

CAM#1



1N79
5200



1N82
5200 + P
Clear 54

CAM # 1

Pilot Haynes Wheeler

BAR HARBOR
JUN 2
6 AM
1950
MAINE



- FLYING THE MAIL -



SPONSORED BY
TOWN of BAR HARBOR
Maine's Famous Coast Resort

THEO. LIGHT
GEN. DEL.
ROCKLAND, ME

1984

1384
June
Pilot #1

CAM # 1

Capt. R. M. Zickler

CLEVELAND
MAY 31
-PM
1969
OHIO

Inauguration
of Service



Cleveland, Ohio



VIA AIR MAIL

PAUL V. SCHEETZ
145 S. Tenth Street
Quakertown, Pa. 18951

1W102F

1W102F
5-4
9-25-69

CAM # 1



1E104
2 9/2
10/1/69



1E104F
2 9/2
10/1/69

C.P.M. #2 4-15-26
Chicago Peoria



MR. W.H. DUNCAN

% MRS. J.N. GARDINER #408 CONSTANTINE AVE.

PEORIA HEIGHTS, PEORIA ILLINOIS

U.S.A.

L11
251 \$21

VIA--AIR MAIL.

L11



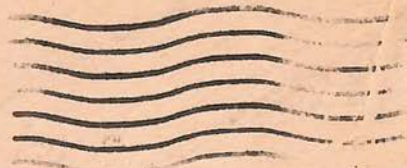
VIA AIR MAIL

FROM Peoria

TO

L12
252
\$4.00

Mr. H. A. Borgmann
3225 Sullivan Av.
St. Louis, Mo.



2432 E. MAIN ST., DECATUR ILL.

281, + #C7
520, + Han. 75¢
CBS



282, + #C7
✓ # 40.00 + Han. 1/10
UWH - OAH

CARRIED IN
MAIL PLANE
ESCORT TO
COL. LINDBERGH



AIR-MAIL
SAVES TIME



VIA AIR MAIL



Mr. H. H. Mandell
2900 E. Overlook Road
Cleveland Heights
Ohio.

LEFT
NEW YORK
6:52 AM
5/20/27

12:50 PM
OVER
MILFORD
NOVA SCOTIA

6:15 PM
CLEARED
ST. JOHN'S NEWFOUNDLAND

L32 comb

L32 comb
\$12

OVER DINGLE BAY
IRELAND
11:30 A.M.
4:21 PM
LANDED AT
LE BOURGET
AIRDROME
PARIS
5/21/27

"We"



Mr. Herbert H. Griffin,
E. 40th St. and Kelley Ave.
Cleveland, Ohio

L32 comb
\$12



CARRIED IN
MAIL PLANE
ESCORT TO
COL. LINDBERGH

L32 comb

2960



SPRINGFIELD
AUG 15
11 PM
1927
ILL.



CARRIED IN
MAIL PLANE
ESCORT TO
COL. LINDBERGH



Mr. J. Max Golding
c/o H. P. Schroeder
4960 Moffitt Place
St. Louis, Mo.

VIA U. S. AIR MAIL

L32 comb
\$12
GOLDING!

L32 COMB

256 COMB

RETURN IN FIVE DAYS TO
PATAPSCO STAMP CO
STAMPS ALBUMS
4811 FERNDALE AVE.
APPROVAL SERVICE
CATALOGS SUPPLIES
BALTIMORE MARYLAND

SPRINGFIELD
AUG 15
1 PM
1927
ILL.



L32 Comb
\$12



CARRIED IN
MAIL PLANE
ESCORT TO
COL. LINDBERGH

PATAPSCO STAMP CO.
4811 FERNDALE AVENUE,
BALTIMORE, MD.

L32 COMB 256 COMB

AFTER 5 DAYS RETURN TO

SPRINGFIELD, ILLINOIS



P. W. Mackie, Pilot

VIA AIR MAIL



Mr. George H. Kieley,
164 Willow Ave.,
W. Somerville, Mass.



