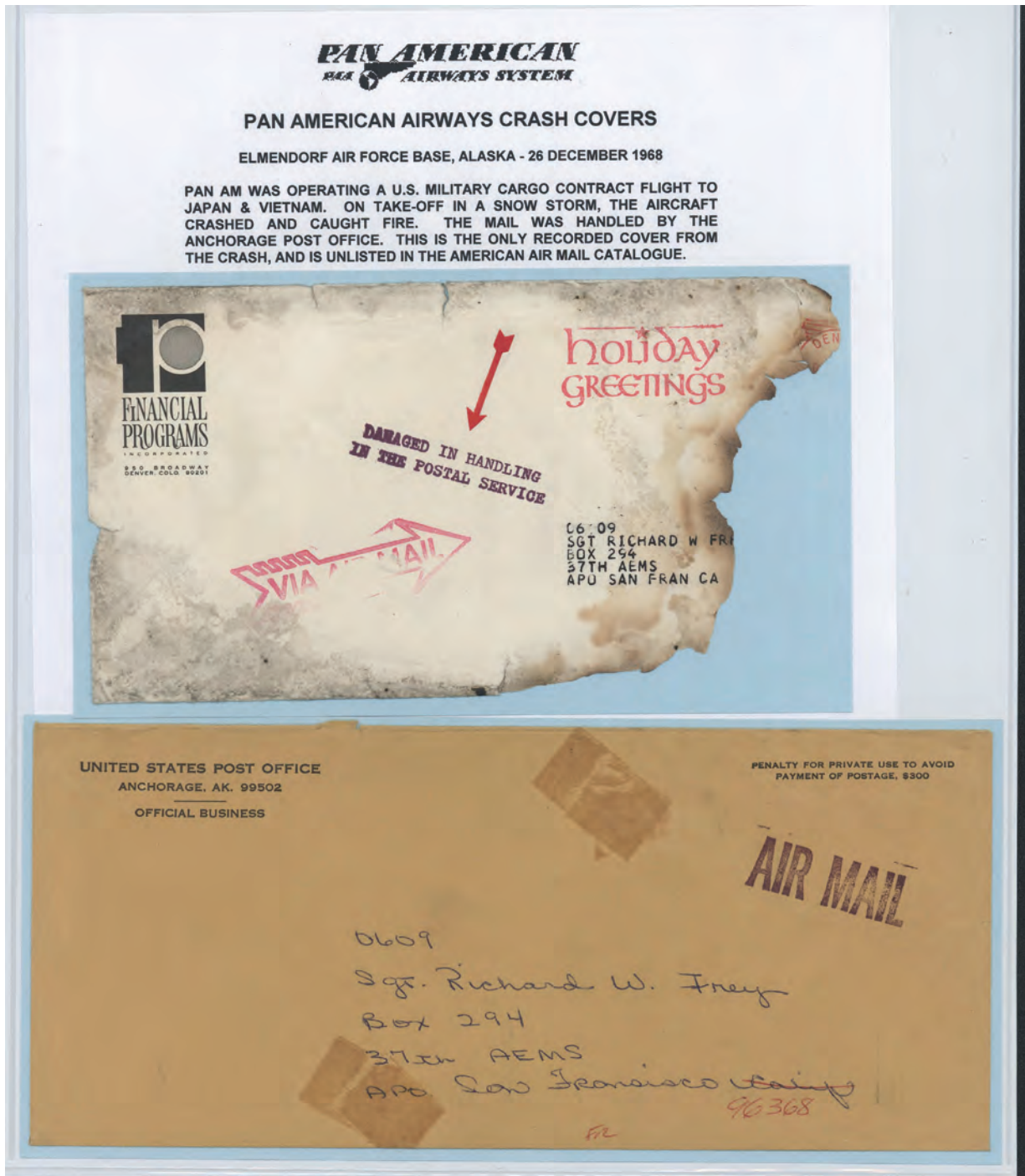
CACHET APPLIED BY CARACAS POST OFFICE



3559

3559 ✉

1968 (Dec. 12), Pan Am Boeing 707 (Air Crash Mail of the World 681212a), crashed into the sea 11 miles off the coast while on approach to Caracas. Legal-size cover with type 'a' purple cachet. *Very few covers were recovered; ACMW "E".* Estimate \$200 - 300



3560

3560 ☒

1968 (Dec. 26), Pan Am Boeing 707C Military Cargo (Air Crash Mail of the World 681226ab), Military Airlift Command contract cargo flight, crashed at Elmendorf Air Force Base, Alaska. On take-off, the right wing contacted the snow-covered ground 94 feet left of the extended centerline at a distance of 2760 feet from the runway. The aircraft rolled inverted and broke up. A small amount of military mail was recovered. *This is the only recorded cover—from Denver, Colorado to APO San Francisco—from the crash accompanied by an Anchorage, Alaska Post Office “Ambulance” cover; ACMW “K”.* Estimate \$2,000 - 3,000



THE KENDALL SANFORD PAN AMERICAN AIRWAYS  
CRASH MAIL COLLECTION



3561

3561 ☒

1974 (Jan. 30), Pan Am Boeing 707 (Air Crash Mail of the World 740130), crashed at Pago Pago, American Samoa. The aircraft was landing during a violent thunderstorm and crashed into a hill 200 yards from the runway. A small amount of mail was recovered. Large documents cover from The Netherlands to Western Samoa, accompanied by a Honolulu, Hawaii Post Office mimeo slip, plus a Honolulu Ambulance cover. *One of only three covers recorded; ACMW "J"*. Estimate \$1,500 - 2,500







**KELLEHER  
AUCTIONS**  
STAMPS | COINS | SPORTS CARDS | MEMORABILIA

22 Shelter Rock Lane, Unit 53 Danbury, CT 06810, USA  
Phone: 203.830.2500 Toll Free: 800.212.2830 Fax: 203.297.6059  
[KelleherAuctions.com](http://KelleherAuctions.com)

© Copyright 2026