

FIRST UK AERIAL POST



(Address only to be written here.)

Mrs Norton
214 The Grove
Lamberwell
SE

East Dulwich
Sept 8 1911

Dear Laura

You may be surprised to receive a
letter from the clouds like this one.
someday we may all travel the
same way & even to Blackpool
where we go tonight and hope to be
by the seafront in the course of the morning
I hope this missive will reach you
safely Yours aft: Love to all

Henry

Message on the reverse



Curtis JN-4 Airplanes

The Curtis "Jenny"

United States of America

1918 First Air Mail Issue



(facsimile) SG 548(a)

At Seigel's 'Rarities of the World' auction an example of the
1918 24c "Inverted Jenny" sold for £217,000





LVG Schneider Biplane

1920

Estonia First Air Mail Issue



Union of South Africa

1925 First Air Mail Issue



De Havilland DH 9 Biplane





De Havilland D H 60 Cirrus Moth



SG40



SG41

Per S.A.

BY AIR MAIL
PER LUGPOS



*W. J. H. Gregory Esq^{re}
Michaelis School of Fine Art
University of
Cape Town.*

UNIVERSITY OF CAPE TOWN.

Durban to Capetown 29-8-1929

SG 31, 40441

1/-
Mr Oswald.S.Boreham.

c/o Business Development
Dept.

Room 27.

Northcliffe House.

London E.C. ENGLAND

By Air Mail
Cape Town----London



BY AIR MAIL
PAR AVION

IMPERIAL AIRWAYS

First Air Post

South Africa
to
England

Agents Throughout
South Africa:

Parry, Leon & Hayhoe, Ltd.



Via Air Mail

DURBAN & JOHANNESBURG
CAPE TOWN.



*J. O. Price, P.O. Box 99
Pretoria, Natal
Limpopo
S. Africa
Durban
England*

First Transatlantic Flight May 20-21, 1927

Lindbergh's New York to Paris flight in a Wright Whirlwind-powered monoplane

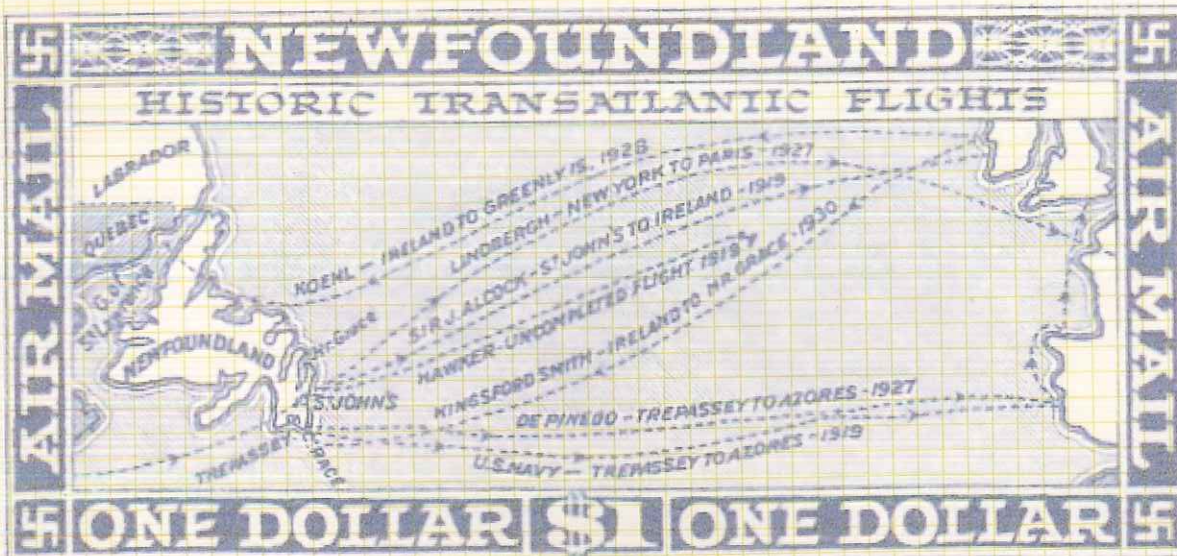


Booklet Pane.



Booklet issue on FDC.