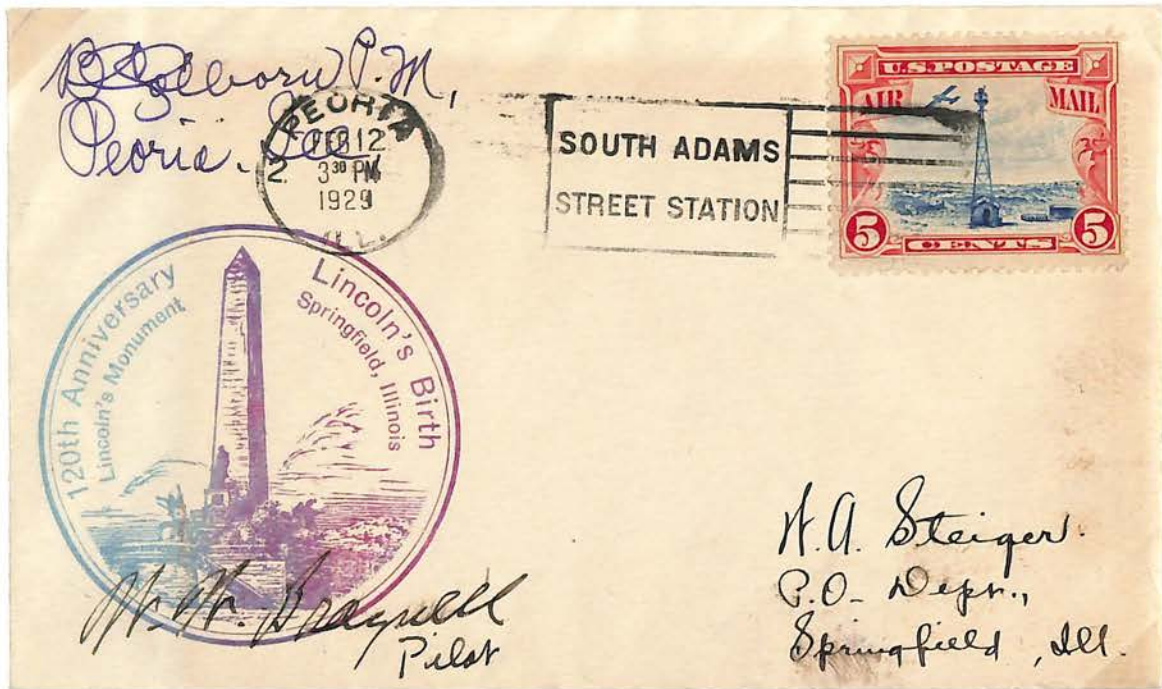
*Bobbie Jewell
Pilot U. A. S.*



VIA AIR MAIL

BILL SCHNEIDER, Jr.,
Box 76 - R. F. D. #2,
Rahway, New Jersey.

CAM 28

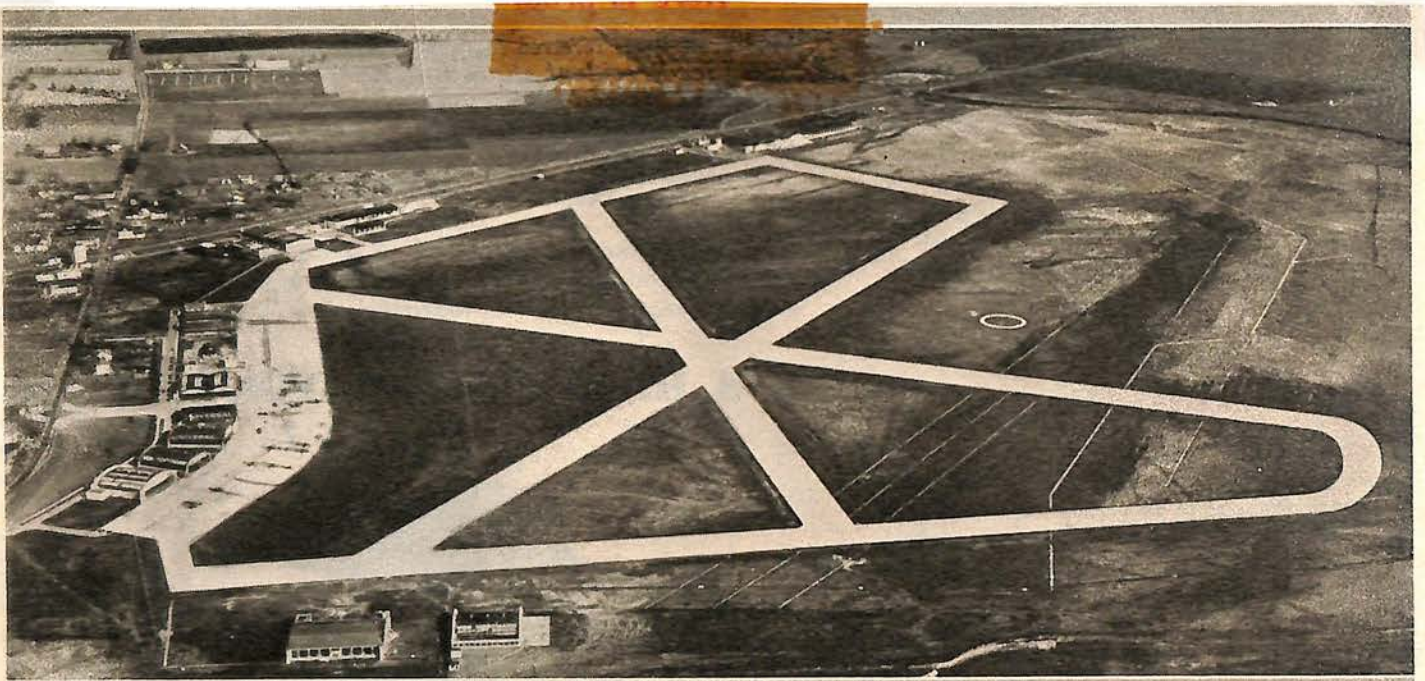


CAM # 2



A recent aerial photograph of Kansas City's two principal airports.

