

Aerial Mail Headlines: 1910-1916

This is an exhibit of the earliest mail carried by aircraft in the United States in the period before 1917. During this pioneer airmail period aviators often carried small amounts of mail under local post office authorization, or on temporary airmail routes with official post office designated route numbers. All items in this exhibit were prepared for, or flown, on authorized mail flights.

The period was a time of extreme public interest in the events, developments and even tragedies that surrounded the birth of aviation. To better convey a sense of that immediacy and importance, mock and actual newspaper headlines have been used at the top of each page. The exhibit unfolds chronologically as it did for those reading the daily news reports.

Below the headline for each page appears a box that delineates the type of flight involved using four main categories plus two, Military and Philatelic flights, used uniquely.

1. Route Number 600,000: Flights which were assigned official post office route numbers. These numbers were assigned as follows: the first three digits identify the state the of origin of the route , the last three digits were assigned in order granted. In this system the second route assigned for New York (607) would be designated route 607,002.
2. Aviation Meet: Flights held in conjunction with meets, fairs and similar staged events.
3. Demonstration Flight: Flights intended primarily to test equipment and feasibility.
4. Exhibition Flight: Flights that were staged as solo events for publicity or similar reasons.

Many of the flights in the "route number" category were held in conjunction with meets but have been given priority for having a route number assigned from Washington rather than locally. Typically at meets and exhibition flights, a temporary postal station was set up to receive mail to be flown. After a short flight the mail bag would be dropped to the field, or to a predetermined point near a post office to awaiting postal officials

The exhibit includes every reported flight for which an example is known as listed in the sixth edition of the American Air Mail Catalog (AAMC). AAMC catalog numbers appear in the historical information paragraph at the foot of each page. The number of items known, when mentioned, is taken from that catalog and is supplemented by data which has been collected by the exhibitor since publication. This is the first time that a complete representation of all 97 known flights has resided in a single collection. The only surviving postal artifacts from eight flights (AAMC #4, 20, 52, 57, 68, 74, 85 and 94) are included.

EUGENE ELY FLIES OVER MISSISSIPPI

Stays in Air Twelve Minutes, Covers Eight Miles

Aviation Meet

1910 September 12 to 17

Rock Island, Illinois



exposition advertising card with "Curtiss Aeroplane Flights Daily" label, no authorized mail flights

PRECURSOR - Several aviation meets produced advertising or souvenir cards throughout the period before 1916. This early advertising piece was used but, even if it may have been flown, it was not sanctioned and bears no markings. Aviator Eugene Ely, flying his Curtiss airplane, made several flights during this event. Only those that received post office authorization, even if only from a local postmaster, are shown in the balance of exhibit.

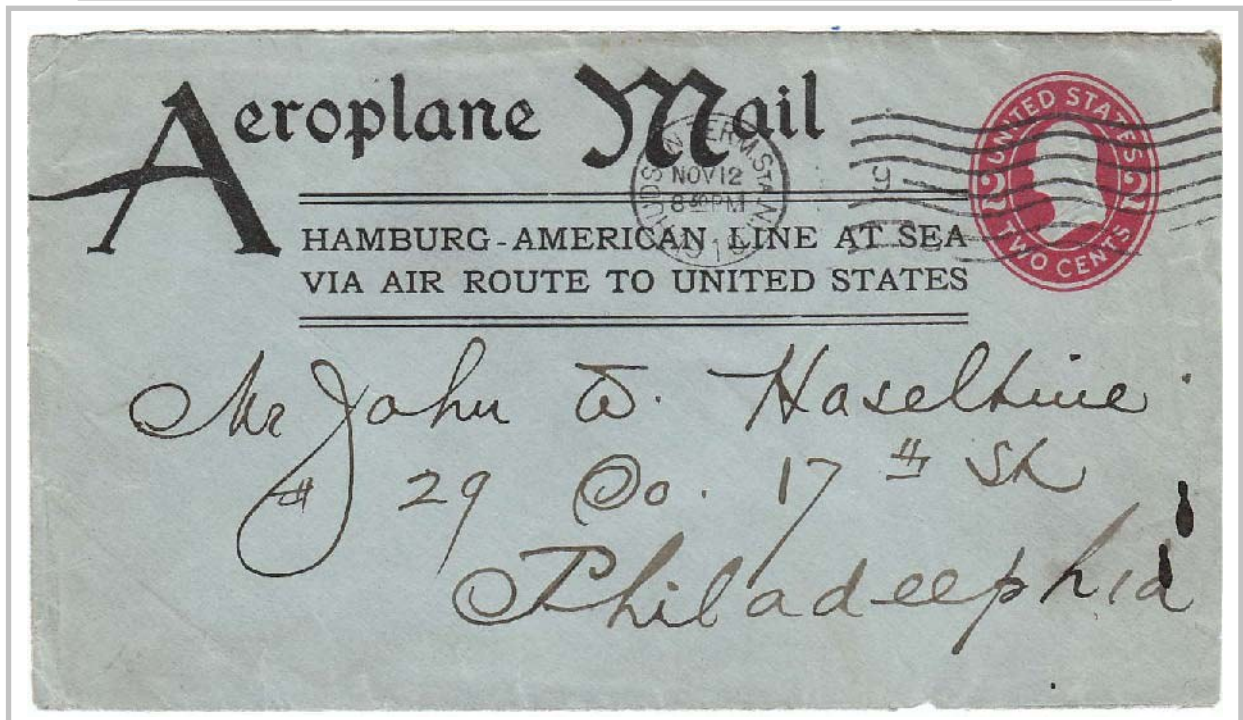
M'CURDY READY FOR FLIGHT FROM SHIP

Will Carry a Bag of Farewell Cards From Passengers

Experimental Route

1910 November 12

Ship to Shore Attempt



card with special handstamp and pre-printed envelope prepared for carriage, flight canceled

AAMC #1 - The first attempt to fly mail by air in the United States was to be from a platform attached to the S.S. *Pennsylvania* fifty miles at sea to Long Island. Aviator "Bud" Mars was a last second replacement for J.A.D. McCurdy and was to fly his Curtiss biplane and a sack of mail was collected from passengers. The attempt was canceled, due to a broken propeller, just five minutes before the ship was to depart.

RODGERS TO LEAVE TODAY FROM SHEEPSHEAD BAY

To Compete for the \$50,000 Hearst Prize for Transcontinental Flight

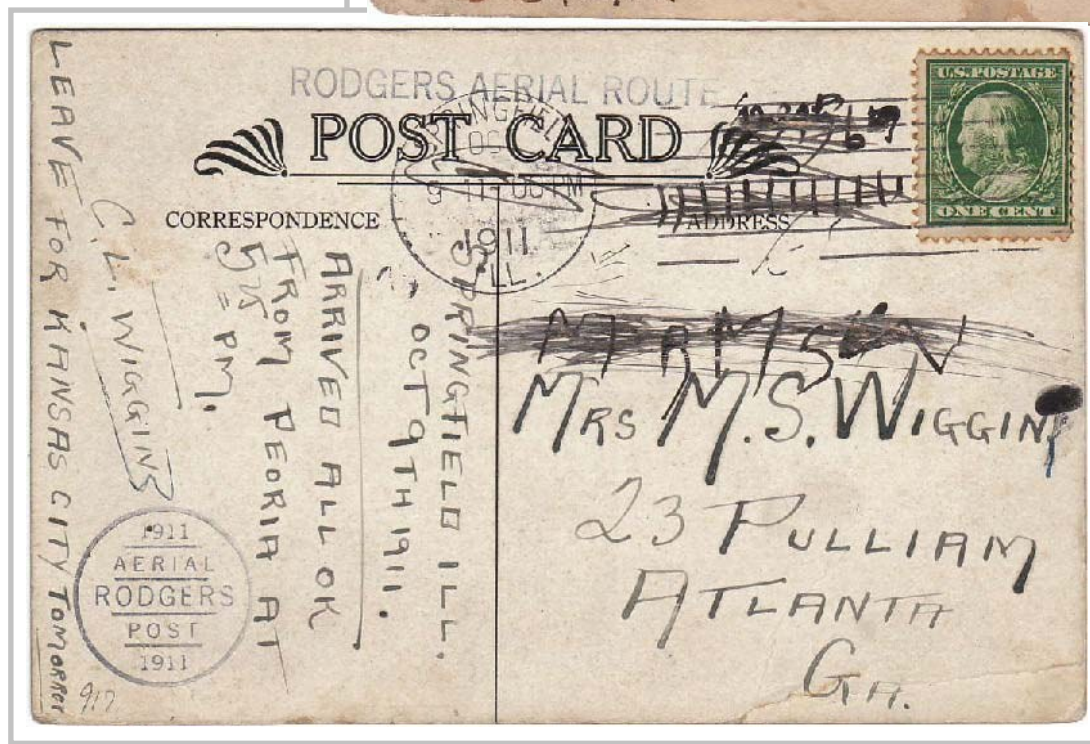
Experimental Route

1911 Sept. 17 to Dec. 10

Transcontinental Flight

Salamanca, New York

Sep 25



Springfield, Illinois

Oct 9

two photo cards with handstamps sent by Rodger's mechanic, Charles Wiggins, probably not flown

AAMC #2 - The first successful transcontinental flight by Cal Rodgers in his "Vin Fiz Flyer" departed Sheepshead Bay, New York on September 17th and arrived in Pasadena, California 49 days later on November 8. The flight, which continued despite five crashes, covered 4,331 miles.

AIR RECORD BROKEN BY AVIATOR RODGERS

Reaches Kansas City, Making 1,398 Miles to Date but Hearst's Prize Safe

Experimental Route

1911 Sept. 17 to Dec. 10

Transcontinental Flight



map of Calbraith Perry Rodger's transcontinental flight



card with "Carried By Rodger's Aeroplane Vin Fiz, Oct. 10' 11" handstamp (one known)
flown card entered the mails at Kansas City, Missouri on October 10

AAMC #2 - Cal Rodgers reached Kansas City, Missouri on October 10, 1912. Publisher Randolph Hearst's offer of \$50,000 in prize money for a transcontinental flight expired the same day. The prize contest rules stipulated that the flight had to be completed within one year of his October 10, 1910 announcement.

RODGERS DESCRIBES FLIGHT TO VINITA, OKLAHOMA

Passes Savonburg, Did Not Stop at Parsons Where Crowd of 1,000 Awaited

Experimental Route

1911 Sept. 17 to Dec. 10

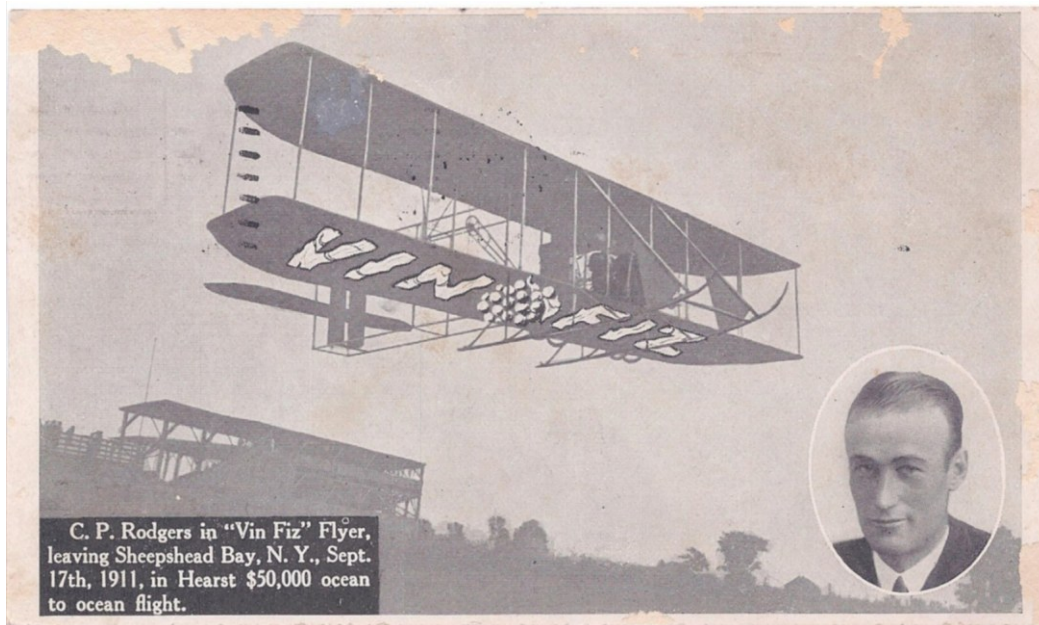
Transcontinental Flight



Greetings from the Sky

Rodgers in the Vin-Fiz Flyer
from New York to Los Angeles—for
the Hearst \$50,000 ocean to ocean flight

flown and dropped advertising piece endorsed "passed over Savonburg (Kansas) Oct 14, 1911" on reverse
(one known)



Will be in Parsons
at Aviation Day
on Tuesday
nine A. M.
Vin-Fiz will
be seen on
the grounds
Bring your
friends Roger

souvenir photo card, message mentions Vin Fiz will be in Parsons Tuesday (Oct. 17)

AAMC #2 - Departing Kansas City around noon on October 14th, Cal Rodgers flew to Vinita, Oklahoma arriving in the same evening. His anticipated stop at Parsons, Kansas was skipped as he flew to avoid a storm.

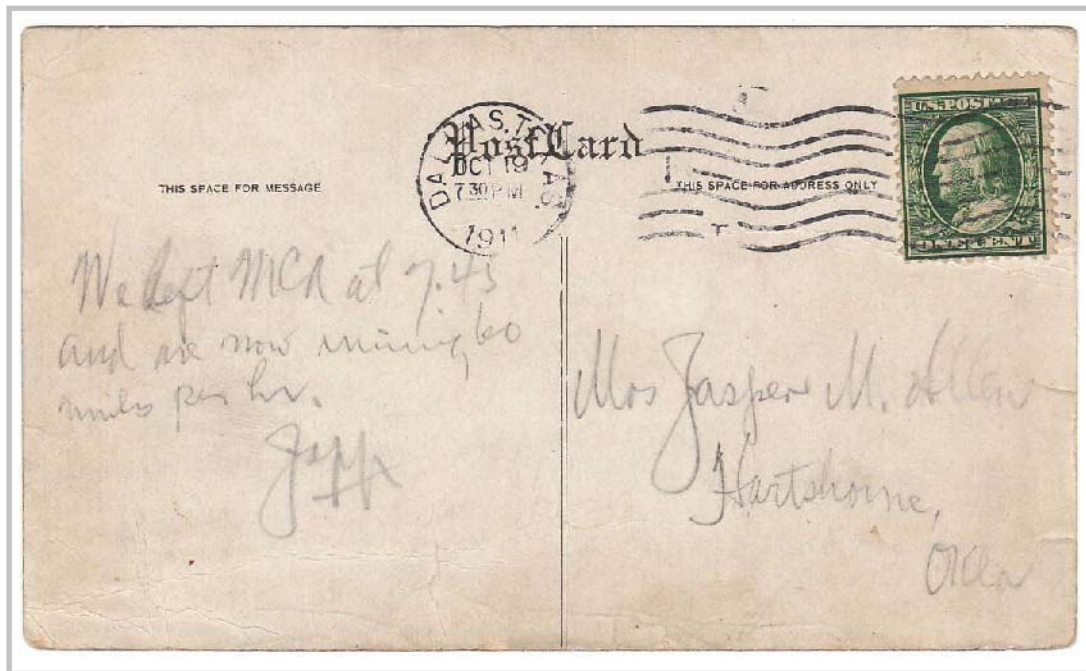
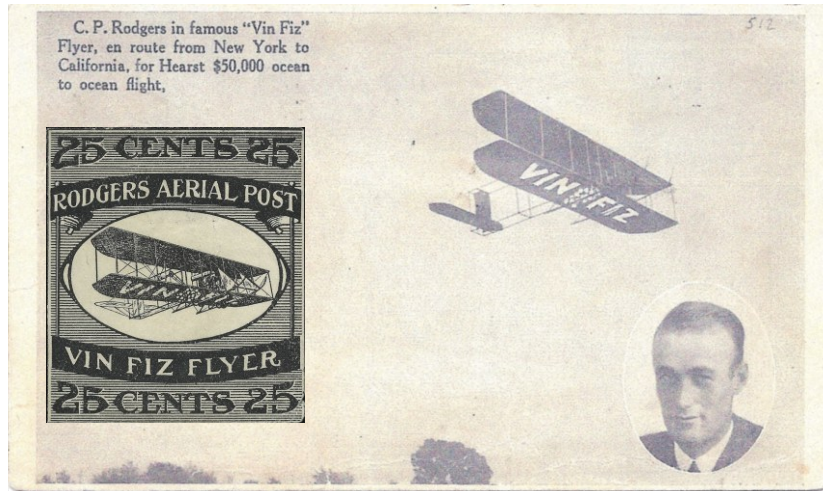
RODGERS REACHES DALLAS

Cross-Continent Flier in Texas Town on His Way West

Experimental Route

1911 Sept. 17 to Dec. 10

Transcontinental Flight



flown card with Vin Fiz Flyer adhesive removed from reverse (reduced view above shows reconstruction)
entered the mails at Dallas, Texas on October 19

AAMC #2 - After departing Kansas City, with a supply of newly printed Vin Fiz Flyer stamps that were probably printed there, he arrived at Dallas, Texas late in the day on October 18th.

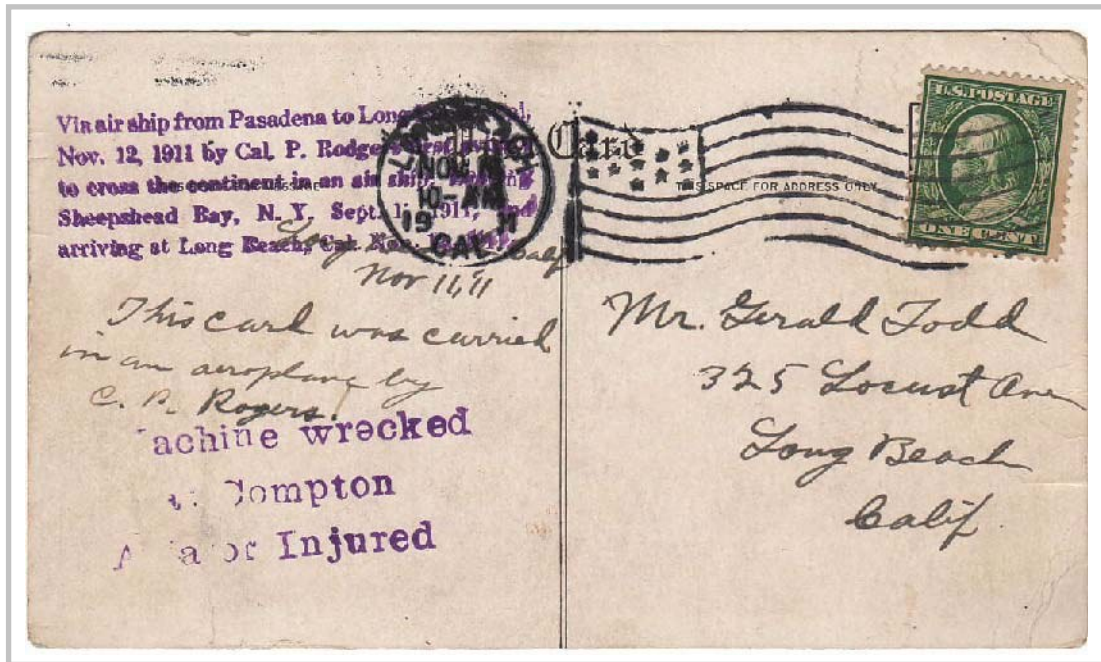
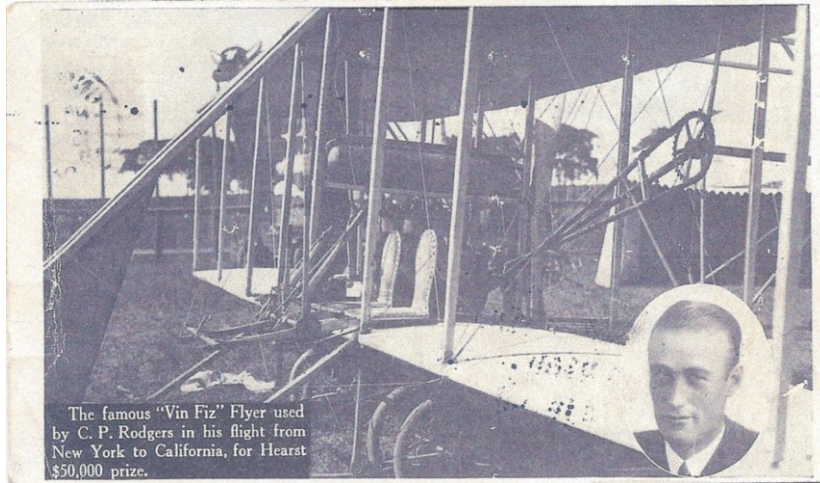
RODGERS BADLY HURT IN 200-FOOT FALL

Plane Plunges Near Compton After Engine Failure

Experimental Route

1911 Sept. 17 to Dec. 10

Transcontinental Flight



flown card that was on Vin Fiz Flyer when it crashed at Compton, entered mails at Long Beach Nov 16
(fewer than five known)

AAMC #2 - On the final leg of the flight to Long Beach, Cal Rodgers departed Pasadena on November 12th. He crashed at Compton and was seriously injured. The small mail was retrieved and received a special cachet. Mail was taken to Long Beach for processing. Rodgers finally completed his flight arriving on December 10th.

INTERNATIONAL AVIATION MEET AT GARDEN CITY

Post Office Mails by Aeroplane to be Tried Here

Aviation Meet

1911 September 23 to October 1

Garden City, New York



cards flown on first day, second day, and last day mail was flown, middle card used to France

AAMC #3 - The first official airmail was flown in conjunction with this International Aviation Meet. Aviator Earle Ovington was sworn in as an official mail carrier on September 23rd. On that inaugural flight he carried 1,334 pieces of mail to nearby Mineola. Mail was again flown by him daily September 24th to 28th, and on the 30th. Mail was collected but not flown on the other days of the event because of weather.

COAST TO COAST MAIL BY AIR

Postmaster Hitchcock makes New York to Los Angeles Route for Aviator Ovington

Route 607,001

1911 October 3 to 11

New York to Los Angeles



"Via Aeroplane" directive on cover posted at New York on 5 October for the scheduled Ovington flight not flown, flight cancelled on 11 October after repeated attempts, cover returned to sender

(the only surviving artifact from the first airmail route)

AAMC #4 - The first Postmaster authorized airmail route, designated route number 607,001, was for a coast to coast flight of Earle Ovington from New York, via Chicago and onward to Los Angeles. The flight was announced on October 3, 1911. All attempts were abandoned on October 11 after a wreck.

MAIL BY HYDROPLANE

Brookins to Carry Mail at Aviation Meet this Week

Aviation Meet

1911 October 4 to 8

St. Louis, Missouri



the first two dates that mail was flown, each with required "Aerial Route" directives

AAMC #5 - The first official mail to be transported by Hydroplane was flown at the Kinloch Field Aviation on the final day of the five day event. Some 25,000 pieces of mail were flown by Walter Brookins from one end of the field to the other over the first four days.

FLYING CIRCUS WITH 14 BIRDMEN

Motorboat to Race Hydroplane, Trick Landings and Aerial Bombing

Aviation Meet

1911 October 4 to 8

St. Louis, Missouri



the last two dates that mail was flown, each with required "Aerial Route" directives

AAMC #5 - The Wright Exhibition team participated in this event, sponsored by the St. Louis Aero Club, as well as five aviator pupils of local aircraft manufacturer, Thomas Benoist. It has been estimated that between 15 and 25,000 spectators attended each day.

CIRCLES ST LOUIS BRIDGES

Robinson Tests Curtis Hydro-Aeroplane for River Flight to New Orleans

Exhibition Flight

1911 October 8

St. Louis to North St. Louis

HYDRO-AEROPLANE
MAIL SERVICE
ST. LOUIS, MO.
OCT. 7, 1911



card with "Aerial Mail" endorsement and postmark applied at a special postal station
the special postmark was misdated October 7 instead of the correct October 8th

(fewer than ten known)

AAMC #5 - In preparation for his flight from Minnesota to New Orleans, aviator Hugh Robinson tested his Curtiss hydroplane on a flight over and under the Mississippi River bridges on October 8, 1911. Flown mail was dropped at special postal station established in North St. Louis.

RIVER FLIGHT THIS WEEK

Aviator Robinson Will Attempt Trip Down Mississippi

Experimental Route

1911 October 17 to 20

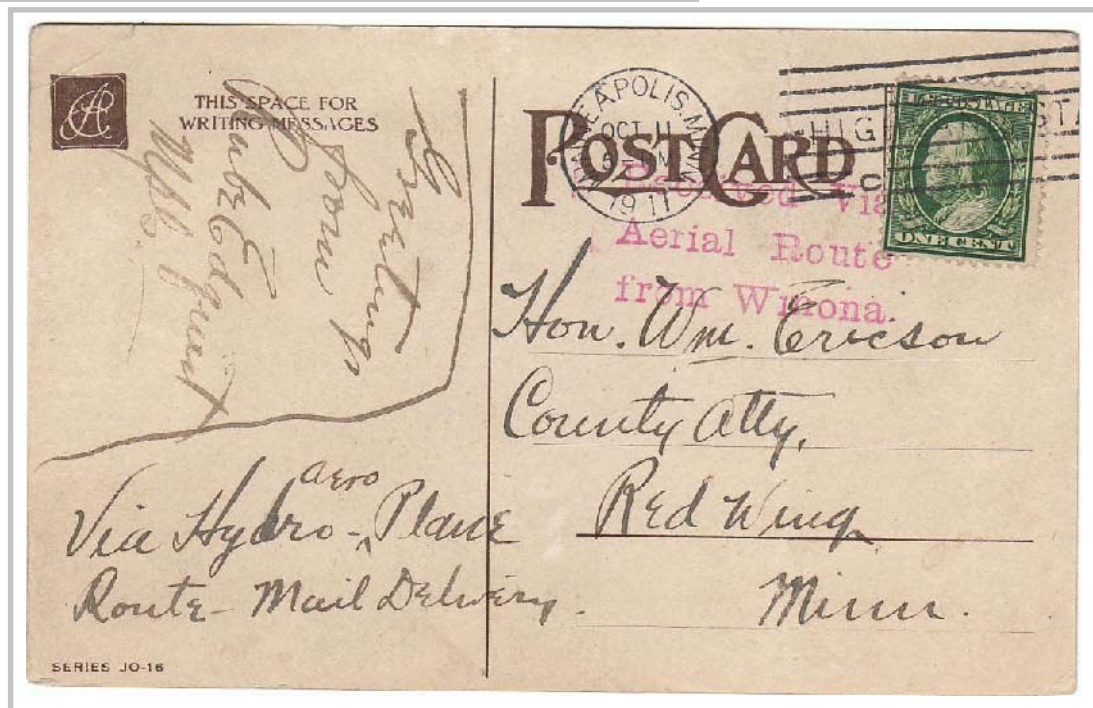
Minneapolis to New Orleans



REC'D AERIAL ROUTE

backstamp (reduced)
Winona Oct 17 arrival

(one known)



"Received via Aerial Route
from Winona" handstamp
on mail trucked back north
from Winona to Red Wing

(fewer than four known)

uses to Winona and Red Wing with "Hydro-Aeroplane Route" directives

AAMC #6 - Attempted flight from Minneapolis to New Orleans by Hugh Robinson under PMG appointment as special mail carrier. He departed on October 17 and mail was delivered enroute at Winona, Prairie du Chien and at Rock Island (see map). The flight was terminated there.

BALANCES AERO WITH BODY

Robinson's Front Control Useless, Flies On

Experimental Route

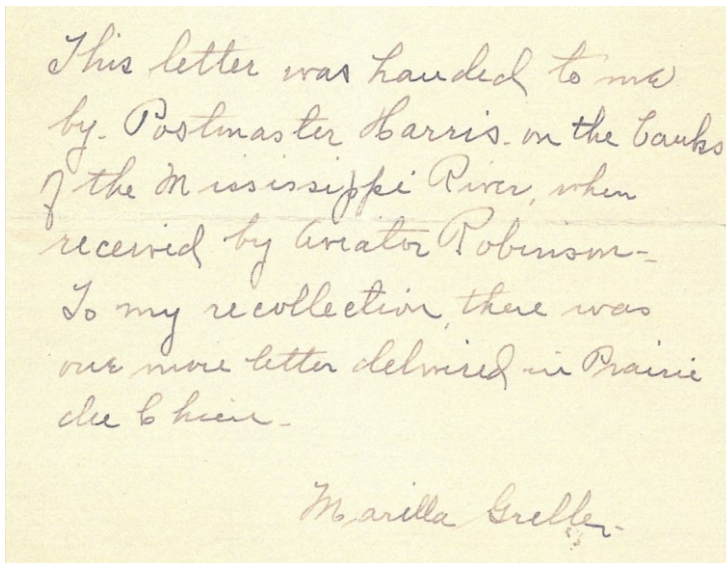
1911 October 17 to 20

Minneapolis to New Orleans



use to Prairie du Chien with "Care of Aviator Robinson, Via Hydro-Aeroplane Route" directive

(one known)



Reduced copy of letter from addressee mentions that the cover was received from Postmaster Harris and states her belief that there was only one other letter delivered at Prairie du Chien.

AAMC #6 - Robinson departed Minneapolis on October 17 and stopped at Winona (Oct 19), La Crosse, Red Wing (Oct 17), Prairie du Chien, Wisconsin, Dubuque, Iowa (Oct 19) and finally Rock Island, Illinois where the flight was terminated on October 20. The postal experiment was intended to prove that airmail could travel faster than railway mail along waterways.

ROCHESTER MAIL BY AIRMAN

A Benefit for Local Aviator, John Frisbie, Killed in Kansas During Exhibition

Aviation Meet

1911 October 21

Rochester, New York



black and purple postmarks, lower card with additional "Greetings" handstamp

AAMC #7 - Lincoln Beachey flew mail from Crittenden Park Station to Genesee Valley Park in a Curtiss team exhibition flight. Two trips were made carrying mail over a distance of 1.5 miles.,

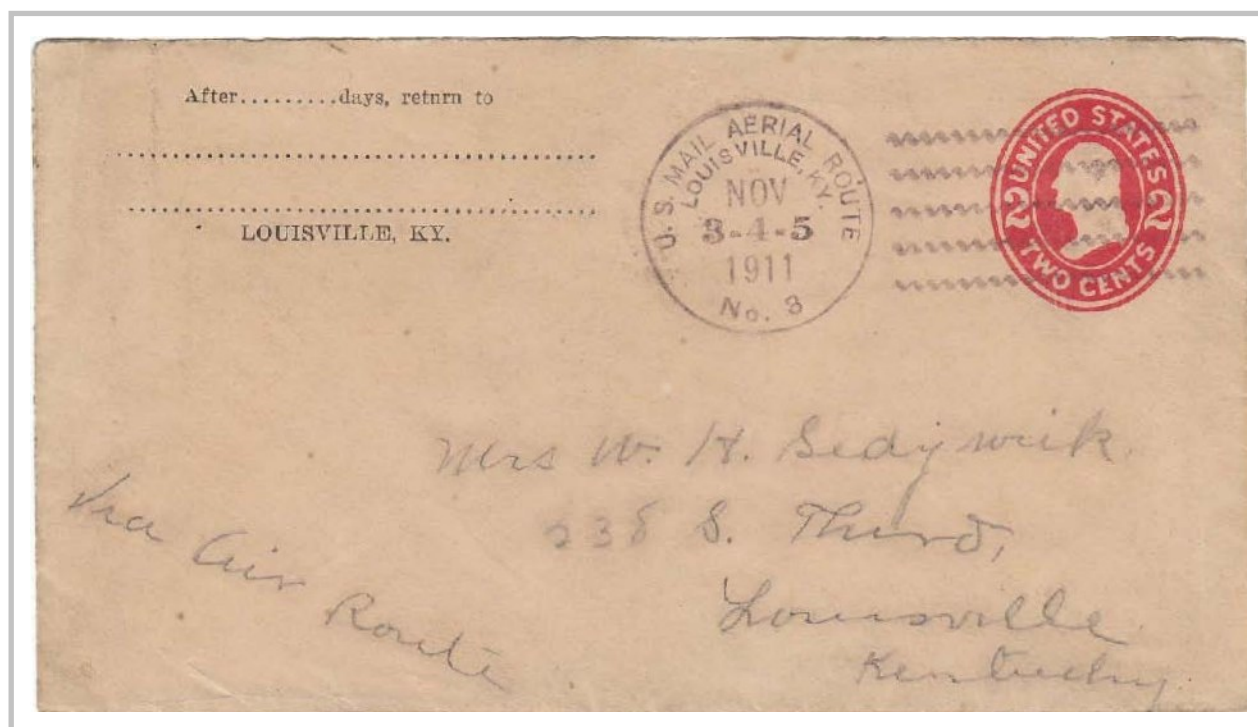
AERO - MILITARY TOURNAMENT SCHEDULED

Weather Permitting, Wright Pilots to Carry Special Mails

Aviation Meet

1911 November 3 to 5

Louisville, Kentucky



cover with "Via Air Route" endorsement and postmark applied at a special postal station
the same postmark was used on flights of November 3 and November 5

(fewer than five known)

AAMC #8 - Aviator Clifford Turpin, one of two Wright pilots, carried mail a short distance around the fair grounds on two days of the Louisville "Aero Military Tournament" on November 3 and 5, 1911. A special post office designated "Aerial Route No. 3" station was authorized. Poor weather affected attendance.

FORT SMITH AVIATION MEET THIS WEEKEND

See Lincoln Beachey, Holder of the World's Altitude Record

Aviation Meet

1911 November 5 and 6

Fort Smith, Arkansas

signed by pilot
Beckwith Havens



the two different date postmarks, lower card is special "Souvenir Post Card"

AAMC #9 - Aviators Beckwith Havens and Lincoln Beachey of the Curtiss team each flew a pouch of mail from League Park to the Federal Building on November 6. No mail was flown on the 5th because of extreme cold weather but items postmarked on that date may have been held over for following day.