26-5-1928



1931



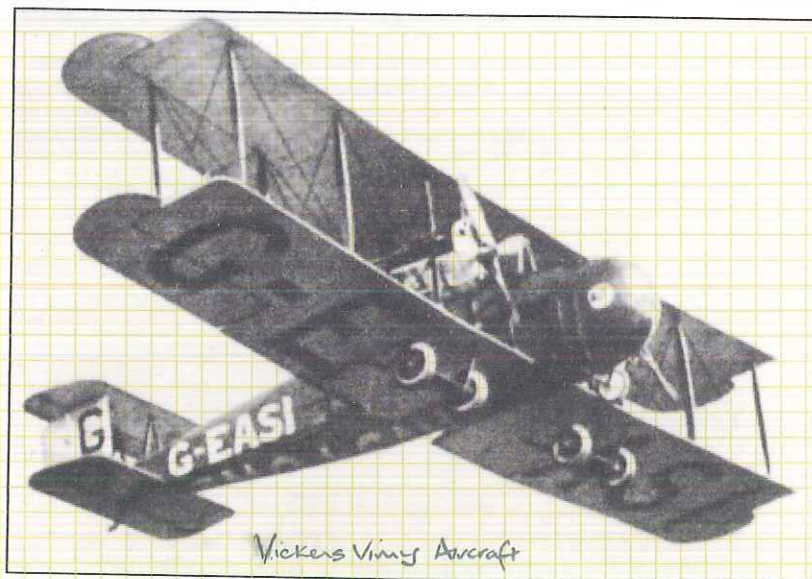
SG 192



SG 193



SG 194



1932



SG 230



SG 231



SG 232



SG 233



SG 234



1910 "Kringbag"



1928

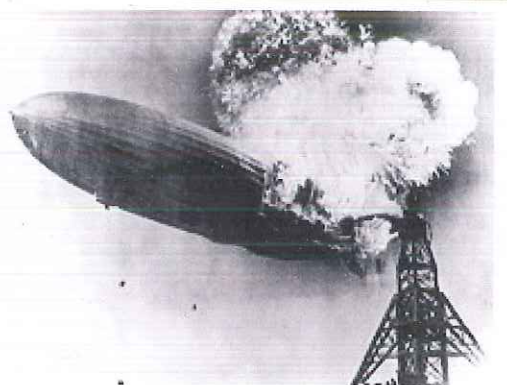


1964 Blériot XI Aircraft

1932 Selkirk
Fairchild 45-20 biplane.



1964 Blériot XI Aircraft.



The *Hindenburg* made 17 round trips across the Atlantic Ocean in 1936, its first and only full year of service, with ten trips to the United States and seven to Brazil. In July 1936, the airship also completed a record Atlantic double crossing in five days, 19 hours and 51 minutes.

LZ 129 Hindenburg was a large German commercial passenger-carrying rigid airship, and the lead ship of the *Hindenburg* class, the longest class of flying machine and the largest airship by envelope volume. It was designed and built by the *Luftschiffbau Zeppelin GmbH* and operated by the German Zeppelin Airline Company. The airship flew from March 1936 until destroyed by fire 14 months later on May 6, 1937, at the end of the first North American transatlantic journey of its second season of service. Thirty-six people died in the accident, which occurred while landing at Lakehurst Naval Air Station in Manchester Township, New Jersey, United States.

UNIVERSUM BOOK EXPORT CO., INC.
45 EAST 17th STREET
NEW YORK CITY

Par Avion
By Air Mail

FORM 2978

Airmail New York to
Frankfurt-Croyden

via Airship Hindenburg



Professor Ch.S. R o y

17, The Ridgeway

C u g f l e y , Herts.

E N G L A N D

*Via Airship Hindenburg
over*

20/5/36

Trans Atlantic Flying Boat Flight



The first flight of the new service of the Pan Am Boeing 314 Flying Boat left New York on June 24th 1939 via Shediac New Brunswick and Botwood Newfoundland; on its way to Foynes, Ireland and Southampton, England.

New Brunswick to England



VOYLE N. ARMSTRONG
P. O. Box 111
Wichita Falls, Texas



Long-range Boeing 314 flying boats were delivered to Pan Am in early 1939. The new type enabled commencement of a regular weekly transatlantic passenger and air mail service between the United States and Britain on June 24, 1939. The route was from New York via Shediac, Botwood, and [Foynes](#) to [Southampton](#). After the outbreak of World War II, the terminal became Foynes until the service ceased for the winter on October 5; transatlantic service to [Lisbon](#) via the Azores continued into 1941. Throughout the war, Pan Am flew over 90 million miles (145 million kilometers) worldwide in support of military operations.