34 30
CAM 2, 3, 15, 28



A six-point runway system, 3,000 feet in each direction, is merely supplementary to the all-way field at Lambert-St. Louis Airport

CAM 2 - 13-19-20-28-30-34

CAM #2

Ceremony to Usher In Two New Air Mail Services from Here

St. Louis-Memphis Line and
Night Plane to East
to Start. CAM #2

Two new air mail services will be inaugurated at Lambert-St. Louis tomorrow with formal ceremonies arranged by the Chamber of Commerce Air Board, which led in the campaign for adequate air mail services for St. Louis.

The lines to be placed in operation are the St. Louis-Memphis line and the new night schedule on the midcontinental air mail route from St. Louis to the East. The new services place St. Louis business in a position to reach practically any section expeditiously by air mail.

St. Louis' emergence as an air mail center has been a recent development, brought about by the persistent campaign of the Air Board. Kansas City and Chicago were awarded numerous air mail services early in the development of commercial aviation, while the government allotted to St. Louis only the line to Chicago by way of Springfield and Peoria. A little later lines were established to Evansville, Ind., and to Kansas City, but the city remained without direct air mail connections with New York and the Southwest and Southeast.

New Night Mail Service.

Enlisting the co-operation of St. Louis Congressmen, several Senators and various business organizations, the Chamber Air Board sought to remedy this situation. For almost two years it carried on a vigorous campaign which finally last October resulted in the establishment of the midtranscontinental route through St. Louis. This line is in operation today. As a result of its establishment, St. Louis has service to the East which reaches Columbus, Pittsburgh, Harrisburg, Philadelphia and New York. With the inauguration of the new night flying schedule tomorrow night, it will be possible for St. Louisans to mail their letters as late as 7:50 p. m. at the Main Post Office and have them reach New York at 5:15 a. m. the following day.

This line to the East has spurs which extend to Akron, Cleveland, Youngstown and Washington, D. C. A daytime service from St. Louis to the East has been in operation ever since the establishment of the line.

The midtranscontinental route also enables St. Louis to reach Kansas City, Wichita, Amarillo, Tex.; Albuquerque, N. M.; Winslow, Ariz., and Los Angeles. St. Louis also has a spur line of the midtranscontinental, which runs to Springfield, Mo.; Tulsa, Ok.; Oklahoma City, Fort Worth, Waco, San Antonio and Brownsville, Tex., where connections are made with lines to Mexico, Central America and South America, the latter via the Canal Zone.



AIR MAIL
may be posted
in any mail box
10¢ per Half Ounce
anywhere

116 10-1912

CAM #2

AFTER 10 DAYS RETURN TO
THE WESTERN UNION TELEGRAPH CO.
INCORPORATED

FIRST FLIGHT AIR MAIL
ROUTE AM 2
MEMPHIS TENNESSEE
JULY 20 1931



Mr. F. R. Huppe,
W. U. Teleg. Co.,
60 Hudson Street,
New York, N.Y.

VIA A.M. #2

W. H. B.

2 N 11

2N11

3⁰⁰ cam



***** VIA AIR MAIL *****
First Direct Air Mail,
Springfield, Ill., to
Memphis, Tenn., A.M. #2,
July 20, 1931.



A. L. Pickel
Postmaster, Springfield, Ill.
AIR MAIL
ROUTE AM 2 P.O.D.
MEMPHIS TENNESSEE
JULY 20 1931

Benj. S. DeBoice,
General Delivery,
Memphis, Tennessee.

2N11

***** Par Avion *****



Robert J. Reedy
A.M. #2
Air Mail Pilot.



Bill Schneider Jr.,
R a h w a y,
New Jersey.