SPEEDWAY SITE OF MEET

Police Motorcycle Races and Mail Flights Scheduled

Aviation Meet

1911 November 16 to 18

Atlanta, Georgia



the first two postmark dates, upper card is special "Aero Postal Card"

AAMC #10 - Held at the Atlanta Speedway, the Curtiss Team of aviators with Beachey, Witmer and Andrews all participated each of the three days of the event. Mail was carried mail from the Speedway to Stewart Avenue, a distance of three miles.

AVIATOR PAYS VISIT TO PRISON

Prisoners Delighted at Sight of Birdman, Local Aviator Andrews

Aviation Meet

1911 November 16 to 18

Atlanta, Georgia



final day of the meet postmarks in blue and in magenta

AAMC #10 - The final "School" day of the meet at the Atlanta Speedway was supposed to feature Beachey taking a female passenger aloft but Beachey canceled the flight. Instead, Thornwall Andrews made an unannounced six mile trip from the Speedway to a prison.

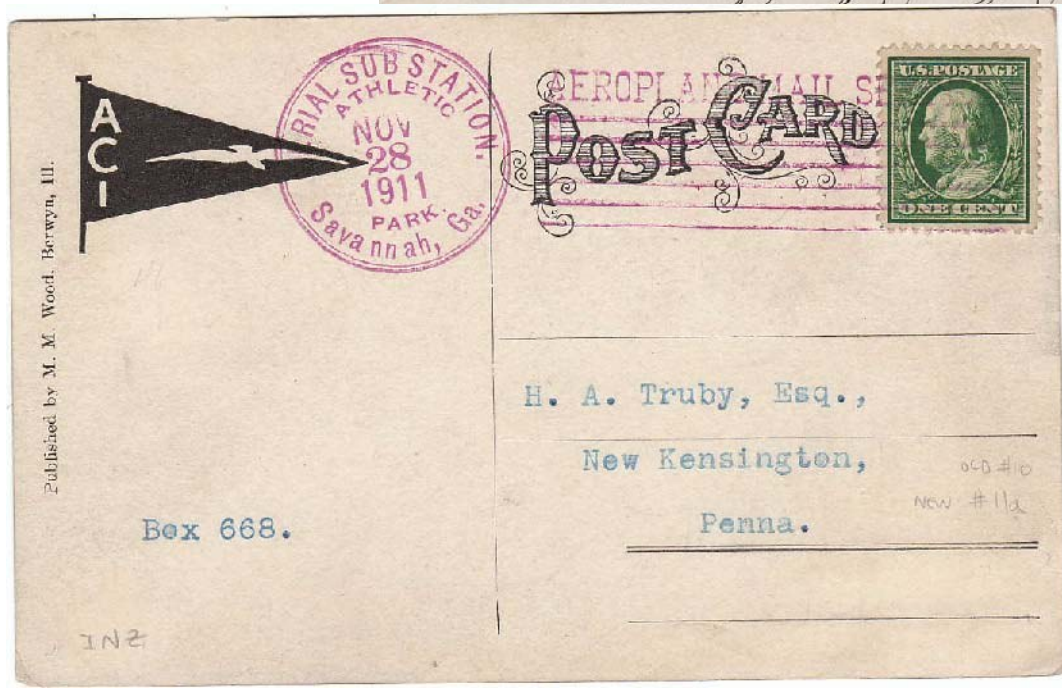
BIGGEST GALA IN SAVANNAH HISTORY

Meet to Feature Aviation Contests, Vanderbilt Automobile Races, Football Game

Aviation Meet

1911 November 25 to 28

Savannah, Georgia



the two flight dates; lower pair flown November 28th with black and magenta postmarks

AAMC #11 - The Savannah Athletic Park aviation meet included flights by Beckwith Havens of the Curtiss Team on November 25 and 28th. Mail was flown around the park and dropped less than a mile away to post office authorities. A second pilot, Eugene Godet, had damaged his plane before the mail carrying flights.

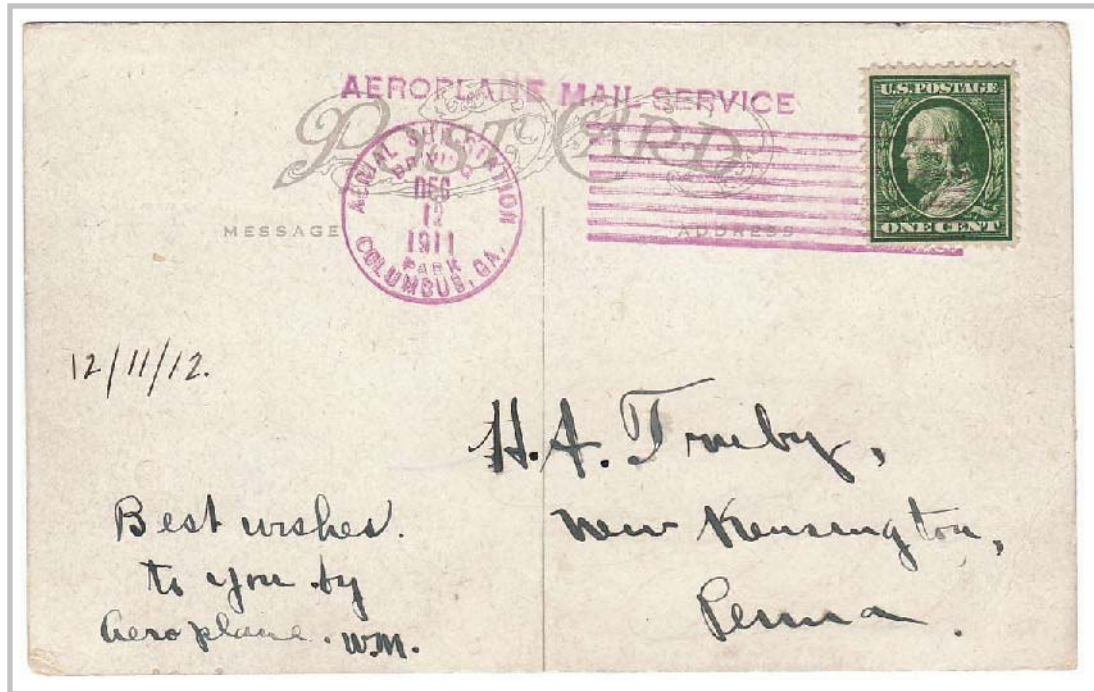
THRILLING FEATS WILL BE SEEN

Walsh to Carry Mail, Race Auto in his Curtiss Biplane

Aviation Meet

1911 December 12 and 13

Columbus, Georgia



the two flight dates; note 1912 error of year date on lower card

AAMC #12 - The Driving Park Aviation meet included three mails flights over two days by Charles Walsh in his Curtiss biplane. A second pilot, Eugene Godet, participated but did not carry any mail.

CURTISS BIPLANE BEATS AUTOMOBILE

Walsh Holds World Record For Number of Passengers Carried

Aviation Meet

1911 December 12 and 13

Columbus, Georgia



December 12 flown photo card of Walsh in his biplane (reverse shown reduced at top)

AAMC #12 - Although Charles Walsh did hold the record for number of passengers carried at this time, that number was only three, his wife and two children.

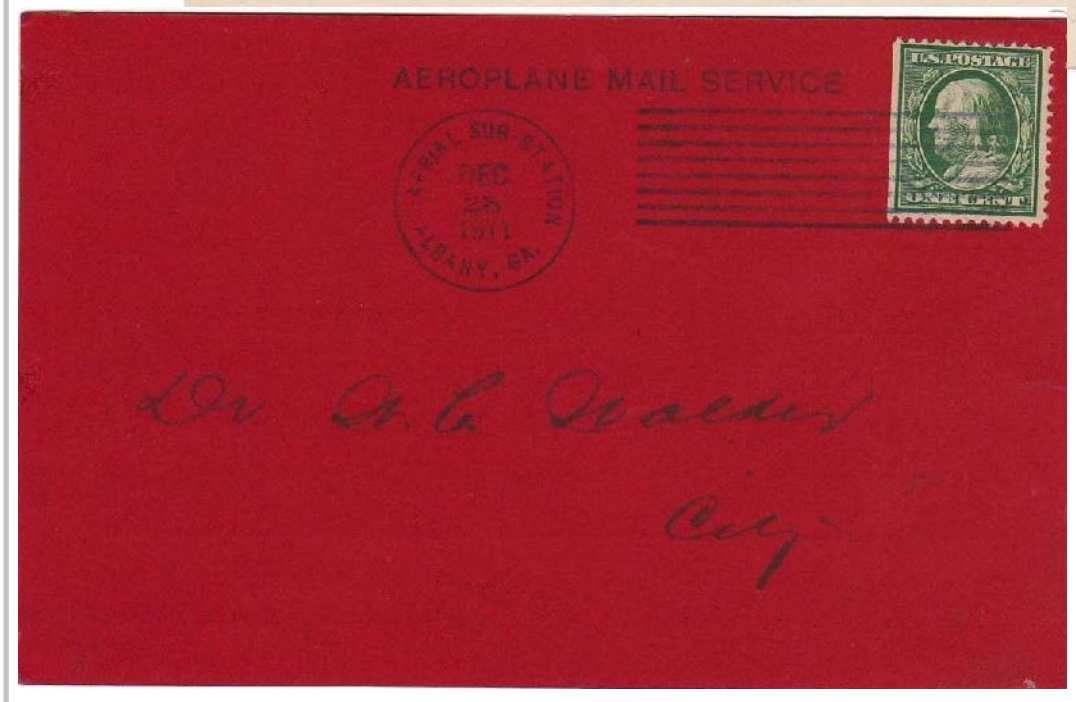
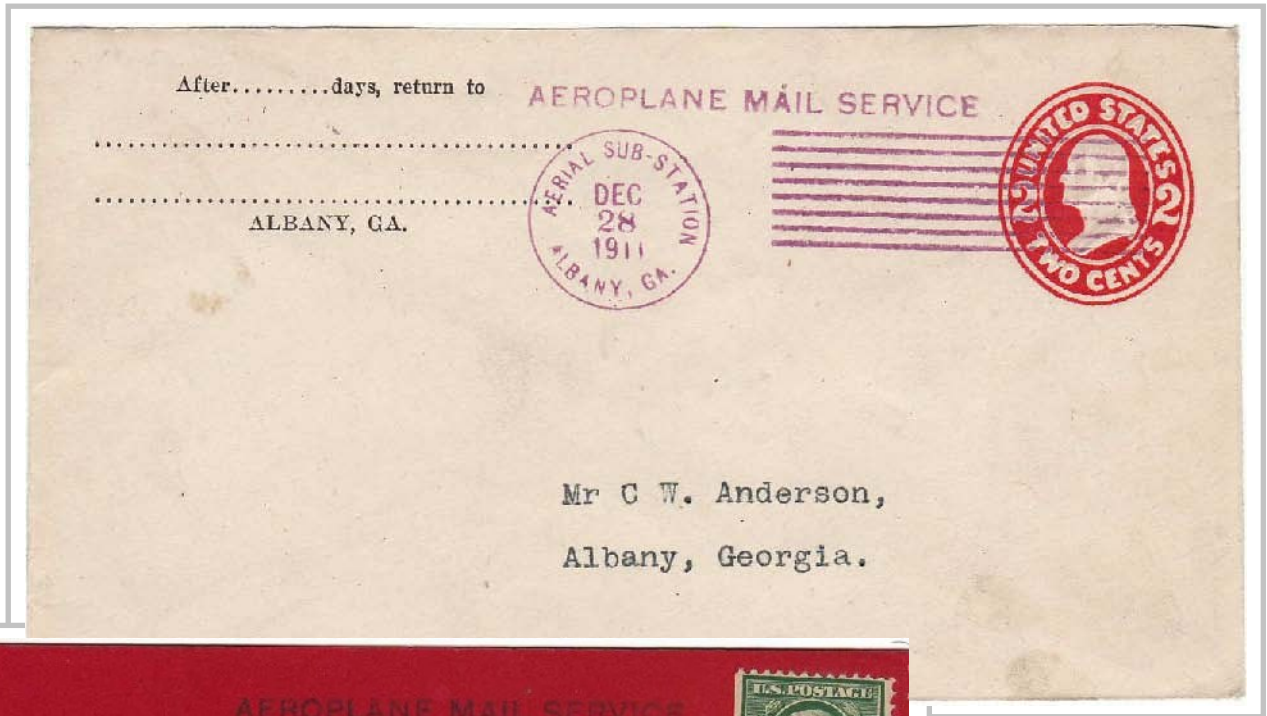
FLYING MACHINE COMES TO GRIEF

Thornwall Andrews Goes Through Fence at Albany

Aviation Meet

1911 December 28

Albany, Georgia



the two different postmark colors, magenta and black

AAMC #13 - Thornwall Andrews of the Hopkins Aviation Team carried mail in a Curtiss plane at an exhibition for the benefit of Putney Memorial Hospital. On the return flight from delivering his first mail he crashed into a fence and was injured. A second flight was cancelled after items had been postmarked. Flown mail from first trip can not be distinguished from mail that was not flown.

NEW YEAR'S DAY AVIATION MEET POSTPONED

Bad Weather and Motor Troubles, Flights Tomorrow

Aviation Meet

1912 January 2

Wilmington, North Carolina

postmark proof
impression



flown card postmarked the day before the actual flight, fewer than 10 known

AAMC #14 - After being postponed from New Year's day, Lincoln Beachey of the Curtiss team flew about 1,600 pieces of mail a distance of three miles at an exhibition held at Highwood Park.

INTERNATIONAL AIR MEET NEXT WEEK

Aviators from Sweden, China, England and Japan to Attend

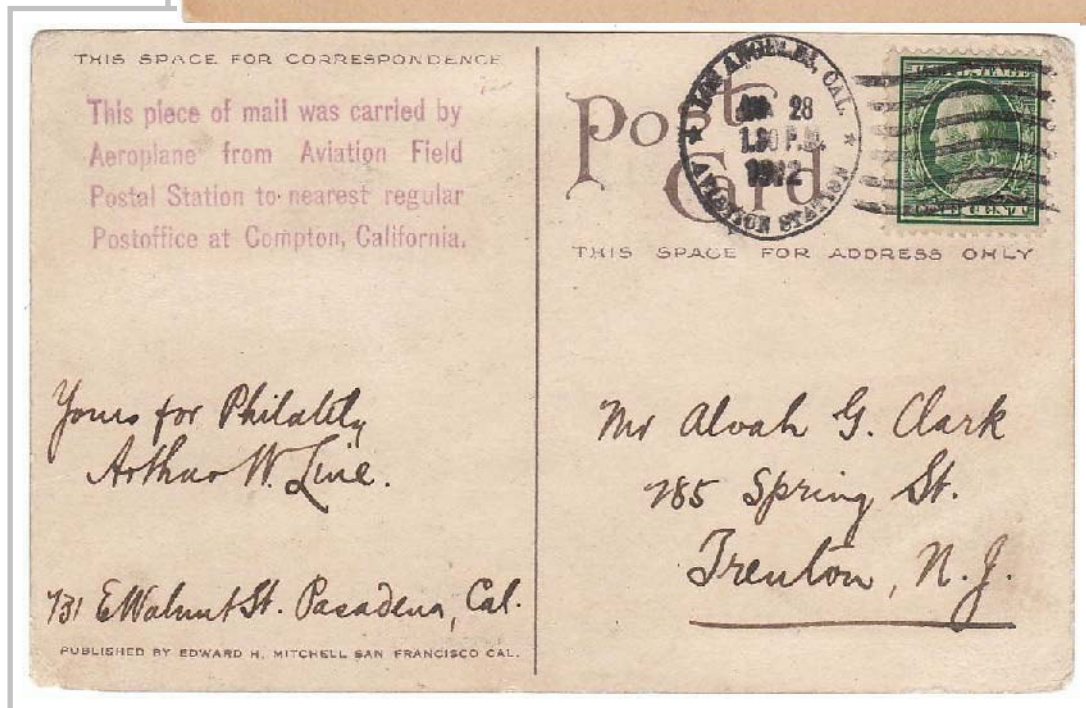
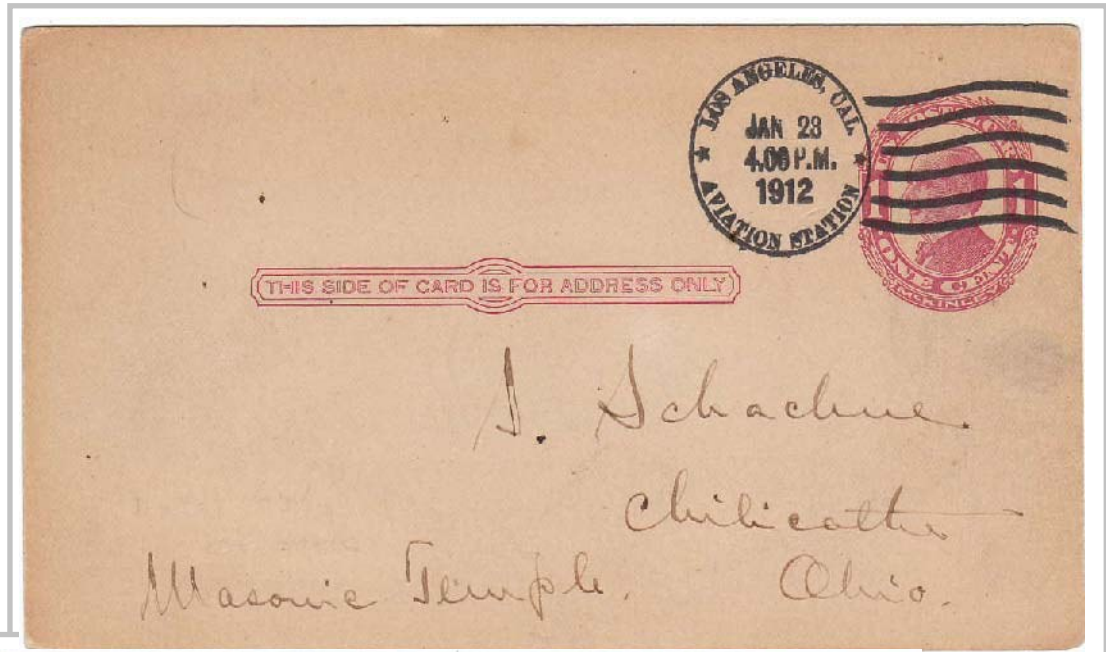
Aviation Meet

1912 January 20 to 28

Los Angeles, California



type 1 postmark



first style postmark used January 23rd and 28th, top flown by Turpin, bottom by Martin
lower card with four line auxiliary cachet

AAMC #15 - Held at Dominguez Field over eight days, this meet marked the first aeroplane mail service in Los Angeles. Three pilots (Glenn Martin, Clifford Turpin, and Charles Willard) carried mail on separate days during the event. Mail was carried about four miles to the Compton post office.

BEACHEY FLIES AS A WOMAN

In A Flaxen Wig He Cuts Capers At Los Angeles

Aviation Meet

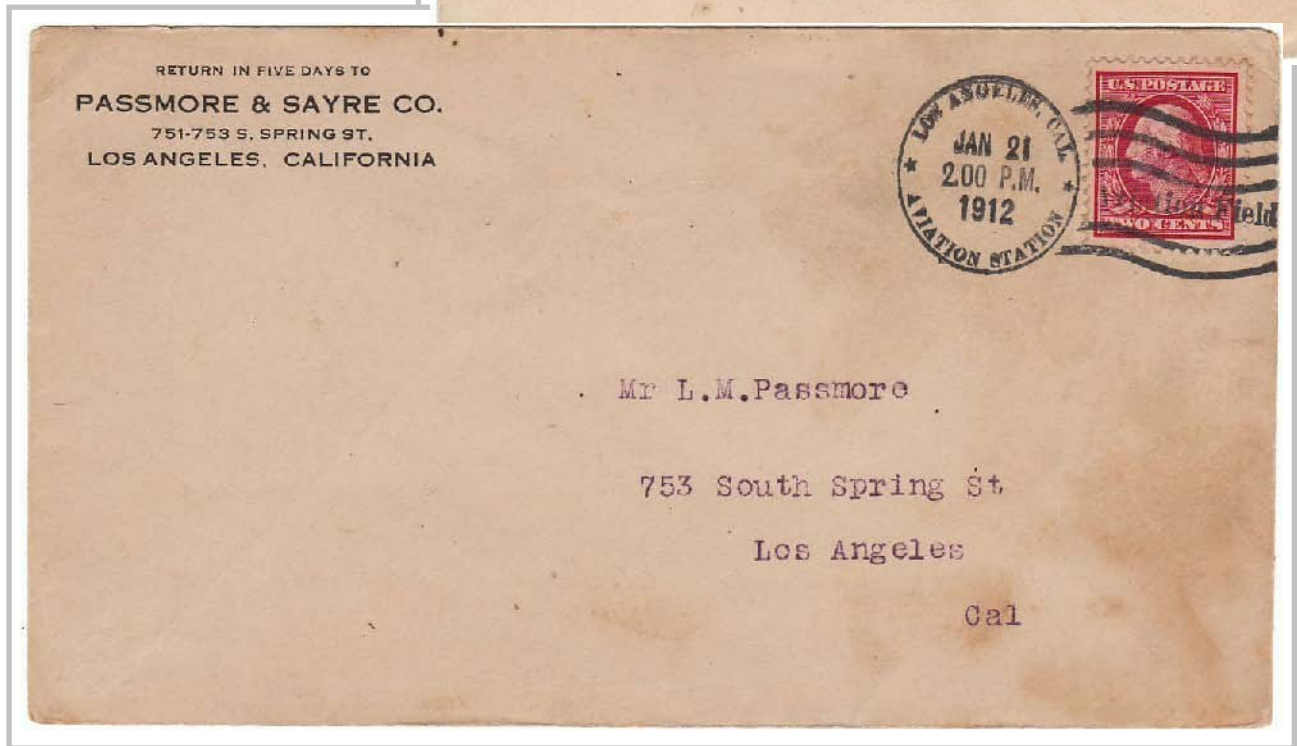
1912 January 20 to 28

Los Angeles, California



type 2 postmark

"Aviation Field"



second style postmark used January 22nd and 21st, top flown by Willard, bottom by Turpin

AAMC #15 - Three postmarks, varying in the text in bars, were used due to the large volume of mail flown during the meet. The second style was introduced on the 22nd and the third on the 25th.

AVIATOR PAGE KILLED IN RACE

Thousands of Spectators see Young Pilot Plunge from a Height of 75 Feet

Aviation Meet

1912 January 20 to 28th

Los Angeles, California



type 3 postmark

"Dominguez Field"



reverse of card with image of Rutherford Page

third style postmark used January 25th and 28th, top flown by Turpin, bottom by Martin
top card written by the person in charge of Postal Station, lower card with official meet cachet

AAMC #15 - Aviator Rutherford Page was killed in a accident on the 22nd and the Aero Club sponsor released an official photo card with his portrait on the reverse on the 28th as shown above.

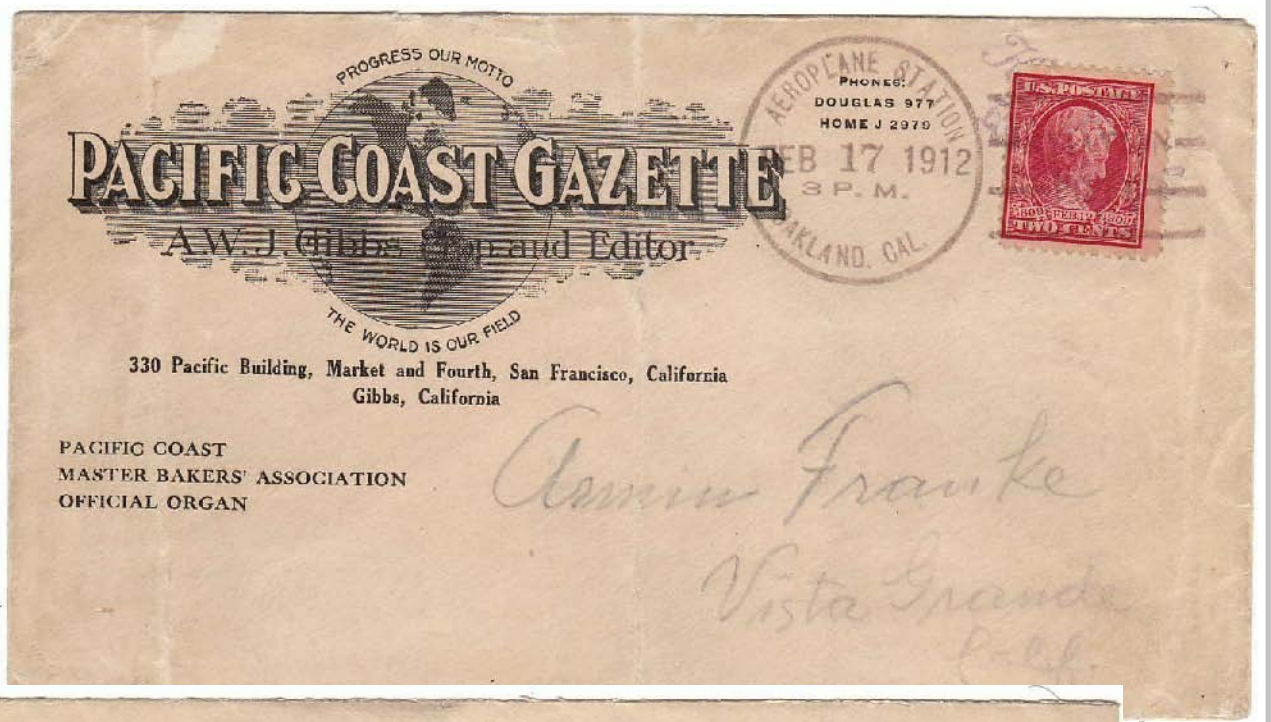
AEROPLANE MAIL BAG FOUND IN CEMETERY

Dead Letter Mail, Bag Dropped on 17th Found Today

Aviation Meet

1912 February 17, 18, 22 to 25

Oakland, California



the two different postmark colors, black and purple, top cover from "cemetery drop" bag

AAMC #16 - Farnum Fish flew the mail each of the six days of this international meet. On the first day when he dropped his mail bag from great height it landed in a cemetery where it was found two days later.

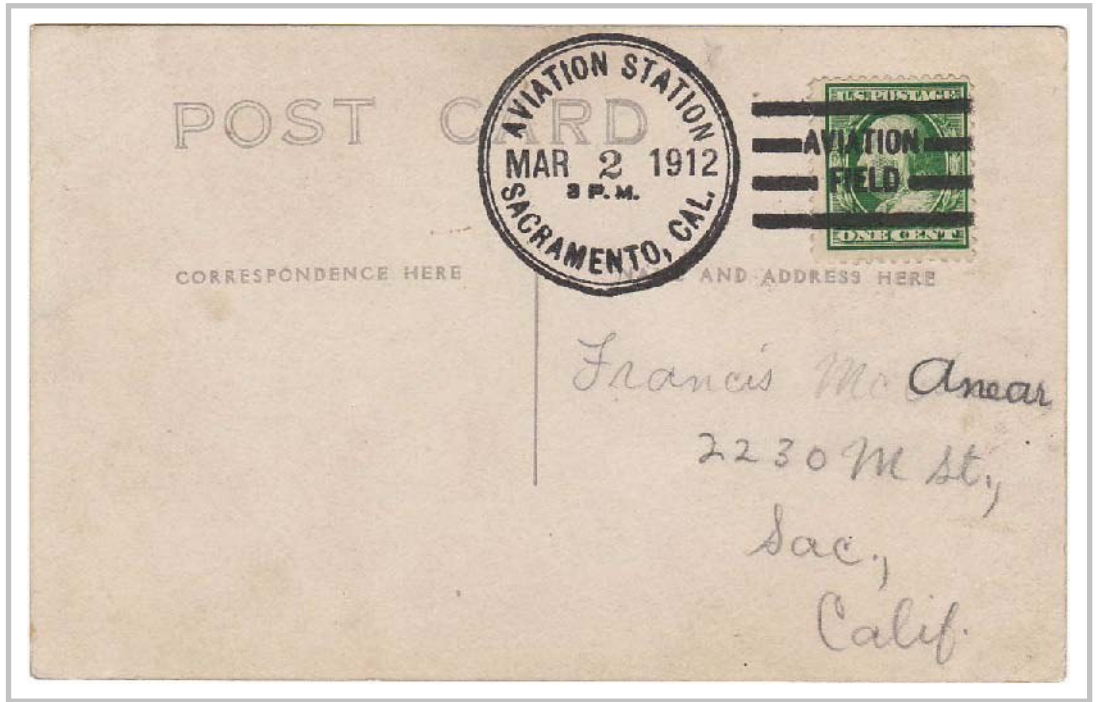
BLANCHE SCOTT BUNGLES DIP

Birdwoman Crashes to Ground from 100 Feet

Aviation Meet

1912 March 2 and 3

Sacramento, California



the two different postmark dates, top carried by Parmalee, bottom by Martin

AAMC #17 - Aviator Phil Parmalee carried mail on the first day of the meet and Glenn Martin the next day. The route was about one mile and only 1,000 pieces of mail were carried in total.

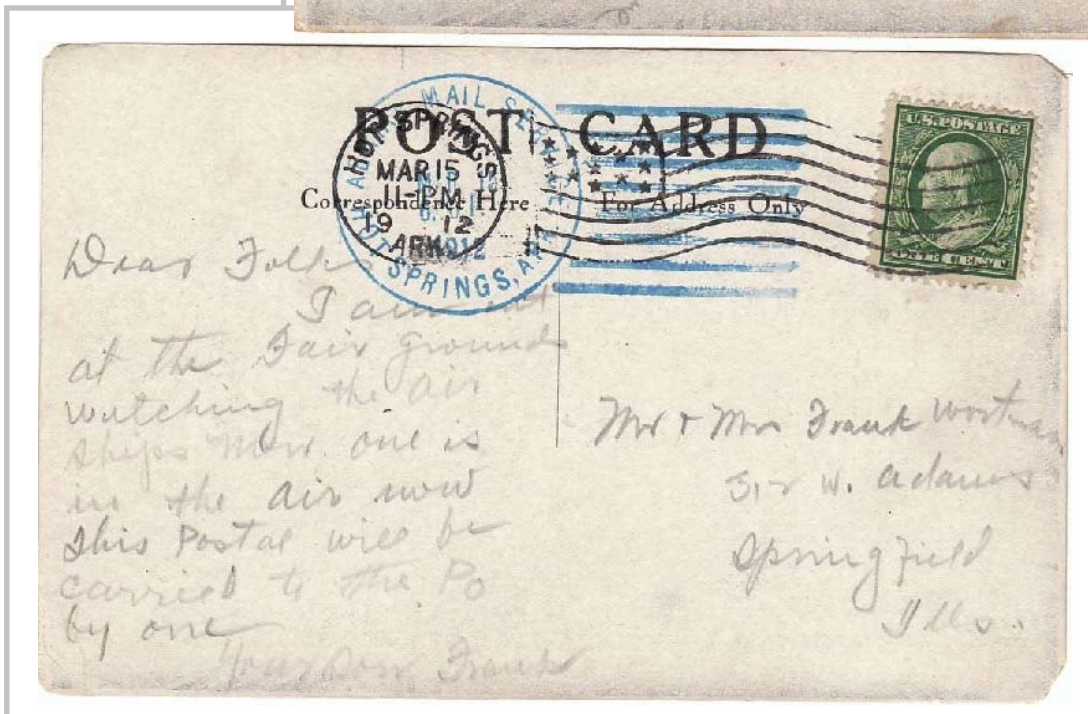
AERIAL SHOW REPLACES HORSE RACING

Oaklawn Park Track to Host Jimmy Ward

Aviation Meet

1912 March 12 to 18

Hot Springs, Arkansas



the two different cachet dates known, March 13 (three known) and March 15 (two known)

AAMC #18 - Aviators Jimmy Ward of the Curtiss team and Nels Nelson of the Mills Aviation team were the likely mail carriers during this meet at the Oaklawn Park Race Track that was interrupted by bad weather.

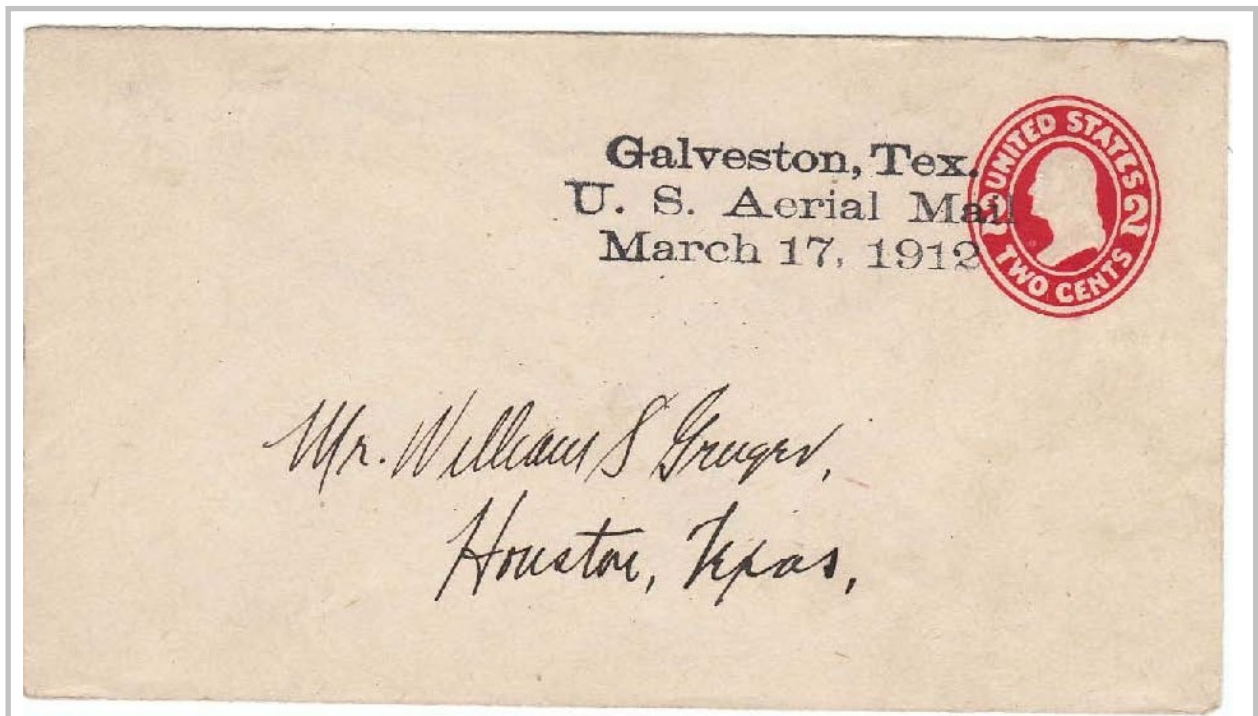
AERIAL SHOW BEATS BASEBALL EXHIBITION

Draws More People Than New York Giants - Galveston Sandcrabs Game

Aviation Meet

1912 March 17

Galveston, Texas



flown mail, card at top shows the US Aerial Mail Station

AAMC #19 - Aviator Paul Studensky carried a single bag of mail about nine miles to a La Marque post office representative and returned with a receipt.