IMPERIAL AIRWAYS FLYING BOAT SERVICE TO THE USA
IN THE MID-1930'S

This service was introduced in the mid-1930's and the Short S30LR (Long Range) Flying Boat was used. The flight commenced at Hythe (Southampton) and an overnight stop was made at Botwood en route to the USA, due to the time factor and landing a Flying Boat on rivers, etc. at night with no runway lights is hazardous. It was also a summertime service only due to the shorter daylight hours and lakes and rivers freezing over in Canada and the Northern USA during winter.

There was no overnight stop at Botwood on the return flight from the USA.

The flight from Foynes in Ireland to Botwood in Canada used 78% of a full tank if speed was kept at 165-170 MPH at 4,500 ft Altitude and the headwinds were not too severe. Return flight on this sector used 72%.

The route had to be close to water at all times in the event of having to make an emergency landing and this was no problem from Hythe to Botwood. The flight from Botwood, was over the Gulf of St Lawrence and followed the St Lawrence River all the way to Montreal landing on the south side.

The flight from Montreal, flew south towards Burlington, then followed the Hudson River past Glen Falls, Albany, all the way down to La Guardia (New York)



CAPT. M. KESTERTON, M.C.,
c/o Miss G. Cronkshaw,
350, West 55 Street,
NEW YORK CITY,
U.S.A.

IMPERIAL AIRWAYS



G-AFCU 'Cabot'

In August 1939 a weekly service from Southampton to New York was begun with flying boats 'Cabot' and 'Caribou' relying on air to air refuelling from Handley Page bombers stationed in Ireland and Newfoundland. This service terminated at the end of September 1939.



L.D.Stevens Esq.

P.O.Box 28.

Kingston,

Nova Scotia,

CANADA.

Backstamp



First regular outward Imperial Airways Flight departing Southampton on August 5th to New York



First Flight - Imperial Airways



Mr. H. T. Paul
Lee on the Solent
Hants, England



First Imperial **Return** Flight to GB departing from New York on August 9th 1939



Short S26. Trans Atlantic "G Class" Caribou



Dublin to Botwood



Mr. Paul C. Morrison
Department of Geography
Michigan State College
East Lansing, Michigan



AM
SIGNODE

+ STEEL STRAPPING COMPANY +
2600-2620 N. WESTERN AVENUE
CHICAGO, ILLINOIS



Trans. Atlantic
Mrs. Dr. H. Marcher
21 Bahnhofstr.
Zürich
Schweizland

65

EXAMINER 6645

AIR MAIL

By *North Atlantic*
AIR SERVICE



Miss Sylvia Lyon
2964 Jackson Street
San Francisco
California
U.S.A.

IMPERIAL AIRWAYS
FIRST TRANSATLANTIC AIRMAIL,
NORTHERN ROUTE
Via EIRE, N'FLD & CANADA.