AFTER 3 DAYS RETURN TO
W. H. Conkling,
Postmaster,
SPRINGFIELD, ILLINOIS

VIA AIR MAIL TO CHICAGO



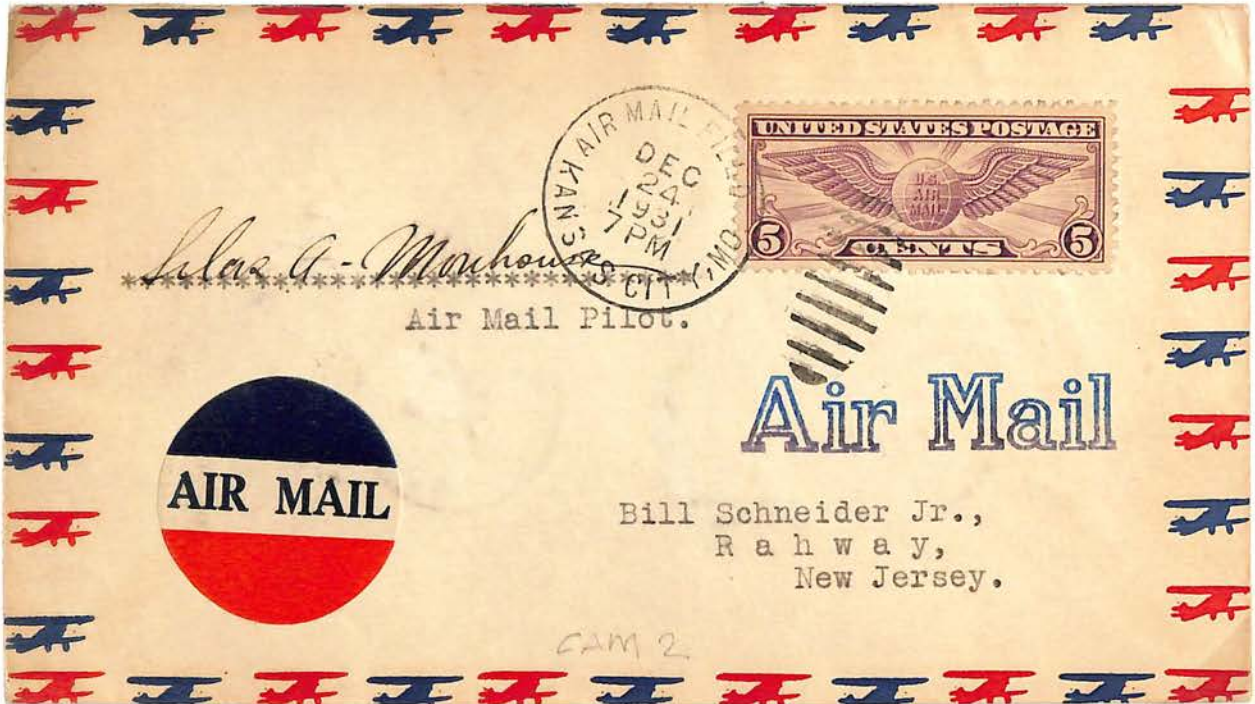
SPECIAL - FLIGHT
AIRMAIL STATION
STAT. FAIR GROUNDS
SPRINGFIELD, ILLINOIS
AUG. 27 - 1926 - 4:00 P. M.

MR. S. B. FOLKMAN
1903 EAST 91ST.
CLEVELAND, OHIO

CAM #2



2N11 +
3⁰⁰
Pilot Howe





2N12
300+
Pilot sig



R2513

R2513
+40%
Pilot sig

FIRST AIR MAIL FLIGHT
to
Greenwood, Miss



VIA AIR MAIL



Mrs Wm C Moxley
General Delivery
Greenwood, Miss.

Cachet by Crescent City Stamp Club
Earl G. Hummer

R2513
\$4 +
Pilot 51c

AIR MAIL

FIRST AIR MAIL FLIGHT,
to
Greenwood, Miss



Malton A. Tester
General Delivery
Greenwood, Miss.

Cachet by Crescent City Stamp Club

R2513
\$4.00
Pilot 51c

R2513

AIR MAIL

*Raymond C. Patton
Pilot*



VIA AIR MAIL

Mr. Ralph E. Moffett,
C/o General Delivery,
GREENWOOD, Miss.

R2N13
\$4.00
Pilot 51c

R2N13



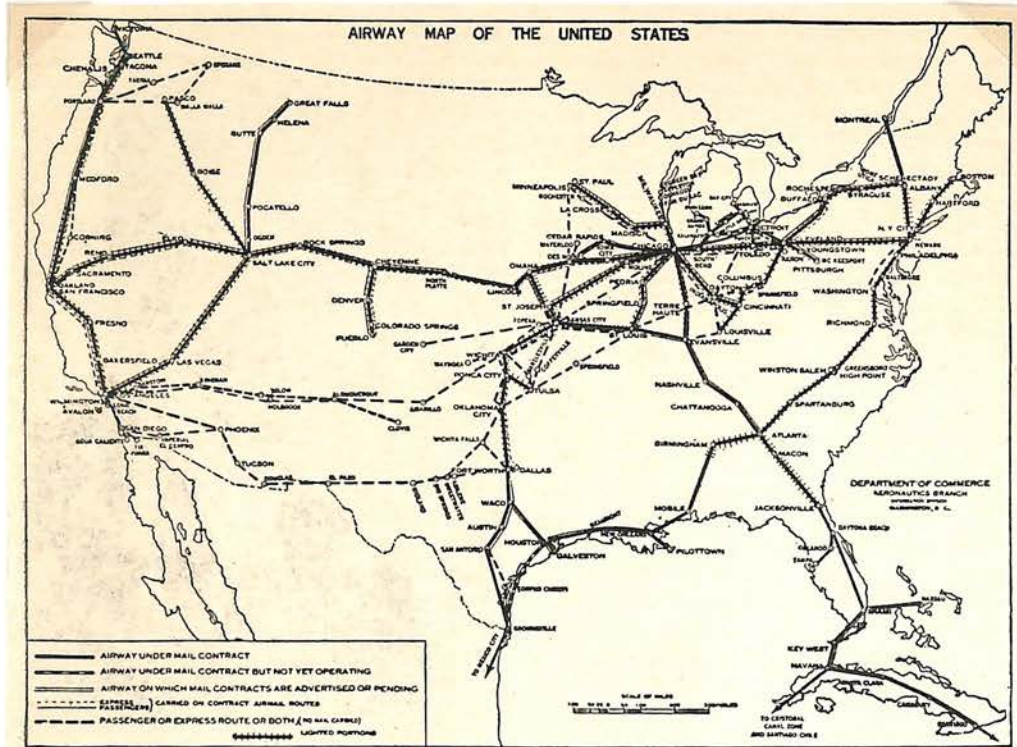
Air Mail. In various statements emanating from the Post Office Department the rapid development of Air Mail service in the United States is pointed out. The possibility of "round-the-world" service in fifteen days has been brought forcibly to attention by the successful flight of the *Graf Zeppelin*. The recent record of on-time performance by the twenty-four air-mail lines now in operation is attracting universal attention.

