

CAM # 9



9N25 \$15 +
Pilot Signed
Ohlbacker

VIA AIR MAIL FARGO WINNIPEG

WESTERN CANADA AIRWAYS LIMITED

WINNIPEG - CANADA

FARGO, N. DAK.
FEB 2
10-AM
1931



Wittington
Chas B Smith

Miss J. CAMERON
WESTERN CANADA AIRWAYS
WESTERN LINES OF
CANADIAN AIRWAYS, LIMITED
TRUST & LOAN BLDG.
WINNIPEG, - MAN.

9N26 3105g

9N26 1
\$18.25 - #
Pilot 730

A. Lloyd

FARGO, N. DAK.
FEB 2
11-AM
1931



George A. Zimmerman c/o
Northwest Airways, Inc.
Municipal Airport
St. Paul, Minn.

Chas B Smith
Pilot A.M. 9

9526

WINNIPEG
5 PM
FEB 3
1931
MANITOBA

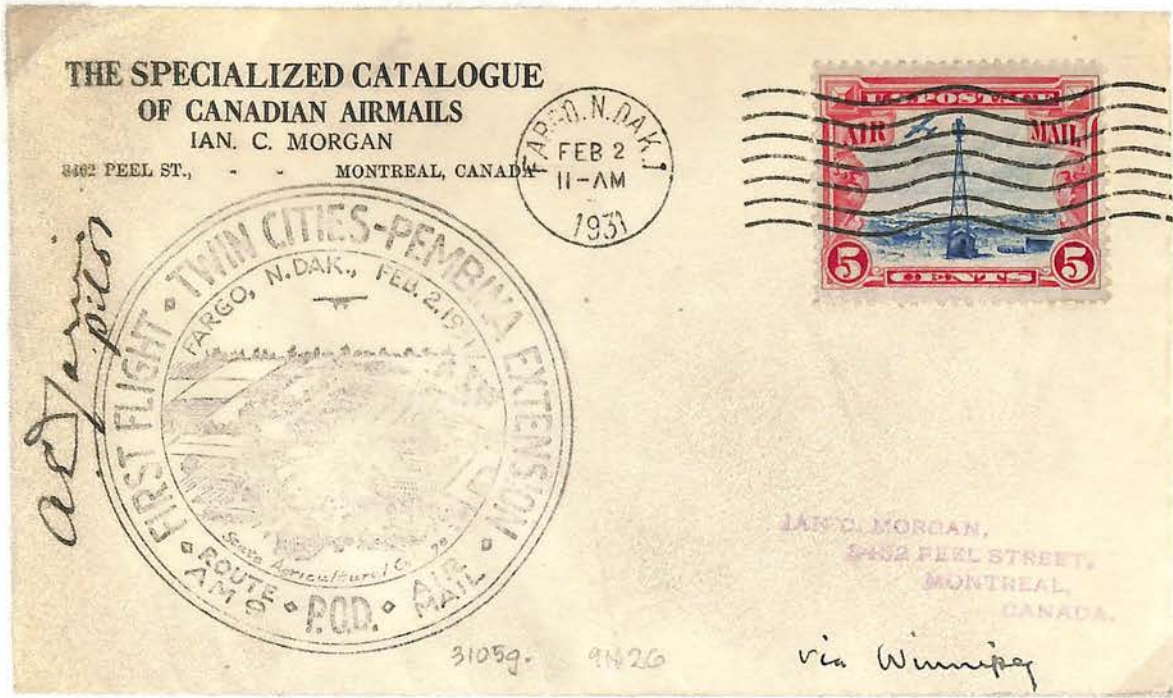


USE AIR MAIL

George A. Zimmerman
1747 Wallen Avenue,
Rogers Park,
Chicago, Ills.

750 on Cur #5.00

CAM # 9



9426
5075
Signed Pilot
Morgan



9526
Signed Pilot
Messing



PLANES TO FLY MAIL TO WINNIPEG TODAY

FEB 3 - 1931 CAM 9

Ceremonies Here Postponed
but Service to Continue as
Weather Permits.

Formal ceremonies opening the new St. Paul-Winnipeg airmail service will not be held until later but the mail will go through today and "seven days a week, weather permitting," Colonel L. H. Brittin, manager of Northwest Airways, Inc., announced Monday night.

A dense fog on the route from Pembina, N. D., the American port of entry, to a point north of Winnipeg, made it impossible for planes to get through Monday, and consequently forced postponement of ceremonies planned to welcome the planes into St. Paul and into Winnipeg.

Pilot Joseph E. Ohrbeck of Northwest Airways, Inc., was at Osakis, Minn., Monday night. Fog forced him to land there after taking off from St. Paul Airport on the initial northbound flight.

Pilot Forced to Land.

An Associated Press dispatch from Winnipeg said that low-hanging clouds forced Pilot A. E. Jarvis of the Western Canada Airways to turn back after attempting the southbound flight from Winnipeg. Chief Pilot Chadwick Smith of Northwest Airways, Inc., waited at Pembina to relay the southbound mail.

W. Irving Glover, assistant Postmaster General, who came here to attend the ceremonies incident to the opening of the international airmail line, left for Chicago Monday night after attending a dinner in the Minneapolis Club given by Colonel Brittin and other Northwest Airways officials.

Mr. Glover spoke Monday noon at a luncheon in the Minnesota Club, St. Paul, at which Frank B. Kellogg, former Secretary of State and a justice of the World Court, presided. Mr. Glover was welcomed to the Twin Cities by Governor Olson.

Airmail Progress Traced.

The Postoffice Department official traced the development of airmail. He said there now are 66,000 miles operated by 26 lines and predicted rapid expansion of the service.

He reiterated his forecast that trans-Atlantic airmail will be established soon, predicting that St. Paul would be an important link in an England-Australia line.

"Airmail postal receipts, even during the business depression, went up, while other postal receipts showed a decline," said Mr. Glover.

Colonel Brittin asserted that weather reports early today will determine whether the St. Paul-Winnipeg mail will get through. He believed the fog, of unusual density for this region, will lift.



Ammonia

GRAND FORKS, N. DAK.
FEB 2
11-AM
1931



THIS SIDE OF CARD IS FOR ADDRESS ONLY

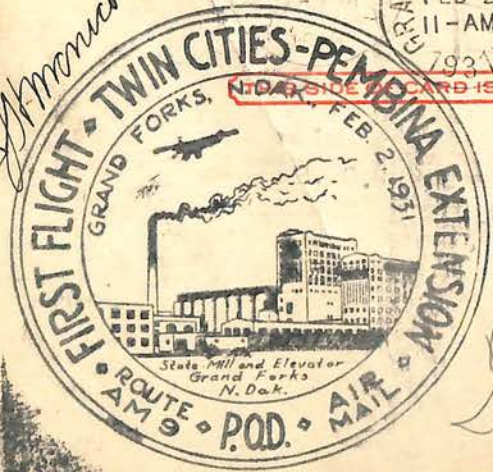
D. Galbraith
Pembina
N. D.
Gen. Delivery

Whittman

Q127 450
++
Shows pilot
Whittman

Ammonia

GRAND FORKS, N. DAK.
FEB 2
11-AM
1931



THIS SIDE OF CARD IS FOR ADDRESS ONLY

D. Galbraith
Pembina
N. D.
Gen Delivery

Whittman

Ed Schultz, Mayor



GRAND FORKS, N. DAK.
FEB 14 1931

GRAND FORKS, N. DAK. DEPT. OF THE RED RIVER VALLEY SERVICE
NOT TO BE OPENED
HOT COLD WET DRY
FIRST AIR MAIL SERVICE

Mrs. ...

We have received and entered for collection
for a note of
Our register number is
Gentlemen:
Crane & Ordway Co.,
Fargo, N. D.



GRAND FORKS, NORTH DAKOTA
HEART OF THE RED RIVER
NOT TO BE OPENED
HOT COLD WET DRY
FIRST VALLEY SERVICE
ARCHAEOLOGICAL AIR MAIL

Ed Schultz

GRAND FORKS, N. DAK.
FEB 14 1931
GEN. DEL.



Ed Schultz, Mayor

RECEIVED
10-AM
FEB 3
N. DAK.
1931

FIRST FLIGHT
INTERNATIONAL
AIRMAIL
FEBRUARY 2, 1931
TWIN CITIES
TO
WINNIPEG

MAR 25 1918

CAM#9



9N27
56T
Stamps p. 67



9527 7450
Signed Pilot (2)
P. 31055

CAM # 9



9128 300
signed pilot
Ghrreen



9528 300
signed pilot

CAM # 9



9N29 318²⁵
slout first
Sparboe



9N29
318²⁵
slout first
Sparboe

CAM#9



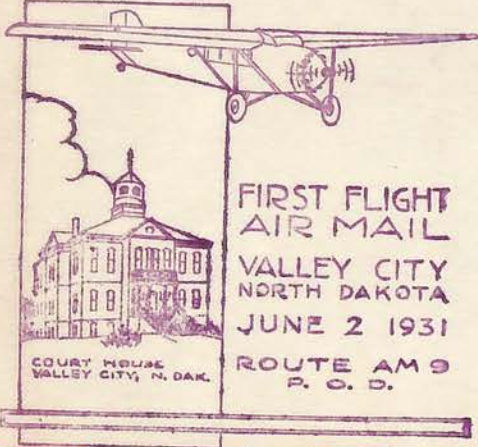
9530 450
Pilot Simon (2)



9W31 450
Pilot Simon

CAM #9

Carl F. Lueth
Pilot, 1st flight



VIA AIR MAIL

Mr. Ralph Moffett
c/o Postmaster
JAMESTOWN N. D.

9W32

9W32 99⁰⁰

Pilot Sign

Carl F. Lueth, Pilot?

Postmaster



VIA AIR MAIL

Allan Wahl
General Delivery,
Fargo, N. Dak.

9E32

661

9E32 45⁰⁰
Pilot Sign

CAM #9

Carl F. Luethi
Pilot, 1st Flight



VIA AIR MAIL

Mr. Ralph Moffett
c/o Postmaster
MANDAN N. D.

Carriage m.

