

No. 523
of 1000



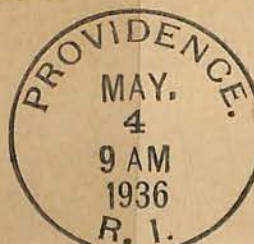
1936 Hindenburg Flight Cover - #777 3¢ Rhode Island
Tercentenary First Day Cover - tied 5/4/36 - Providence,
RI - First North American Return Hindenburg and Return
to US via Maiden Voyage of RMS Queen Mary - very
interesting cover
hin-690

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UNITED STATES POSTAGE



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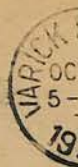
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Cy Caldwell (WIAE) – Flight to Havana for PanAm

Cy Caldwell happened to be in Key West with the WIAE's Fairchild FC-2, equipped with floats. He was delayed by a hurricane threat, and was available on 19 October to carry the PanAm mail to Havana to beat the deadline to retain the mail contract..

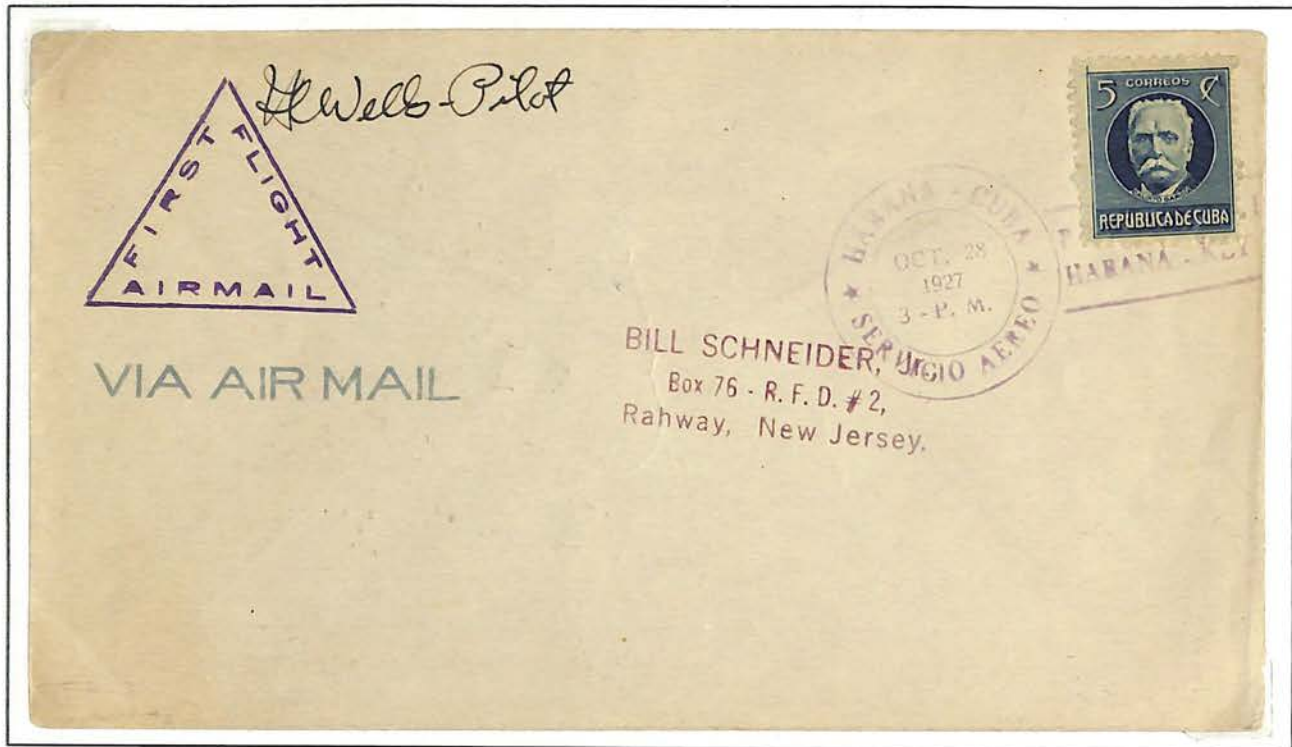


Below, Caldwell is shown preparatory to takeoff on his plane *La Niña*.