J. STEPHEN,
12 Cook Street,
LIVERPOOL 2. England.

S. H. LE BELL
63 WHITE STREET
NEW YORK

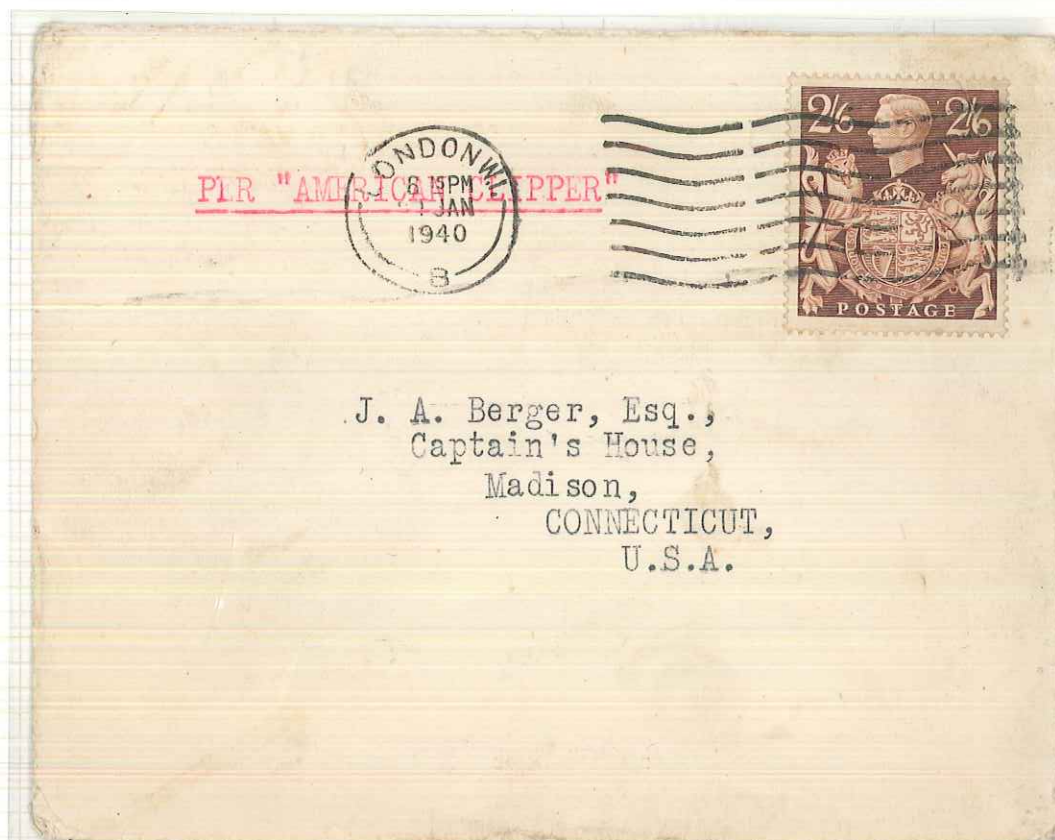
S/S American Clipper

RECEIVED
26 OCT 1939



Messrs. Henry Matier & Co. Ltd.,
#1 May St.,
Belfast,
Ireland.

VIA AIR MAIL



YANKEE CLIPPER - BOEING 314.
 IN SERVICE FROM 1939 UNTIL 1943. THIS AIRCRAFT STARTED THE TRANSATLANTIC
 MAIL SERVICE. IT CRASHED AND WAS WRITTEN OFF ON FEBRUARY 22ND 1943 IN
 LISBON, PORTUGAL
 THE ABOVE COVER WAS SENT FROM LONDON TO CONNECTICUT IN JANUARY 1940



EXAMINER 1835



By Clipper



Mrs Louie H. Wood.

*223 North Monroe Street
Media . Penna.*

U.S.A

30

EXAMINER 5030



*TH ATLANTIC
SERVICE*

BANCO ANGLO COSTARRICENSE,

SAN JOSÉ,

COSTA RICA,

CENTRAL AMERICA.

This cover was posted to Germany on the day after the sinking of the US freighter "Robin Moor" on the 21st May 1941 by a German U boat. This event -the first of many such incidents in the North Atlantic during the following months - escalated into an undeclared naval war. Hitler's frustration with these hostile exchanges (albeit provoked by Germany in the first place) was one of the reasons that he declared war on the USA in December 1941 following the Japanese attack on Pearl Harbour.

Luftpost
Air-Mail

Germany



Frau Paula Glaser



München

Leopoldstr. 104

2187-

72-209/3

fnet



Geöffnet



Alco. Jones & Co. 1306 1/2 N. 7th St. N.S.A.

EXAMINER 1075



Le. e Ra. Arthur do Prado
666 Ave. Visconde de Albuquerque
(Jávea)
Rio de Janeiro
Brazil - S. A.



Backstamp.



Sikorsky - S42

On August 16, 1934, the S-42 flight-tested by Musick and Lindbergh was put into service on Pan Am's Latin American routes out of Miami, and two days later the plane was christened Brazilian Clipper in Rio de Janeiro by the wife of Brazilian president Vargas. The new plane cut the travel time from Miami to Buenos Aires down to just five days, compared to the eight days required by the S-40.

EXAMINER 5,157

AIR MAIL

VIA NORTH ATLANTIC AIR SERVICE

SresDon Juan Francisco Gomez,

Apartado 845,

Caracas,

Venezuela,

S. America.

Spanish.