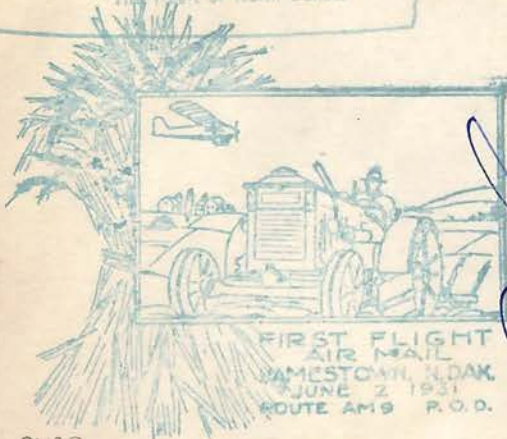
9W33

9W33 12⁰⁰/₄
Send pilot ↓
9W33 am 9



VIA AIR MAIL

Allan Wahl
General Delivery,
Bismarck, N. Dak.



Carl F. Luethi
Pilot am 9

9W33

CAM # 9



9E33 400
prior 51-
9E33 50
9E33 50/30



CAM #9



9W34 - 18 +
Pilot Smith



9E34 - 18 +
Pilot Smith

CAM # 9

*Jess Smith
Pilot 9249*

*C. Flueth
Pilot 9249*



VIA AIR MAIL

Mr. B. F. Myers,
Asst. Superintendent,
Air Mail Service,
Chicago, Ill.

9E35

9E35
Two p. 1015
31

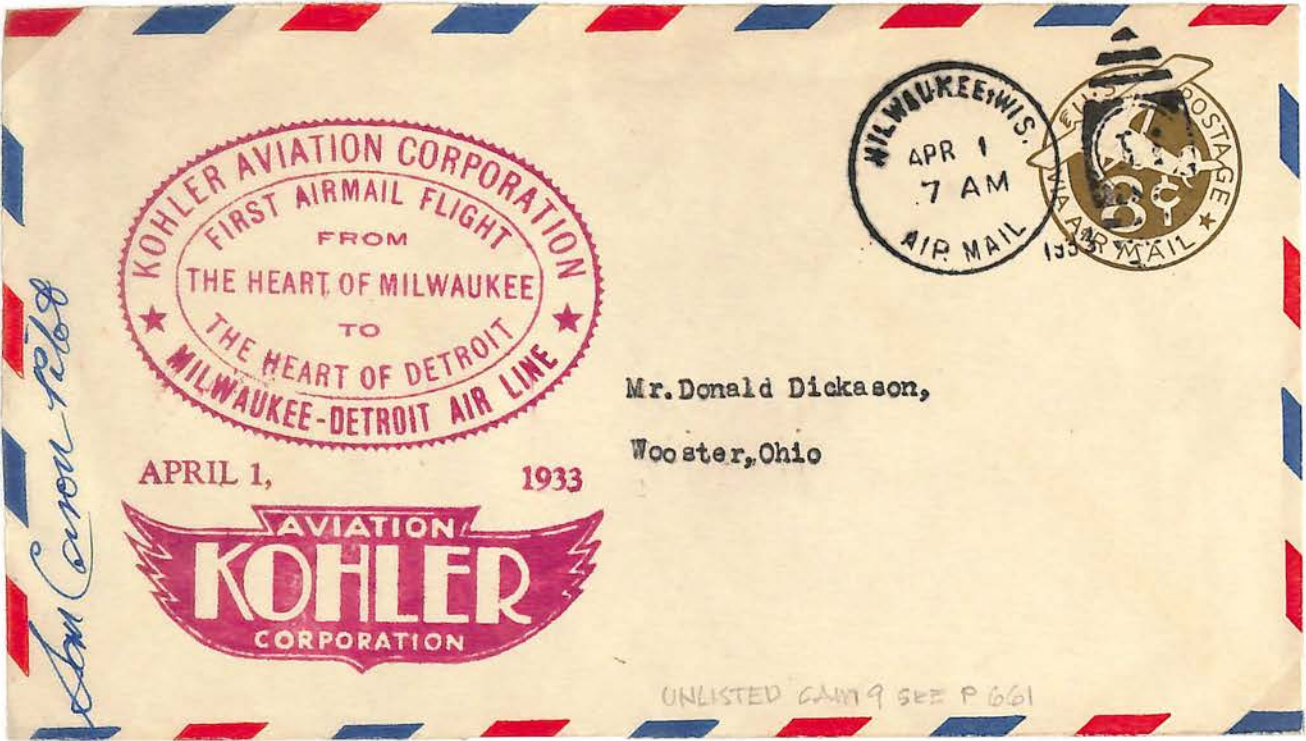
ANNIVERSARY FLIGHT

CAM # 9



*Kohler
Pilots
++*

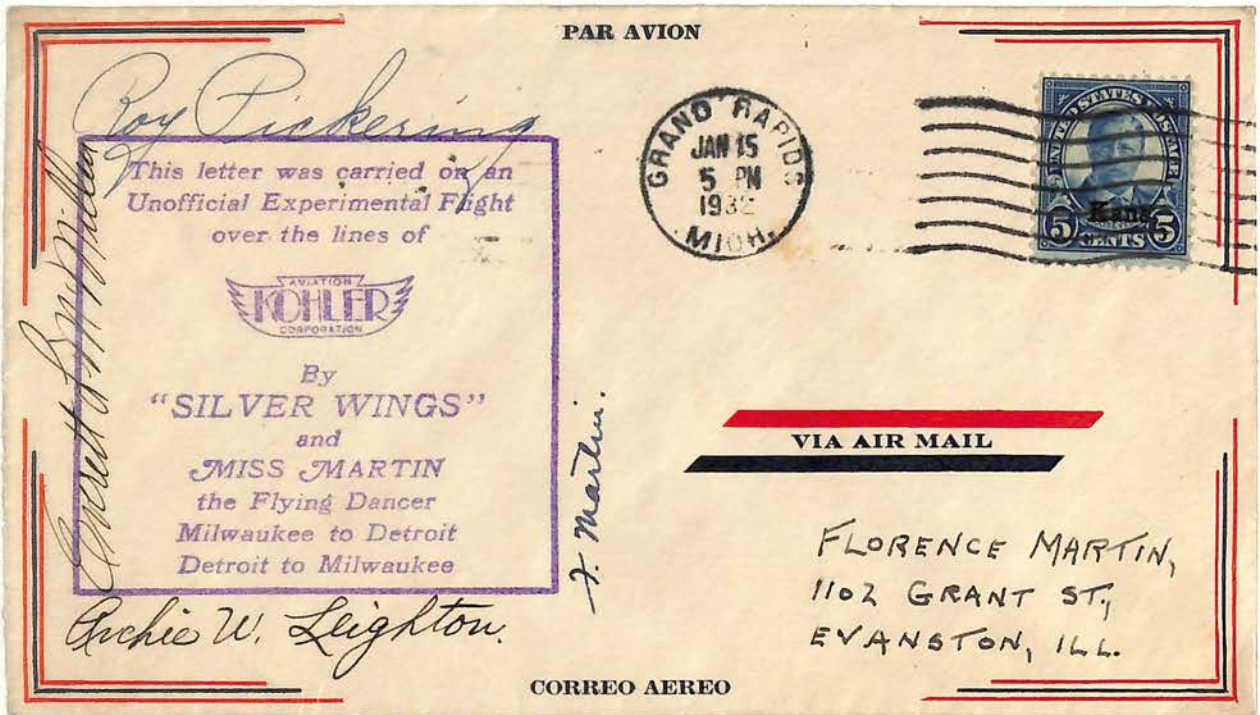




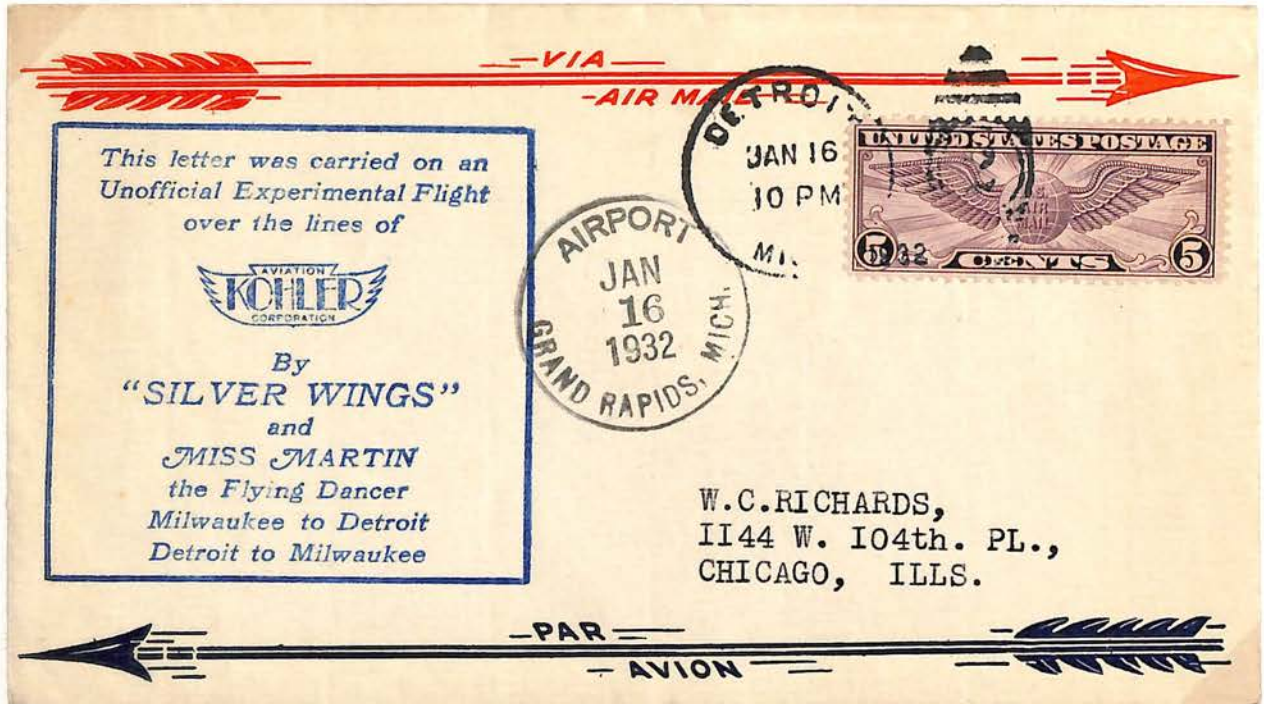
Pilot



CAM #9



Kohler -
Miss Martin



CAM # 9

8 W33
Pilot 5103



9 W 37
\$100.00
2 Pilots
90 Piers

CAM#9

\$47.44
Pilot's



9w40
\$47.44
Pilot's

9w40



9E42
\$60.00
Pilot's

CAM # 9



9E43
3/16 0244
Pilot Snow



R9E4C

R9E4C
3/16
2 Pilot Snow

CAM #9



9E48 450
Pilot Straick



9W48 750
Pilot Straick

CAM # 9



9W51 530^{PM}
Pilot Sign



9SW74
530
Pilot Sign

CAM # 9

**FLYER DIPS PLANE
TO WARN TRAIN OF
BURNING TRESTLE**

(By Associated Press)
ST. PAUL, July 15.—The admiration of a Burlington Railroad train crew was extended today to Mal Freeburg, air mail plane pilot, who Saturday night dived in his airplane repeatedly low at a train to halt it as it thundered toward a burning bridge trestle at Trevino, Wis.