W. Irving Glover, Assistant Postmaster General in charge of the Air Mail Service, stated that the number of complaints of delay in the air mail service during the summer of 1929 was less than at any other previous period since the inception of the service.

"Several of the operating lines," he said, "are adding to their equipment ships which will perform a speed of 125 miles an hour and the constant addition of transporting lines in the United States for passenger service augurs well for the future for passenger and mail carrying."

The successful catapulting of mail from Atlantic liners, which is now part of the service offered by the Post Office Department, has materially shortened the time for transmission of letters between those countries across the Atlantic and the United States. The usefulness of this service is now demonstrated, for instead of taking ten days between New York and Berlin, the time of delivery of mail between the Varick Street Station, New York, and the main post office in Berlin was reduced by this procedure to seven days.

Establishment of the largest air mail service in the world is being considered by United States postal officials. This plan contemplates the establishment of a regular four-day service over a Pan American route which would require a steamship service of thirteen days. The new service is built around the existing air mail system in Central and South America in cooperation with the Pan American Airways, Inc.,



now carrying the bulk of the United States air mail in Latin America.

Advices to the United States Post Office Department state that during 1929, the first year of this service, the operating company carried more than 100,000 pounds of regular and special air mail between the United States and Latin America. In addition the operating company carries passengers and cargo freight. Passenger service, it was said, is being extended from time to time with the result that the Pan American company expects to have this phase of its operations so enlarged as to carry passengers to every point reached by its planes.

According to the records of the Department, Pan American Airways, Inc., and its subsidiary, operate an airline from Miami, through Colombia, Ecuador, and Peru as far as Molendo. This line is to be extended to Valparaiso, Chile, thence over the Andes to Buenos Aires and Montevideo, where it will connect with the new line along the east coast when that line is extended to Uruguay and Argentina, it was said.

The Department believes that when it completes its network of foreign air lines it will supervise the operation of the largest air mail system in the world, since it will cover all of the South American countries.

Miami, Fla., is to be used as a base of operations, thus affording this network of Pan American air services a link with the network being operated by the postal service in this country.

JOSEPH
MAY 12 11 AM
1926
MO.

John M. Stein
Information clerk.

H. F. Cornwall,
-12. May 1926
Card received St. Joseph R.O. 10:22 AM.

Please do not detach here



Information clerk
Post Office

St. Joseph Mo.

OPEN
HERE
↓

351 - \$5.00
323 \$9.00

351

323

REGISTER
OR
INSURE
VALUABLE MAIL



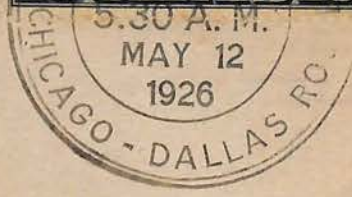
Dear Sir,
Please receive cards without
detaching. Cards with stickers attached here to
and forward immediately to catch an
mail back to Chicago, U.S.
Many thanks,
A. J. Cornwell



A. J. Cornwell
415 E. Dudley Ave
Hartfield, N.Y.

ROUTE #3
CHICAGO-DALLAS

*R. Dobie
Johnson*



VIA AIRMAIL 1ST. FLIGHT.
Chicago, Ill.--Fort Worth, Texas.



W. R. Ware,
% W. N. Moore,
Fort Worth, Texas.

E. Matucha.

351

351
\$500 +
39.105

Dobie, Johnson, Matucha,
pilots

Matucha's crash landing

BLIND AT THE STICK

Edward Matucha, an Iowa farm boy, now one of the most popular and efficient pilots flying the mail, decided while he was still following a plow, to be an aviator. Undaunted by lack of opportunity he purchased a worn-out army training ship of war vintage, patched it with wire and strings, and taught himself to fly. His home is in Chicago, and he describes here a flight he took with fireworks, and not mail, as his load.

"I was flying before the grandstand at the Iowa State Fair, both for afternoon and night programs. My job in the evening was to give a fireworks display. Things were going fine, and several evenings went by without a hitch.