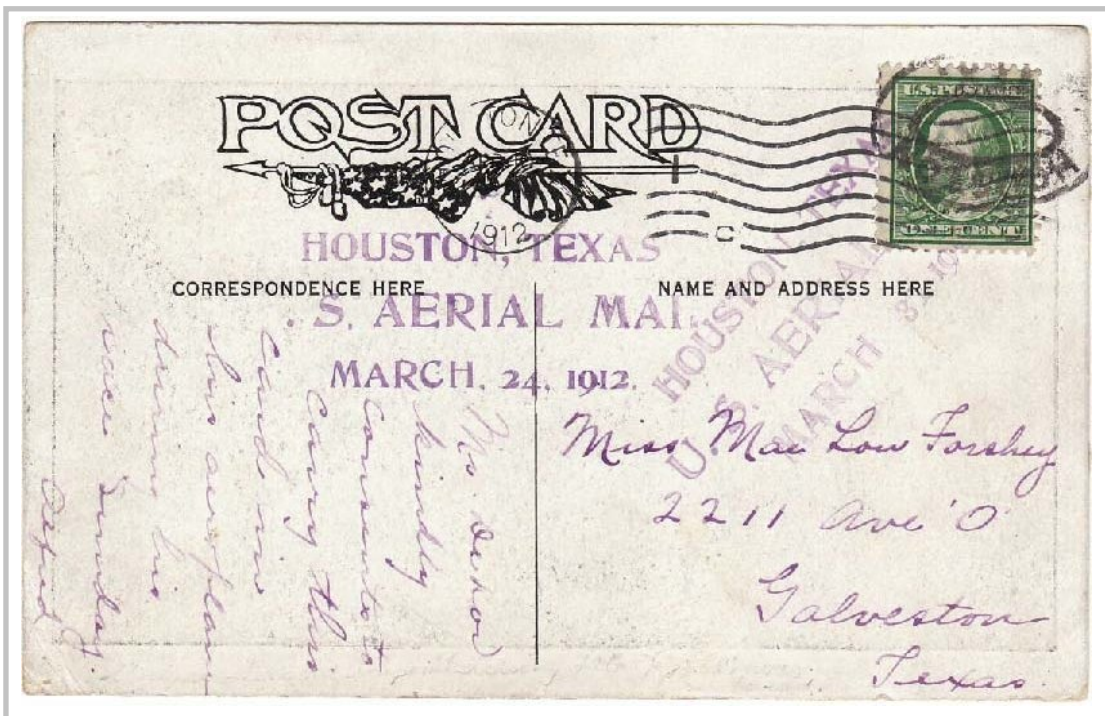
MAIL BY AEROPLANE TO GALVESTON POSTPONED

Aviator DeKor Hopes to Try Again on Sunday

Demonstration Flight

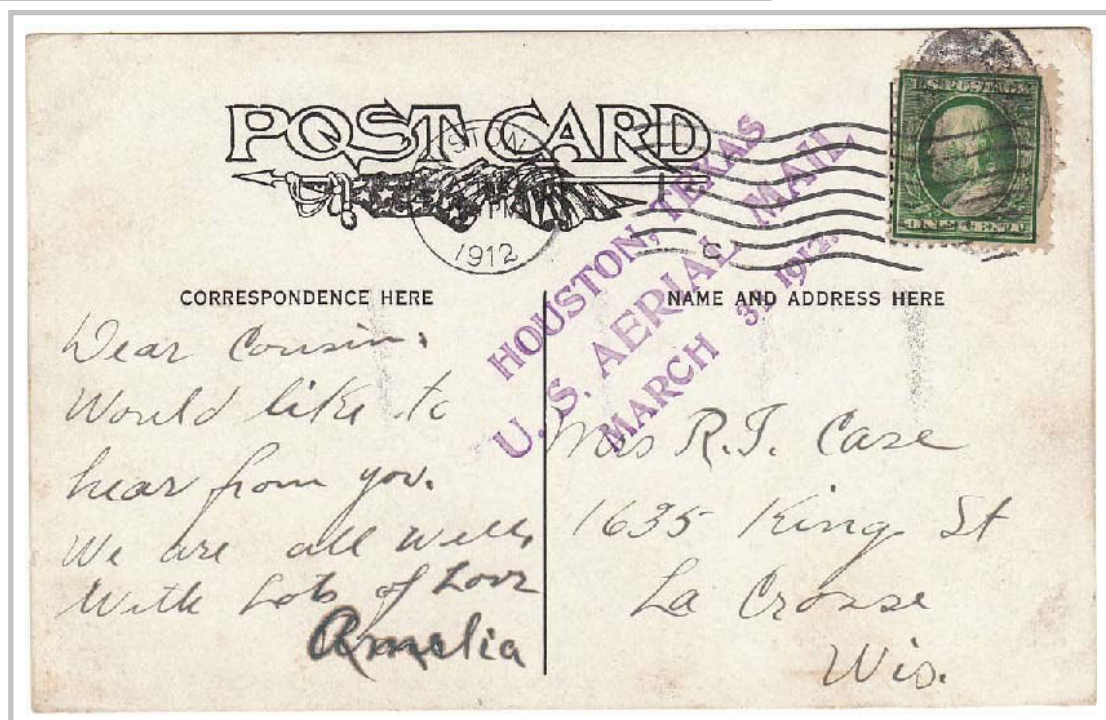
1912 March 24 and 31

Houston, Texas



March 24 cachet +
March 31 cachet
(one known)

March 31 cachet
(one known)



top card held for second attempt received both cachets, lower card posted for second attempt

AAMC #20 - Aviator Fred DeKor was scheduled to make a demonstration mail flight from Houston to Galveston on March 24 and on then March 31. Both flights had to be canceled. Prepared cards were then postmarked at Houston for normal conveyance. These two cards are the only surviving items.

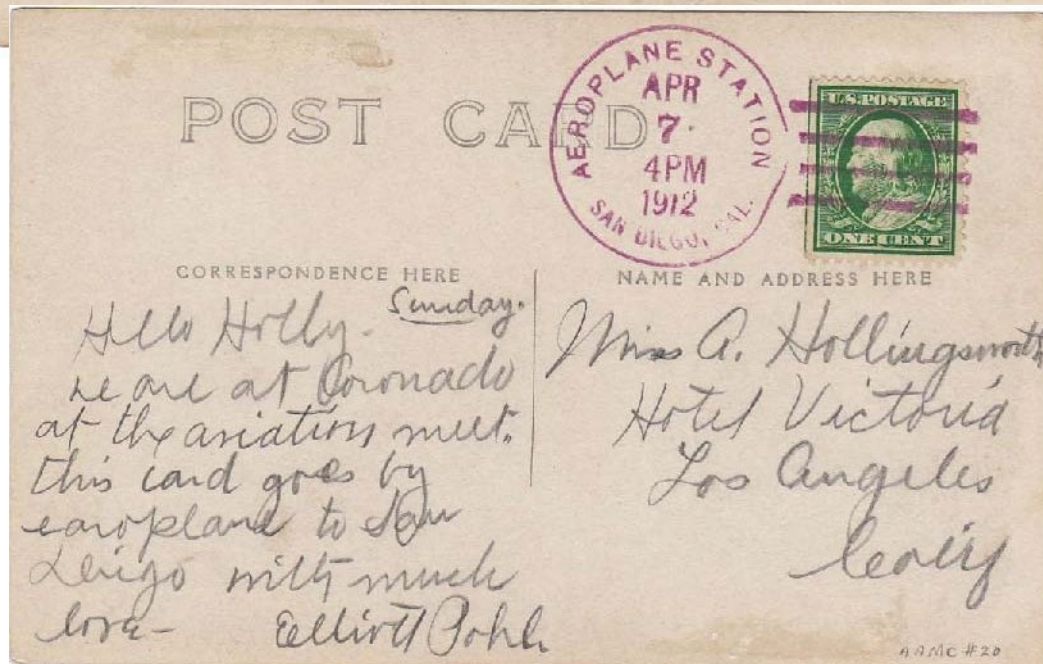
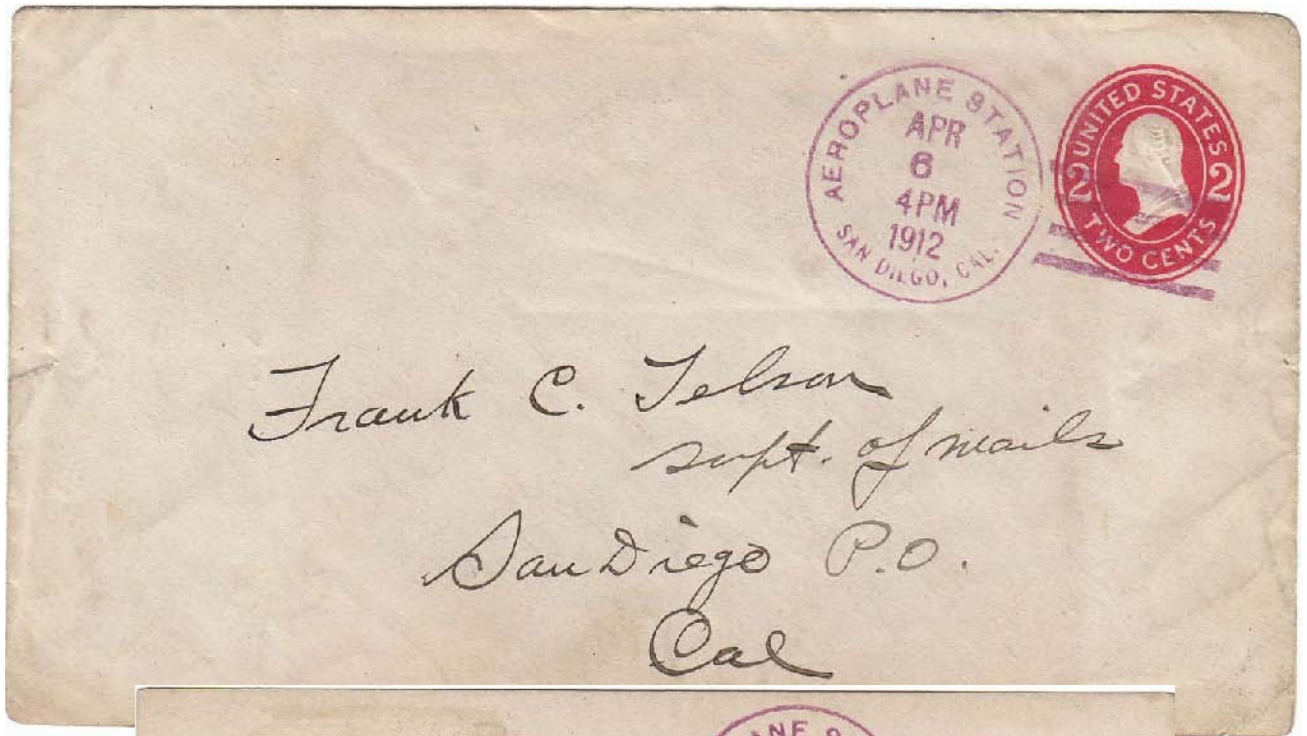
NAVY PILOT FLIES WITH MAIL BAG

Lt. John Towers Teams with Farnum Fish at Aero Meet Yesterday

Aviation Meet

1912 April 6 and 7

San Diego, California



the two different dates that mail was flown

AAMC #21 - One the first day of the meet Farnum Fish flew mail from Coronado Polo Grounds to the beach and US Navy Aviator John Towers then carried by hydroplane to Point Loma. The first time that the US Navy carried airmail. A variation of the flight scheme was employed by same pilots the following day.

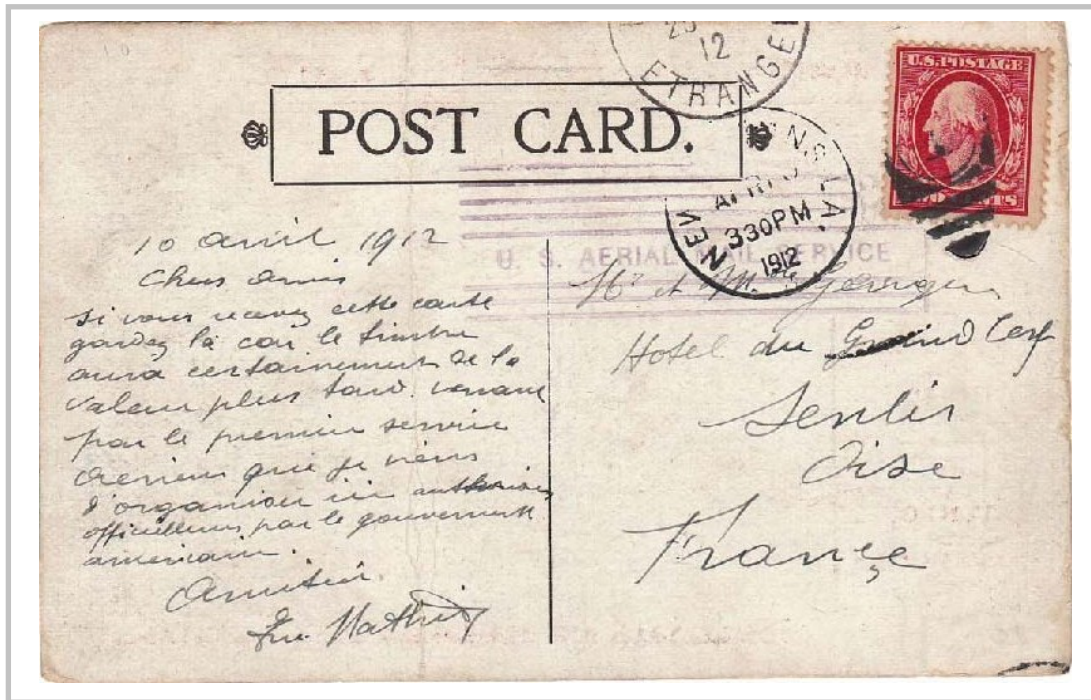
FIRST AERIAL ROUTE IN SOUTH'S HISTORY

Mestach Will Start Aerial Mail Route to Baton Rouge Tomorrow Afternoon

Experimental Route

1912 April 10

New Orleans to Baton Rouge, LA



flown cards from New Orleans to Baton Rouge, top card send onward to France

AAMC #22 - The first successful, official flight between two cities of any distance (89 miles). Mail was carried by George Mestach in his Borel-Mathis monoplane.

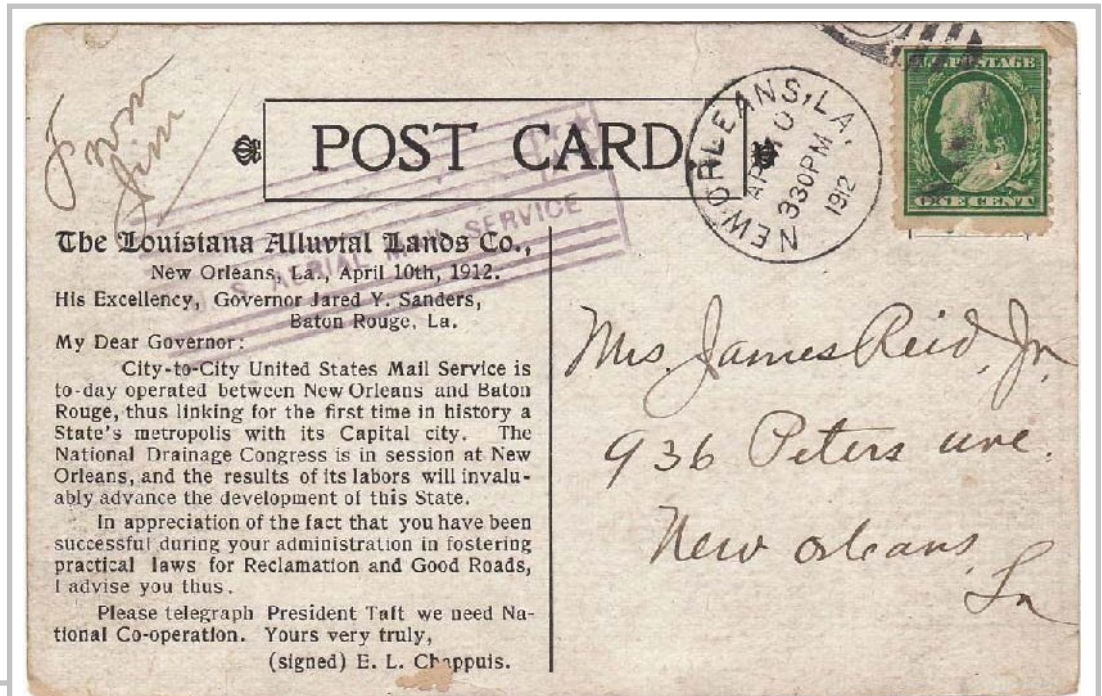
LANDING IN BATON ROUGE DAMAGES PLANE

Mestach Will Repair Aircraft for Return Flight

Experimental Route

1912 April 11

Baton Rouge to New Orleans, LA



prepared for return flight but not flown, top item is the souvenir card, both sent onward on May 22

AAMC #22 - Although Mestach was successful in delivering mail by air to Baton Rouge, his monoplane was damaged in landing. The return flight was cancelled and prepared mail was held at Baton Rouge for some time.

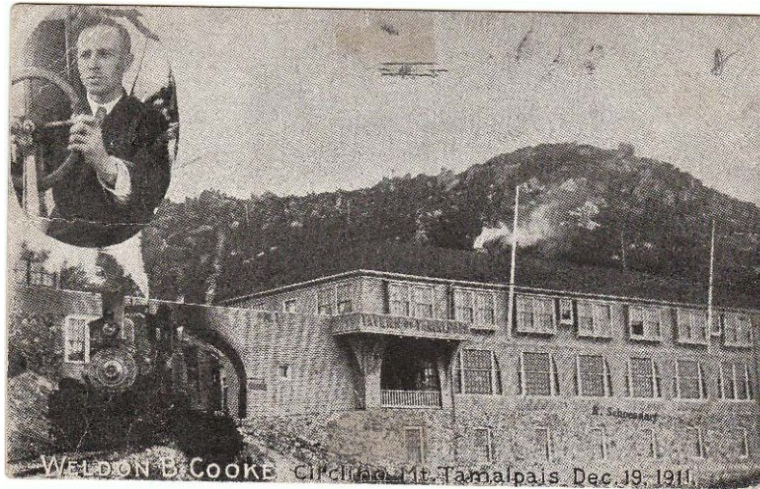
AVIATOR CIRCLES OVER CITY WITH MAIL POUCH

Humboldt Bay Crossed Twice by Weldon Cooke

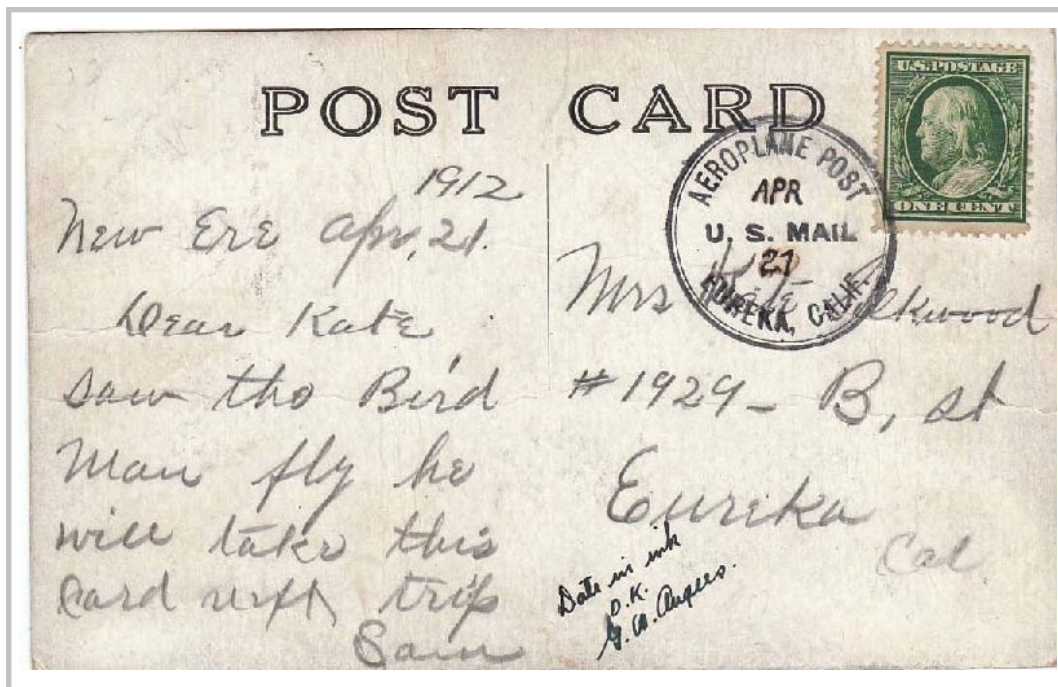
Route 676,001

1912 April 21

Eureka, California



reduced image of card reverse



one of 147 pieces of mail carried on the first California flight to be assigned route number

AAMC #23 - Aviator Weldon Cooke carried 147 pieces of mail from New Era Park, Humboldt Bay to Eureka, California on April 21, 1912. Post Office Department designated it as route number 676,001.

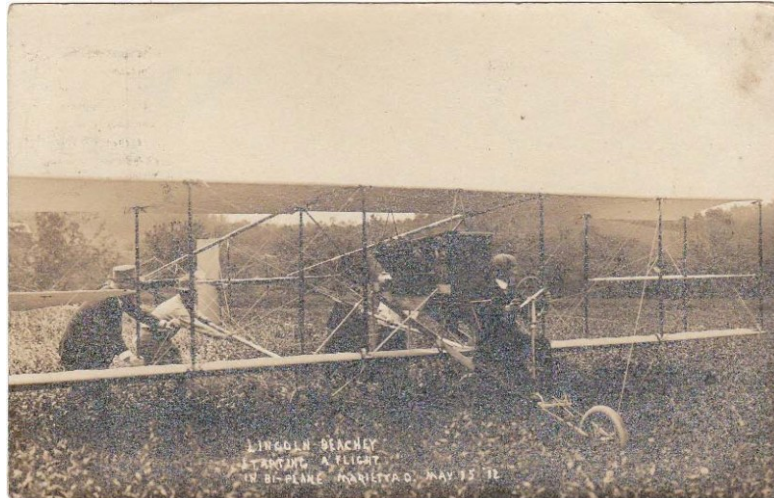
BEACHEY ESCAPES IN FALL

On Fourth Attempt Betters One Mile Per Minute

Aviation Meet

1912 May 16

Marietta, Ohio



reduced image of card reverse



May 16 flown card, fewer than 10 known

AAMC #24 - Aviator Lincoln Beachey carried mail on the second day of the meet in his new Curtiss biplane flying four miles up a river and returning to Marietta. Beachey had posed for image on reverse the prior day.

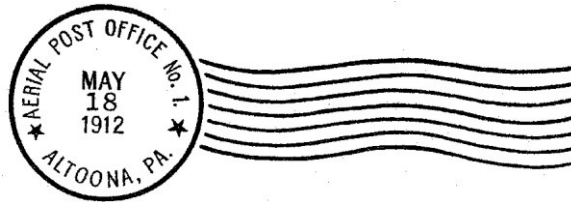
BROOKINS FAILS IN FLIGHT

Strong Wind and Inadequate Power Blamed

Route 610,001

1912 May 18

Altoona, Pennsylvania



prepared but not flown

AAMC #25 - Aviator Walter Brookins was scheduled to fly mail bags at the Driving Park Aviation Meet but the flight was canceled after three failed attempts. This flight was officially designated as a mail route, the first in Pennsylvania.

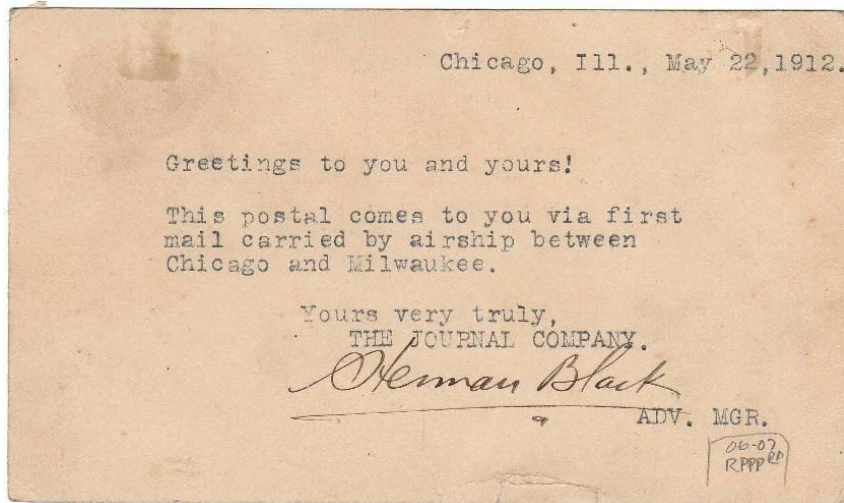
YOUTH FLIES 90 MILES

Farnum Fish Soars from Chicago to Milwaukee in Two Hours

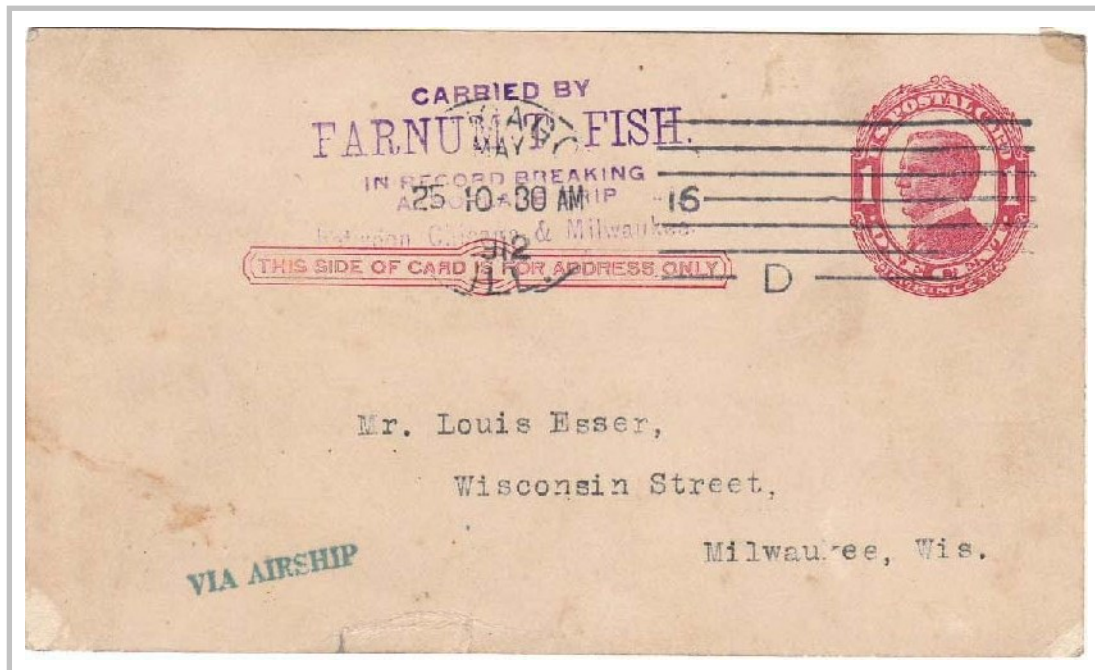
Demonstration Flight

1912 May 25

Chicago to Milwaukee



reduced image of card reverse, message from The Journal Company, the sponsor of the flight



"By Aeroplane" endorsed flown card, two privately owned pieces of mail plus two in museums

AAMC #26 - Eighteen year old aviator Farnum Fish carried mail on a record 93 mile non-stop flight over water from Chicago to Milwaukee with local postmaster approval. Mail was given to Fish after being postmarked at Chicago. The flight was sponsored by Herman Black, Advertising Manager of *The Journal*.

AEROPLANE POST FOR ROCKINGHAM PARK

Bags Will Be Flown by Beachey and Havens in Two Curtiss Machines

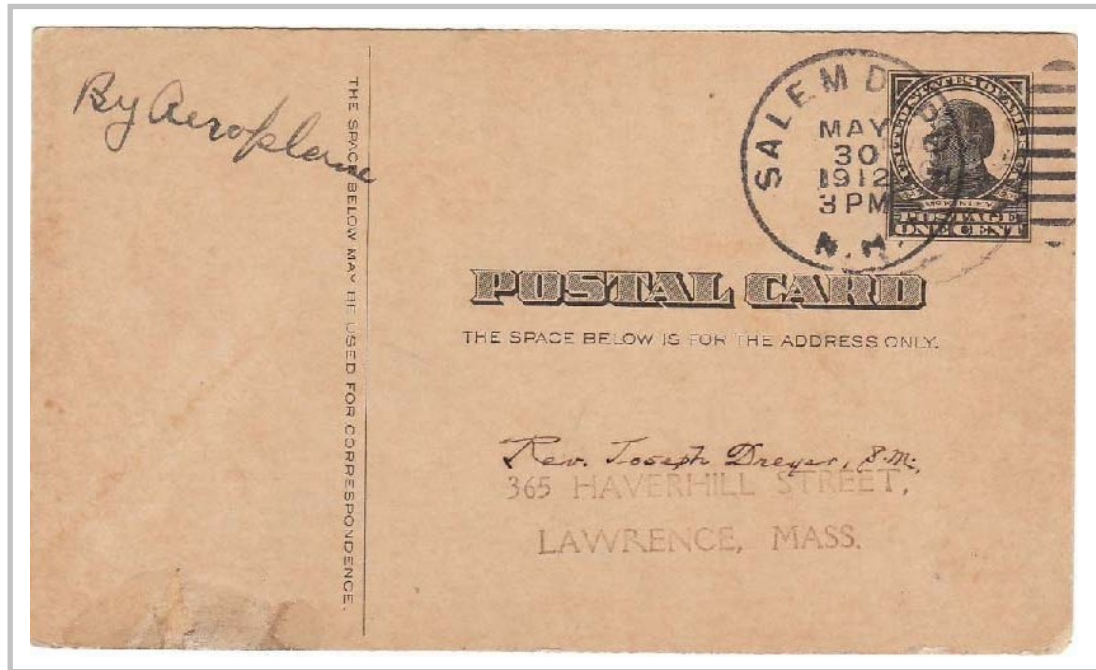
Route 602,001

1912 May 30

Salem Depot, New Hampshire

"By Aeroplane" endorsed
card postmarked at
Salem Depot post office,
not flown

(two known)



souvenir card with cachet
applied at the meet and
postmarked later,
not flown

(one known)

AAMC #27 - Bad weather prevented aviator Lincoln Beachey from carrying mail over a four mile designated route from Rockingham Park to Lawrence. Mail was collected and marked at the post office and the event.

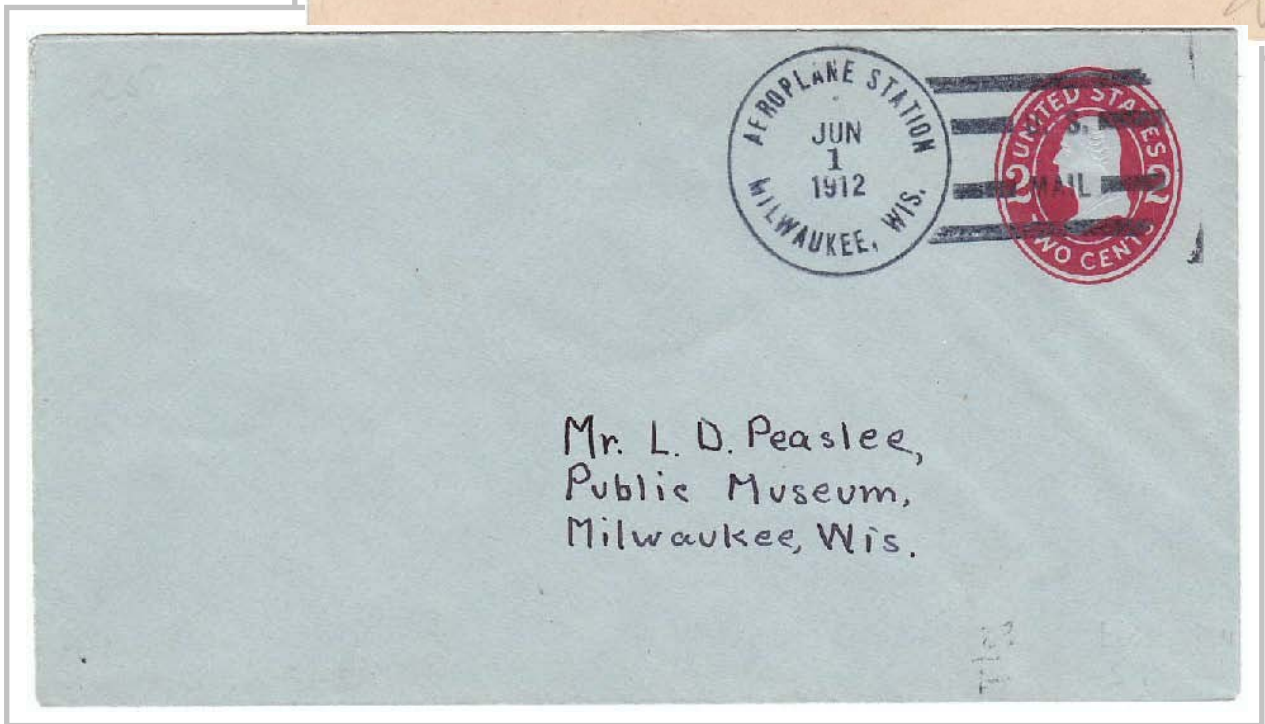
BOY AVIATOR RELIEVES HORACE KEARNEY

Today's Aviation Meet Canceled After Four Crashes Yesterday

Aviation Meet

1912 May 30 to June 1

Milwaukee, Wisconsin



top card flown on postmark date, cover posted at Aeroplane Station June 1 but not flown (only known)

AAMC #28 - This aviation meet was sponsored by the *Milwaukee Journal*. Horace Kearney flew mail on May 30 but mail bag became entangled and it was re-flown by Farnum Fish and delivered less than a mile away. Bad weather caused further mail flights to be canceled but some mail was marked for the proposed June 1 flight.