The train, carrying Bobby Jones, world renowned golfer, was stopped by automatic block signals before it reached the weakened structure. Freeburg didn't know that but he saw a burning railroad bridge and the train speeding toward it.

To avoid what he believed would be a tragedy he left his course, swooped low, and headed for the locomotive. He criss-crossed the path of the train, flashing his landing lights to attract attention. The train stopped and Freeburg continued to Chicago. The automatic block signals already had been set against the train but Freeburg didn't know that until later.

CAM 9
**BILLINGS-SPOKANE LINE
OPENED**

DAILY SERVICE, excepting Saturdays and Sundays, is now being maintained between Spokane, Wash., and Billings, Mont., following extension of its line by Northwest Airways, Inc., on Oct. 23. According to Croil Hunter, vice-president and general manager, the present trip requires about six hours, but with the addition of new high-speed Lockheed Electras in the near future, the time is to be considerably lowered, possibly to three and a half hours.

DEC 10 1933

Signal
Terminal
Judd
Pilot

Capt Frank Judd

Post Office Department
SECOND ASSISTANT POSTMASTER GENERAL
Washington

JUDD

ANNOUNCEMENT—AIR MAIL SERVICE

Yakima, Wash., will be authorized as a stop on route AM-3, between Spokane and Seattle, Wash., as soon as the airport is in proper condition for the operation of the planes used by the air-mail contractor.

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 Yakima 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 these covers, submitted immediately after receipt by the addressee.

9E67

HARLEE BRANCH,
Second Assistant Postmaster General.

Post Office Department
SECOND ASSISTANT POSTMASTER GENERAL
Washington

ANNOUNCEMENTS—AIR MAIL SERVICE 9W70
EXTENSION AM-3, YAKIMA, WASH., TO PORTLAND, OREG. 9E71

Route AM-3 will be extended from Yakima, Wash., to Portland, Oreg., effective May 15, 1938.

In view of the fact that this coincides with National Air Mail Week, no cachet will be provided, either for Yakima or Portland. All covers dispatched on the first flight both from Yakima and Portland, however, will bear the impression, "First flight, extension AM-3, between Yakima and Portland."

In addition, postmasters will be permitted to place on such covers when requested by philatelists, the impression of the stamp which will be used by the Yakima and Portland offices during National Air Mail Week. Covers should be sent to the postmasters at Yakima and Portland in an envelope, accompanied by instructions to hold for the first flight on the route AM-3 extension. It should be definitely stated also whether or not the Air Mail Week cachet is desired.

OFFICIAL CACHETS, DAYTON, OHIO—NATIONAL AIR MAIL WEEK

In addition to the cachet authorized at Kitty Hawk, N. C., in honor of the Wright brothers, an official cachet is also being authorized for use at Dayton, Ohio, where the first plane was constructed and where Mr. Orville Wright now lives.

Dayton will be the terminus of the special flight to be made from Kitty Hawk. There will be no official special flight from Dayton, but air mail bearing the official cachet will be dispatched from Dayton on regular flights operating out of that city on May 19.

**CACHET FOR COVERS MAILED ON MAY 15, AT NEW YORK,
N. Y., PHILADELPHIA, PA., AND WASHINGTON, D. C.,
ANNIVERSARY OF THE INAUGURATION OF
SCHEDULED AIR MAIL SERVICE**

A number of philatelists have urged that official cachets be provided for New York, Philadelphia, and Washington, for use on air mail dispatched on May 15, the 20th Anniversary of the inauguration of scheduled air mail service.

The postmasters at New York, Philadelphia, and Washington have previously been authorized to use private cachets such as will be used by many other offices all over the country during National Air Mail Week. Such private cachets were not authorized for philatelic purposes, but rather to enable those cities which desired to give official recognition to National Air Mail Week a means of providing their citizens with a souvenir of the occasion. It was desired to keep official cachets, commemorating the occasion, to a minimum. However, in view of the requests of philatelists, we are arranging for the postmasters at New York, Philadelphia, and Washington to affix on air mail covers dispatched on May 15, which are sent to them by those offices during National Air Mail Week, the special cachets which will be used by philatelists for dispatch on that day.

The postmaster at Washington is establishing a special station at a large plane which is being exhibited at the corner of Fourteenth Street and Pennsylvania Avenue. The new air mail stamp will be sold at this station on Sunday, May 15, and covers will be postmarked and stamped with the cachet. The postmaster at Philadelphia will affix cachets on May 15 at a special window in the General Post Office where the new air mail stamp will be on sale.

The postmaster at New York will also make arrangements for first-day sale of the new air mail stamp May 15 and arrange for covers to be stamped with a special cachet on that day.

Covers should be forwarded to the postmasters at offices from which covers are desired in sufficient time for cachet impressions to be affixed prior to May 15.

If it is desired that the new six-cent (6¢) air mail stamp which will not be on sale at the above three offices until May 15, be used on the covers, a money order covering postage should be sent to the postmasters at New York, Philadelphia, and Washington for the amount of the postage necessary for the covers to be dispatched to destination. Stamps positively will not be accepted in payment for the new style stamp.

Covers addressed to destinations within the United States or Canada should bear United States postage at the Domestic rate of six cents (6¢) for each ounce or fraction thereof. Postage required on covers addressed to destinations outside the United States or Canada may be ascertained from your local postmaster.

Complaints regarding the failure of postmasters to apply cachets or postmarks, or other irregularities, must be reported to the Post Office Department immediately after the receipt of the covers by the addressees. Otherwise, they cannot be given consideration.

All covers bearing the cachet and postmarked May 15 must be dispatched by air mail. Covers bearing local addresses will be dispatched by air to nearest stop point and returned. Positively no covers will be handed back to senders at the window after cachet has been impressed, as the cachet and postmark of the 15th will be an indication that the cover was actually flown.

HARLEE BRANCH,
Second Assistant Postmaster General.



J. V. McClaffin

Yakima
Stamps

CAM # 9

CAM # 9

8/10/37



1st Pilot Frank G. Judd

9E67

9E67
+225++
P. 67 576

CAM #9



9W67
\$18
5/10/37



9E6BF
\$4.75
P. 1st 5/10

Eighth Major Air Line Begins Service Here



TAKE PART IN INAUGURATION OF NEW RUN FROM DETROIT AND GRAND RAPIDS TO CHICAGO

Grouped at the Municipal Airport in front of one of the two twin-motored Boeing transports used by the Pennsylvania-Central Air Lines today on an inaugural flight between Detroit, Grand Rapids and Chicago are (left to right) C. Bedell Monro, president of the lines, eighth in service in the city; Mayor George W. Welsh of Grand Rapids, Sarah Everett, Grand Rapids Junior League member, and Jean De Lamarter, Michigan's furniture queen. [By a staff photographer.]

CAM # 9

Penn-Central Air Makes 1st Chicago Flight

The eighth airline began serving Chicago today when the Pennsylvania-Central made its initial flight from Grand Rapids, Mich. The line will offer two planes a day, each way, between Chicago and the Michigan furniture center, operating on a schedule of 55 minutes.

The trail-blazing flight today was made in a 10-passenger Boeing, with J. H. Neale, operations manager, at the controls. He had a cargo of Grand Rapids celebrities, including Mayor George W. Welsh, Former Mayor Trevis Johnson, Arthur Rosenthal, chairman of the Association of Commerce; Don Seeley of the Michigan Highway Department; John M. Dregge, president of the Grand Rapids chapter of the National Aeronautical Association; Col. Floyd Evans, some newspapermen, and two pretty girls, Miss Jeanne de Lamarter, Grand Rapids "Furniture Queen," and Miss Sarah Everett of the Junior League.

They were met at the municipal airport by C. Bedell Monro, president of the line, and escorted to the office of Mayor Kelly for a formal welcome. As a gift for the mayor the Grand Rapids men brought a 10-gallon can of fingerling fish, from the state hatcheries.

The plane landed at 10:55 a. m., having encountered stiff headwinds. The pilot climbed to 6,000 feet to find smooth sailing. It is the boast of the newcoming airline that P-C. A. has never had a fatal accident.

Editorial of the Day

THE AIR LINE NORTH.

[The Grand Rapids Press.]

With the successful culmination of efforts to link Grand Rapids and Chicago by air line the next step for which local interests should work is the extension of the service northward. Postmaster Frank C. Jarvis is quite right in his contention that the natural route to the north is that from Chicago and Grand Rapids and he has properly urged local business and civic interests to bestir themselves to obtain its realization.

It has been reported that Detroit is attempting to establish a route to Sault Ste. Marie which would include stops at Traverse City or Petoskey. But if an impartial survey were taken we believe there would be no question but that the greater demand for service is from Chicago and Grand Rapids. The flow of resort traffic to the north is heavier on this side of the state, and from a business standpoint northwestern Michigan is traditionally in the Grand Rapids trading area.

We do not believe Grand Rapids interests will sit idly by while Detroit projects an air line that properly should stem from this terminal. The natural extension of the Chicago-Grand Rapids line to the north must be pushed to the fore with such emphasis that it cannot be ignored by officials in Washington.

In attaining this objective we should not be content to rely only on our own efforts. We should interest Chicago officials in the project. And certainly the wishes of the northern communities should not be ignored. If the north shows a decided preference for a link with Grand Rapids and Chicago—as we may confidently expect it will—that can be a powerful influence on the designation of the proposed route.

Grand Rapids' place on the air line map depends to a large extent on the activity of its own citizens in promoting its position. If we would be the junction point of both the east-west and the north-south routes we must be willing to fight for that distinction.