From Birmingham UK to Venezuela by North Atlantic Clipper .

Dated 30.1.42

Back-stamped indistinctly February 20th 1942

GV1 Steel blue 10/- . Note: light cachet: 'via North Atlantic Service'



Cover flown from Santiago, Chile to Great Britain during WW2
 opened by censor



Brazilian Clipper during World War Two

6671

P.C. 90.

6671

P.C. 90.

6671

P.C. 90.

1943

BY AIR MAIL

AIR LETTER

IF ANYTHING IS ENCLOSED
THIS LETTER WILL BE SENT
BY ORDINARY MAIL.



Mr. Peter Wadams

Knoss Cottage

R. R. 2 Victoria

V. I. B. C.

Canada.

POR VIA AEREA



Messrs.

Frank Fehr & Co.

Holland House
Bury Street

LONDON E.C.3

Inglaterra

ABERTA PELA CENSURA

D. 7 212

EXA

EXAMINED BY

956

EXAMINER

ABERTA

DELLA CENSURA

240

VIA AÉREA
PAR AVION

Messrs. Sailer et Schoensleben,
Vadianstrasse 11,
St. Gall, Suisse.
Suisse, Switzerland.

75215

R. No



Mrs J. Robson

Almonres

New Abbey Rd.

Dunfries

Scotland

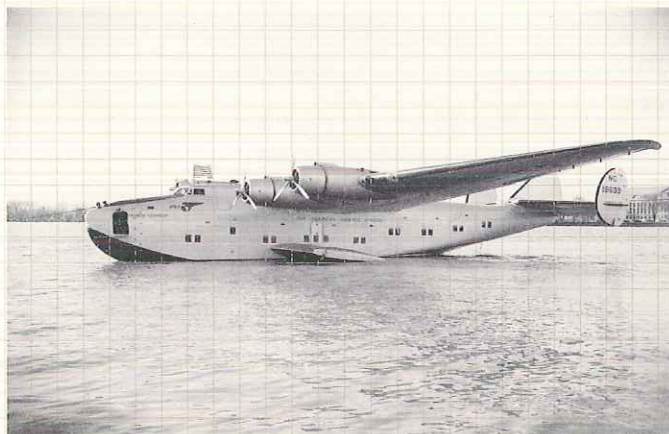
Bretaña

EXAMINER 1327

P.C. 90

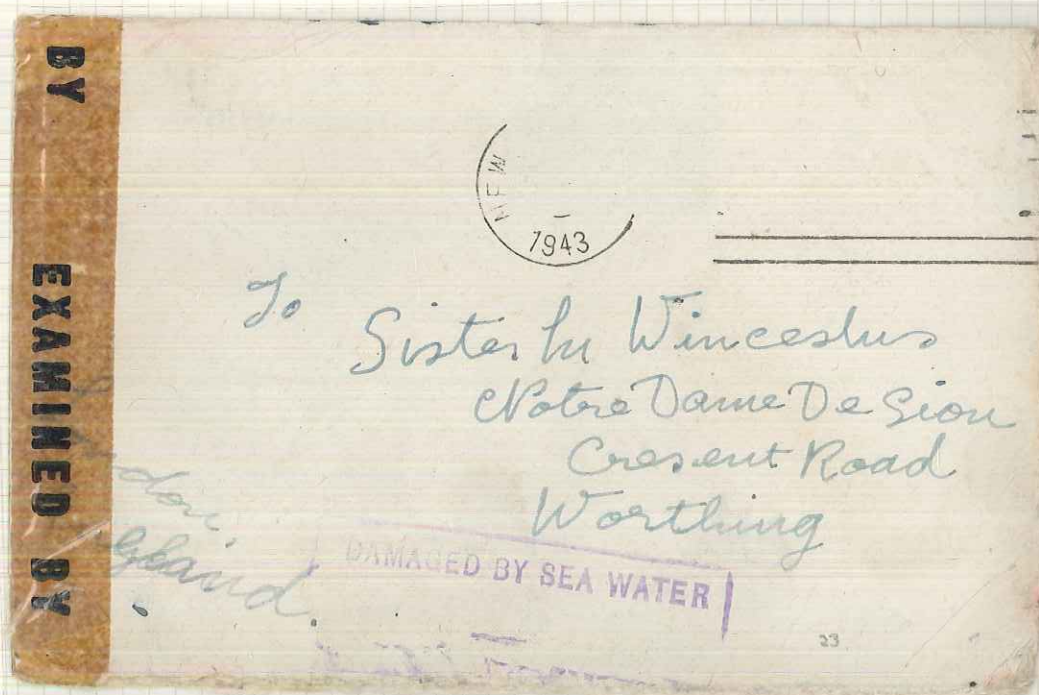
The Pan American Yankee Clipper

Delivered in February 1939



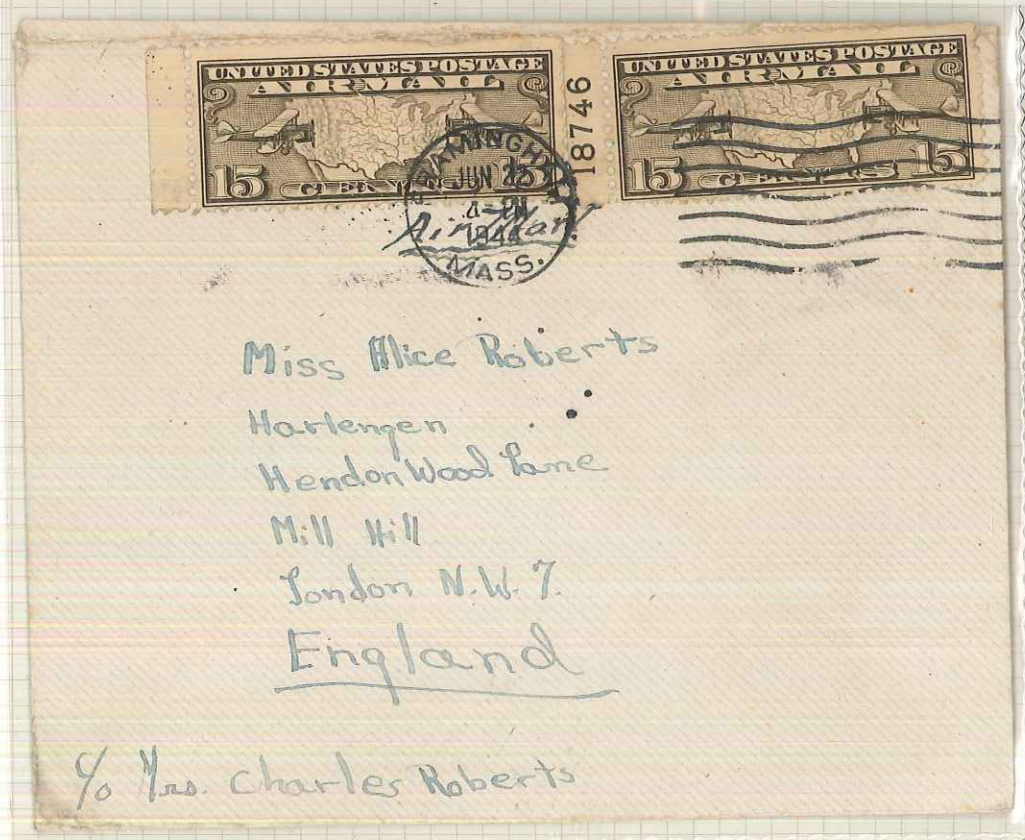
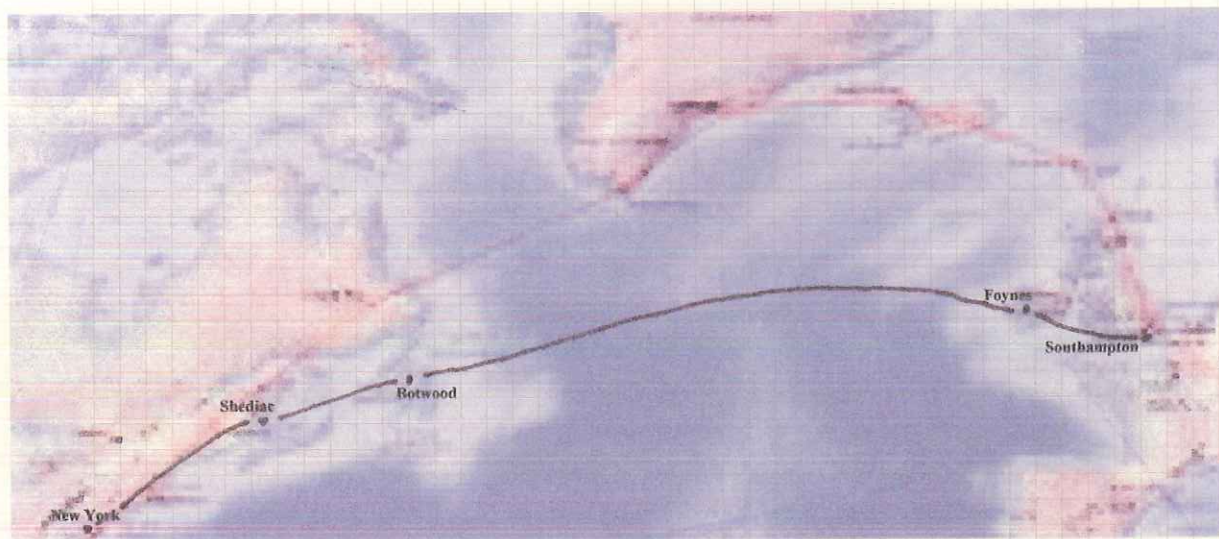
The Pan American Yankee Clipper crashed at Lisbon into the Tagus river on the 22nd February 1943 and sank in ten minutes as it was about to complete its 241st transatlantic flight. While attempting to land the left wing tip of the aircraft made contact with the water while making a descending turn. From a total of thirty nine people aboard twenty four survived amongst whom was the singer/actress Jane Froman who was later the subject of the biological film 'With a Song in my Heart' starring Susan Hayward.