CARRIES MAIL BY AIRSHIP

Bay State Aviator Arch Freeman Delivers Bag to Carriers

Route 604,001

1912 May 30 to June 2

Saugus, Massachusetts



the two different dates on flown cards

AAMC #29 - Mail was carried three miles from Atwood Park, a suburb of Saugus, to Lynn over a designated postal route on May 30 by Harry Atwood and on June 1 by Arch Freeman.

AEROPLANES PEST IN CHICAGO PARK

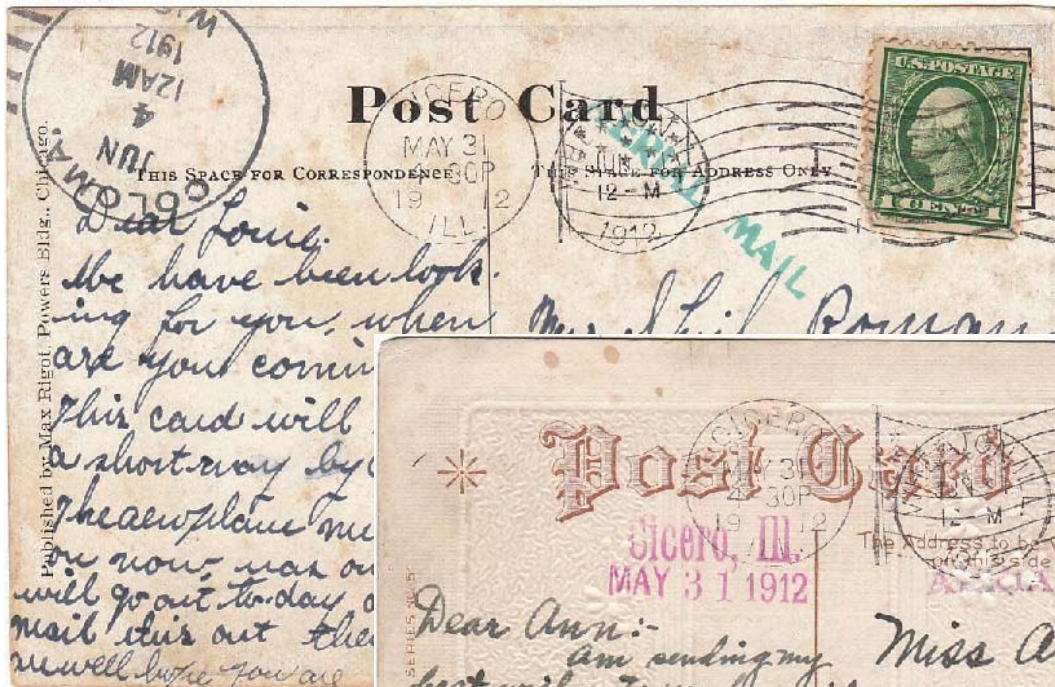
Second Arrest For Landing In Grant Park Made Yesterday

Aviation Meet

1912 May 30 to June 2

Cicero, Elmhurst, Wheaton, Illinois

Elmhurst to Cicero
May 30
(one known)



Cicero to Elmhurst
roundtrip May 31
different color
cachets



AAMC #30 - Mail was over a triangular route on four days. Mail was round trip except the first day's flight by Max Lillie who flew Katherine Stinson as passenger and delivered mail to Cicero after landing in Grant Park.

CRASHES ON TAKEOFF

Marcel Tournier Walks Away Unhurt With Mail Bag Intact

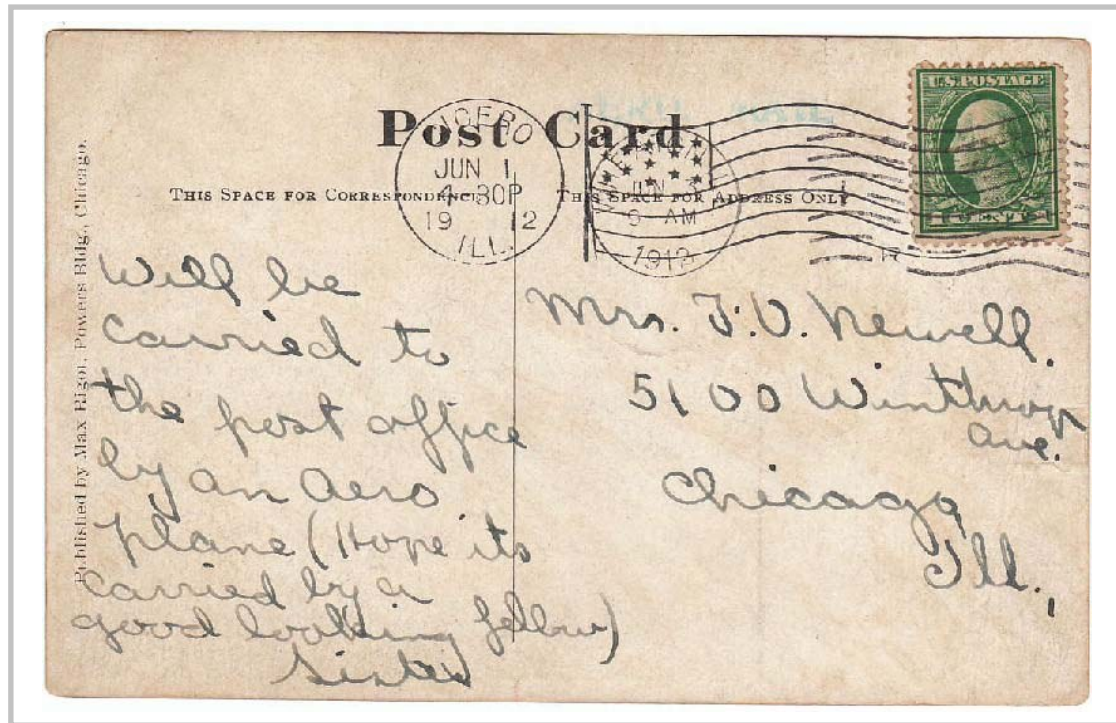
Aviation Meet

1912 May 30 to June 2

Cicero, Elmhurst, Wheaton, Illinois

Crash Mail
Tournier flight
on June 1

onward by
Studensky on
June 2 flight



lower card June 1 Elmhurst to Cicero flight by Max Lillie, both with "Aero Mail" cachets

AAMC #30 - The June 1 mail was flown from Cicero by Marcel Tournier who arrived safely in Elmhurst but crashed in taking off (Cicero 4:30 PM postmark). The mail was salvaged and taken onward on June 2 by Paul Studensky.

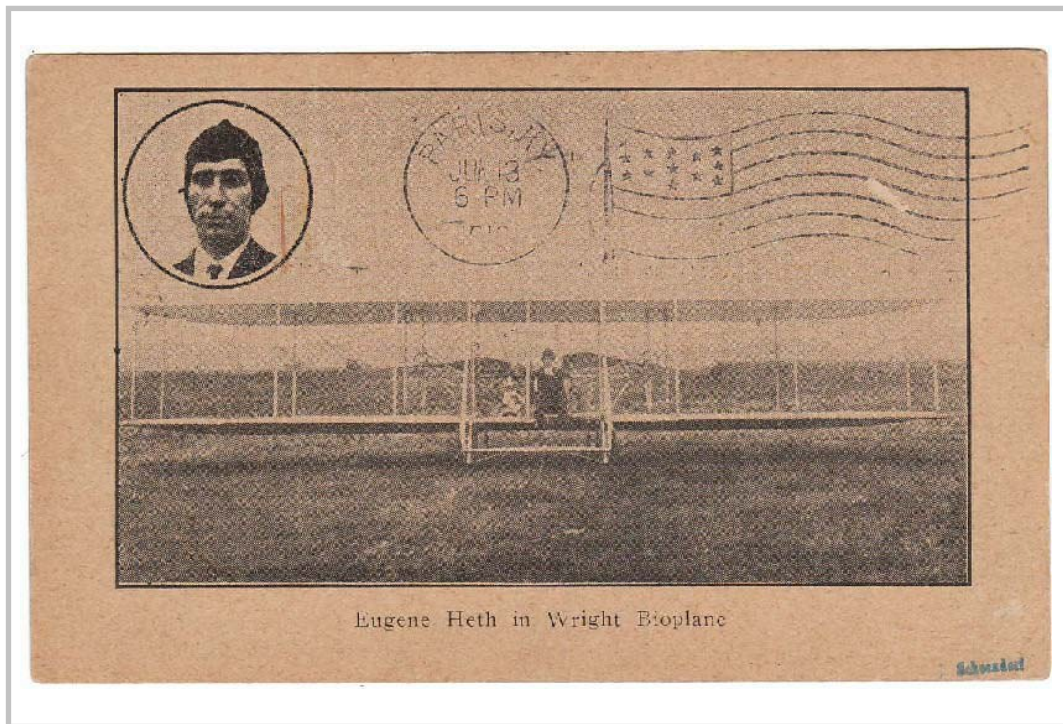
WONDERFUL AERIAL WORK PROMISED

Aviation Meet Extended Through Sunday, Treacherous Winds Cause Delay

Aviation Meet

1912 June 3 to 9

Lexington, Kentucky



prepared but not flown, both with "U.S. Official Aerial Mail Stamp" cachet

AAMC #31 - A mail flight by Paul Peck from Lexington to Winchester was authorized for June 8 but postponed due to high winds and finally canceled the next day. Mail was processed at Lexington on June 13.

AVIATION CIRCUS

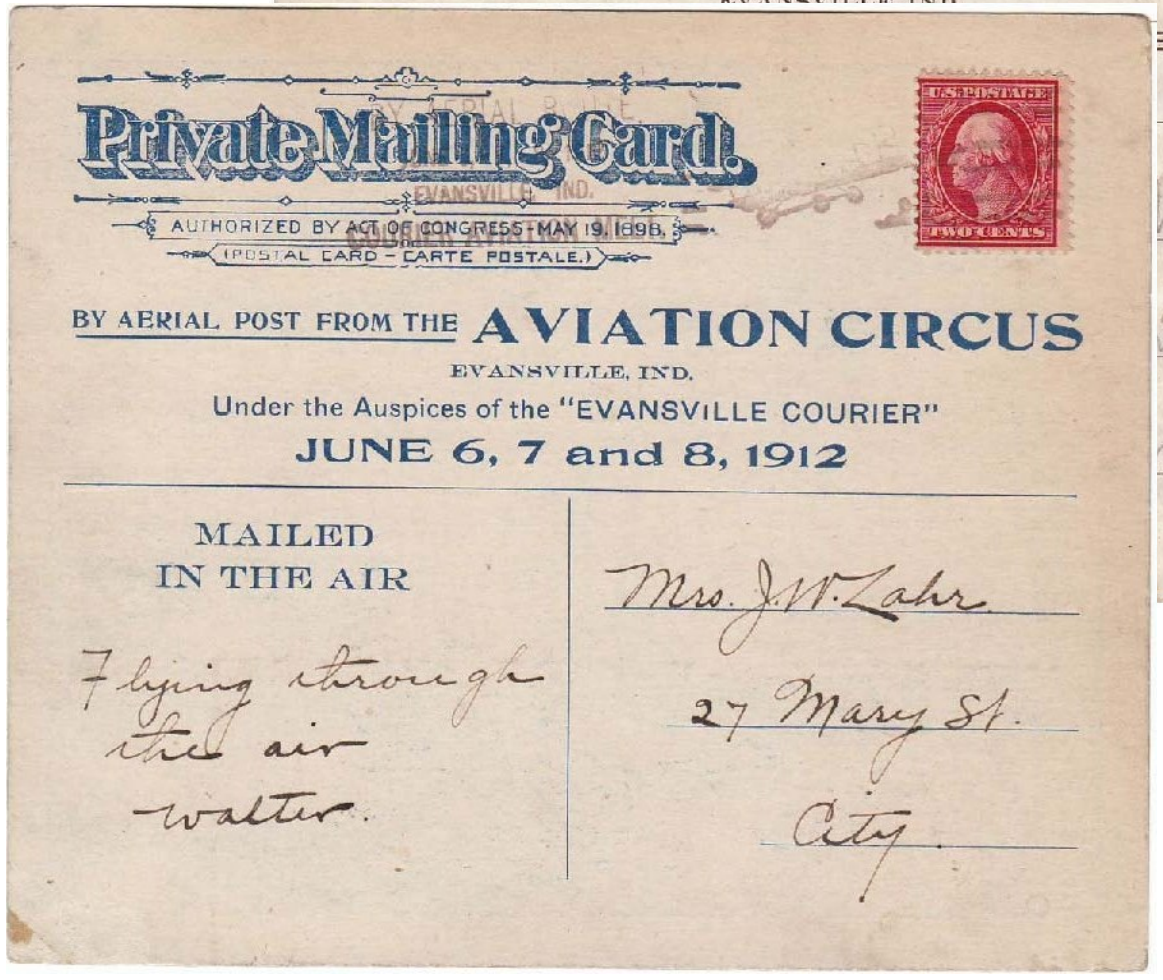
See Beachey, Kearney And Fish In Aerial Races

Aviation Meet

1912 June 6 to 8

Evansville, Indiana

BY AERIAL ROUTE
JUNE 6, -7, -8, 1912
EVANSVILLE, IND.
COURIER AVIATION MEET.



flown souvenir post cards in brown and blue, reverse shows Lincoln Beachey in his biplane

AAMC #32 - The aviation meet sponsored by the *Courier* featured mail flights by Lincoln Beachey and Horace Kearney each of the three days of the event. All mail bears a postmark with all three dates.

LIMA DRIVING PARK AVIATION MEET

Curtiss Monoplanes To Carry Mail

Aviation Meet

1912 June 6 to 8

Lima, Ohio



the three different flight dates, lower two are souvenir cards

AAMC #33 - The Driving Park aviation meet featured Curtiss monoplanes. Mail was carried by Charles Walsh on June 6 and 8 and William Hemstrought on June 7. Souvenir cards were sold at the meet.

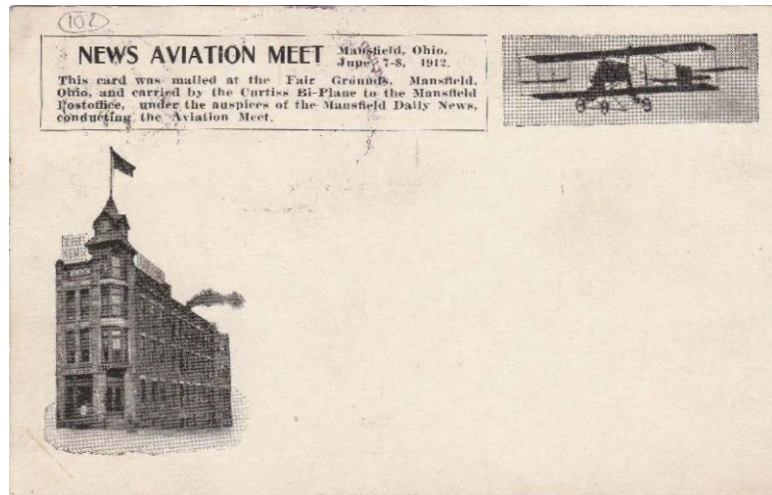
A THRILLING EXHIBITION PLANNED

Altitude Flights, Auto - Biplane Races, Band Concerts

Aviation Meet

1912 June 7 and 8

Mansfield, Ohio



reverse of card, reduced size



souvenir card postmarked for flight but not flown (six known)

AAMC #34 - The Mansfield Daily News sponsored this aviation meet. Pilot Beckwith Havens experience engine troubles on the first day and on June 8 he landed in ditch on his trial flight. No mail was flown.

FIRST AERIAL POST ROUTE IN OHIO

Aviator Walsh To Carry Mail At Millbrook Park

Route 631,001

1912 June 28 and 29

Portsmouth, Ohio



flown cards, one with additional Portsmouth cancel, possibly from flights on each date

AAMC #35 - The first airmail route number assigned in Ohio was for short flights at the Millbrook Park Aviation Exhibition. Mail was flown by Charles Walsh over two days but it is not possible to differentiate mail.

MISS QUIMBY FOURTH AVIATRIX SACRIFICED

First Woman Pilot Licensed In US And First Woman To Fly Across The Channel

Route 604,002

1912 June 29, July 1 to July 6

Squantum, Massachusetts

card prepared for
canceled June 29
Quimby flight



lower cards flown July 1 and July 3

AAMC #36 - Harriet Quimby was to fly mail each day of the Boston Aviation Meet and a route number was assigned. Due to a financial dispute she was replaced as mail carrier. She was killed in an accident on July 1.

MAX LILLIE TO FLY FROM BEDFORD TO MITCHELL

First Aerial Postal Route In Indiana

Route 633,001

1912 July 4

Bedford, Indiana



examples of each of the three markings used for the flight, fewer than 10 total known from this meet

AAMC #37 - An airmail postal route from Bedford to Oolitic and Mitchell, a total distance of 14 miles, was assigned. Max Lillie set out for Oolitic and was forced to return by high winds. Three markings were used.

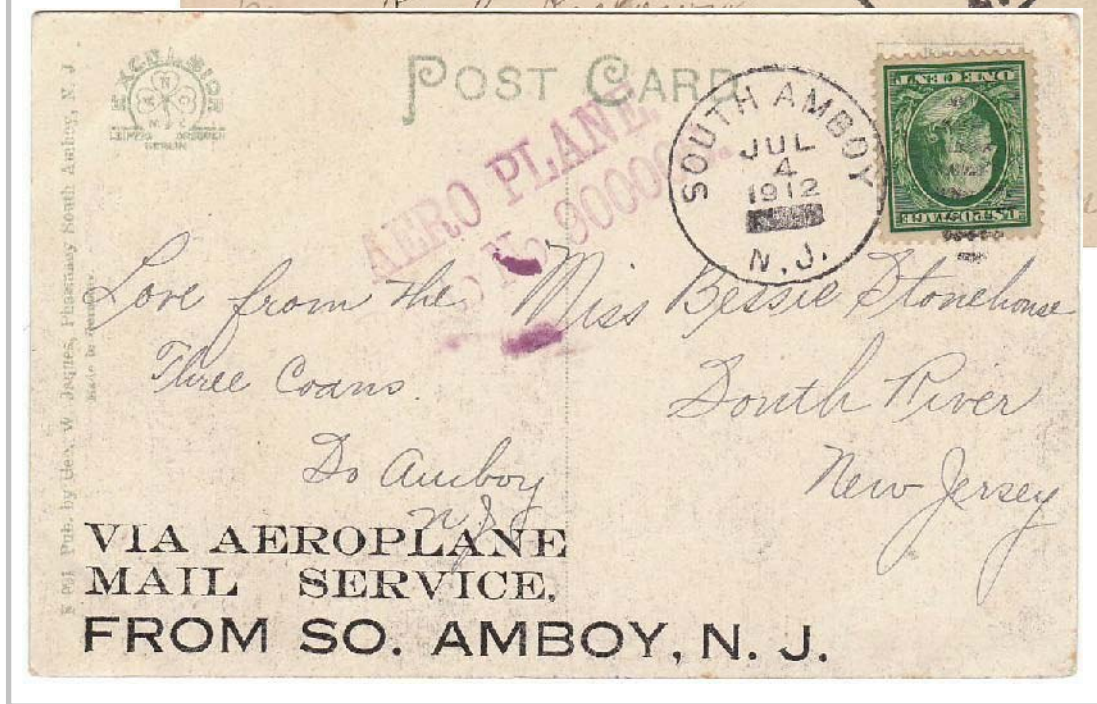
SPECTATORS LINE RIVER TO SEE HYDRO-PLANE

Mayor Holds Mailbag During Flight Down The Raritan

Route 609,001

1912 July 4

South Amboy to Perth Amboy, NJ



cards with printed directive (bottom) and cachets, different collection postmarks of South Amboy

AAMC #38 - Oliver Simmons flew his Wright-Burgess hydroplane across the Raritan River in a demonstration flight that received a postal route number. The cachet, the first to include a route number, was in error.

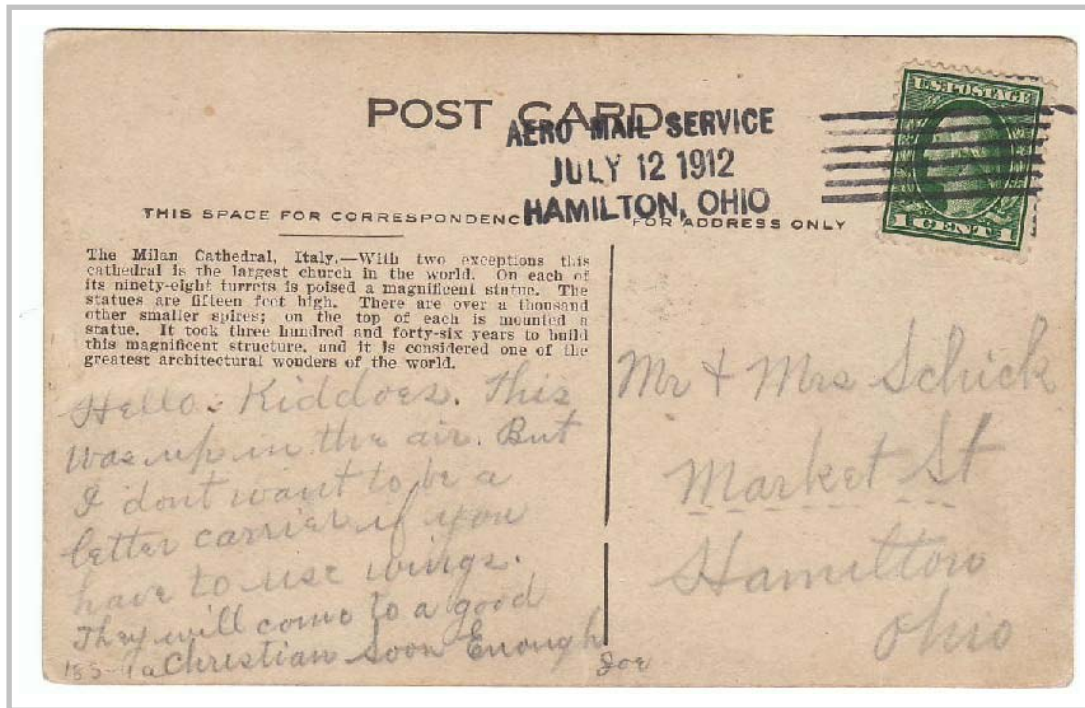
5000 PAY TO SEE BEACHEY AND WALSH FLY

First Time The Pair Have Flown At Same Meet

Route 631,002

1912 July 12 and 13

Hamilton, Ohio



flown items for each day

AAMC #39 - Mail was flown by Charles Walsh on the first day and Lincoln Beachey on the second day over a designated postal route between the Fair Grounds and a baseball park where it was dropped to officials.

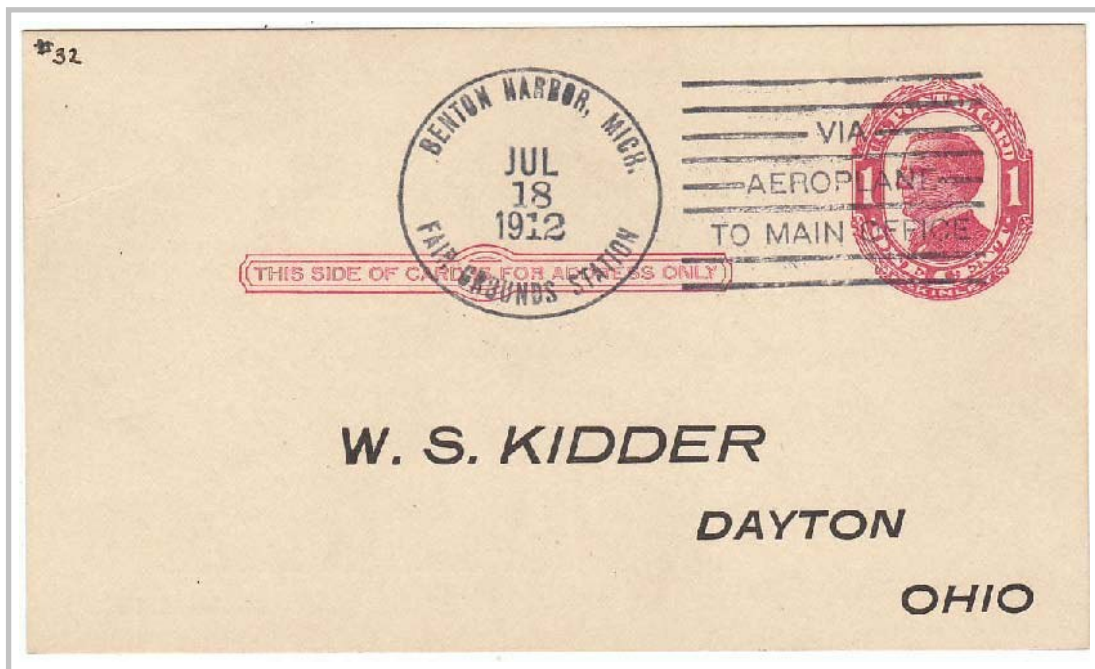
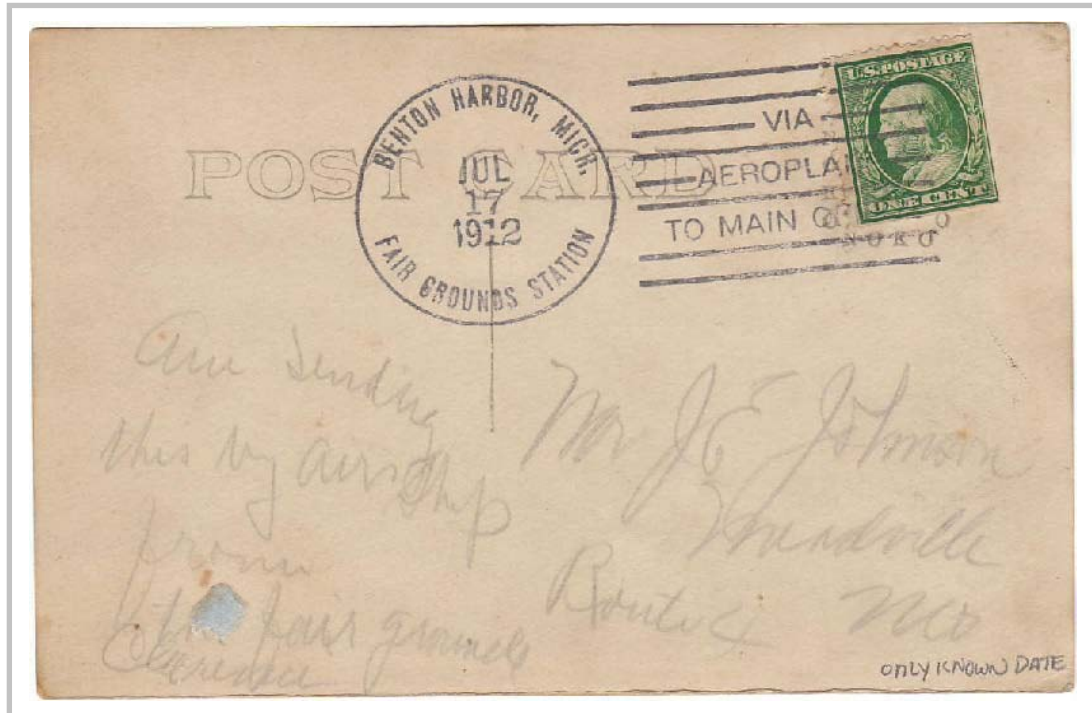
FIRST AERIAL POST AT BENTON HARBOR

Uncle Sam Gives Permission For Michigan Aerial Route

Route 637,001

1912 July 17 and 18

Benton Harbor, Michigan



flown cards both dates, only known example from July 17 flight

AAMC #40 - Mail was flown each day by Charles Walsh from the fair grounds to a point near the post office about two miles away. The first designated airmail route in Michigan.

BERGER AVIATION SPONSORS MEETS

To Feature Barnstorming Aviator Colonel Paul Peck

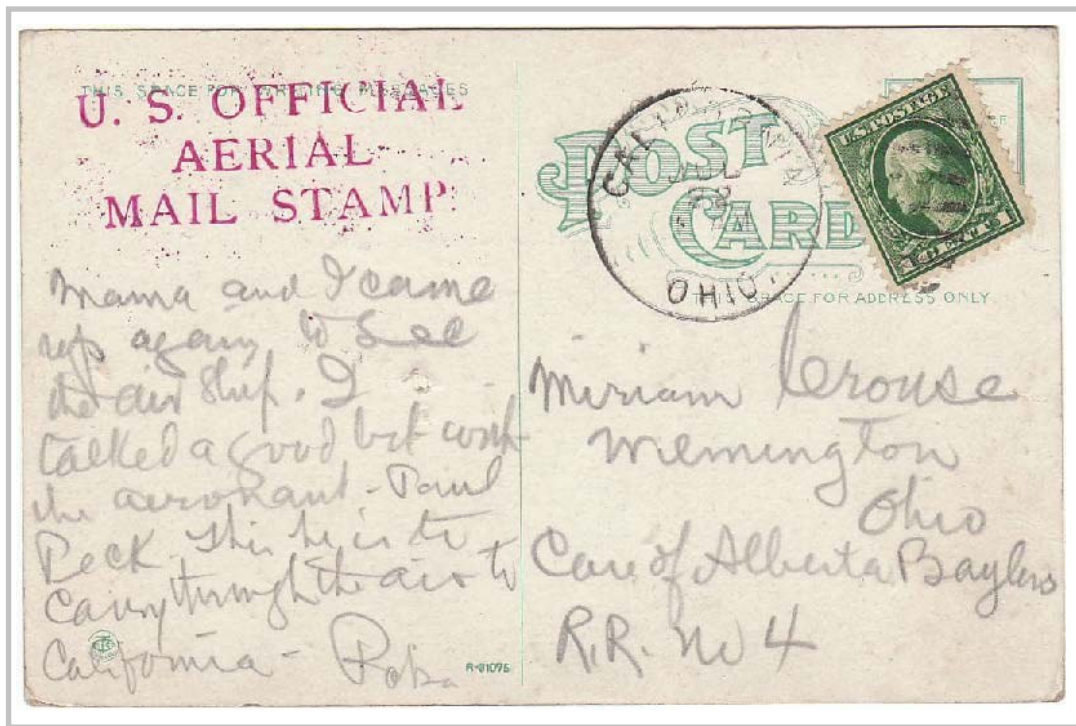
631,003

1912 July 19 to 20

Cincinnati, Ohio



card image of Aerial Post Office at Lexington, Kentucky June Meet, reduced size



July 21, 1912 flown card that entered regular mails at destination

AAMC #41 - Mail was flown each evening by Paul Peck, flying for Berger Aviation, from Coney Island (near Cincinnati) to California, Ohio post office. Mail was postmarked the following day. A Columbia biplane was used.

NUTWOOD PARK AVIATION MEET AND AERIAL RACES

If Your Heart Bothers You Don't Come

Route 643,001

1912 July 20 and 21

Dubuque, Iowa



flown items, top card without additional cancel, middle cover with postmark, lowest card with mute cancel

AAMC #42 - Charles Walsh flew mail over a two day period from the Nutwood Park Meet site to a point near the Dubuque post office. Flight dates can not be differentiated. First Airmail route designated in Iowa.

BAD BOY AVIATOR KEARNEY TO CARRY MAIL

First Aerial Route For Kentucky

Route 629,001

1912 July 24 to 26

Providence, Kentucky



no special cachet used, both of these are the souvenir card that were flown

AAMC #43 - Special souvenir cards were flown by Horace Kearney on July 24, July 25 and July 26. Flown mail was postmarked at Providence on July 27 and 29th. The first designated airmail route in Kentucky.