"Then, one day, an old pilot friend of mine heard I was in Des Moines, and came out to see me. He had not flown for some time, but I knew he was a good pilot, and I didn't oppose his request to go along with me that evening. I let him have the controls riding along as a passenger so I could enjoy for the first time the fireworks show I was putting on.

"We went up and things ran smoothly until the last event, the dropping of a huge magnesium flare. My friend pulled the release cord, and as usual the sky blazed with a blinding light. I had forgotten to warn him to protect his eyes from the strong light, and as a result, he became blinded.



Edmund Matucha, once a plow-boy, describes a flight with a blinded pilot, and his mail plane loaded with fireworks instead of mail.

"There we were, a thousand or more feet above thousands of people, innumerable automobiles, and buildings and other obstructions, with the landing field two miles away.

"I was a passenger in my own ship with a blind pilot at the controls.

TRYING TO LAND

"He instinctively cut the motor and put the ship into a long glide which gave me a chance to shout instructions back to him. I tried to climb back in

the rear cockpit but couldn't make it, so I returned to the passenger cockpit and continued to shout instructions.

"We flew around blind for about ten minutes. Every once in a while I would tell my companion either to cut the motor down or give it more gas, or to point the nose higher or lower. A few more minutes and he had regained his sight enough to land.

"This wasn't the last of our troubles, though. We had a makeshift landing field two miles away, and my own men had set the gas flares burning as soon as the last act was completed.

"While we were flying blind these flares had burned out. When we finally got ready to come down they had to get new lights to mark the exact location of the field. It was another half hour before we were able to make a landing.

"I have run into tough weather flying the mail, and have had a few narrow squeaks, but that night in the plane with the blinded man at the stick remains the worst experience I've ever had."

CAM #3

RETURN IN FIVE DAYS TO
BERTRAM W. H. POOLE
620 Washington Building
LOS ANGELES, CALIFORNIA



*J. L. Hindred
Pilot*



Mr. W. S. Garner

7234 So. Harvard Ave.

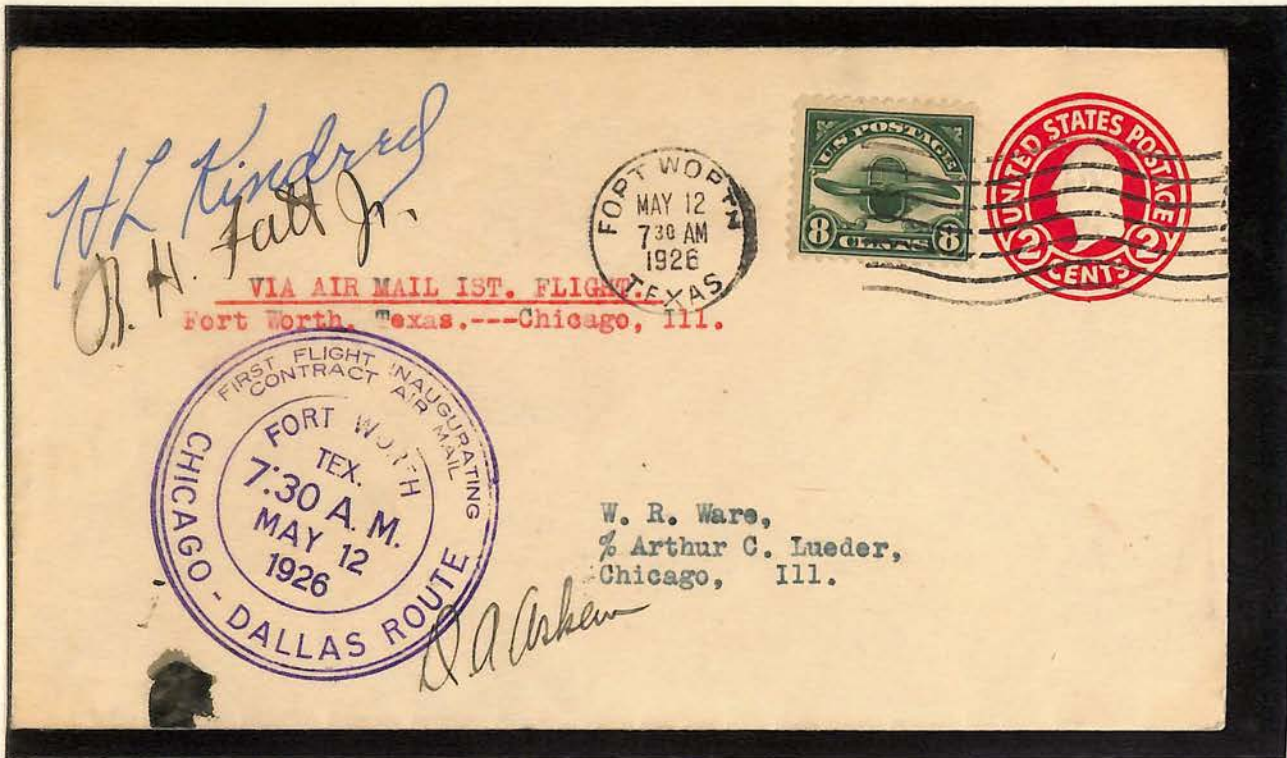
Chicago,

Ill.