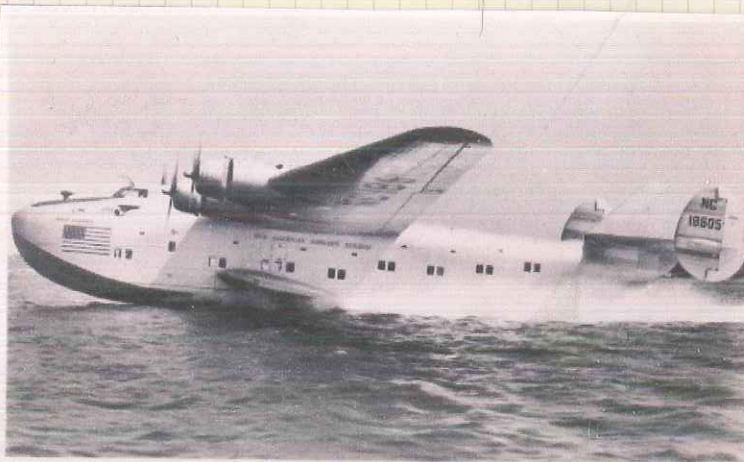
Ninety three bags of mail were salvaged in water soaked condition.



Salvaged letter from Yankee Clipper Crash.
(From New York - Worthing)

Yankee Clipper route across the North Atlantic
from New York to Southampton





Clipper leaving for Europe from Marine Terminal, La Guardia Airport

© PHOTO BY W. HOPK
OFFICIAL PHOTOGRAPHER
LA GUARDIA FIELD

63

This space is reserved
Official



REGISTERED LETTER.

THIS LETTER MUST BE GIVEN TO AN OFFICER OF THE
POST OFFICE TO BE REGISTERED, AND A RECEIPT
OBTAINED FOR IT.

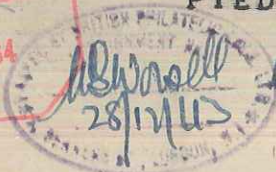
THE ADDRESS
WRITTEN



PER 84

F. W. ACKERMAN, ESQ..
2063, OAKLAND AVENUE,
PIEDMONT,
ALAMEDA CO.,
CAL.. U.S.A.

FEE PAID.



48422



Sent: 28/12/1943 Arr: 12/1/44

This cover was sent
from Southampton
England to New York on
a transatlantic clipper
that crashed on 13th
January 1944 at Goose
Bay Labrador.
There were several
fatalities