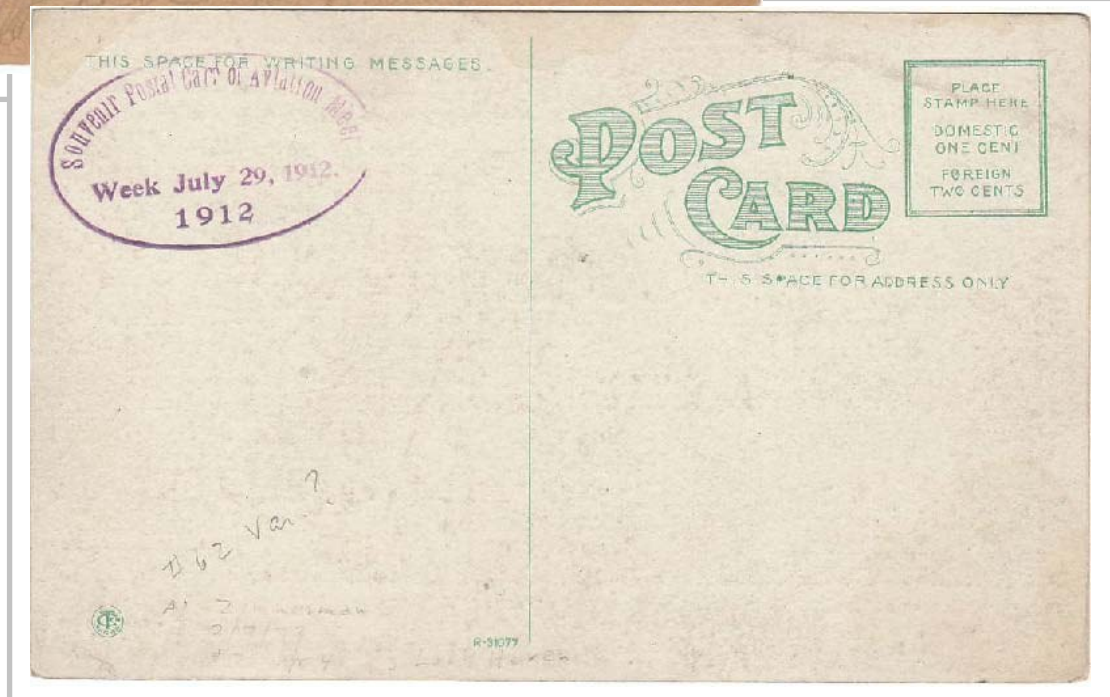
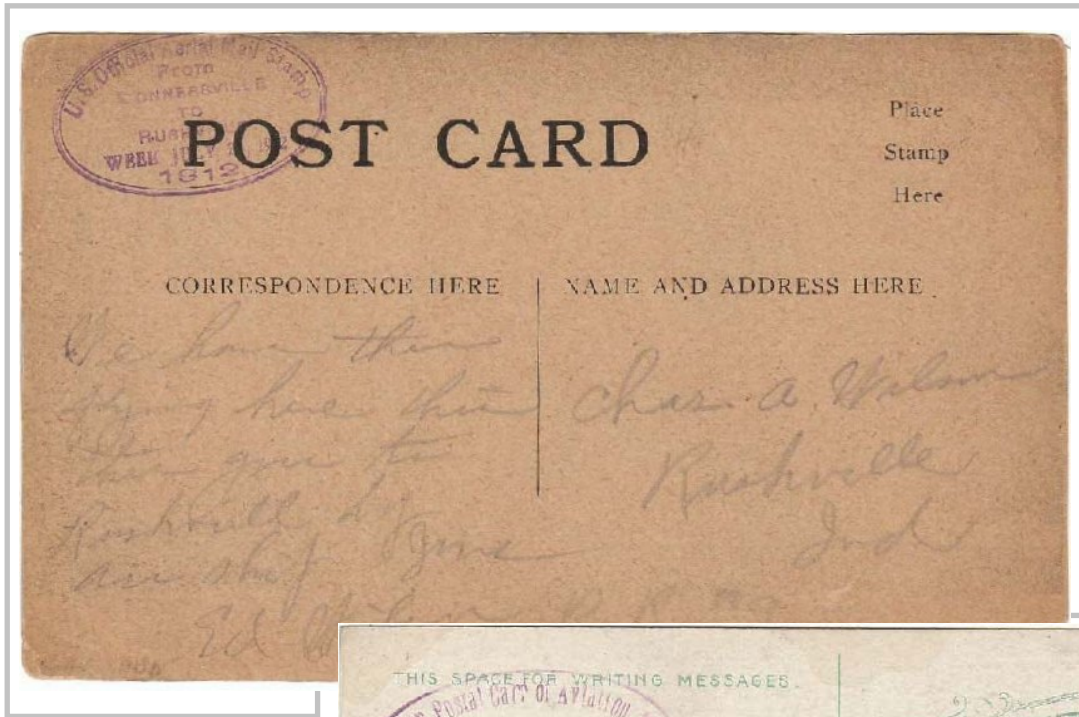
PECK TO FLY HIS COLUMBIA BIPLANE

Oscar Brindley To Bring His Wright Flyer

Route 633,002

1912 July 29

Connersville to Rushville, Indiana



two different cachets on prepared souvenir cards, not flown (four known total)

AAMC #44 - Aviator Paul Peck was authorized to fly mail from Connersville to Rushville, a distance of 17 miles, over a designated airmail route. Heavy winds prevented the flight. All known mail is unfranked.

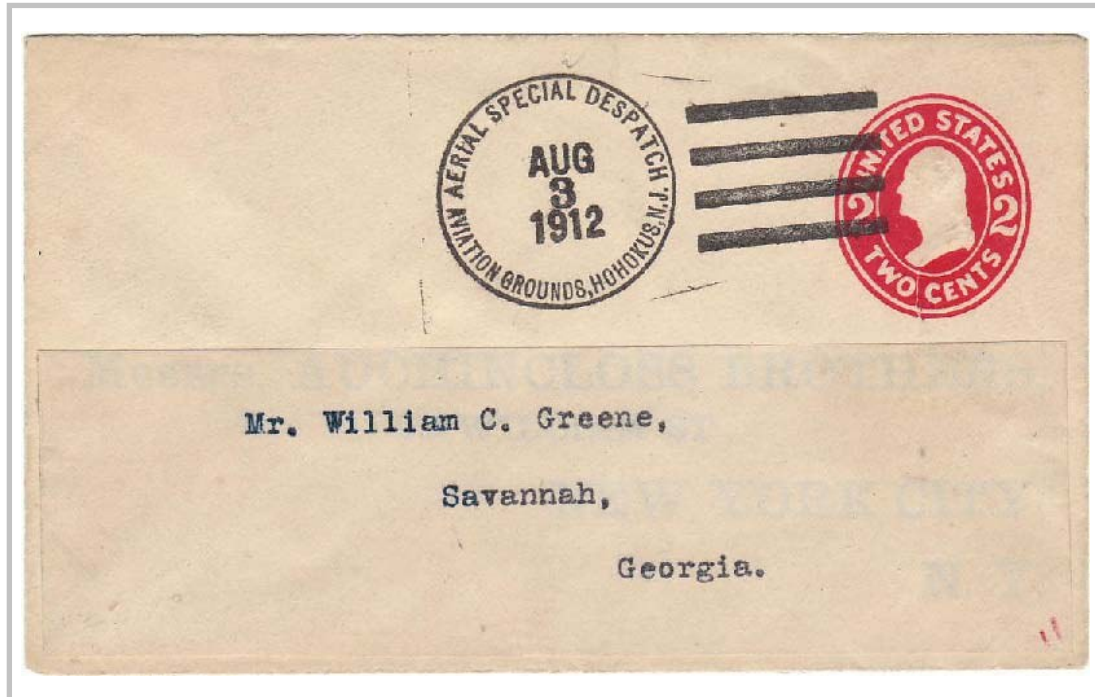
FRENCH AVIATOR TWICE LOSES HIS WAY IN JERSEY

Durafor Was To Have Carried Mail From Hohokus

Route 609,002

1912 August 3

Hohokus to Ridgewood, New Jersey



flown cover

AAMC #45 - Only John Richter appeared at this meet after Francis Durafor lost his way trying to locate the event facilities. Richter flew his Schneider biplane from the Hohokus Race Track to a point near the Ridgewood post office where the mail was dropped.

AUCTION OF LOTS AT STONE HARBOR

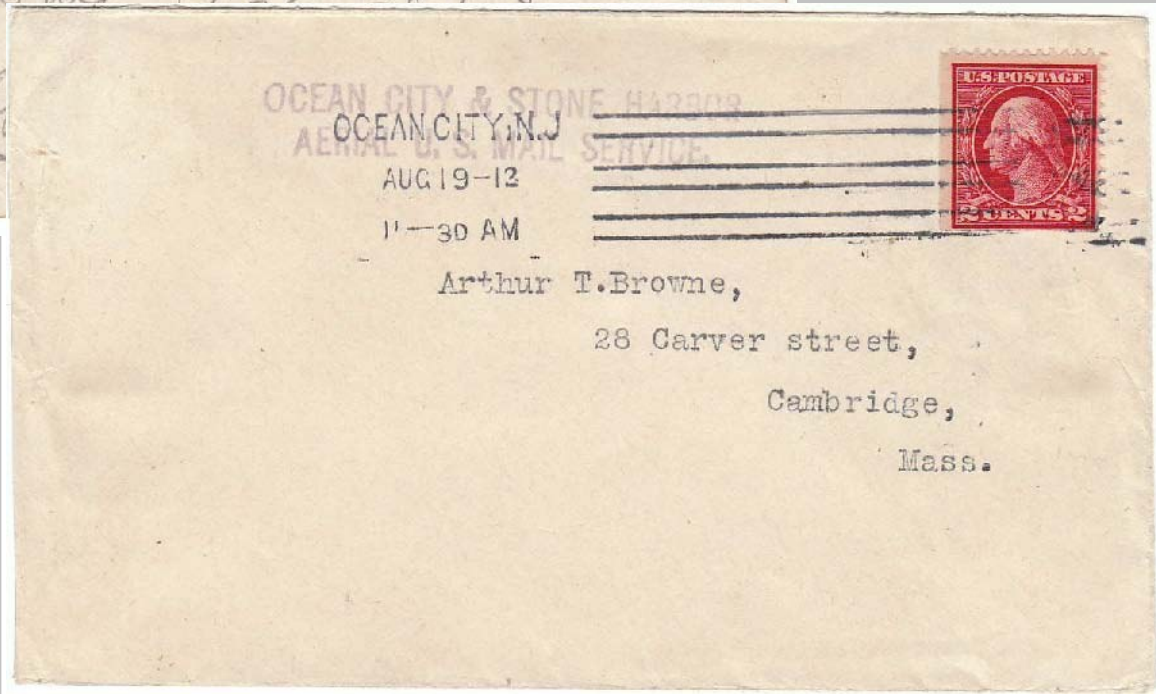
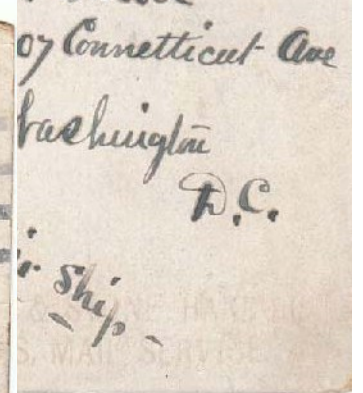
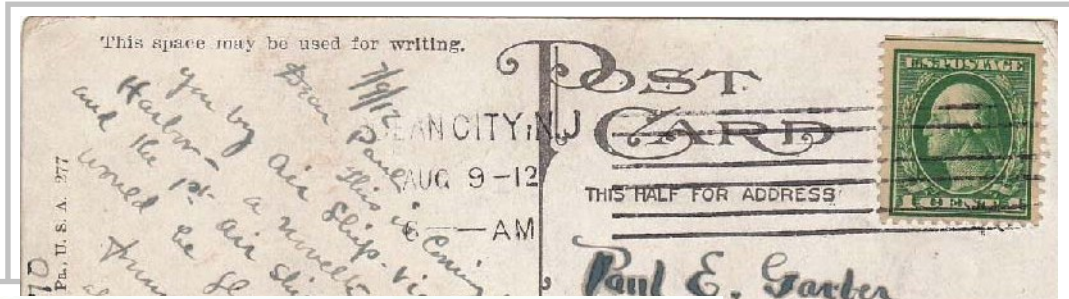
Daily Aeroplane Flights Each Morning as an Added Attraction

Route 609,003

1912 August 3 / September 5

Ocean City - Stone Harbor, New Jersey

Ocean City to
Stone Harbor flight >
&
Stone Harbor to Ocean
City flight below



Ocean City to
Stone Harbor flight
with cachet

AAMC #46 - As part of an advertising campaign, a realty company hired aviator Marshall Reid to fly mail and passengers between Ocean City and Stone Harbor. Fewer than 20 round trip flights were made, primarily during the first week over the designated aerial postal route. The cachet saw very limited use.

HARVEST JUBILEE AERIAL SHOW TO GO ON

Schmitt's Aeroplane Sent C.O.D. to Fort Recovery

Route 631,004

1912 August 6 to 9

Fort Recovery, Ohio



the four postmarks dates, August 7 was prepared but not flown

AAMC #47 - Mail was carried on a designated airmail route by George Schmitt on August 6. Although the August 7 flight was canceled, Earle Sandt carried mails both of the following days.

1500 MAIL PIECES GO BY AIR ROUTE

Birdman Edwards Successfully Establishes Service to Vancouver

Route 673,001

1912 August 10 and 11

Portland, Oregon to Vancouver, WA



facing slip, and flown items for both days

AAMC #48 - Mail was carried by Walter Edwards in his Curtiss plane on the first authorized airmail flights in the Pacific Northwest. He carried mail from a race track in Portland to the Parade Grounds in Vancouver.

ROCKPORT FAIR AERIAL SHOW TODAY

Parachutist, Balloon Ascension and Aeroplane Flights Scheduled

Route 633,003

1912 August 21 to 23

Rockport, Indiana



POST CARD

SOUVENIR
OF THE
ROCKPORT FAIR



THIS SPACE FOR ADDRESS ONLY

1912

THIS SPACE FOR CORRESPONDENCE

POST CARD

SOUVENIR
OF THE
ROCKPORT FAIR

1912

THIS SPACE FOR CORRESPONDENCE



THIS SPACE FOR ADDRESS ONLY

Having a fine time
you and Be were
here with Love.
Anna.

Mrs. Rosena Peddicord
Newtonville
Ind.

souvenir cards flown on August 22 and August 23, image of reverse reduced at top

AAMC #49 - Aviator Horace Kearney flew mail during three days over route number 633,003 in conjunction with the Rockport Fair Grounds Aviation Meet.

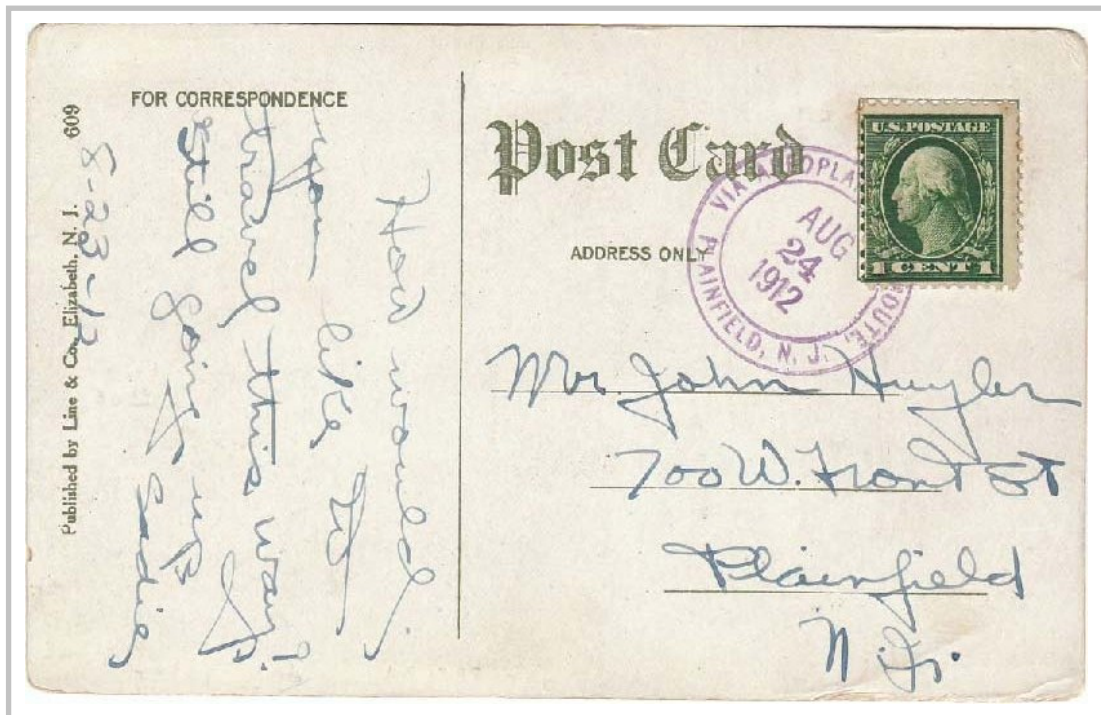
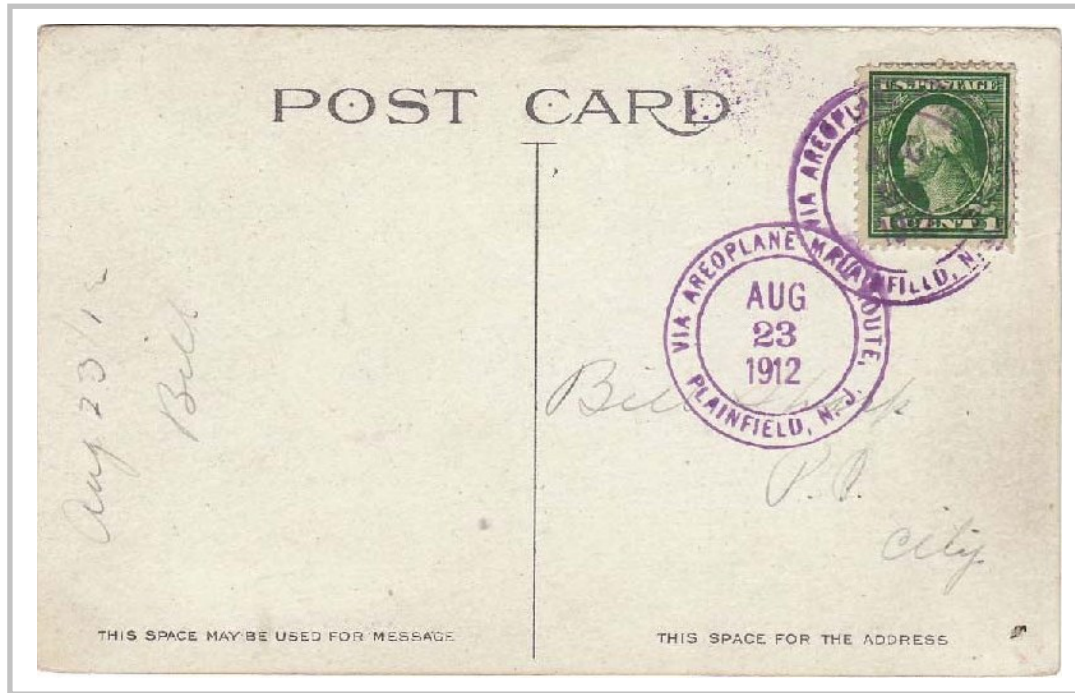
CURTISS EXHIBITION COMPANY AT PLAINFIELD

Aerial Acrobatics Will Include Bombing Targets With Oranges

Route 609,004

1912 August 23 and 24

Plainfield, New Jersey



cards flown each day of the event

AAMC #50 - Aviator Lincoln Beachey, in his Curtiss airplane, flew mail from the Plainfield Driving Park to South Plainfield where it was dropped to officials at the end of flights each day. A route number was assigned.

LOCAL FAIR FEATURES AERIAL SHOW

Kearney Flies From Rockport to Boonville for Exhibition

Route 633,004

1912 August 28 to 31

Boonville, Indiana



cards flown each day of event, Rockford souvenir cards at bottom with "Boonville" paste-overs

AAMC #51 - Aviator Horace Kearney flew again mail during three days over route number 633,004 in conjunction with the Boonville Fair Grounds Aviation Meet. Cards from previous week's event were available.

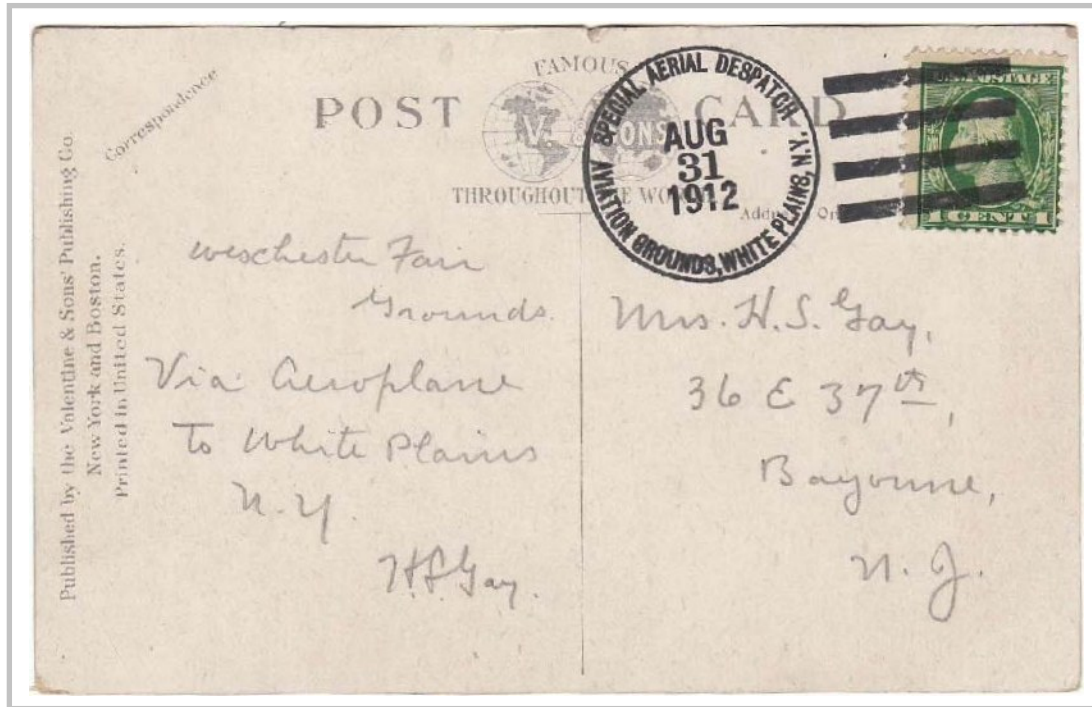
WELKIN AVIATION SPONSORS AERIAL SHOW

This Weekend at Westchester County Fair Grounds

Route 607,003

1912 August 31

White Plains, New York



110 pieces flown (one known artifact from flight)

AAMC #52 - Aviator Lincoln Beachey flew 110 pieces of mail from Westchester County Fair Grounds to the White Plains post office in his Curtiss airplane. A route number was assigned and special postmark employed.

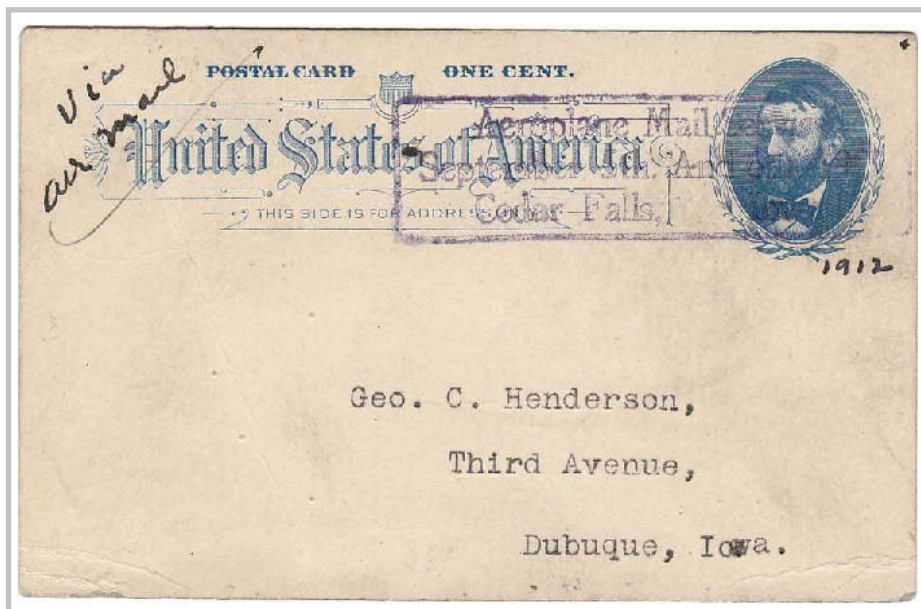
AEROPLANE MAIL RETURNS TO IOWA

Cedar Falls Aviation Meet to Include Mail Flights

Route 643,002

1912 September 6 and 7

Cedar Falls, Iowa



flown postal cards

AAMC #53 - Aviator Lincoln Beachey flew mail both days of this Aviation Meet but, as the postmark includes both dates, which flight can not be determined. A route number was assigned, the second in Iowa.

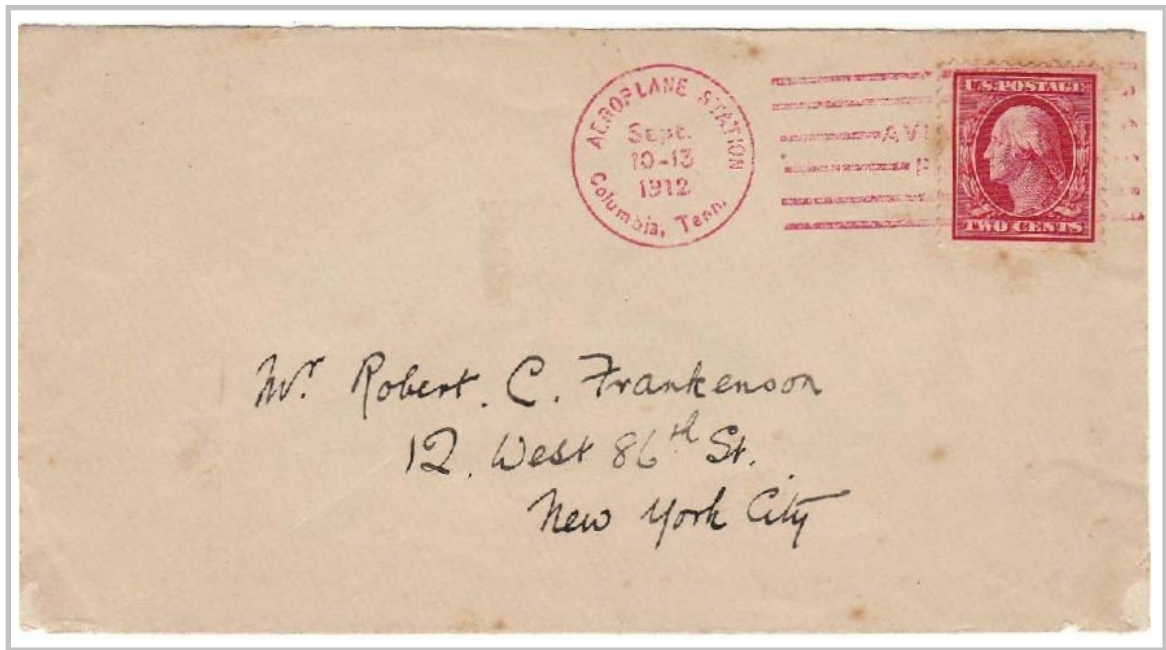
MAIL BAGS DROP FROM THE SKY

Kearney Hits Within 100 Feet of Mark With Mail Drops

Route 627,001

1912 September 10 to 12

Columbia, Tennessee



flown cover, 429 pieces carried

AAMC #54 - Horace Kearney flew mail from the fair grounds to the Columbia post office on each of three days but all mail bears the same postal marking . A route number was assigned, the first in Tennessee.

AVIATOR HOWARD GILL KILLED ABOVE CICERO

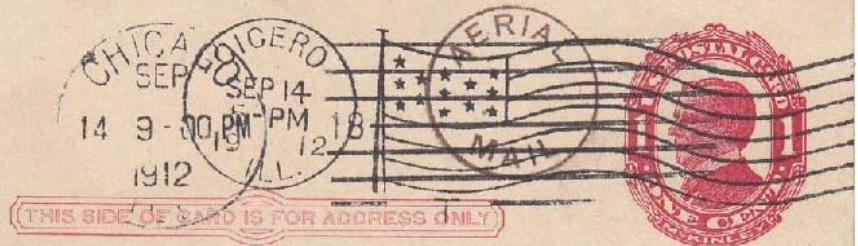
Midair Collision With Mestach, Follows Death of Paul Peck Last Week

Aviation Meet

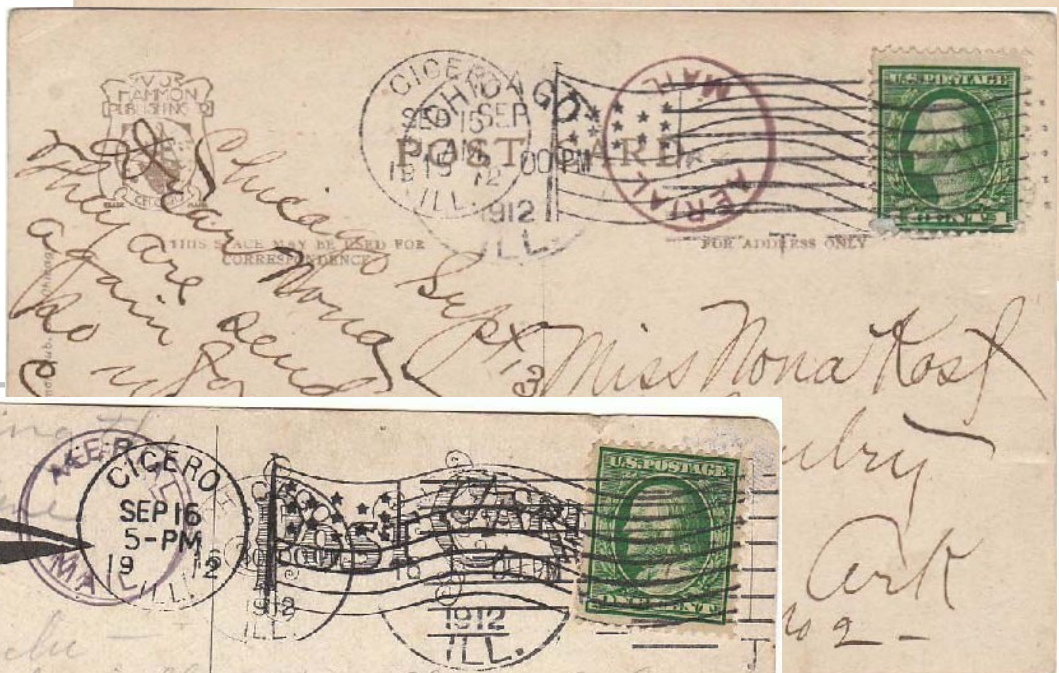
1912 September 12 to 16

Cicero to Chicago, Illinois

Sep 14
Cicero (5PM) to
Chicago (9PM)



Sep 15
Cicero (9AM) to
Chicago (Noon)



Sep 16
Cicero (5PM) to
Chicago (10PM)



cards flown on last three days of event, Aerial Mail cachets as well as dual postmarks

AAMC #55 - Mail was flown from Cicero to Grant Park in Chicago on four days of this International Meet with several aviators carrying mail. Charles Vought flew mail on the 14th but pilots on last two days are unknown.

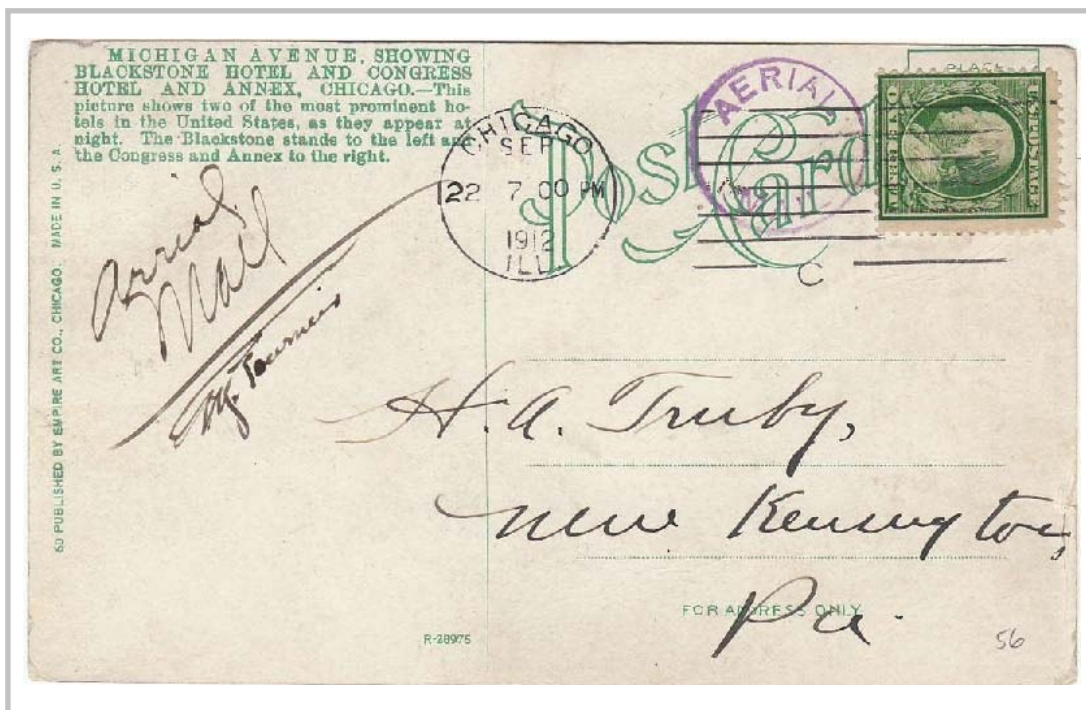
AIRMEN TAKE BIG CHANCES

Beachey and Kearney Fined for Recklessness at Chicago Meet

Aviation Meet

1912 September 16 to 22

Chicago, Illinois



cards flown on September 20 and Sep 22, Aerial Mail cachets

AAMC #56 - After the Cicero meet, the aviators moved to Grant Park in Chicago. Mail was flown around the fair grounds only on the last four days. Mail was processed at the Chicago post office.