OPEN EIGHTH AIR LINE SERVICE TO AND FROM CHICAGO TOMORROW

The eighth commercial air transport corporation to offer service to Chicagoans will commence flying regular schedules from this city to Grand Rapids, Mich., tomorrow morning when Pennsylvania-Central Airlines begins operations under a new contract recently granted by the post-office department.

The new service will be an extension of the company's route from Milwaukee to Detroit, Cleveland, Pittsburgh, Washington, and Norfolk, W. Va. Two daily round trips will be made, with arrivals and departures in both morning and afternoon. These four new trips will bring to 67 the daily scheduled landings and take-offs from Chicago field, making it the world's busiest airport.

The company will fly ten passenger Boeing 247D airplanes with 550 horse power Wasp engines. These planes will cruise the 200 miles between Chicago and Grand Rapids in one hour and five minutes. The same ships then will fly on to Lansing, Flint, and Detroit, Mich.

Pennsylvania-Central Airlines boasts today of one of the finest safety records ever made by any transportation company. The parent companies of the present organization began carrying passengers in 1930. Not a single passenger or any member of a crew has been injured during 11,528,841 miles of flying over some of the most difficult terrain in the United States.

PCA's blue Boeings have been droning into and out of Chicago airport for more than a week making the preliminary flights over all routes as required by the air commerce bureau

NOT
cancelled



VIA AIR MAIL



Minerva Edmett
1432 W.105th Place
Chicago, Illinois

95072

CAM # 11



1151 FS
\$7.50
Stamps \$2.22
Pilot 51.00



CAM # 11

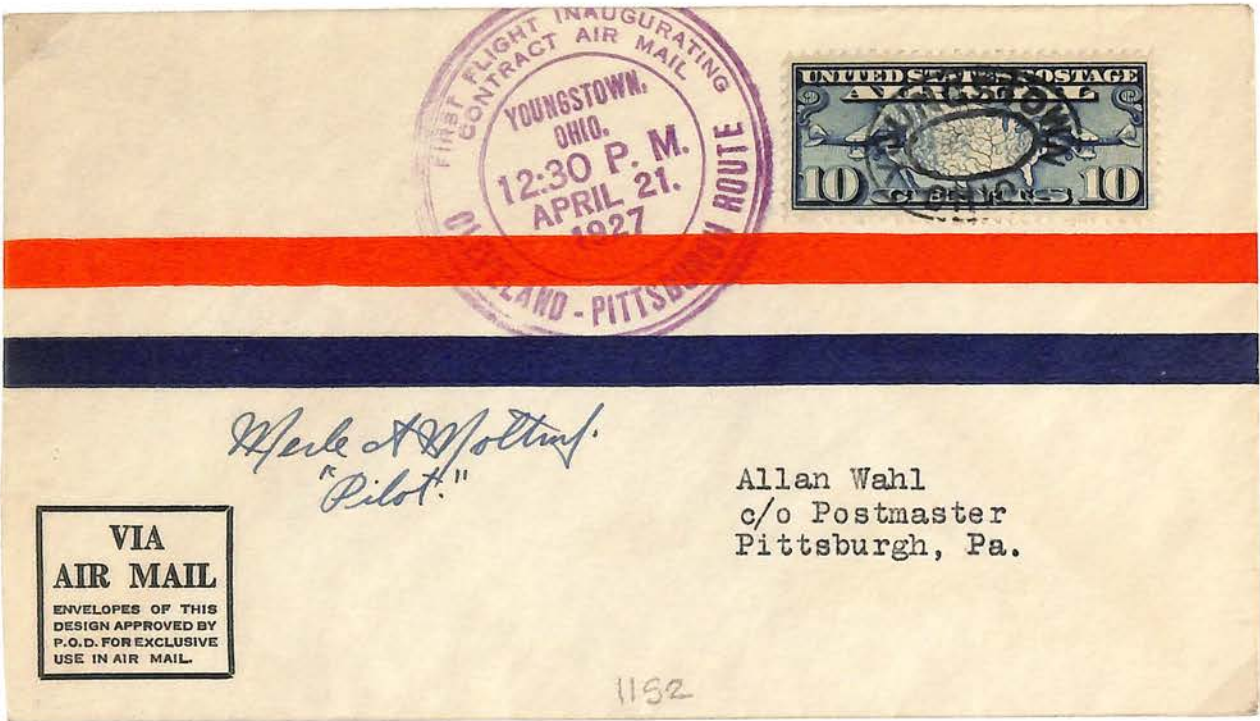


1151 3/15
Pilot signed
Wahl



1151 3/20
Pilot signed
Wahl

CAM # 11



1152

1152 9/15

Pilot signature



1152 9/15
Pilot signature

Mr. John Stables

3206 West 95th St.

Dewey L. Hayes
PILOT

Cleveland Ohio.

1152

CAM # 11



11N3 \$9.00
Pilot Signatures
\$20 Stamp



11N3a \$18.00
Pilot signature
Gorham cover

CAM # 11



1144 7⁵⁰
Pilot Stamp



1144 7⁵⁰
Pilot Stamp

CAM #11



1155 4⁹⁰
Wahl Sign J



CAM # 11



Pilot
Stark



CAM #11



*Plus
500
all*



CAM # 11

R L Baker



Received by Special Agent
St. Hayes St., Columbus, Ohio

Walter Johnson
680 Buckingham St
Columbus
Ohio

Pilot
Stamps
Purple

W F Hayes
Pilot



W M A North
Box 54
Badentown
N J

C. O. Bell



TO
CORRESPONDENCE
OR CHANGE
OF ADDRESS



Col. E Gillespie
233 S. Monroe Blvd
Kearbom
Mich.

Ampe
Blair
Pitt 5-

R. R. Baker



Wm R North
Box 54
Bordentown
N J

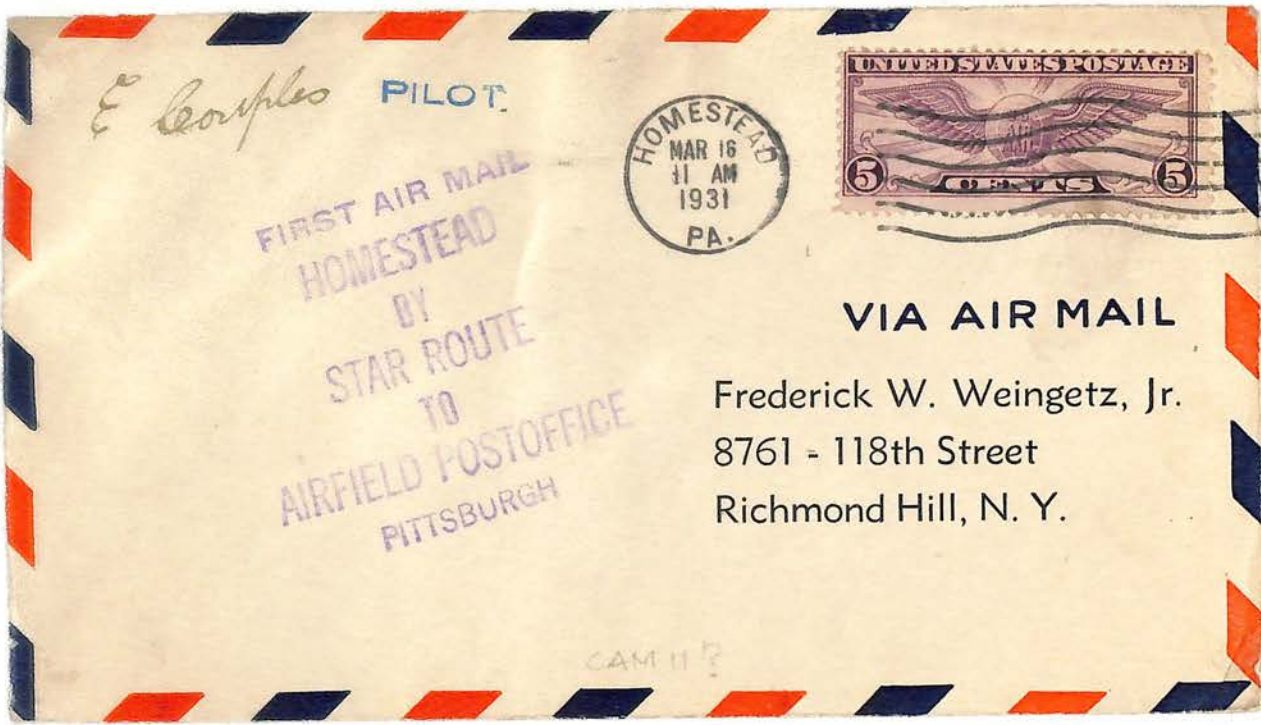
CAM # 11



*First
night
flight
Pittsburgh*



CAM # 11



H. Seiner

PILOT.

Pilot Signal
#10

YOUNGSTOWN
DEC 17
1929
2 12 M
OHIO.