Heustice I. Wells and Edwin C. Musick

The first return flight from Cuba in the *General Michado* had "Hughie" Wells as pilot, and Ed Musick as "assistant pilot." The covers were cancelled on 28 October, but a severe rainstorm postponed the flight until the 29th.



The postal rate was 5 centavos. The cover below was over-franked with 1c., 2c and 5c imperforate line pairs. Both covers were signed.



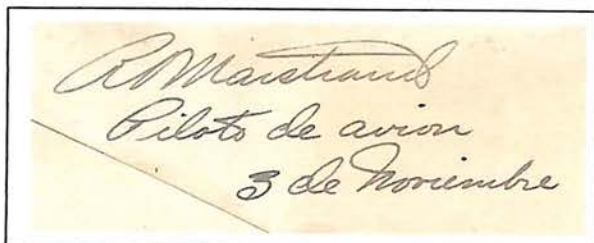
Pan American-Grace Airways (PANAGRA)

The next day Robert Marstrand again flew to Chiriquí Province, but to Bocas del Toro in the Northeastern corner of Panama. Marstrand was killed a few years later in Chiriquí Province, by hitting Ciero Trinidad Mountain in a fog.



It was again franked with the Panamanian stamp that was still valid on the second (and last day).

Marstrand flew a Fairchild FC-2 named the *3 de Noviembre* (after the Panamanian Independence Day). He autographed the back of the cover.



The picture shows a friend, Olga de la Ossa, emerging from an S-38 on 5 June 1935 in Buenaventura, Colombia.



Pan Air 1930s

The covers below are on Pan Air stationery from the Canal Zone, Argentina and Brazil.
The latter was addressed to the President of PanAir in Brazil.



American Clipper Inaugural Service

The cover below was sent from Uruguay on 19 November to Cristobal to connect with the inaugural flight to the U.S. on 25 November. [The only acquaintance of the exhibitor from Uruguay recognized the sender as her 8th grade history teacher and 9th grade English teacher. Her daughter still lives in Montevideo].



The cover below was picked up on the return to Barranquilla, and is another of the Lindbergh "interrupted flight" covers. It was postmarked 23 November 1931, although it did not depart until the 26th.



FAM 10 Uruguay and Buenos Aires to U.S.

FAM 10 was inaugurated on 10 November 1930 from Miami to Paramaribo. On 26 October 1931, it was extended to give continuous service to Buenos Aires. This is the return flight via PANAIR from Buenos Aires departing on 7 November - arriving at its destination on the 10th.



This cover from Uruguay, mailed on 7 November 1931 flew went by FAM 10 to San Juan PR arriving on 14 November, and then proceeded via FAM 6 to its destination in the States, arriving on 16 November.



FAM 18 – Transatlantic Southern Route

On 20 May 1939, the US initiated the first regular transatlantic service. It began with the “Southern Route,” which went via Horta, Azores and Lisbon, Portugal to Marseilles, France. Backstamped on 22 May.



The cacheted cover below depicts the Boeing 314 flying boat – the best ever to go into commercial service, and the plane of choice for transatlantic service.



The 30c stamp was issued on 16 May for the inauguration of transatlantic mail service.

FAM 18 – Transatlantic Southern Route Westbound

The first leg was from Marseilles, France to Horta in the Azores, departing 25 May 1939; backstamped 26 May 1939.



The cover below went all the way from Marseilles to New York arriving on 27 May.



FAM 18 – Transatlantic Northern Route

One month after the flights by the “Southern Route,” a “Northern Route” was inaugurated to Southampton, England via Shediac, NB, and Botwood, Newfoundland in Canada, and Foynes, Ireland. This air letter flew both ways.