WRIGHT AIR FERRY BY HYDROPLANE DEBUTS

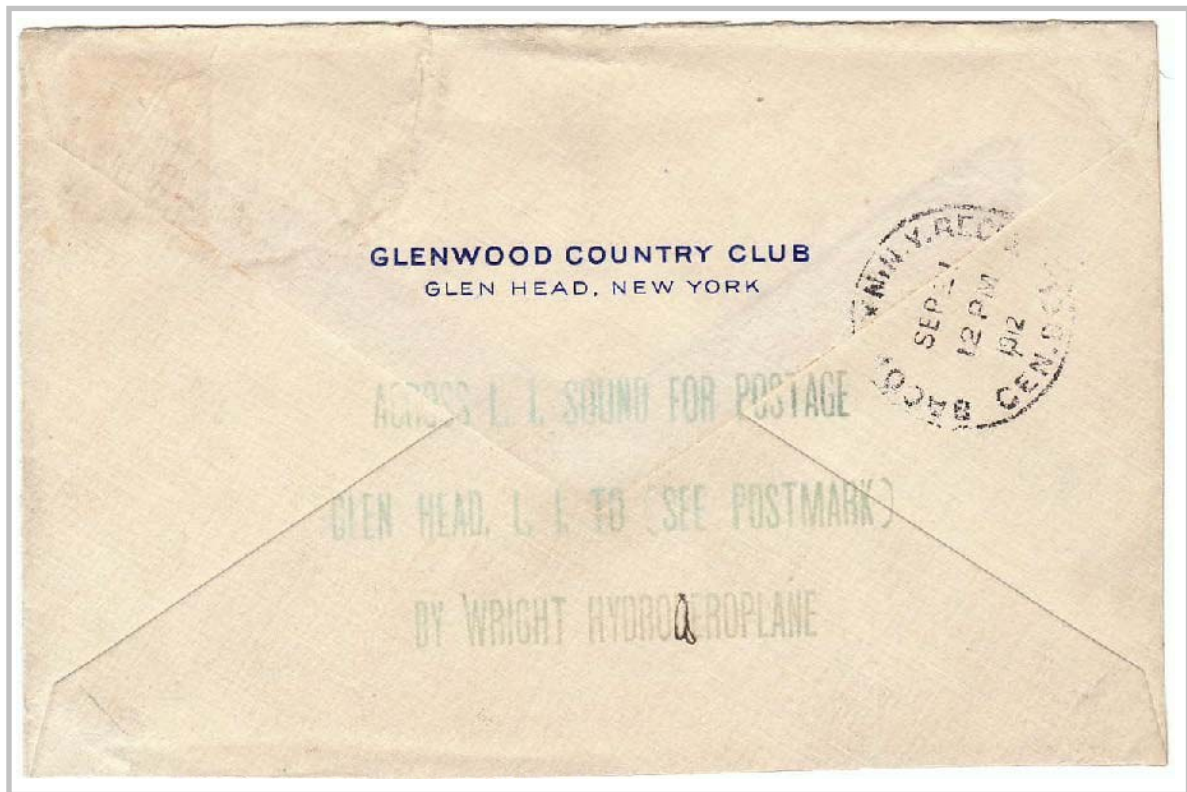
Wald to Fly New Sport Flying Model Across Long Island Sound

Demonstration Flight

1912 September 21

Glen Head, New York

front of cover
(reduced image)



cover flown on September 21 from Glen Head, Long Island to New Rochelle (one known)

AAMC #57 - Only one cover is known from the official mail flight of Charles Wald from Glenwood Country Club, on Long Island, across the sound to New Rochelle. This flight was part of a Wright Company series of demonstration flights its new airplane equipped with pontoons for "sport" flying.

MOB ATTACKS AVIATOR WHO REFUSES TO FLY

Ira Hunt Decides Not to Attend Meet in Bluffton Next Week

Aviation Meet

1912 September 25 and 26

Bluffton, Indiana



flown on September 26 (four known)

AAMC #58 - Charles Walsh flew mail in his Curtiss biplane both days of the Bluffton West Side Ball Park Aviation Meet.

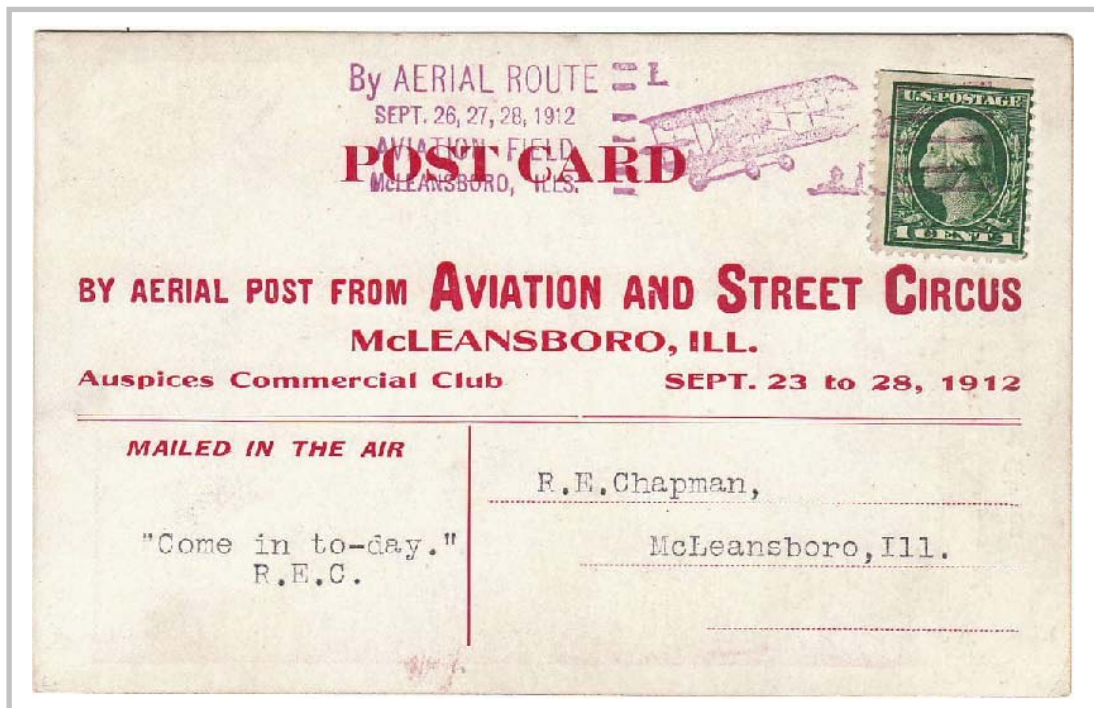
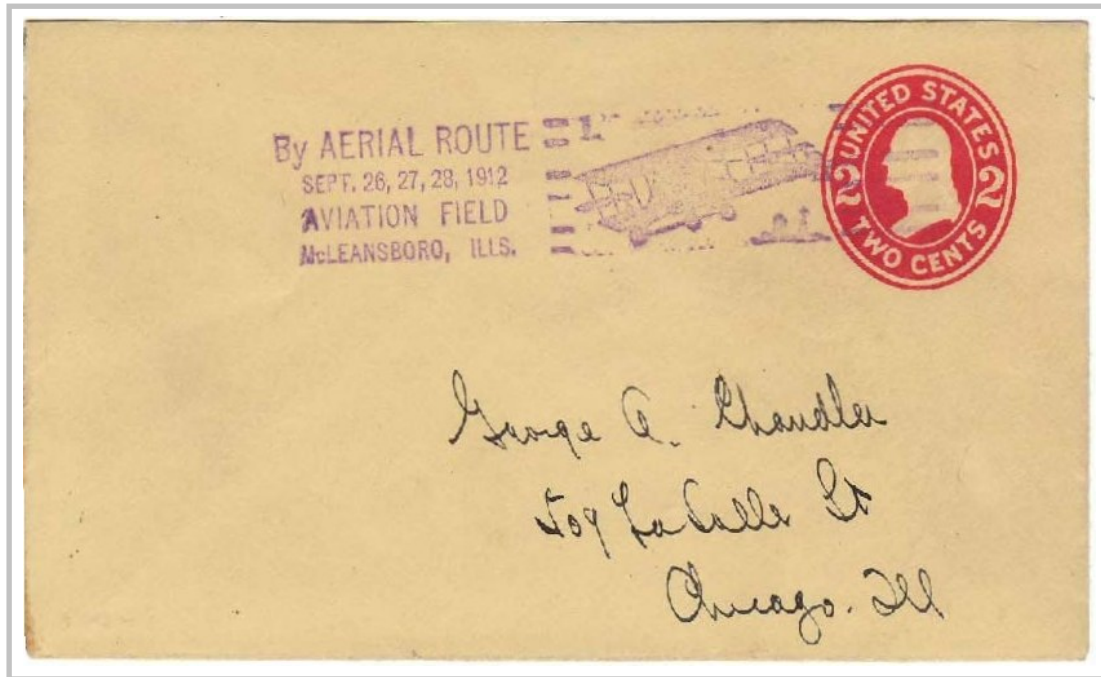
AVIATION & STREET CIRCUS

Kearney Will Execute Death-Defying and Almost Unbelievable Feats

Route 635,001

1912 September 26 to 28

McLeansboro, Illinois



cover and souvenir post card flown during the meet

AAMC #59 - Aviator Horace Kearney flew 1,800 pieces of mail over the three days of this event. The same postmark was used each day. An airmail postal route number was assigned, the first in Illinois.

A NOVEL ADVERTISING GIMMICK

Promoters Use Aero-Mail to Promote Valley Fair

Demonstration Flight

1912 September 28

Puyallup, Washington



special postal card flown from Puyallup to Tacoma, Washington
advertising imprint on reverse shown reduced at left

AAMC #60 - Harvey Crawford flew specially prepared cards advertising an upcoming fair from Puyallup to Tacoma, Washington. Cards were addressed to potential exhibitors and prominent citizens.

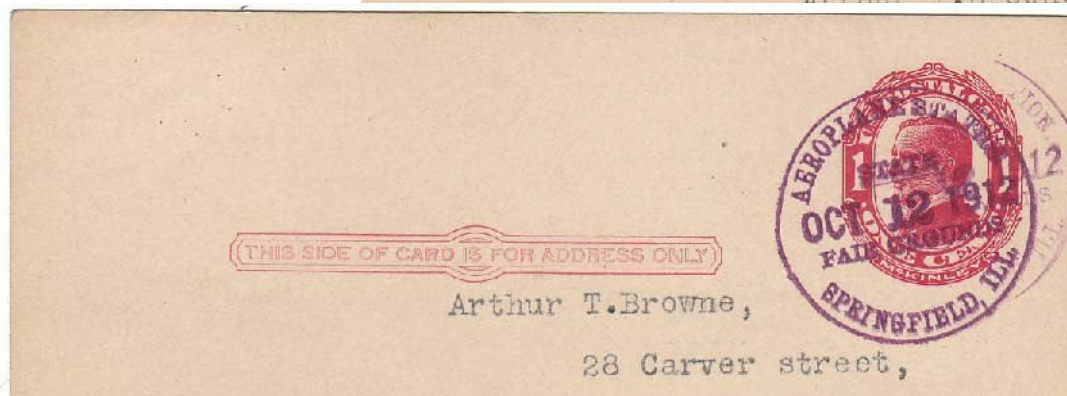
STATE FAIR AVIATORS WILL ARRIVE MONDAY

Col. Roosevelt To Attend Tuesday, Gov. Woodrow Wilson on Wednesday

Route 635,002

1912 October 4 to 12

Springfield, Illinois



top cards show first and last day postmarks were not flown, cover at bottom was flown October 8

AAMC #61 - During this meet mail was postmarked each of the eight days but mail was only flown on Tuesday the 8th by Edward Korn and on the 10th by Horace Kearney. Korn's flight in a Benoist tractor-type plane ended in a crash-landing after being forced to return to the Fair Grounds by mechanical problems.

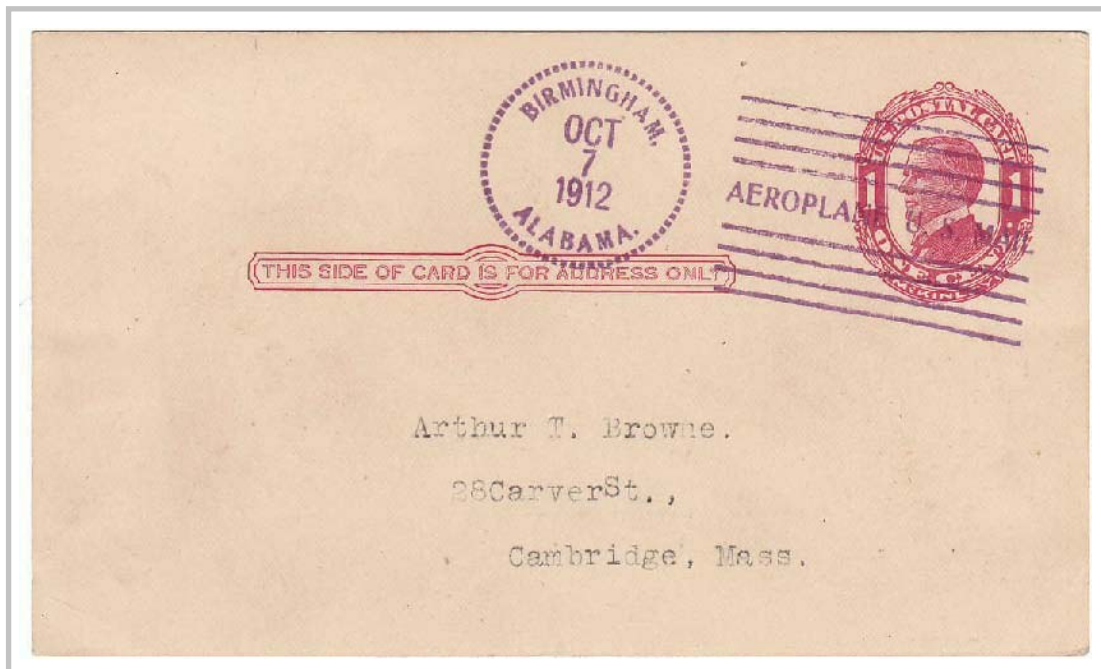
AEROPLANE VICTIMS NOW NUMBER 198

Aviator Stevenson Dies, France Heads List with 58, United States Next with 42

Route 624,001

1912 October 7

Birmingham, Alabama



card postmarked for flight which was canceled after fatal crash (two known)

AAMC #62 - In conjunction with the Alabama State Fair aviator Joseph Stevenson was to carry mail each day for a week and a postal route number was assigned, the first in Alabama. However, after he crashed in a trial flight on October 7th all flights were canceled. Stevenson died the next day.

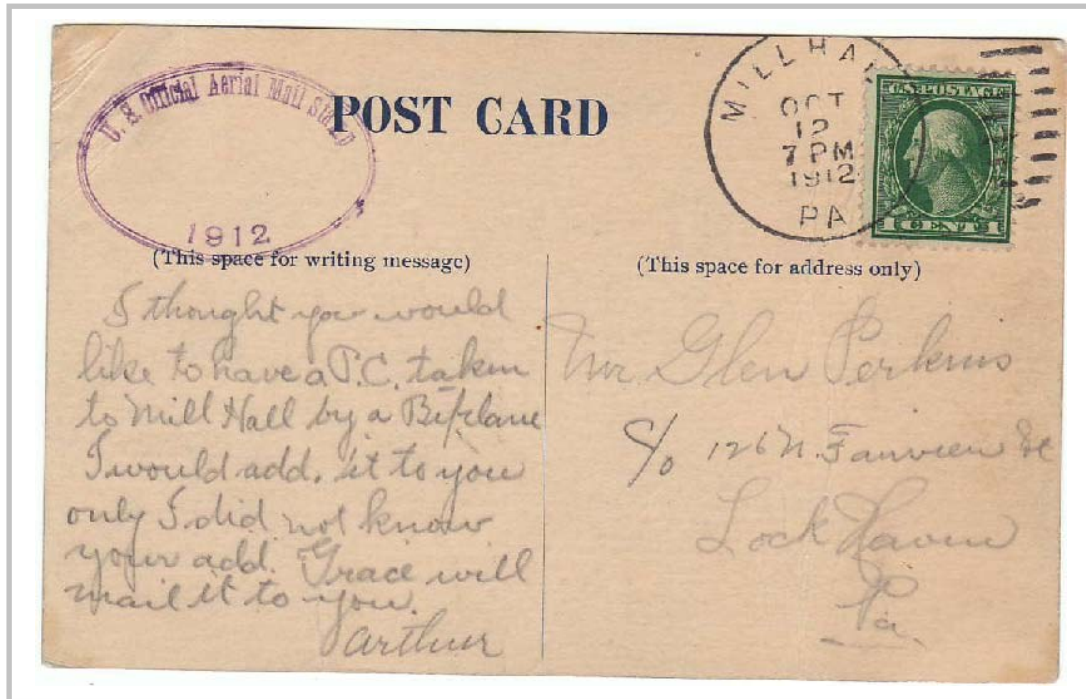
CHATTER OF THE MEN-BIRDS

Aviator Walter Johnson Will Visit Northeast Pennsylvania

Route 610,003

1912 October 12

Lock Haven to Mill Hall, Pennsylvania



flown souvenir post cards, top card mailed at meet, lower card at post office

AAMC #63 - Aviator Walter Johnson flew a bag of mail from the Lock Haven race track to Mill Hall, a distance of three miles, during Old Home Week exhibition. An airmail postal route number was assigned.

RANDOLPH COUNTY FAIR AT CUTHBERT

Women's Club Agricultural Fair to Feature Airship Flights

Route 621,001

1912 October 31 to November 2

Cuthbert, Georgia



flown mail of the two known dates, top cover is only known item with this date

AAMC #64 - Aviator Fred DeKor flew a small amount of mail each day from the Fair Grounds to the post office. Only 107 pieces in total were flown. An airmail postal route number was assigned, the first in Georgia.

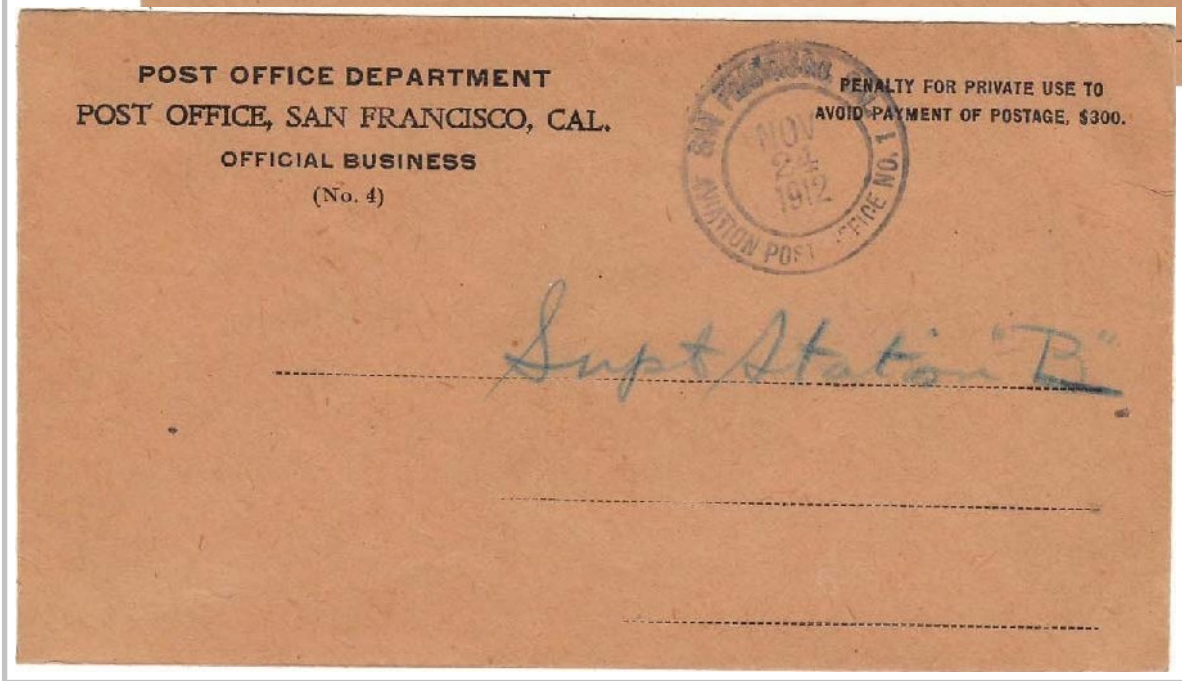
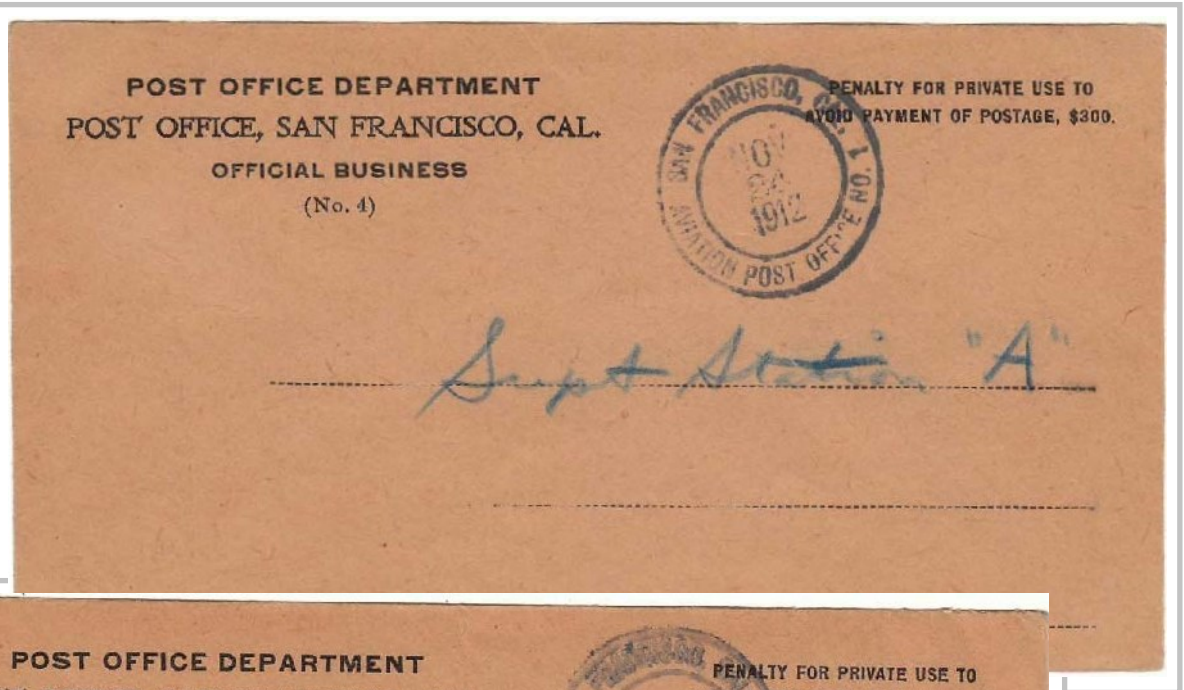
EVERYTHING READY FOR BIG AVIATION MEET

Airplanes, Biplanes, Triplanes, and Air Kites Await Arrival of Birdmen

Route 676,002

1912 November 24

San Francisco, California



two flown post office penalty cards to different San Francisco stations

AAMC #65 - Aviator Harvey Crawford carried 48 penalty cards and three penalty covers on a flight from the Ingleside Park Aviation Meet to the Presidio on November 24th. A postal route number was assigned.

SPECTACULAR FEATS MARK AVIATION MEET

Fowler Sets Altitude Record, "Sky High" Irving Parachutes from 4,000 Feet

Aviation Meet

1912 December 25 to 29

San Francisco, California



two flown souvenir post cards, December 25 (one known) and December 29 (two known)

AAMC #66 - Aviator Roy Francis flew mail during this Transforan Park meet. At least some souvenir cards were dropped into the crowd and then processed at the postal station, others were posted at the station .

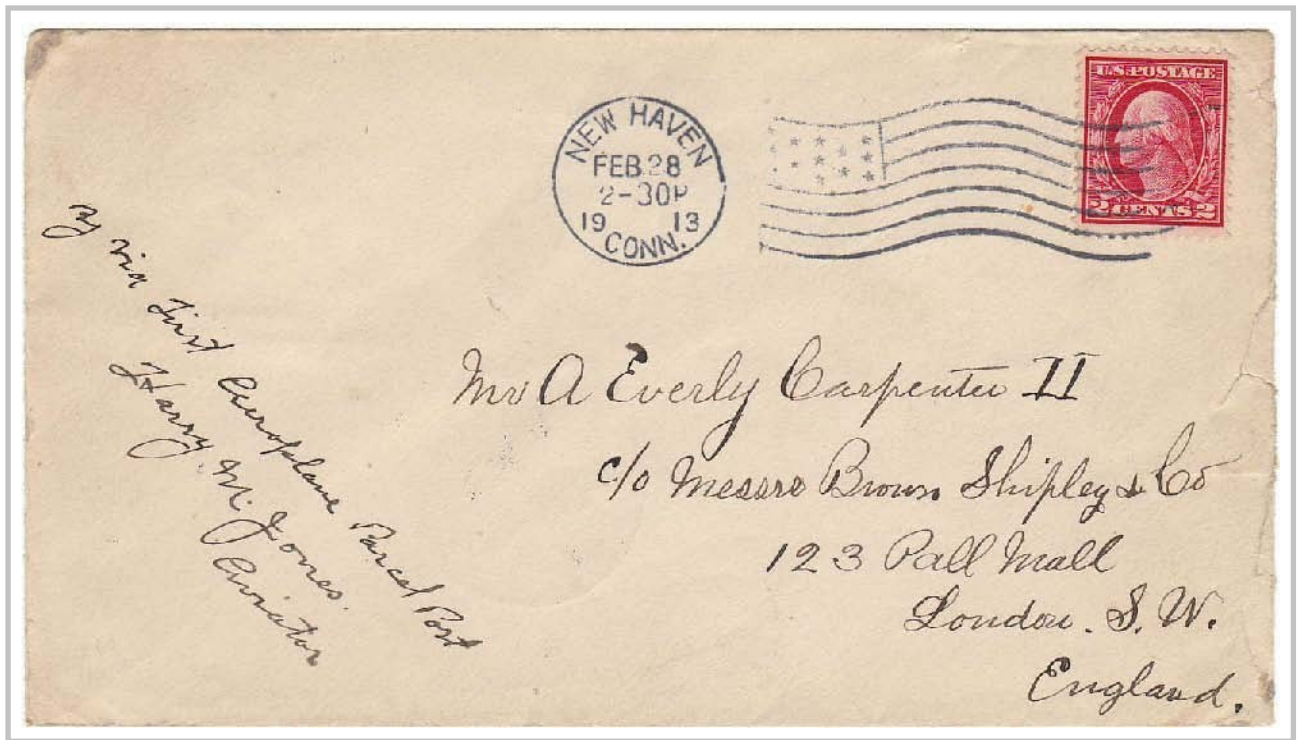
STARTS AERIAL PARCEL POST

Harry Jones Flies from Boston to Providence on Way to New York

Route 604,003

1913 January 13 to March 10

Boston, via New Haven, to New York



flown cover from New Haven posted on February 28, New York transit backstamp of Mar 10 (eight known)
cover addressed to England, no mail is known from the other legs of the flight

AAMC #67 - Aviator Harry Jones began the first Aerial Parcel Post service when he departed Boston on January 13 with parcels. After delays he arrived in New Haven on February 28th where he picked up mail. He departed on March 4 but crashed his Burgiss-Wright biplane at Mamaroneck on March 9. Jones continued his trip to New York by train the next day and delivered his mail to the post office.

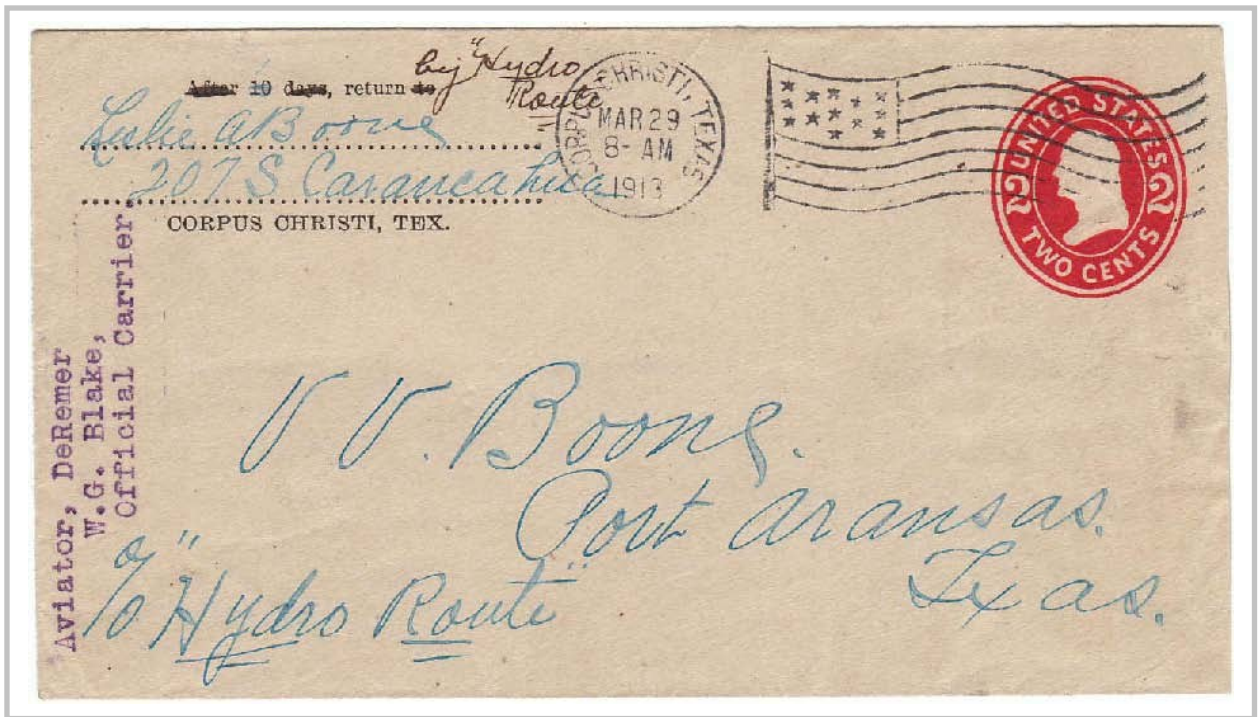
HYDRO ROUTE MAIL ATTEMPT FAILS

Pilot Crashes After Three Miles at Sea, Mail Safe

Route 650,002

1913 March 29

Corpus Christi to Port Aransas, Texas



flown crash cover carried on Hydroplane route from Corpus Christi (one known)

AAMC #68 - After several delays and problems, aviator Charles de Remer attempted a mail flight of 21 miles over water from Corpus Christi to Port Aransas, Texas in a Mills Aviation Company plane fitted with pontoons. After a crash three miles out from take-off that broke his propeller, the flight attempt was abandoned. The official mail carrier who carried the mail bag, W.G. Blake, then took the mail back to Corpus Christi.

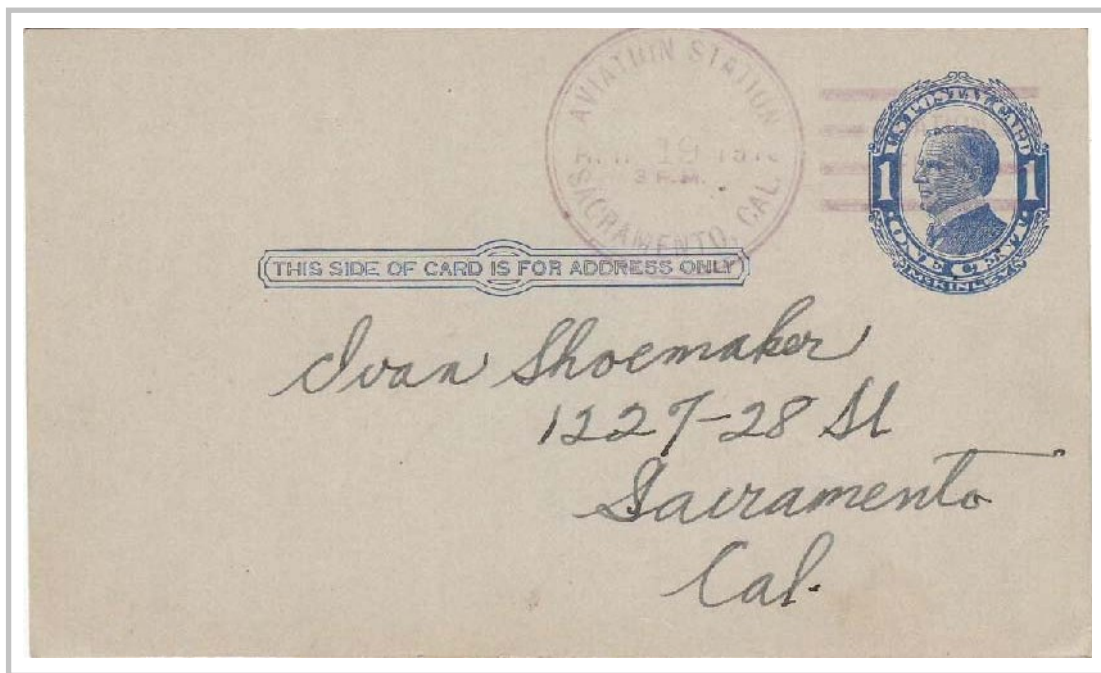
AVIATORS TO DISPLAY SKILLS AT SACRAMENTO

Six Aviators Will Participate with Races, Parachutist, and Air "Chicken"

Aviation Meet

1913 April 19 and 20

Sacramento, California



flown postal card, all known mail was postmarked with date of April 19

AAMC #69 - Aviator Roy Francis flew a sack of mail both days of this aviation meet. Mail was carried about one mile from the Agricultural Park Race Track to the Oak Branch of the Sacramento post office.

SOUTHERN PACIFIC OFFERS SPECIAL TRAINS

Will Take Passengers From Vallejo and Suisun to Meet in Santa Rosa

Route 676,003

1913 May 18

Santa Rosa, California



two flown covers, lower item franked with Special Delivery adhesive

AAMC #70 - Eighteen year old aviator Thaddeus Kearns flew a pouch of mail about two miles at this aviation meet. Mail was carried from the Driving Park to a point near the post office over a designated postal route. Kearns was to die in a plane crash in Chico two months later.