C. A. M. #11
—
WRIGHT BROS. DAY
1903 - DEC. 17 - 1929
—
YOUNGSTOWN, OHIO

J. P. PENNING,
124 E. EUGENE AVE.
HOMESTEAD, PA.

CAM # 11



1155-4504
Pilot Sign

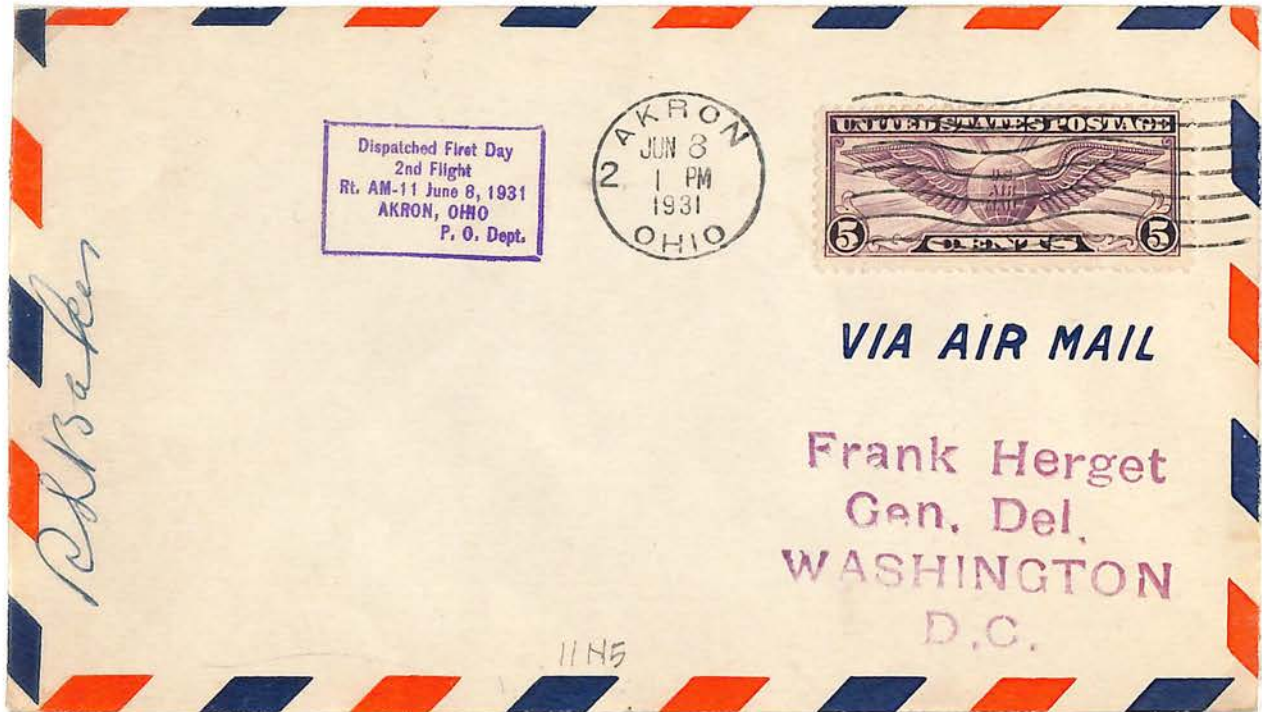


1155-7384
Pilot Sign

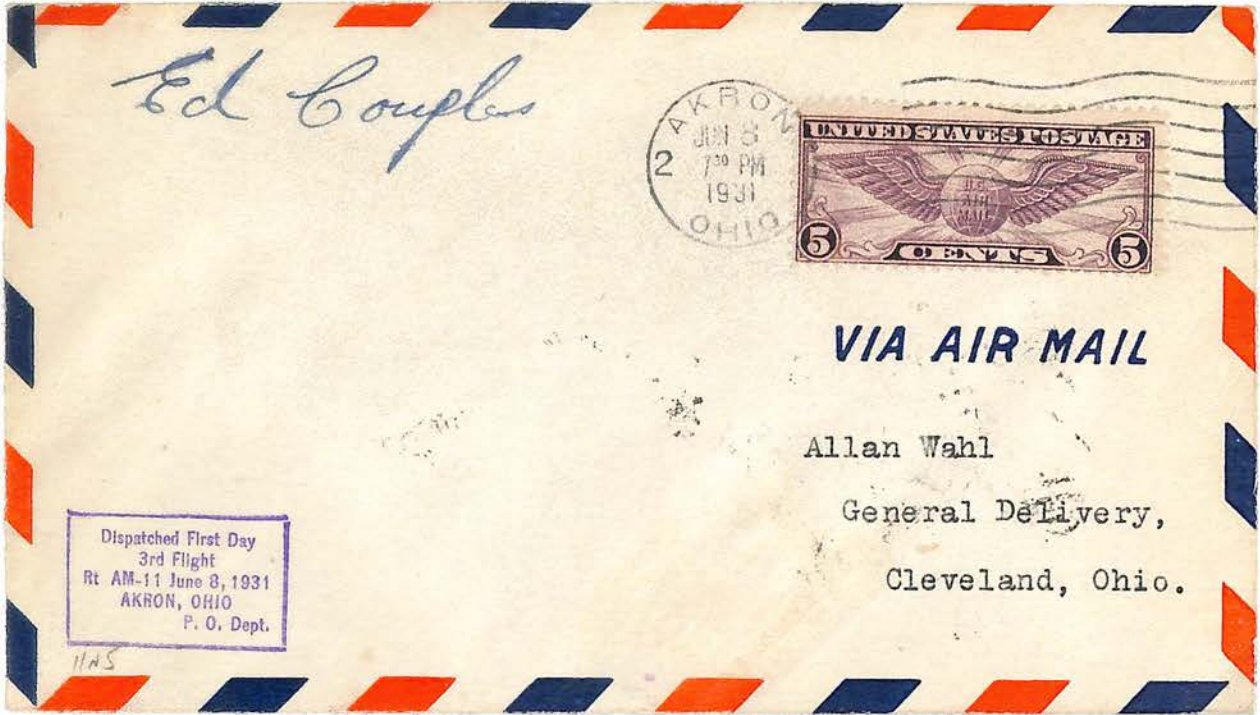
CAM # 11



*1145 57.50
Post signed*



CAM # 11



11AS 752
+
Pilot Sign



R1156
\$6.00
Pilot Sign

CAM # 11



R1156
5/6
pilot signed

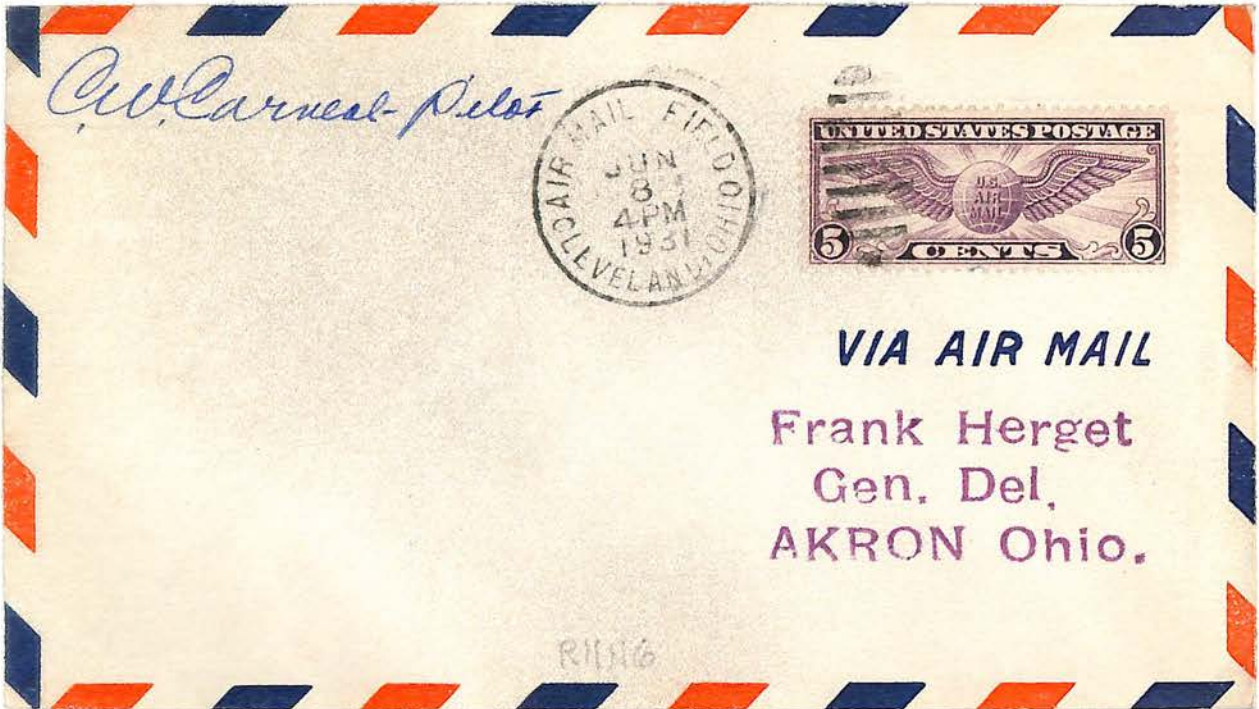


R1156 6/8
pilot signed

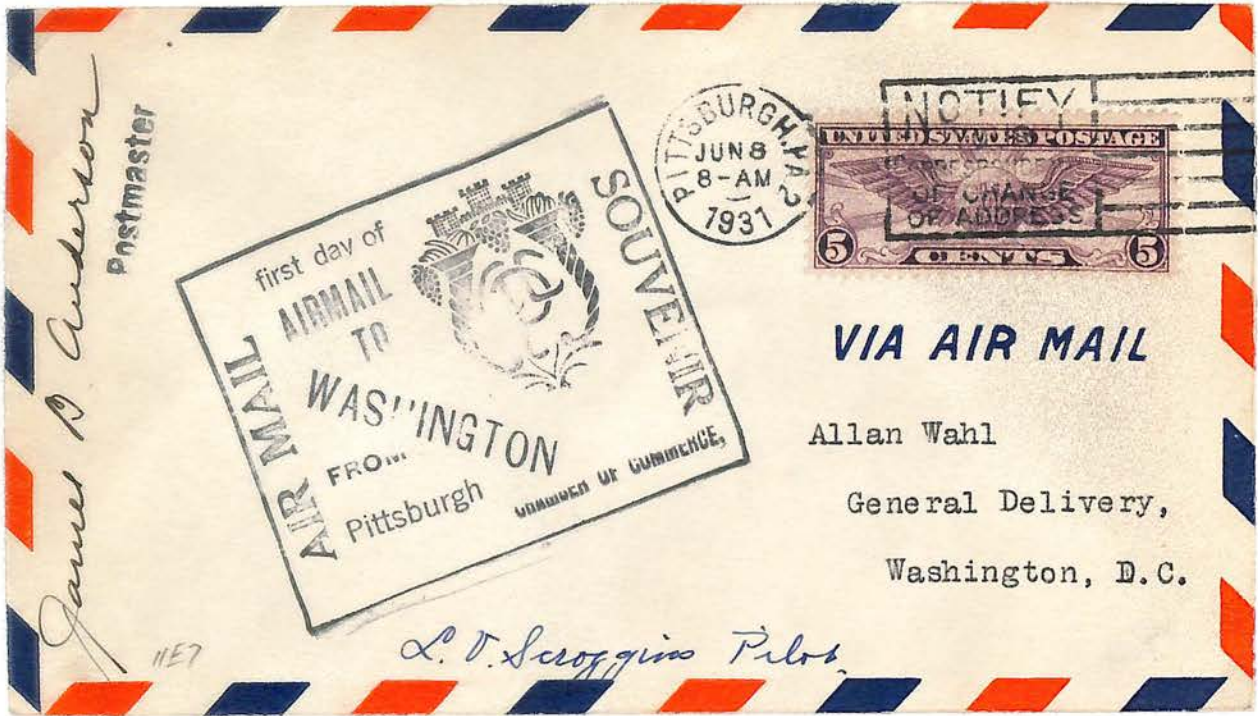
CAM #11



RING ↑
6-4-31
P10755m ↓



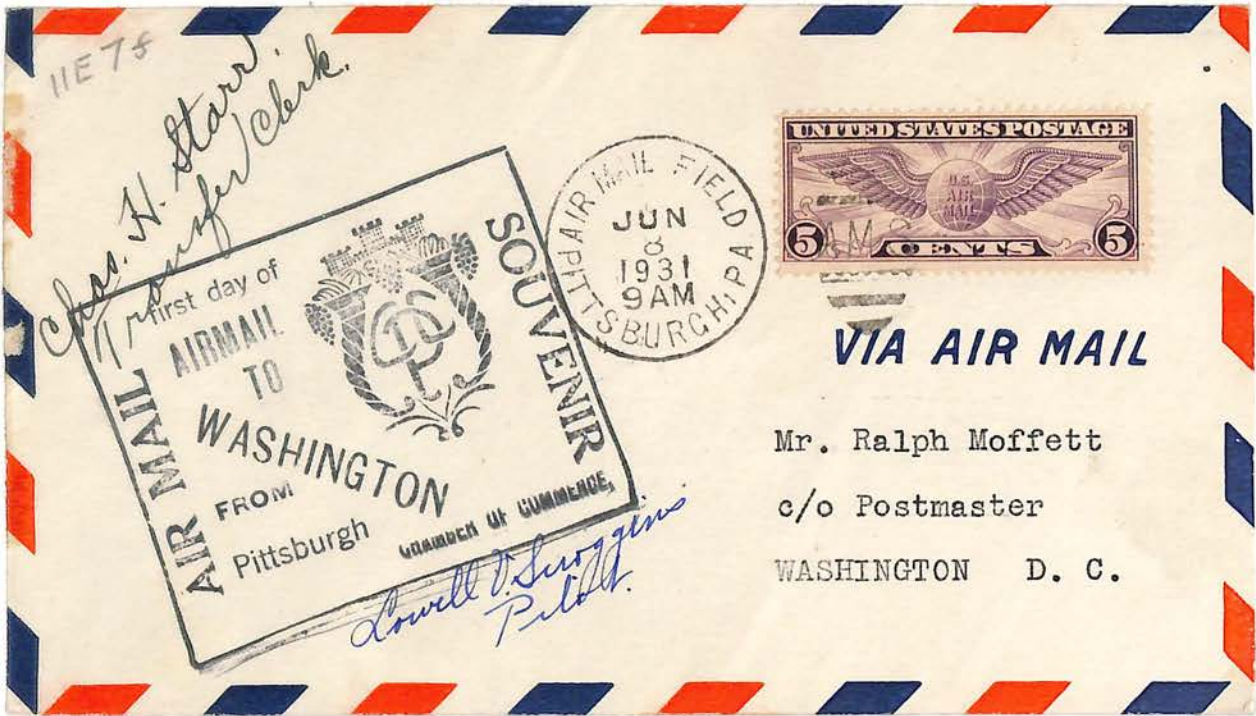
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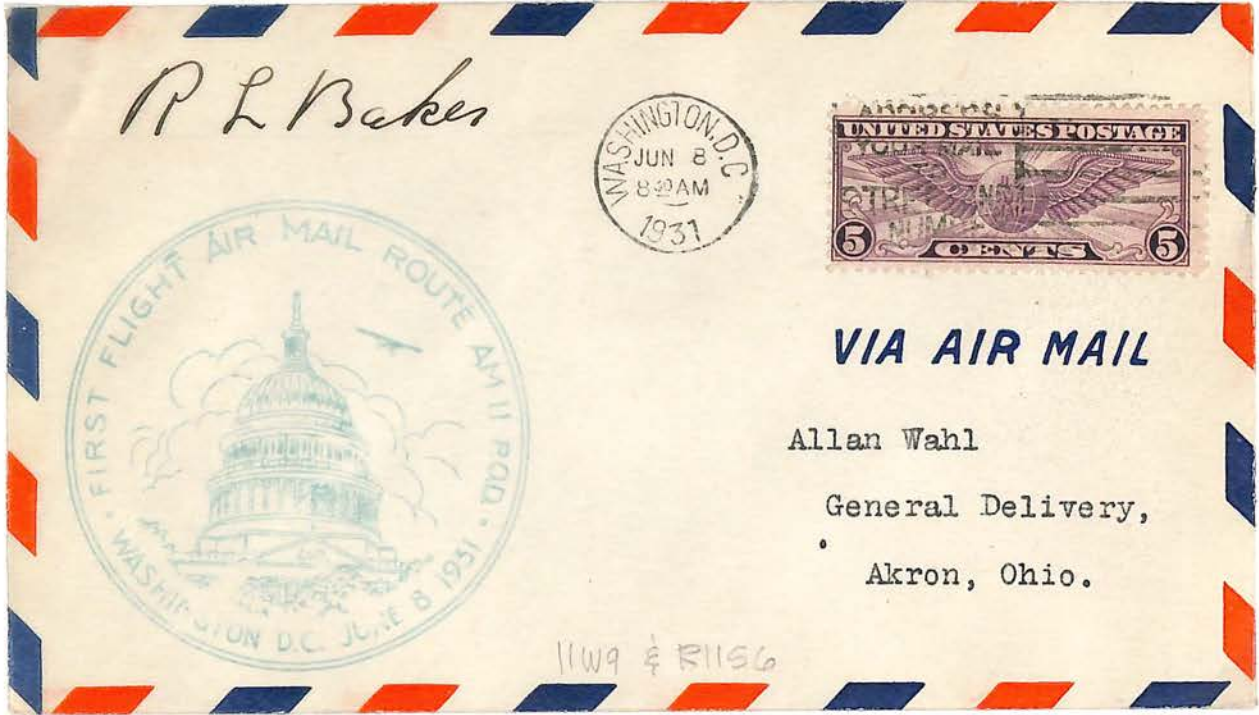
11E7
518
each
Pittsburgh



CAM # 11



CAM # 11



11W9 ↑
525 ↑
P. 11/15/31 ↓



Inaugurate New Airmail Line

WASHINGTON-PITTSBURGH AIRMAIL SERVICE BEGINS WITH CEREMONIES.



HEADED by Postmaster General Walter F. Brown, prominent Federal and civil aviation authorities participated in the inauguration today of airmail service between Washington and Pittsburgh, giving this city its first direct connection with the great airmail systems of the West. The photograph shows, left to right: Representative Clyde Kelly of Pennsylvania, known as the "father of the airmail"; R. B. Baker, pilot of the first mail-passenger plane out on the line; Mr. Brown and William F. MacCracken, jr., former Assistant Secretary of Commerce for Aeronautics.

Other passengers on the first two planes included W. J. Austin, vice president of Pittsburgh Aviation Industries; Robert McKnight, Pittsburgh Airways; Representative Guy E. Campbell of Pennsylvania, R. W. Robbins, managing director of Transcontinental & Western Air, and Hainer Hinshaw, Aviation Corporation. Charles Carneal flew the second of the new trimotored planes on the inaugural run.