3NG
VIA AIR MAIL - FIRST FLIGHT

*3NG
\$6.00-44
Pilot 516*

ROUTE #3
CHICAGO-DALLAS



3N7
\$6.00
C4-515
3 Pilots

3N7



Askew, Fatt, Kindred pilots
Askew's early flying clipping

GRUESOME FLIGHT

Dorsey A. Askew is a war pilot. He received his flight training in the Army Air Corps at Kelly Field, Tex. On his discharge from the service, he barnstormed in 24 states, and has had more than 5,000 hours in the air. The experience he relates here occurred shortly before he took up the mail service. He has had plenty of exciting moments on mail runs, but this little incident down in Texas, he says, always sticks out in his mind.

"After having barnstormed over about half the States in the union I got a job flying for a doctor, who operated a sanitarium at Ardmore, Okla. This doctor needed a plane and pilot because his practice had spread so far throughout the Southwest that he often was called to make trips of two or three hundred miles, and he didn't have time for taxis and automobiles.

"Once the doctor asked me to fly to Breckenridge, Texas, to get a patient there and fly him back to the sanitarium. I flew down and was met at the field by an ambulance with several attendants.

"Naturally I was not surprised that they had to lift the patient off the stretcher and put him into the cockpit. They had just finished strapping him in when he lapsed into unconsciousness. As I took off he died.

"I had orders to take him back to the sanitarium, so I flew on anyhow. But it was a strange feeling to sit there in the cockpit and fly the plane and watch the man's head roll from side to side as I took the bumps.

"I'll take the worst of air mail flying any time rather than repeat that experience."

Hert Kindred



J. H. [unclear]

ROUTE #3
DALLAS-CHICAGO



3N8
502
Pilot Secs



Boney Barnhill

My effort



Boney Barnhill
Chicago

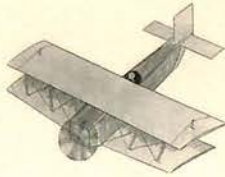
Via Airmail

Dallas to
Chicago



Dr. T. O. Perrin,
care Mr. A. C. Lueder,
Postmaster,
Chicago, Illinois

3N 8
3N 8
Q. 100 503



UPON THE OCCASION
 OF THE DEPARTURE OF
THE FIRST AIRPLANE MAIL
 FROM DALLAS
THE DALLAS MORNING NEWS

EXTENDS GREETINGS
 AND FELICITATES THE BUSINESS INTERESTS
 OF OTHER SECTIONS UPON THE INCEPTION
 OF ANOTHER ARTERY OF CONTACT WITH
 THE SOUTHWEST

[Handwritten signature]

PRESIDENT

DALLAS, TEXAS
 MAY THE TWELFTH
 NINETEEN HUNDRED TWENTY-SIX

Via Air Mail



1926



*Mr. E. S. Pierce,
 Cliquot Club Company,
 Millis, Mass.*

3N8
 \$5.00

3N8



3 N 8
\$5.00



Raymond V. Bahr,
c/o Postmaster,
Oklahoma City,
Okla.