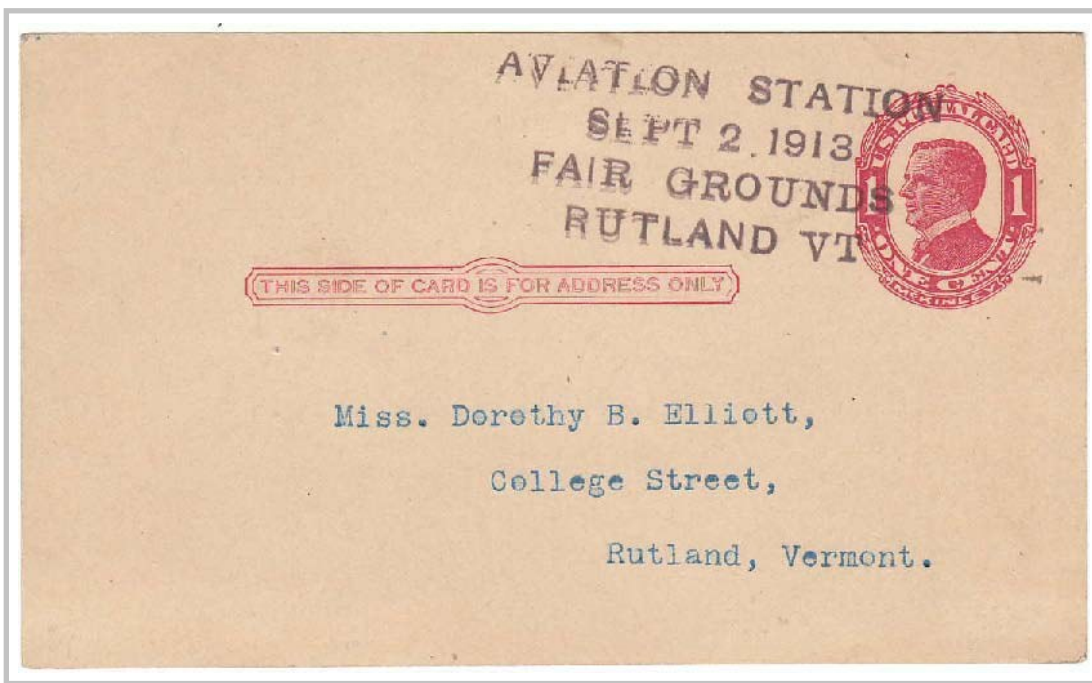
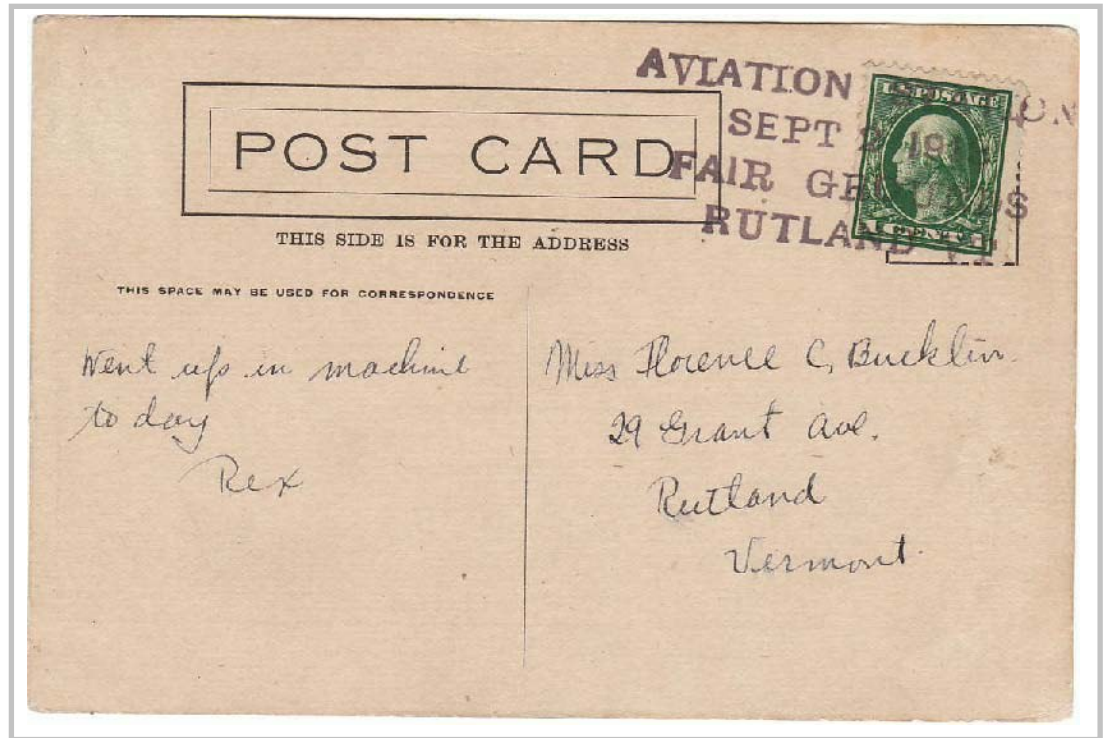
VERMONT AIRMAN KILLED

George Schmitt and Passenger Fall 100 Feet - Latter Receives Bruises

Route 603,001

1913 September 2

Rutland, Vermont



flown souvenir and postal cards, sender message on top item: "Went up in machine today"

AAMC #71 - After a single mail carrying trip by George Schmitt on September 2nd, and a subsequent fatal crash by Schmitt later that day, further mail flights were canceled. Some 57 pieces were carried on the first official airmail route in Vermont. Although Schmitt was killed in the crash his passenger survived.

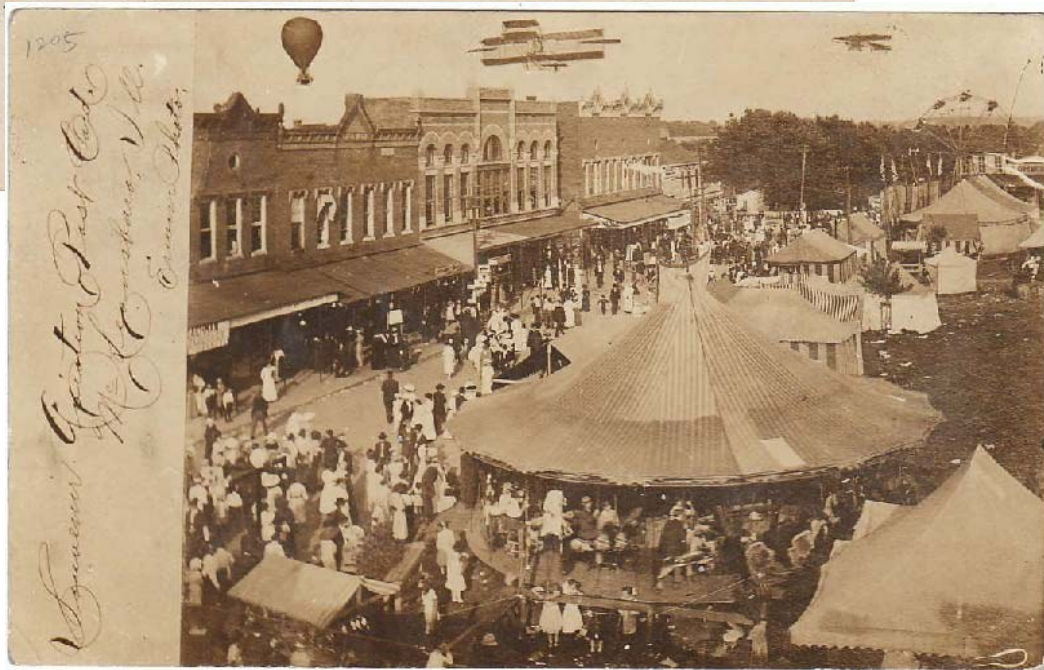
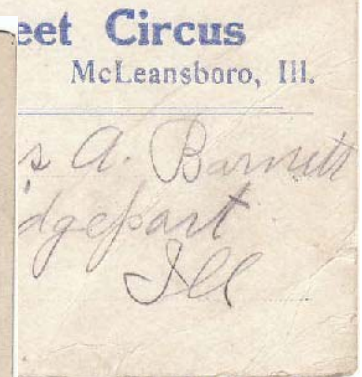
AVIATION MEET AND STREET CIRCUS

The Latest Big Sensation Sprung - Girl Makes Parachute Drop Into Water

Route 635,004

1913 September 4 to 6

McKleansboro, Illinois



flown souvenir cards, top pair different postmark colors

AAMC #72 - Aviator Roy Francis carried daily mail from the meet to the main post office over a period of three days. The same postmark with all three dates was used on all mail that was flown.

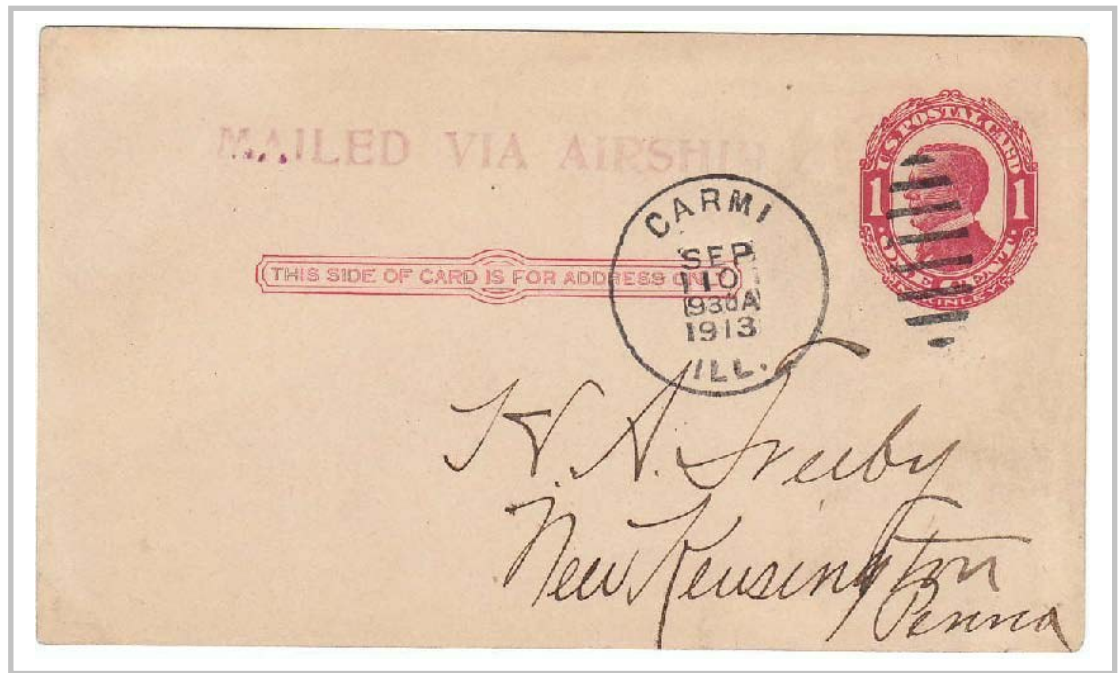
FROM FRANCE: AVIATOR FLIES UPSIDE DOWN

Pegoud Caught By Movie Men Describing a Letter "S" in Monoplane

Route 635,003

1913 September 10 and 11

Carmi, Illinois



flown postal card and souvenir card, each flight date

AAMC #73 - Aviator Anthony Jannus carried mail on at least one of the flights from the Carmi Fair Grounds to the post office which were authorized over a three day period. Mail is only known marked on the 10th and 11th.

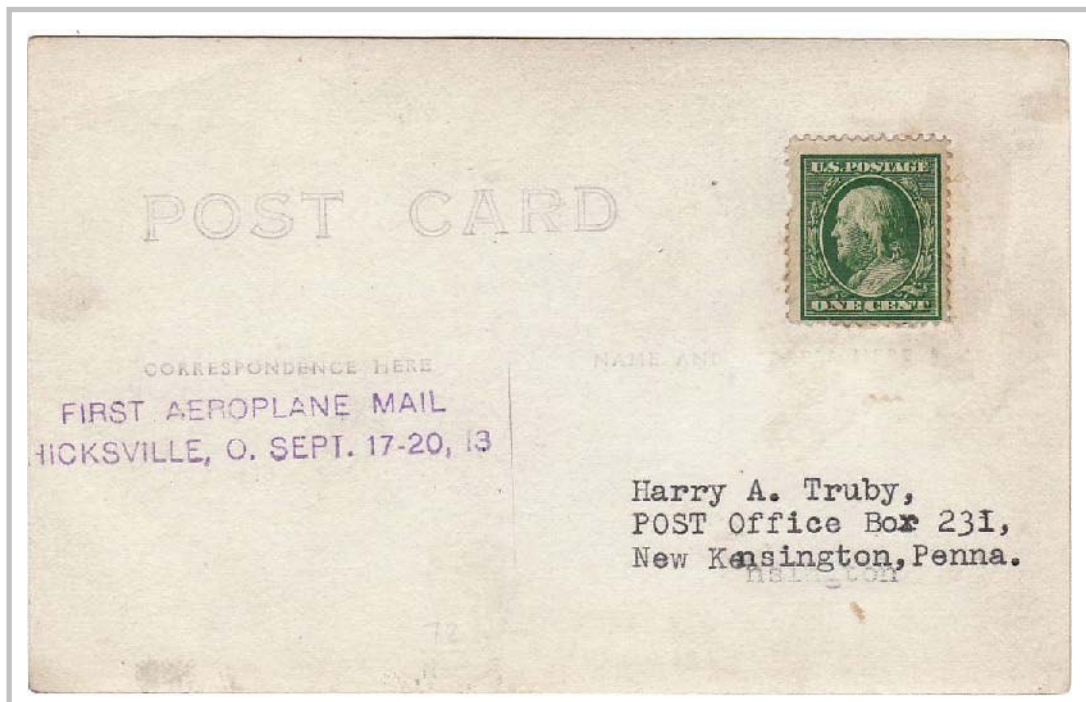
TOURING 'EN AEROPLANE' IS LATEST NOVELTY

New "Aero-Omnibus" Biplane Holds Four Passengers and Baggage

Route 631,005

1913 September 17 to 20

Hicksville, Ohio



souvenir prepared but not flown (one known), reduced view of reverse above

AAMC #74 - Authorization for a mail route was received for an exhibition flight from the Defiance County Agricultural Society Fair but due to poor weather no aerial postman was sworn in. G.M. Tout did fly however.

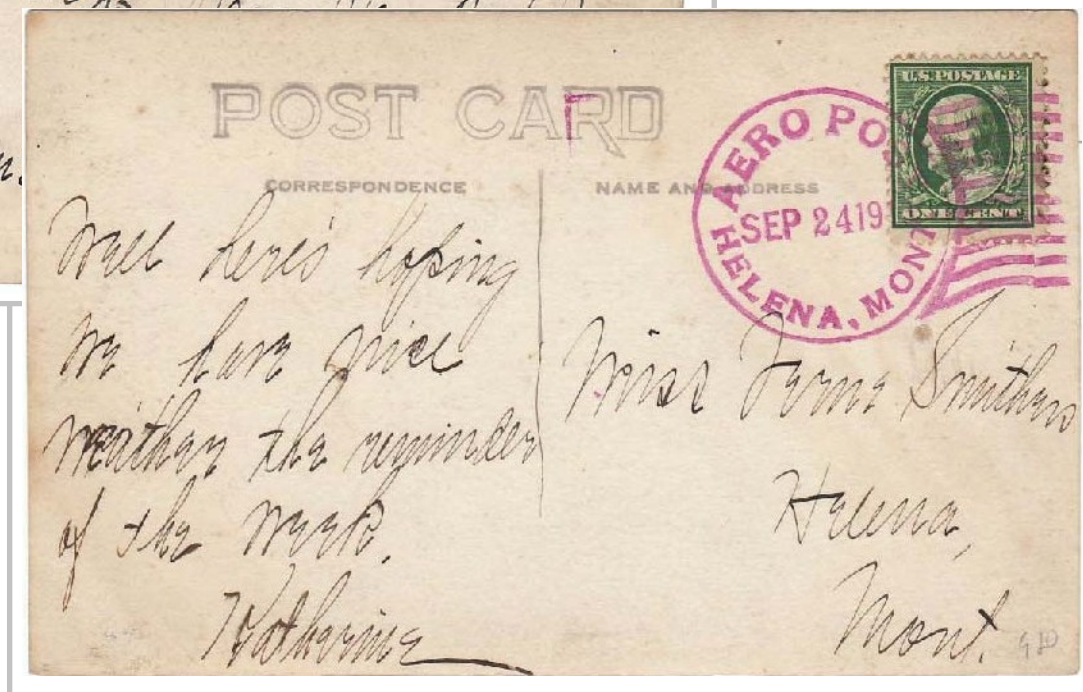
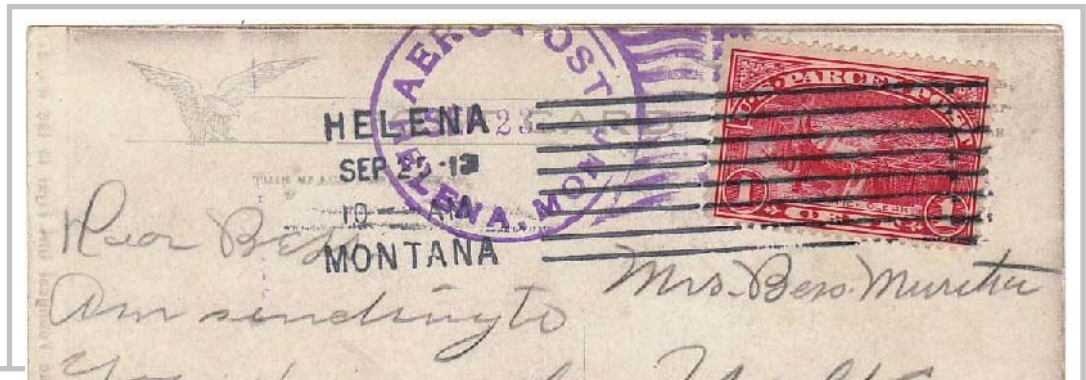
FIRST WOMAN TO FLY U.S. MAIL

Katherine Stinson Will Fly Official Mail From Fair Grounds in Montana

Route 663,002

1913 September 23 to 27

Helena, Montana



flown cards, September 23, 24 and 27, lower two signed by aviatrix Katherine Stinson

AAMC #75 - Aviatrix Katherine Stinson became the first woman to fly official airmail in the United States at this meet. She carried a total of 1,333 pieces of mail in four days of flights to nearby race track during the event.

AERO MAIL CLUB SPONSORS FLIGHT

Eight Member Group Will Have Stockman Fly Special Mail

Philatelic Flight

1913 October 4

Natrona, Pennsylvania



covers not flown, both entered mails on October 17th, the lower cover addressed to Japan

AAMC #76 - The Aero Mail Club, headed by Harry Truby, organized a mail flight by Theodore Stockman from the nearby Natrona Fair Grounds to Pittsburgh, a distance of 25 miles. With local postmaster approval, some 45 pieces of mail were prepared by Truby, or sent to him for posting, but mechanical problems forced cancellation.

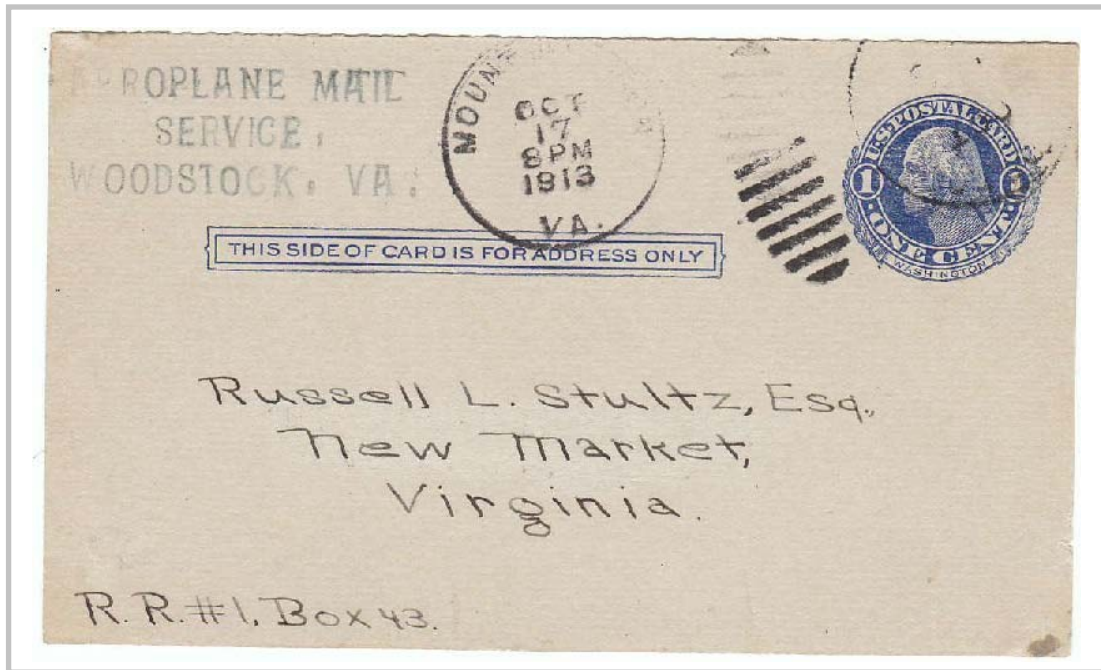
NEW DAY'S FLIGHT RECORD SET IN EUROPE

Victor Stoeffler Goes 1,376 Miles in 22 Hours

Demonstration Flight

1913 October 17

Woodstock, Virginia



prepared but not flown (ten known)

AAMC #77 - Aviator Frank Terrill had received postmaster approval for a flight from Woodstock to Mount Jackson, a distance of about 10 miles. Some 44 pieces of mail were carried on October 15th but no examples are known. A further 10 pieces of mail that had been prepared for the flight on October 17th were evidently carried by train from Woodstock to Mount Jackson.

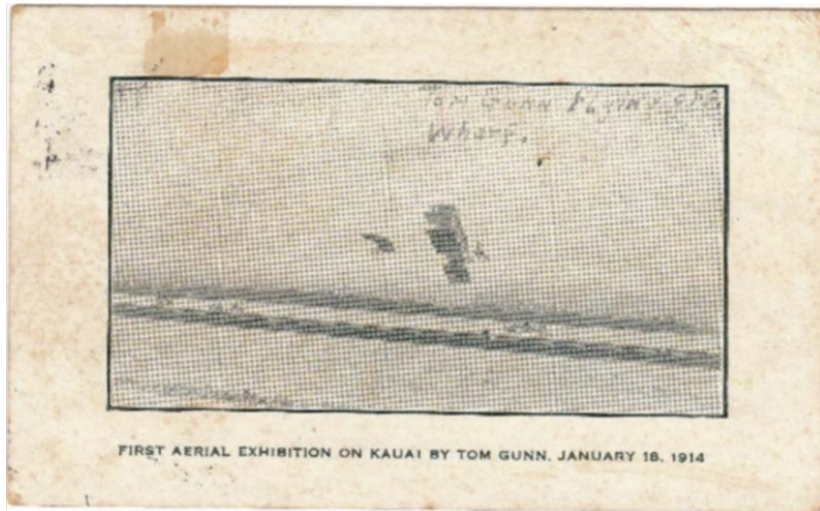
CHINESE AIRMAN GIVES UP LOVE FOR DUTY

Gunn Will Visit Hawaii on Trip to China to Start Military Flying School

Demonstration Flight

1914 January 18

Koloa, Kauai, Hawaii



flown souvenir card (two known), reduced view of reverse above

AAMC #78 - Chinese aviator Tom Gunn made two short flights on Sunday January 18th. He carried a small mail, probably on the second flight, which was postmarked January 20th at Koloa. Only two pieces have survived.

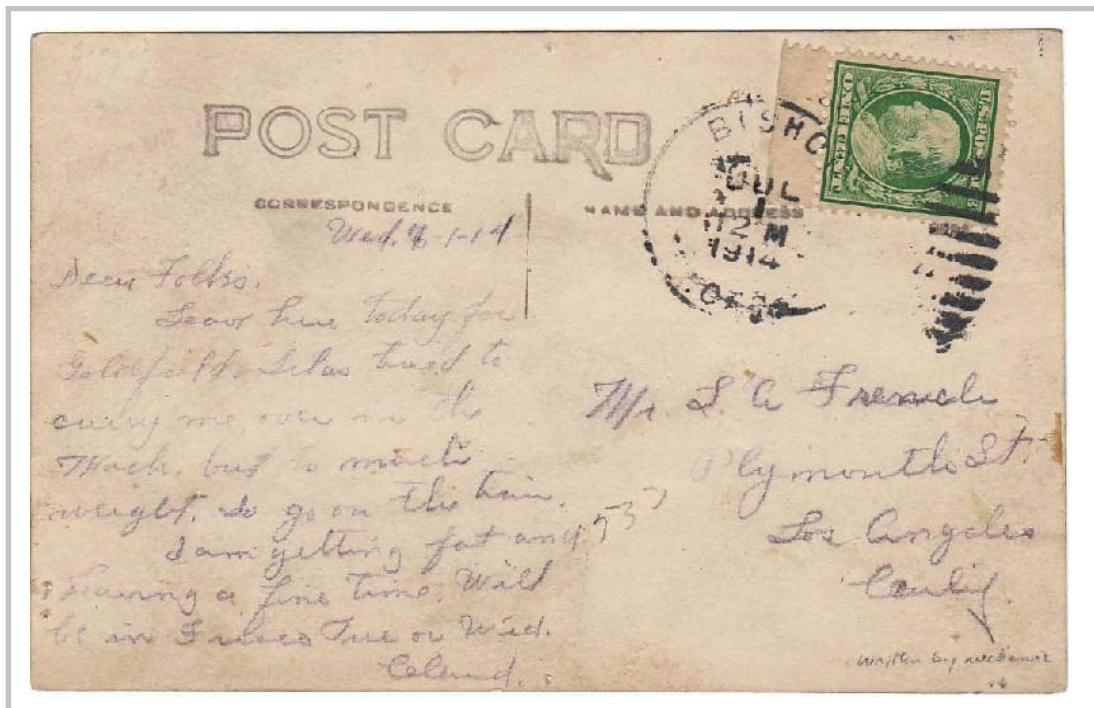
MAKES AMERICAN RECORD ALTITUDE

Chrisofferson Succeeds In Flight Over Mt. Whitney

Demonstration Flight

1914 June 20 and 21

Bishop, California



souvenir card sent by aviator's mechanic (three known), reduced view of reverse above

AAMC #79 - Aviator Silas Chrisofferson attempted flights, without success, over 14,495 foot Mount Whitney during the Inyo Roads Club Aviation Meet held on June 20 and 21. On June 26 he finally flew over the mountain but it is not known if the surviving three cards, mailed by Claude French, his mechanic, were actually carried.

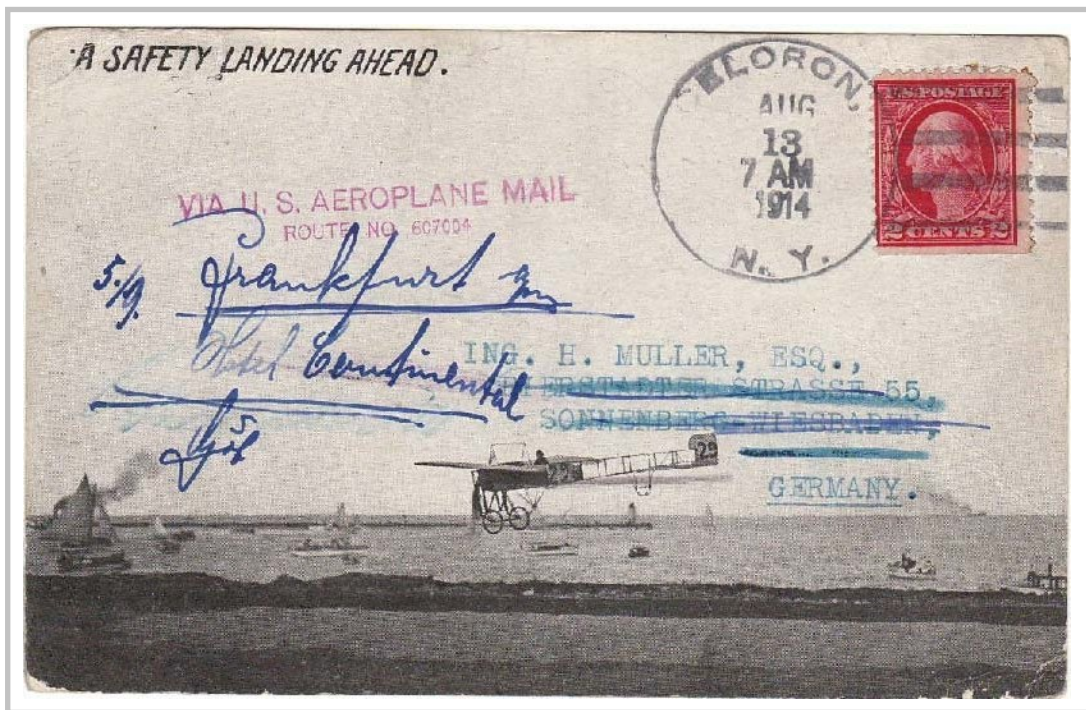
CELORON AMUSEMENT PARK HIRES AVIATOR

Alfred Engel To Carry Mail Daily in Curtiss Hydroplane

Route 607,004

1914 July 4 to September 7

Chautauqua Lake, New York



flown cards, first type cachet used first three days at top, second style cachet below

AAMC #80 - Aviator Alfred Engel made a number of hydroplane flights connecting various cities around Lake Chautaugua and enjoyed blanket post office approval for the exchange of cards.

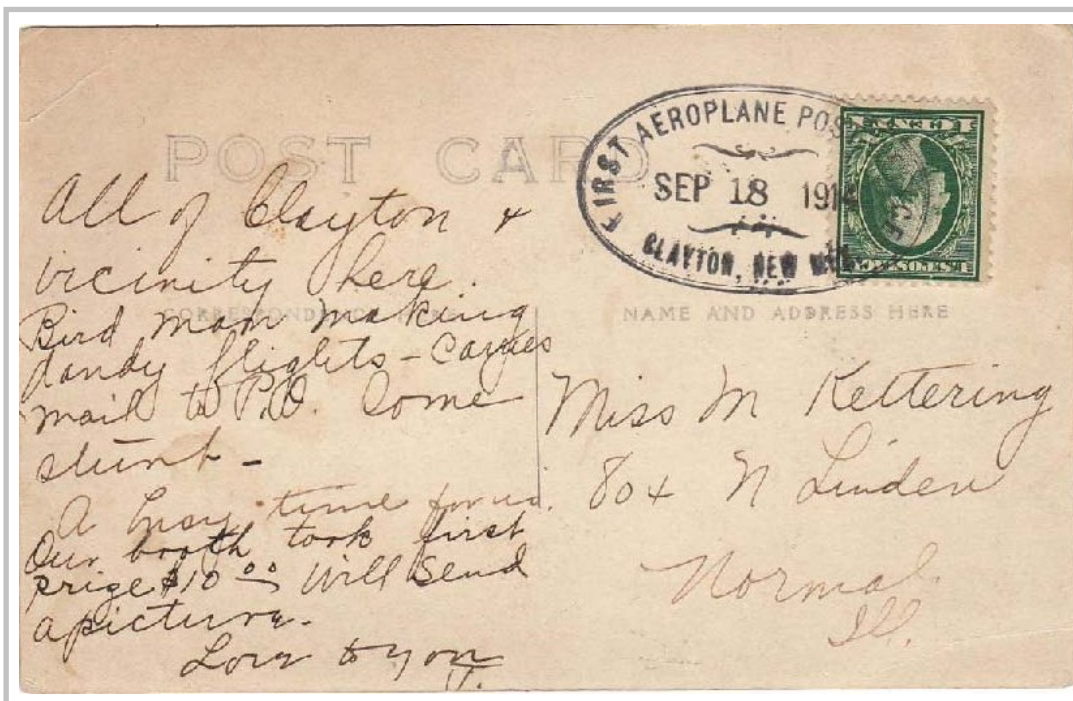
MAIL BY AEROPLANE FOR CLAYTON FAIR

Inaugural Service by Air Starts Tomorrow

Route 667, 001

1914 September 17 and 18

Clayton, New Mexico



the two dates, September 17 (three known) and September 18 (one known)

AAMC #81 - Aviator J. Floyd Smith made daily flights for the Rodgers Aviation Company from the Fair Grounds to the Clayton post office. This was the first authorized airmail route in New Mexico.

AVIATOR BREAKS LONG DISTANCE RECORD

Robinson Flies 365 Miles in Single Day on Flight Bound for Chicago

Demonstration Flight

1914 October 17 to 20

Des Moines, Iowa to Chicago

FORWARDED
VIA AERO-POST

BY AEROPLANE
MAIL, OCT. 17.



flown from Grinnell to Chicago arriving October 20, bears both cachets shown above

AAMC #82 - Aviator William Robinson, flying a Grinnell Aeroplane Company hydroplane carried mail from Des Moines to Kentland, Indiana (365 miles) on October 17th. He departed the next day for the 81 mile flight to Chicago but mechanical difficulties delayed arrival until October 20th. All of few known examples originated at Grinnell, Iowa which was the home of the aviator.

ALABAMA GIRL, MISS STINSTON, FLIES AT TROY

The 19 Year Old Showed Her Ability to Handle Aircraft at Recent Fair

Aviation Meet

1914 November 3

Troy, Alabama



flown cover carried by Katherine Stinson

AAMC #83 - With local authorization aviatrix Katherine Stinson flew a single mail flight during her exhibition at the Pike County Fair. Mail was carried from the grounds to a spot near the post office.