The first plane to leave Washington-Hoover Airport, for Pittsburgh and Cleveland carried nine passengers and 300 pounds of mail; the first from Pittsburgh to Washington carried 500 pounds of mail and a full passenger load.

Elaborate ceremonies were held in Pittsburgh, including a luncheon, with addresses by the Postmaster General, Rear Admiral Richard E. Byrd and others.

Three round trips are to be made over the mountains daily, trimotored planes being used. The flying time between Washington and Pittsburgh is two hours, as against nine by rail.

—Star Staff Photo.

CAM #11



VIA AIR MAIL

OPENING OF AIR MAIL SERVICE
Direct Flight
Cleveland, O. to
Washington, D. C.
A. M. 11

THIS LETTER WAS CARRIED FROM PITTSBURGH TO THE CITY SHOWN IN THE POSTMARK BY *J. Penning* A F M A 111 A A P S 50
Direct Flight Washington, D. C. o Cleveland, O.

11W9 (v)
1103932814
4/10/31

CAM # 11



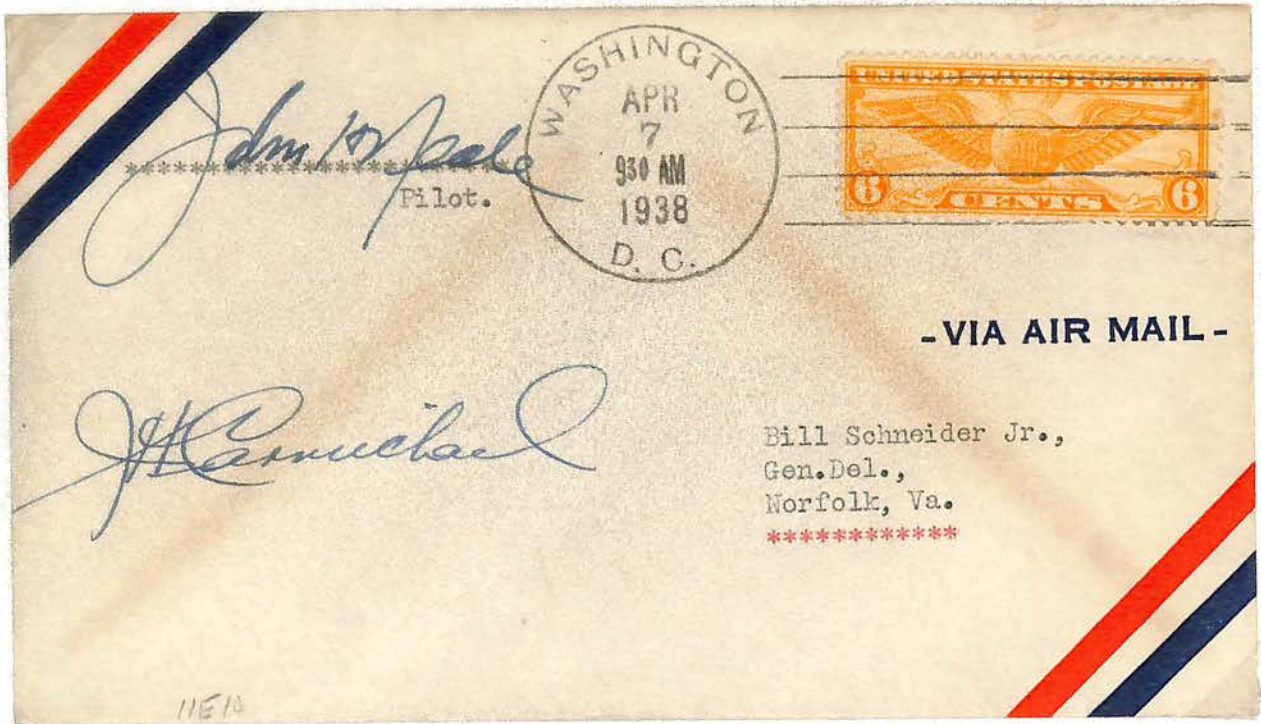
*Plst
Signa*



CAM # 11



Post Office



11E10 750
Pilot Squad
2 Pilots



11E10f
F 600+
Pilot
20m

CAM # 11



11 W 11
3

Post Office Department
 SECOND ASSISTANT POSTMASTER GENERAL
 Washington

Mail 2/28

ANNOUNCEMENT—AIR MAIL SERVICE

Route AM-14 will be extended from Washington, D. C., to Norfolk, Va., and the first flight from Norfolk will be made on April 1, 1938, 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 Norfolk 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 these covers, submitted immediately after receipt by the addressee.