CAM # 3



3N8
500+
Pilot Sic

3N8



3N8
500+
Pilot Sic

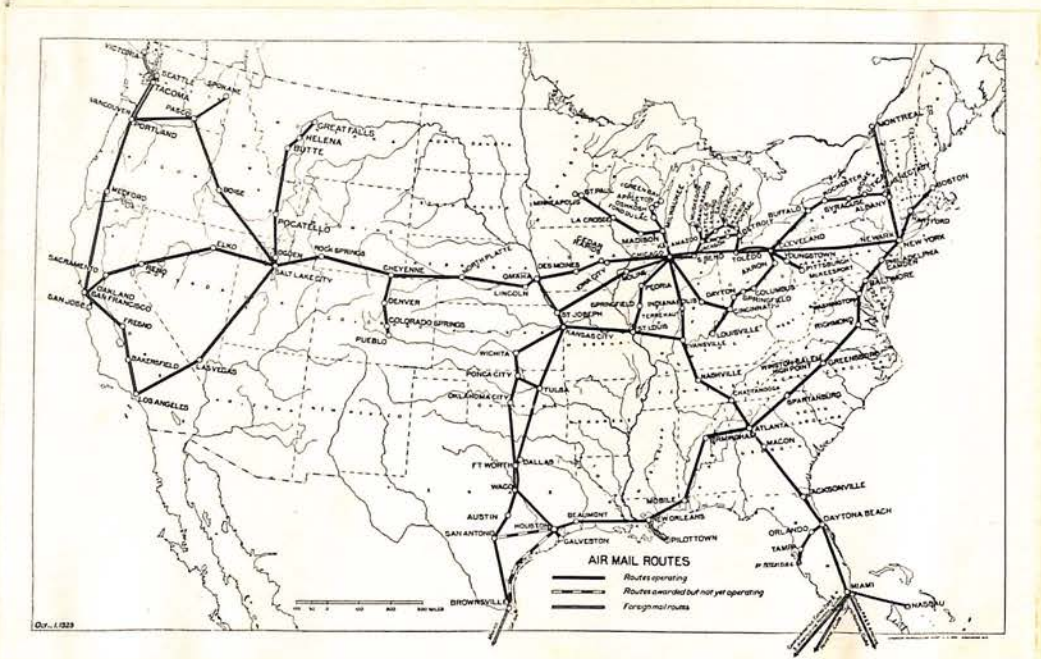
3N8

ROUTE #3
TULSA-KANSAS CITY

3W11A
\$500+
Pilot \$5

3W11A

signature of pilot
EARL ROCKWOOD
route map
OCT. 1929



BARNES

EDGAR C. CANTRELL
P. O. BOX 1267
SAN ANTONIO, TEXAS

3.8.28

Mr. J. F. Barnes,
National Air Transport, Inc.,
Chicago, Ill.

Dear Mr. Barnes:

I am advised by the Postmaster at Chicago that you piloted the plane making the first night flight on the Chicago-Dallas air mail route, February 1st, 1928.

I have twenty souvenir air mail letters that were with you on this flight and I would like very much to have you autograph them. If you would be willing to place your signature on these letters I would be glad to send them up to you with a large stamped envelope in which they could be returned when you had finished signing them. These letters with their dated postmarks are historical records of your flight. I hope that you will be willing to sign them and thus add to their interest.

Anxiously awaiting your reply, I am, with best regards to you,

Sincerely yours,

Edgar C. Cantrell

*Will be glad to sign them
for you*

J. F. Barnes

ROUTE #3
PONCA CITY-DALLAS



Ponca City to Dallas.

Regular mail to destination

VIA
AIR MAIL
Envelopes of this design approved by P. O. D for exclusive use in Air Mail

C. W. Derby
Altou
M. H.

T. L. Loobie
.....
Pilot

359 1
6450
Pilot's, ↓

359

J. Morris,
Ponca City,
Oklahoma.



VIA
AIR MAIL
Envelopes of this design approved by P. O. D. for exclusive use in Air Mail.

National Air Transport, Inc.,
Dallas, Texas.

H. A. Asken Pilot
359

CAM # 3



R2, M10
 502 14
 Pilot SEC
 M. M. M.

CAM # 3



Post Office Department
 SECOND ASSISTANT POSTMASTER GENERAL
 Washington

Bob. Reutz
 3N22

ANNOUNCEMENT—AIR MAIL SERVICE

September 29, 1936.

Joplin, Mo., will be authorized as a stop on route AM-30, effective October 26, 1936. The first flight will be made on that date or as soon thereafter as possible.

A special cachet will be furnished to the Postmaster, and the usual treatment of philatelic mail will be authorized.

Air-mail covers to receive this special cachet should be forwarded to the Postmaster at Joplin, under cover. In order that he may be able to make the proper discrimination between business and philatelic mail and hold the latter for the actual first flight, a letter of authorization to hold for the first flight should accompany the covers.

Special attention is called to the policy of the Department with reference to applying cachets to covers which through error were not stamped with the cachet. The only instances of this kind in which cachets will be applied will be those in which the person concerned refers the matter to the Post Office Department immediately after the first flight. If it appears that such covers immediately referred might have been overlooked in error by the post office, an investigation will be made to determine what the facts are, and if they show conclusively that the cover is entitled to a cachet it will be applied. Consideration will only be given to those covers submitted immediately after receipt by the addressee.

HARLEE BRANCH,
Second Assistant Postmaster General.

CAM #3



CAM # 3



5TH ANNIVERSARY
C.A.M. 3
 TULSA, OKLAHOMA.



"The Oil Capital of the World"
JULY 5TH.
 1928-1933

DALLAS, TEXAS
 JUL 5
 9 AM
 YOUNG ST. STA.



1933 **VIA AIR MAIL**

W. J. Wynn Jr.
7453 Cedar St

OWN BY UNITED AIR LINES TULSA TO PONCA CITY
 & DALLAS 7-5-33 COMMERATION
 5TH ANNIVERSARY A. M. 3 AT TULSA

Dearborn Mich



AMERICAN AIRLINES, INC.



CARRIED ON THE
 INAUGURAL FLIGHT
 NEW SCHEDULE
 DALLAS - CHICAGO
 SIX-HOUR SERVICE
 OCTOBER 1, 1934

CHICAGO
 OCT 12
 5 PM
 AIR MAIL



COURTESY OF -
W. B. McAlister
O. J. & S. M. Cole

MR. ALBERT N. BROWN
 270 TEHAMA STREET
 SAN FRANCISCO, CAL.

CAM # 3



CAM #3



Bob
Perry