HARLEE BRANCH,
Second Assistant Postmaster General.

11 W 11

CAM # 12



1922
 2011215
 Apr 25



Photograph by Captain A. W. Stevens
 A STORM APPROACHING CHEYENNE, WYOMING
 Fliers of the Air Mail Service start out into such storms day and night.

Sincerely
Eddie Brooks



Sincerely
Al Cabana



D.P. McLehee



CAM #12



1253a
\$30.00
Libr Sign
STAMP P 201

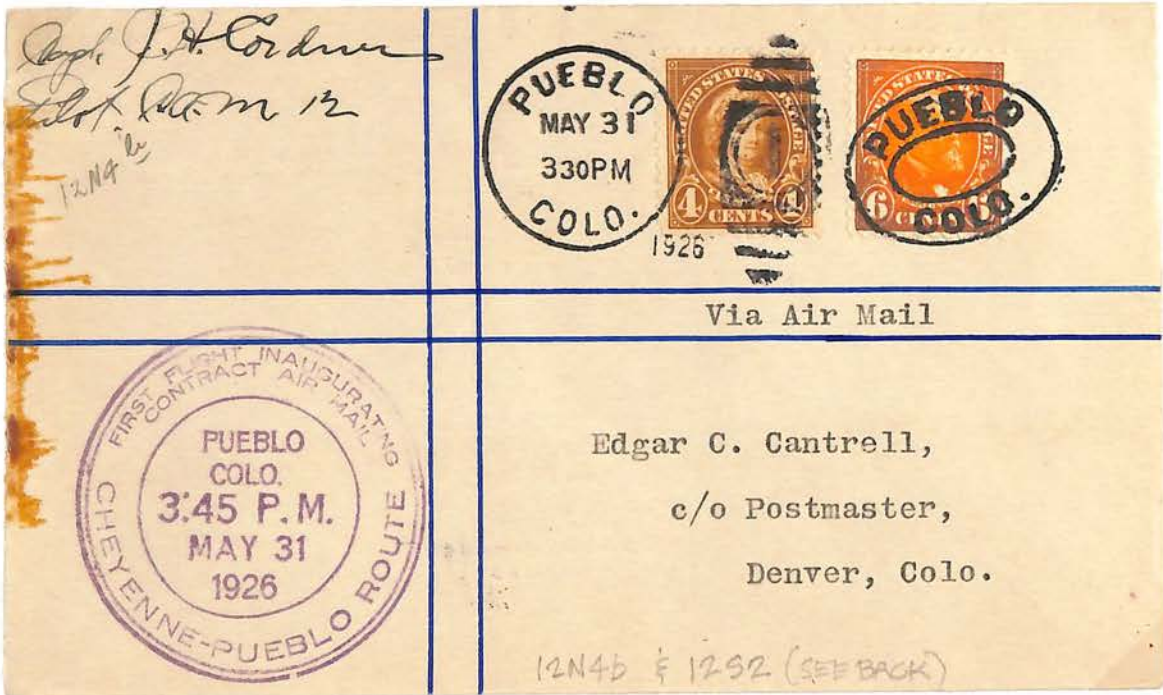


1243 1500 44
@.CorSign

CAM #12



12N32
 518
 Pilot
 Worden



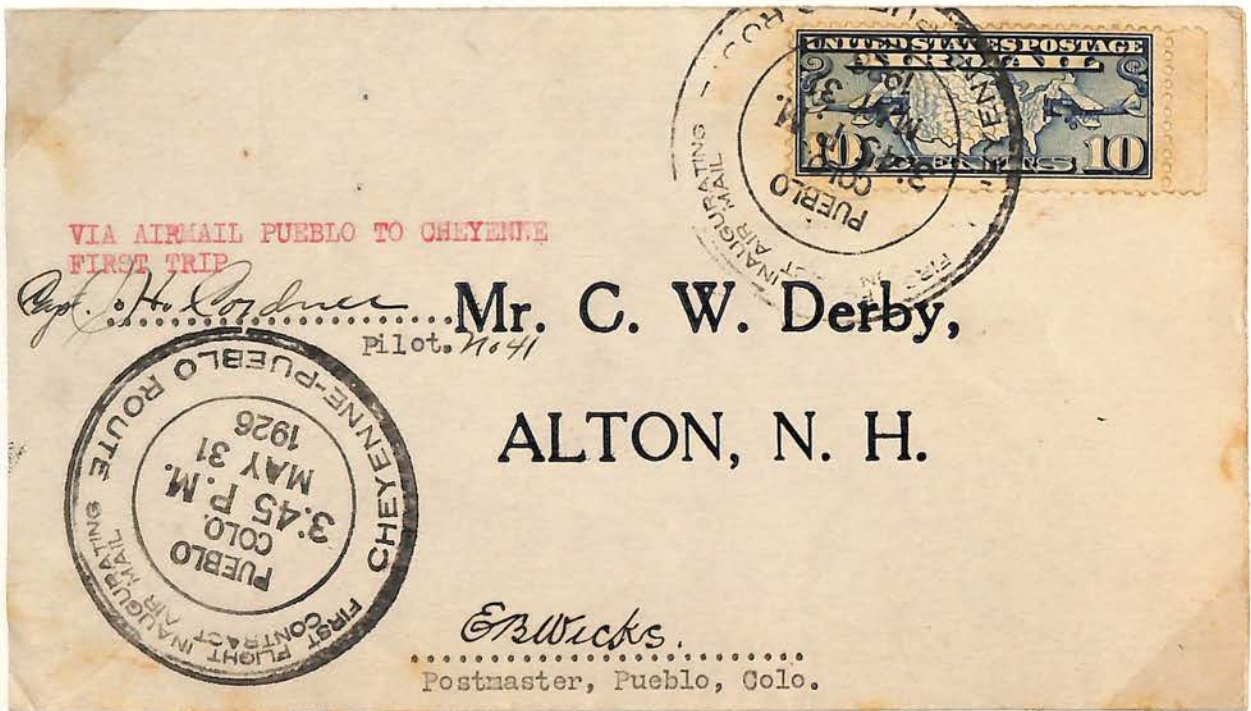
3204
 12N4B R52
 Pilot Worden

CAM #12



12N4a
F10 ft
Pilot Scan

12N4a



12N4c
F15 ft
Pilot Signal

12N4c



CAM # 12



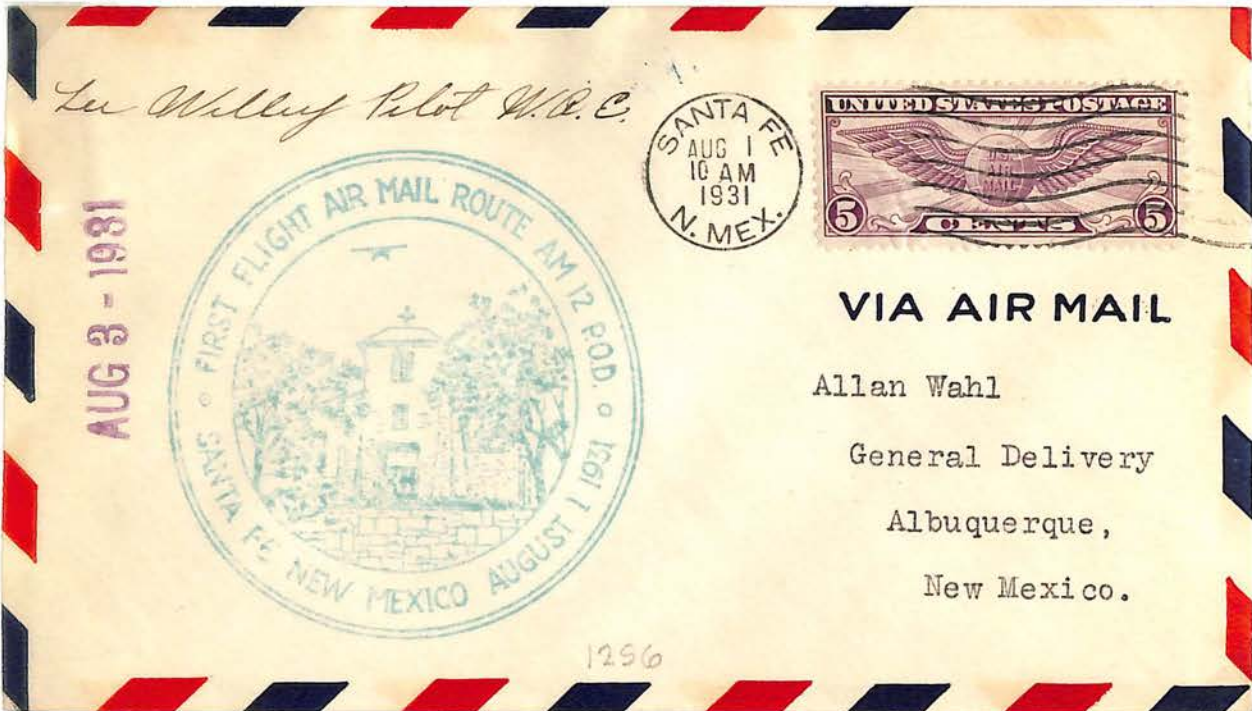
1255 ↑
 15 ←
 2 P.M. ↓
 size ↓



CAM # 12



1255 5/15/4
Pilot sign



1256 4/10/4
Pilot sign

S.P. McGehee



VIA AIR MAIL

Allan Wahl
General Delivery
Pueblo,
Colorado.

12N6
750
Pilot Sec

12NG * 15.00



EDWIN S. SMITH
14 FOREST HILL AVE.
SARANAC LAKE, N. Y.

Lu Willy. Pelot

1256
450
Pilot Sec

1256 * 13.00



EDWIN S. SMITH
14 FOREST HILL AVE.
SARANAC LAKE, N. Y.

12N7
4.50 +
Pilot 5.00

F. W. Lehner PILOT

12N7

\$13.00



CAM # 12



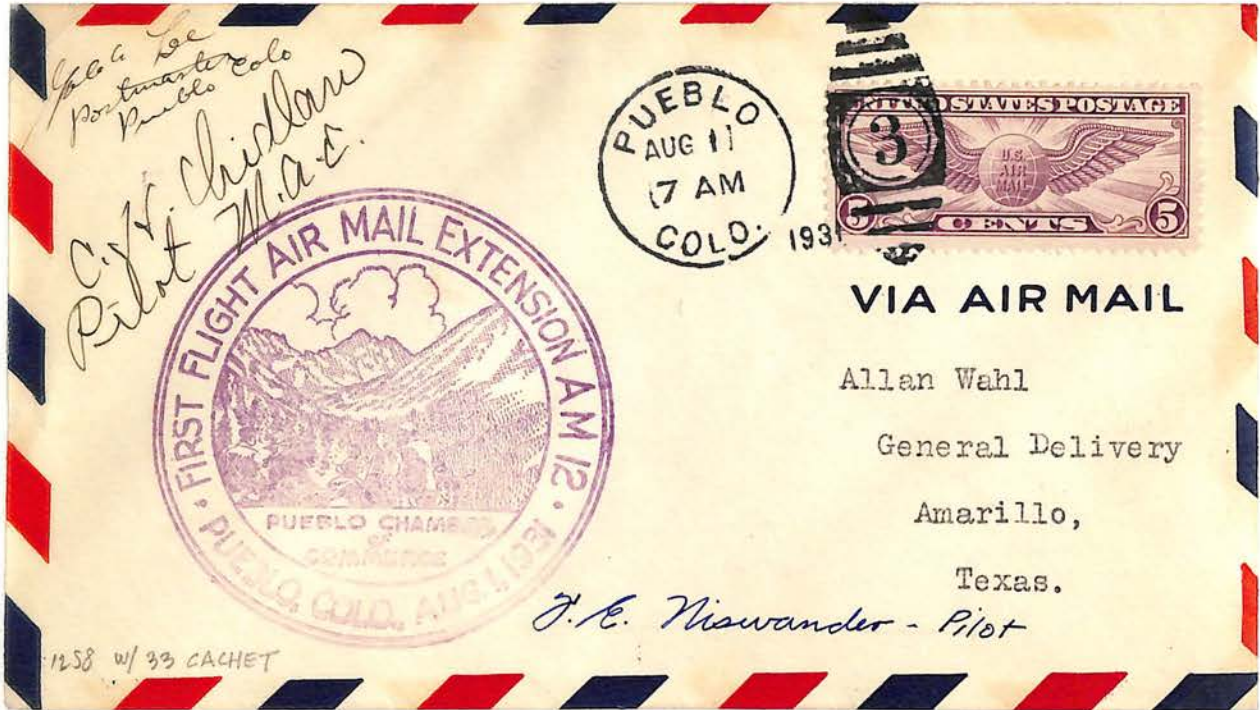
12N6 7534
Pilot
Sign



12N7 452
Pilot
Sign



12N7a
and
F2014
Pilot sign



1258
600 ft
Pilot sign

WHEN Leo McGehee landed at Picket wire, Colo., recently with a plane of Mid-Continent Air Express loaded with passengers, it was the first time a plane had come down in the vicinity. When he landed again a few days later with another plane, the citizens of Picketville decided they needed an airport. The entire population of about thirty inhabitants turned out, cleared away the cactus, laid out a circle and erected a wind sock. The field comprises about 30,000 acres of practically level landing area. So far no hangars have been erected. The town is thirty miles from the nearest railroad.

CAM 12

JAN 5 - 1937

Air Lanes

Commercial Pilot with Long No-Accident Record Is Former Bank Teller

CAM 12

Although piloting planes of almost every type and under the most adverse flying conditions, Frank Niswander, TWA transport pilot out of Newark Airport, points proudly to his record of 7,300 hours in the air without an accident of the semblance of one. Moreover, Frank does not attribute his safe flying to luck. Rather, he believes it a matter of careful attention to business and contends air travel is infinitely safer than automobile driving on crowded highways.

"In fact," Frank says, "it is sometimes safer than walking."

Frank became interested in aviation while a teller in the Wyoming

National Bank at Caspar, Wyo. It was in 1924, when every town with a clear strip of land boasted what passed for an airport from which barnstorming pilots flew passengers at the rate of \$5 for five minutes. Casper was no exception, the airport being a pasture on the outer rim of town where a couple of ex-war flyers gave lessons. To Frank, accustomed to handling thousands of dollars daily at his bank job, and knowing the value of money because of his \$20 a week salary, a dollar a minute for doing something one loved proved an impetus for the beginning of his flying career.

Club Is Organized.

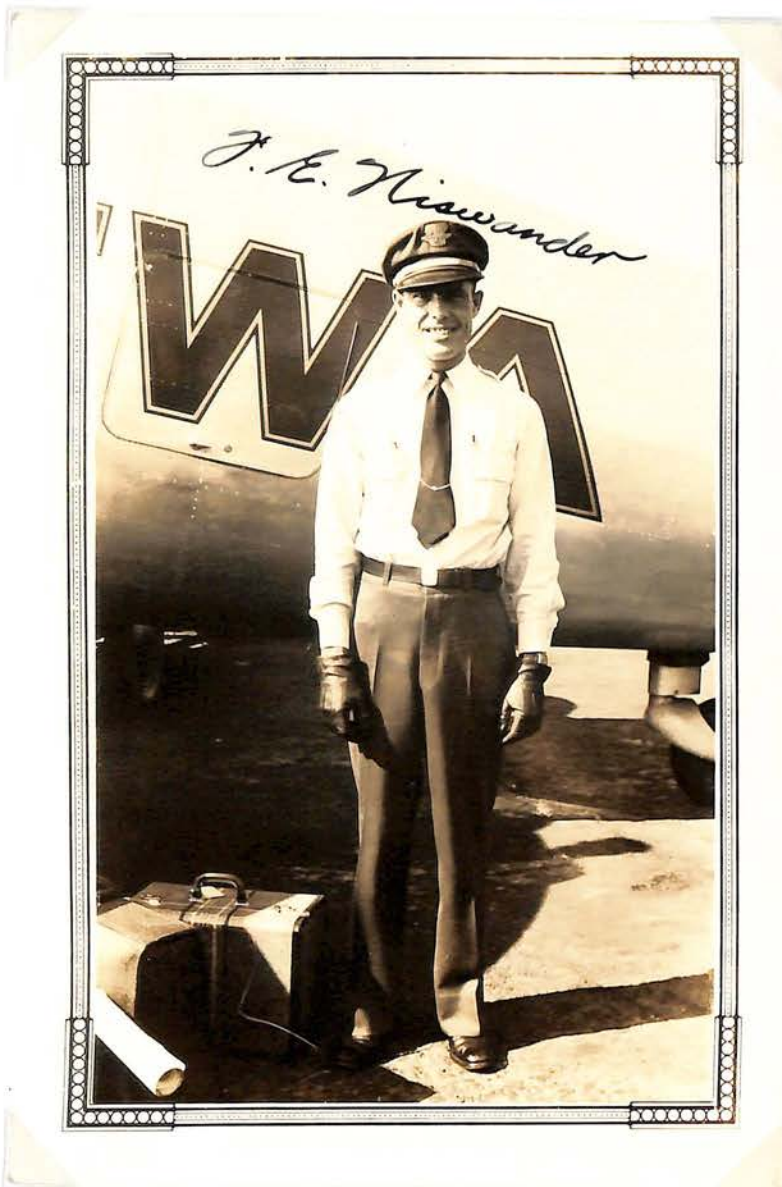
A group of town boys, more or less of the same mind, organized the Powder River Flying Club to take advantage of a special rate for flying instruction. Out of twenty students, five finished the course. Of these, Frank is the sole survivor, the rest having been "washed out" in flying accidents. After completing the course, Frank became associated with Wyoming Airways, whose headquarters were at the Casper Airport. The job was only part time, flying passengers on week-ends. He worked at the bank week days.

Frank was engaged in 1927 to fly a doctor from Casper to Palestine, Tex. By the time they arrived the doctor proposed that Frank accept a job as air chauffeur for a newly-purchased plane. Frank did. Soon after he settled in Palestine, several of the community's leading citizens organized the East Texas Airways. Frank became chief pilot, flying through Texas and New Mexico.

In May, 1928, Niswander's reputation earned him the job of test pilot for the Eagle Rock Airplane Manufacturing Co. at Colorado Springs, Col. He remained with the company two years, testing almost every ship that came out of the factory and keeping his "no accident" record intact.

In the Spring of 1930, Frank became pilot for Western Air Express, flying first the Denver to El Paso route and in 1932 between San Diego and Salt Lake City. He remained with Western Air until 1934, when he joined TWA and was assigned to the Chicago-Kansas City run out of Newark Airport. He's still on it.

Frank, 32, is married and lives at 112 North Walnut street, East Orange. Occasionally he takes time off from flying duties and homelife to travel. His hobby is motoring and recently he and his wife completed a round trip by automobile to Miami. He drove more than 3,000 miles without scraping a fender.



United States Post Office

First CLASS

Casper, Wyoming, November 25, 1941.

IN REPLYING
MENTION INITIALS AND DATE

Mr. Bill Schneider, Jr.,
Box 76, R. F. D. #2,
Rahway, New Jersey,

12N20

My dear Sir:

In answer to your letter, will say that the correct date of the air mail flight was the 24th of December. I do not know how it came that your envelopes were mailed the 29th, unless it was on account of Christmas rush at that time. But even the 29th seems strange as R. V. Garrett, the pilot has signed for both states.

I am sorry that this mix-up has occurred and I am unable to explain what happened.

Very truly yours,

Edmund P. Landers

Edmund P. Landers,
Postmaster.

12N20