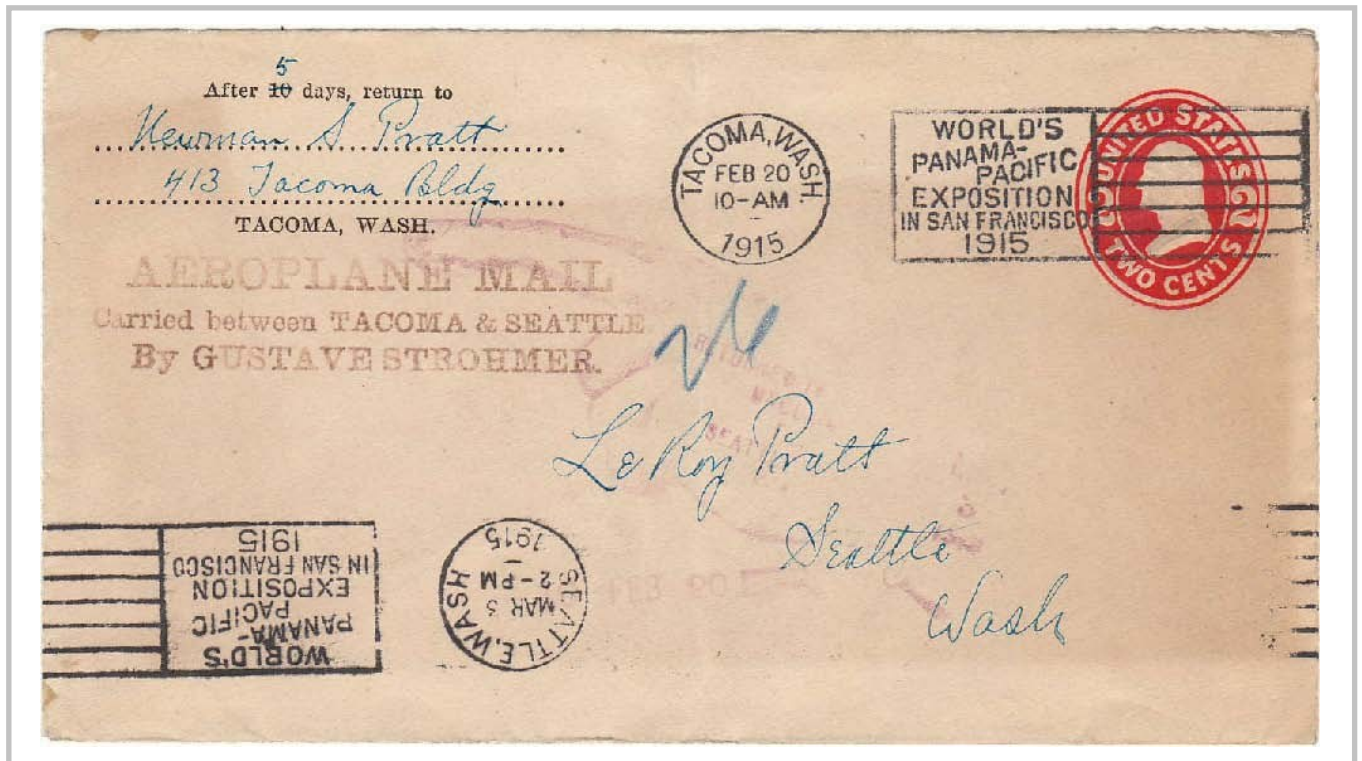
FAIR MAID BRINGS TACOMA NOTES TO SEATTLE

Singer Covers Distance Between Sound Cities in Thirteen Minutes

Demonstration Flight

1915 February 20

Tacoma to Seattle, Washington



flown cover, aviator Strohmer's name is misspelled on the cachet

AAMC #84 - Gustave Strohmer, owner of an airplane manufactory, carried about 45 pieces of mail in his new hydroplane from Tacoma to Seattle, a distance of about 25 miles. To increase publicity, Strohmer was accompanied by actress and singer Jane O'Rourke as the officially appointed mail carrier.

STINSON CARRIES MAYOR'S LETTER TO SAN ANTONIO

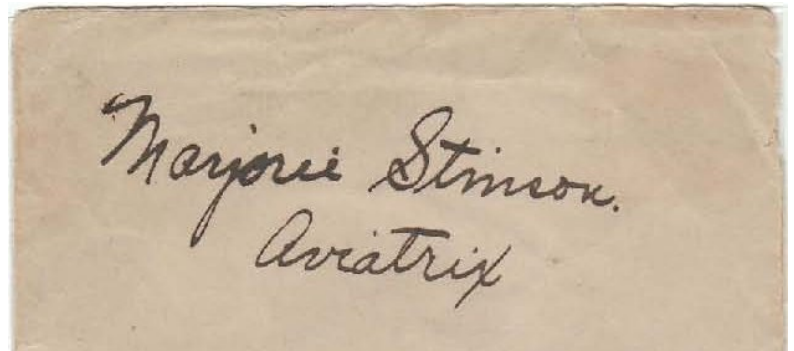
Greetings Arrive by Airmail from Seguin Mayor Bruns

Route 650,004

1915 May 20

Seguin to San Antonio, Texas

Marjorie Stinson signature on
cover part folded under at left



Hon Clinton G. Brown

SAN ANTONIO

TEXAS.



flown cover from Mayor of Seguin to Mayor of San Antonio, the only piece of mail carried

AAMC #85 - The post office department authorized mail to be flown between May 19 and May 31 over a route between Seguin and San Antonio, Texas. High winds on May 19th prevented the flight by mail carrier and aviatrix Marjorie Stinson that day but she did carry a single letter, shown above, the following day.

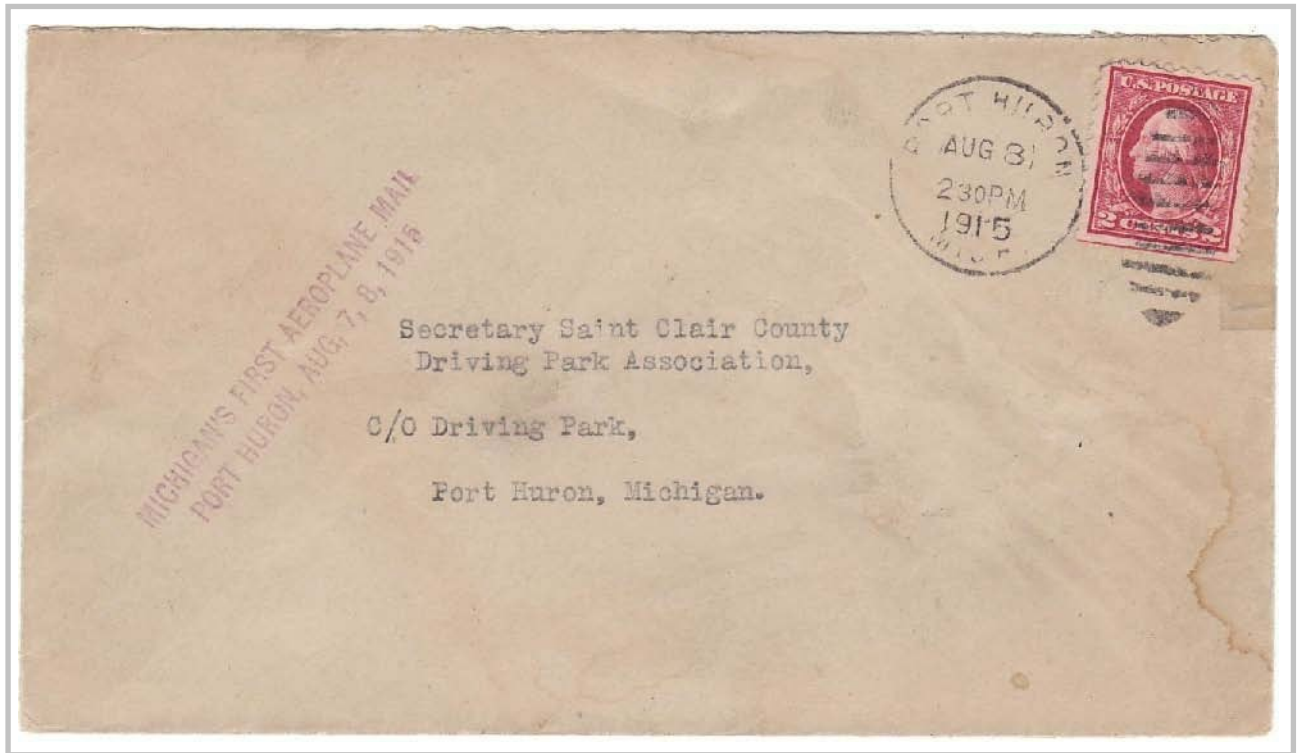
PATTERSON AVIATORS COME TO PORT HURON

See the Patriotic Air Pageant, Races and Stunts for Just 50c Admission Fee

Route 637,003

1915 August 7 and 8

Port Huron, Michigan



flown cover with cachet and Port Huron postmark

AAMC #86 - Aviator Obert Williams, a member of the Patterson Aviation team, was scheduled to fly mail from the Driving Park Aviation field to the nearby Huron post office on both days of the event. Lack of proper fuel prohibited a flight on the 7th but 176 pieces were carried on the 8th.

PATTERSON AVIATORS BRING THEIR SHOW HERE

Rock Island Exposition Park Will be Site of Mile High Mail

Route 635,005

1915 August 14 and 15

Rock Island, Illinois



flown circular rate advertising cover and card with cachet and Rock Island postmarks

AAMC #87 - Aviator Henry Webster, another member of the Patterson Aviation team, was scheduled to fly mail from the Driving Park Aviation field to the nearby Rock Island post office on both days of the event. Weather prevented flight on first day but he carried 490 pieces were carried on the 15th.

ONE KILLED, THREE HURT AT STATE FAIR

"Battle of the Skies" Bomb Explodes Prematurely, Aviator Williams Burned

Route 637,004

1915 September 6 to 14

Detroit, Michigan



covers from September 9th, not flown, and September 10th, flown

AAMC #88 - During the Michigan State Fair Obert Williams was scheduled to make several flights and a postal route number was assigned. However, the only flown mail was postmarked on two days, September 8 and 10.

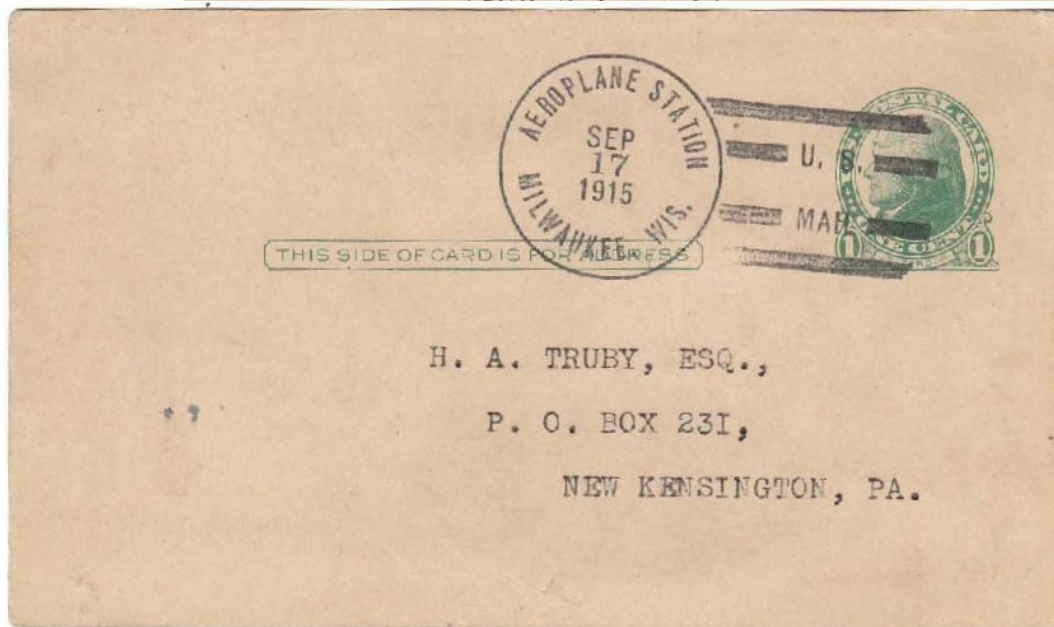
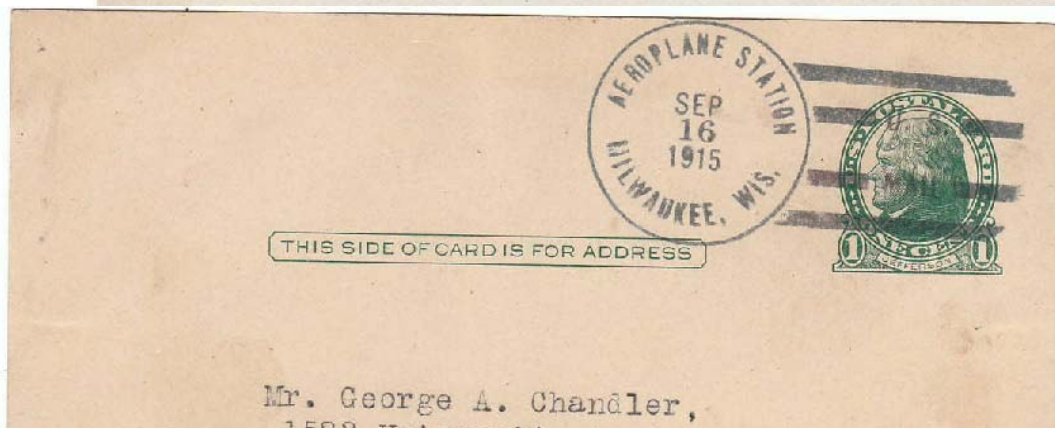
WISCONSIN GETS AEROMAIL ROUTE

Obert Williams Flies Daily Mail at the State Fair

Route 639,001

1915 September 13 to 17

Milwaukee, Wisconsin



mail flown on three different days including first day and last day

AAMC #89 - Aviator Obert Williams flew mail around the State Fair grounds on each day of this five day event. It was a designated airmail route, the first in Wisconsin.

PATTERSON AVIATORS WILL PERFORM

Thrilling Demonstration in Armored Aeroplanes of New and Terrifying Warfare

Aviation Meet

1915 September 21 to 24

Chippewa Falls, Wisconsin

CHIPPEWA FALLS AEROPLANE MAIL
Chippewa Falls, Sept. 21, 24, 1915
Carried by PATTERSON AVIATORS



Patterson Aviators card flown September 24th (fewer than five known)

AAMC #90 - Patterson Aviators Obert Williams and Farnum Fish performed at the Northern Wisconsin State Fair. Mail was carried by Williams within the grounds on September 21 and 24.

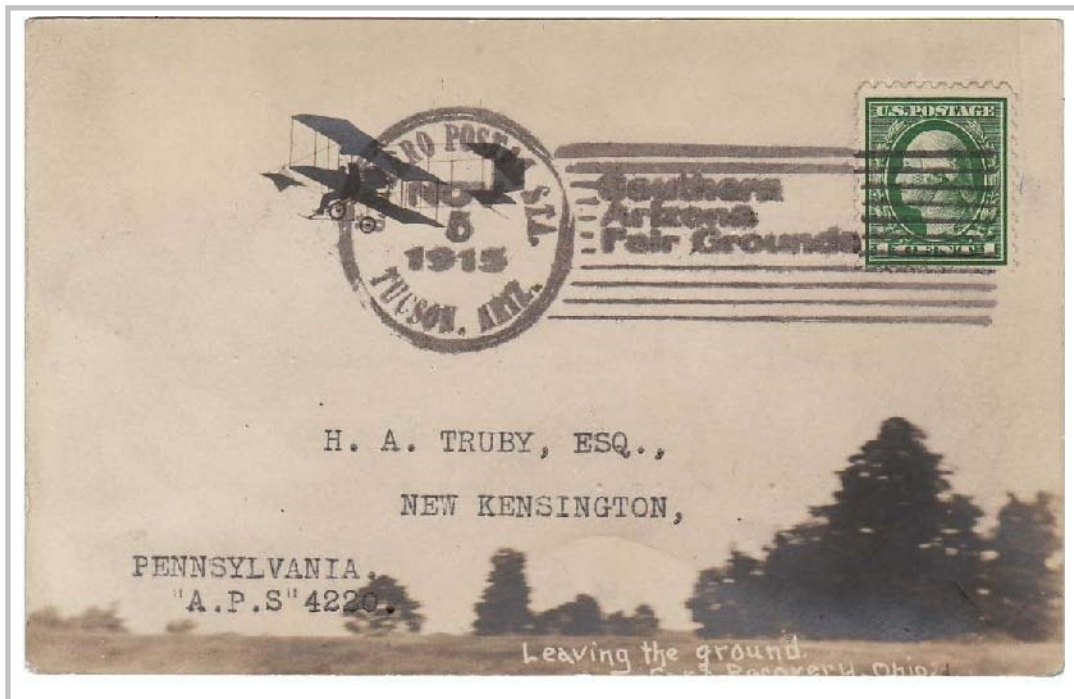
MISS STINSON MET BY AERO SQUADRON

15 Watch Assembly of Crated Aeroplane - Their First Object Lesson

Route 608,001

1915 November 5

Tucson, Arizona



flown photo card

AAMC #91 - Aviatrice Katherine Stinson carried 537 pieces of mail a distance of five miles to the post office from the Southern Arizona Fair. It was a designated postal route, the first in Arizona.

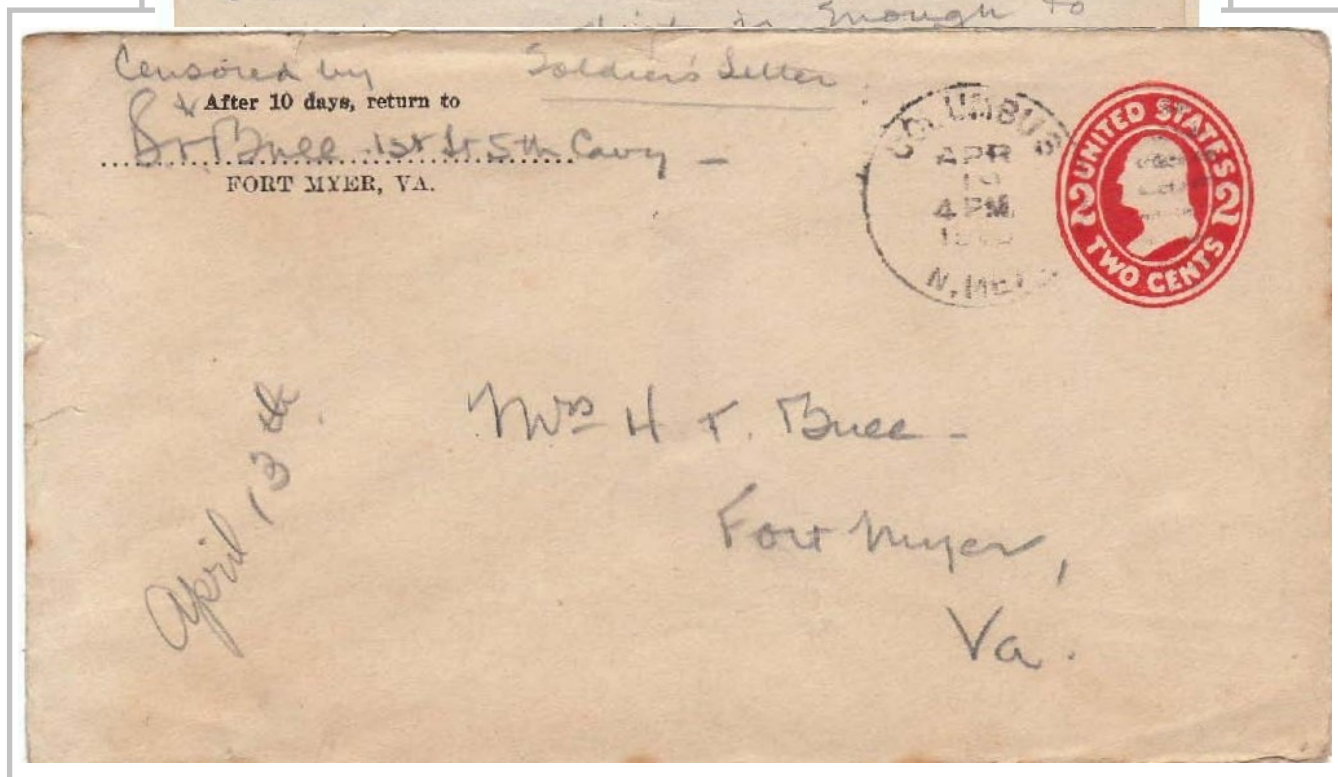
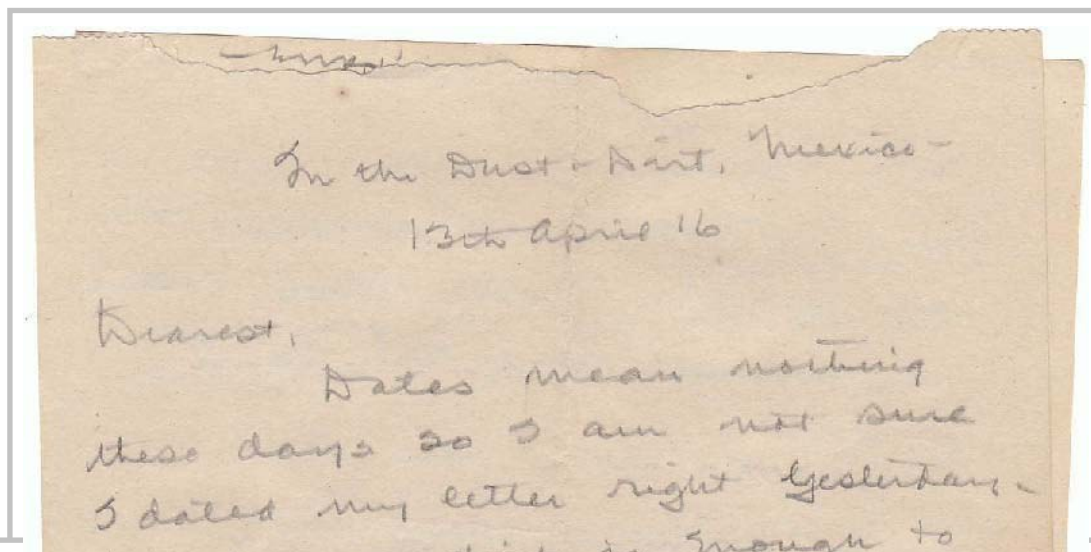
SIX AEROPLANES WITH PERSHING ARE DESTROYED

This Following Two Months of Service Chasing Poncho Villa, Planes Worn Out

Military Flights

1916 March 19 to April 20

Columbus, New Mexico



flown censored cover, letter dated "In the Dust & Dirt, 13th April 16"
carried north by 1st Aero Squadron and entered mails at Columbus, New Mexico on April 19

AAMC #92 - On March 19 the 1st Aero Squadron began flying its eight planes between Columbus and points in Mexico to support troops trying to capture Poncho Villa after his raid on Columbus. These flights, which carried mail and dispatches, were much hampered by equipment difficulties due to extreme dust resulting in the loss of six planes. By April 20 flights were terminated when the two remaining planes flew to Albuquerque for repairs.

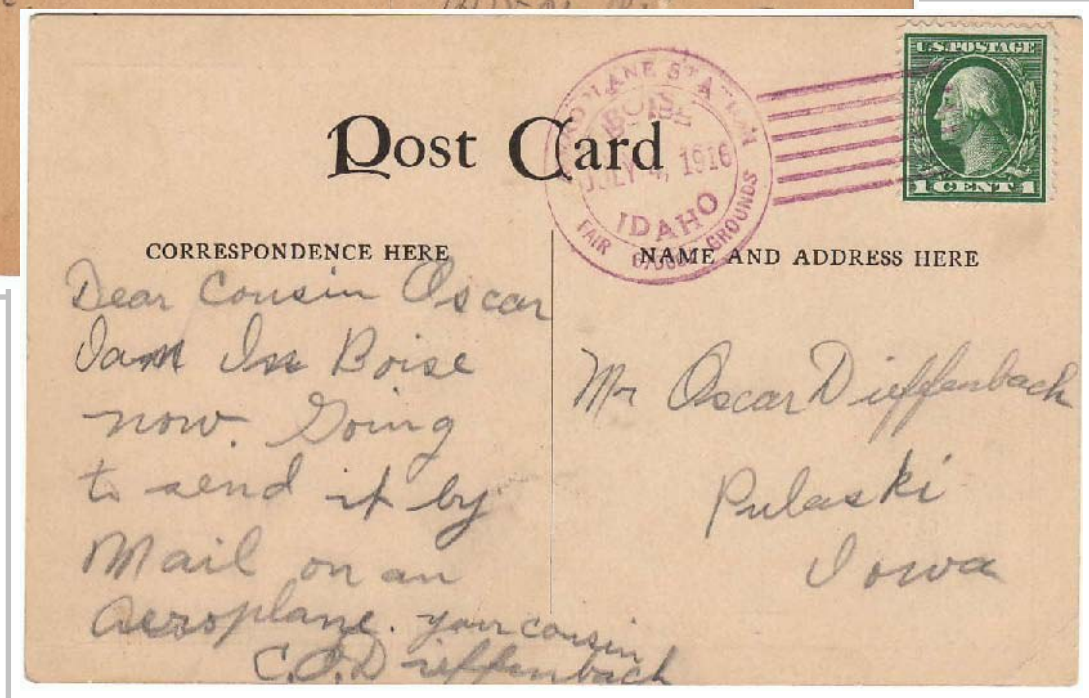
AVIATOR FALLS; PLANE WRECKED

Bosek Has Miraculous Escape From Serious Injury, Mail Saved

Route 670,001

1916 July 3 and 4

Boise, Idaho



flown cover and souvenir card at top (plane crashed), not flown card below dated July 4 (only known)

AAMC #93 - Patterson Aviators sent Al Boshek and Obert Williams to fly at the Boise Fair Grounds. Boshek flew a mail of 112 pieces on the 3rd and crashed. Mail was salvaged. His plane could not be repaired and his attempt the next day was canceled. The first designated airmail post route in Idaho.

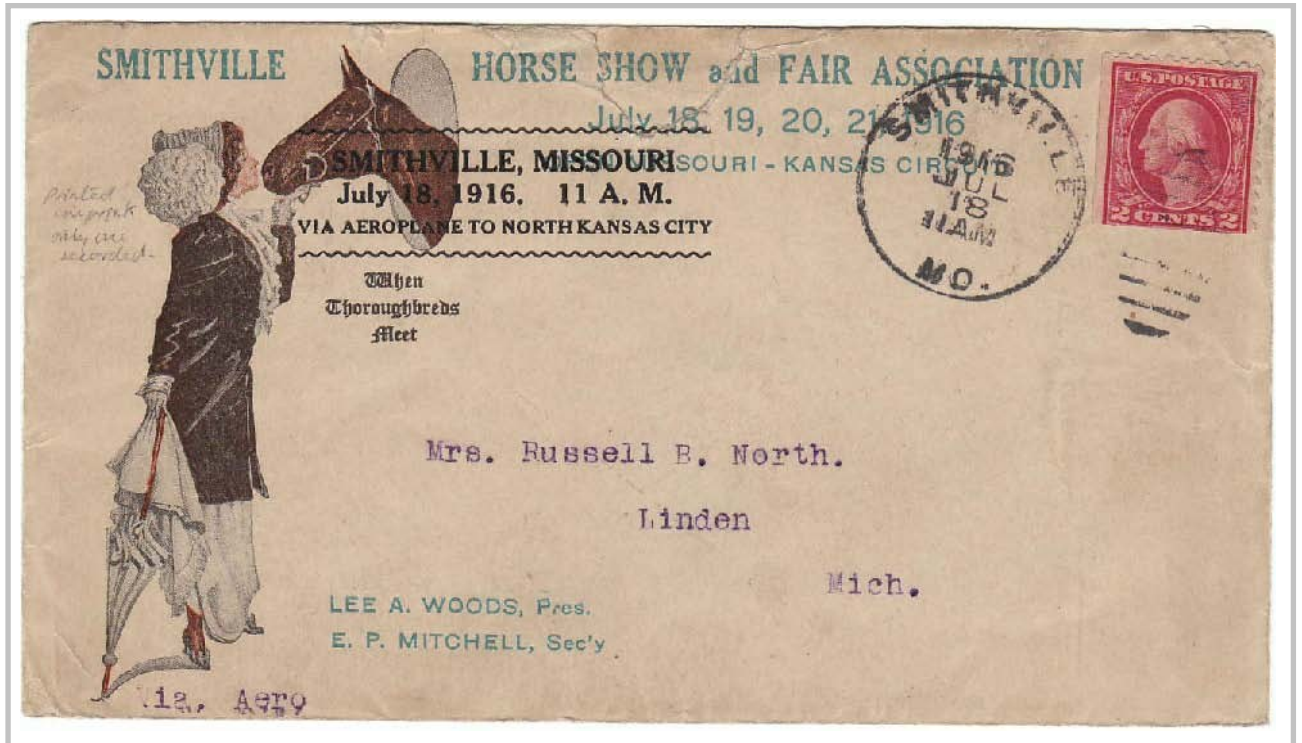
CLAY COUNTY HORSE SHOW COMING

Will Feature Horse and Harness Races, Aeroplane Demonstration

Route 645,001

1916 July 18

Smithville to North Kansas, Missouri



overprinted souvenir cover, plane crashed upon take-off (only piece of mail from this flight)

AAMC #94 - The Smithville Horse Show and Fair Association sponsored a flight from Smithville to North Kansas, a distance of about 15 miles. An official route designation was obtained and aviator Russel B. North departed with 128 mail pieces which had been postmarked for the 11:00 AM departure. North's plane crashed on take-off and the mail pouch retrieved. The first designated airmail route in Missouri.

ARMY AVIATION PLANS:

Section of Signal Corps to Have 296 Officers and 2,715 Enlisted Men

Route 637,005

1916 October 5

West Branch, Michigan



flown cover, postmarked with "9161" error year date

AAMC #95 - Aviator Al Boshek flew 150 pieces of mail from the Ogemaw County Fair Grounds to a point near the post office during this meet. It was a designated airmail route. After a few pieces of mail were processed with error of year date, the marking was corrected.

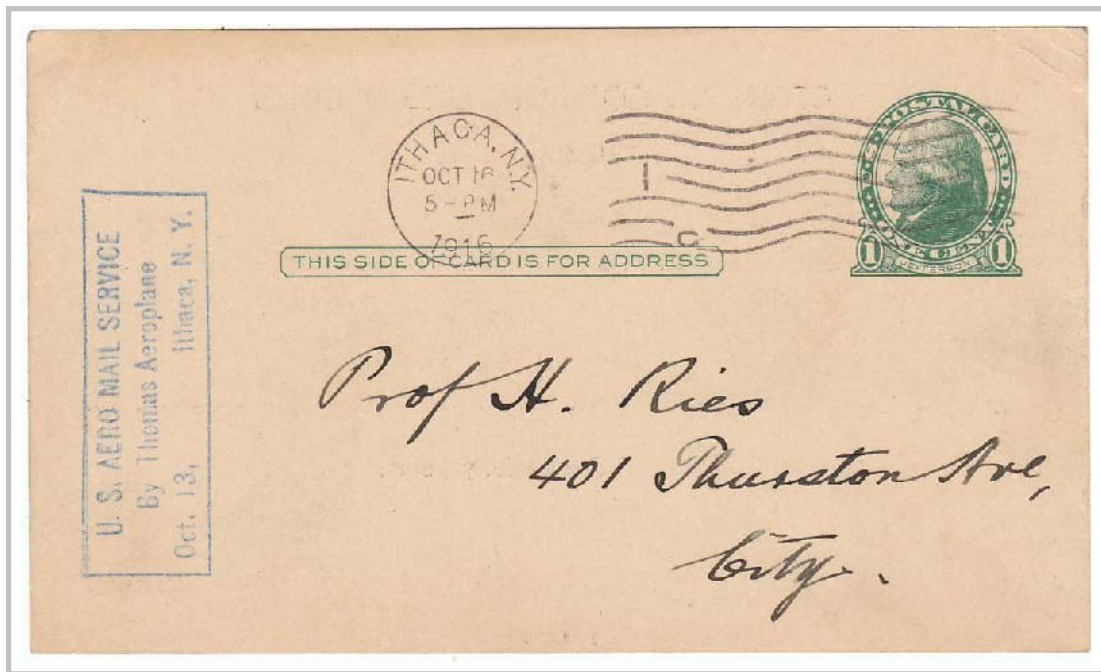
AMERICAN FLYING WITH FRENCH ARMY DIES

Norman Prince, of the American Aviation Corps, Dead After Plane Crash

Route 607,005

1916 October 14

Ithaca, New York



cover flown on October 14, mail bag found two days later in woods

AAMC #96 - Aviator Frank Burnside carried mail during the Tompkins County Horticultural and Agricultural Society fair. Although flight over designated postal route had been postponed because of bad weather, he did fly on October 14th. The mail sack was dropped from 2,000 feet missed its mark landing in a woods. The bag was found two days later.

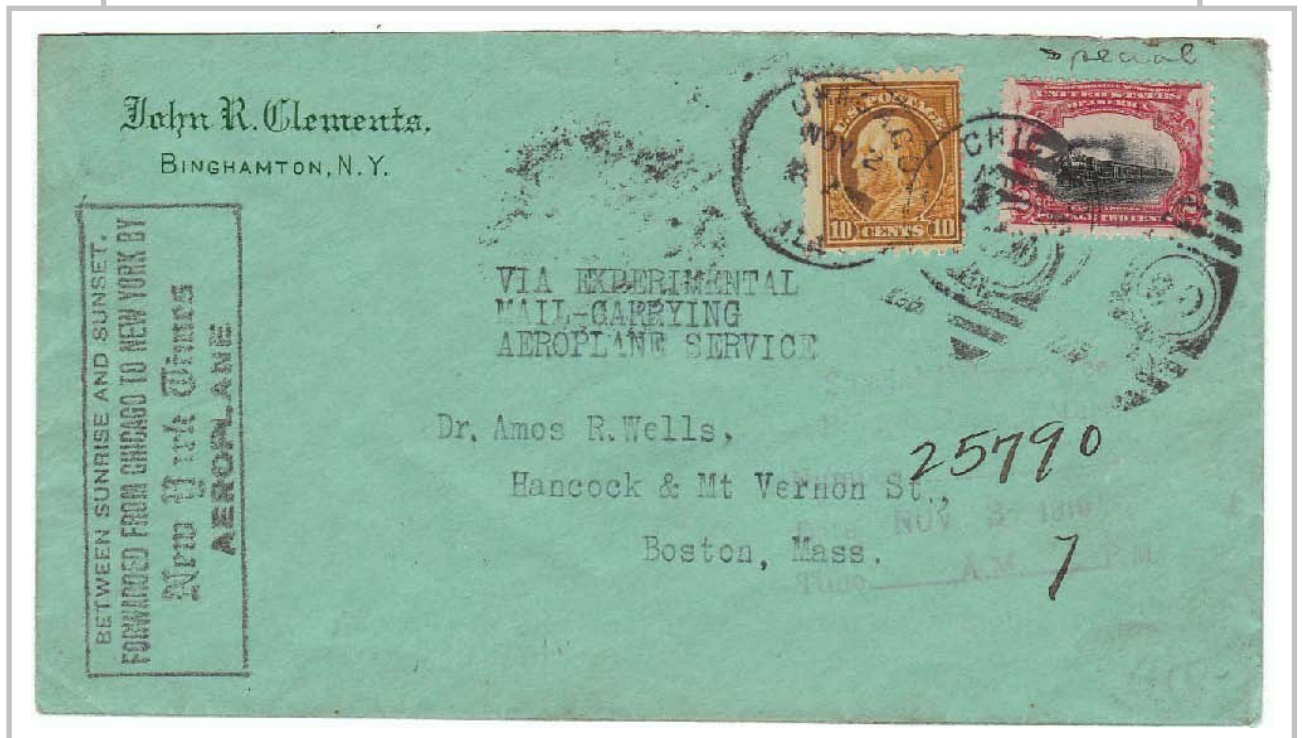
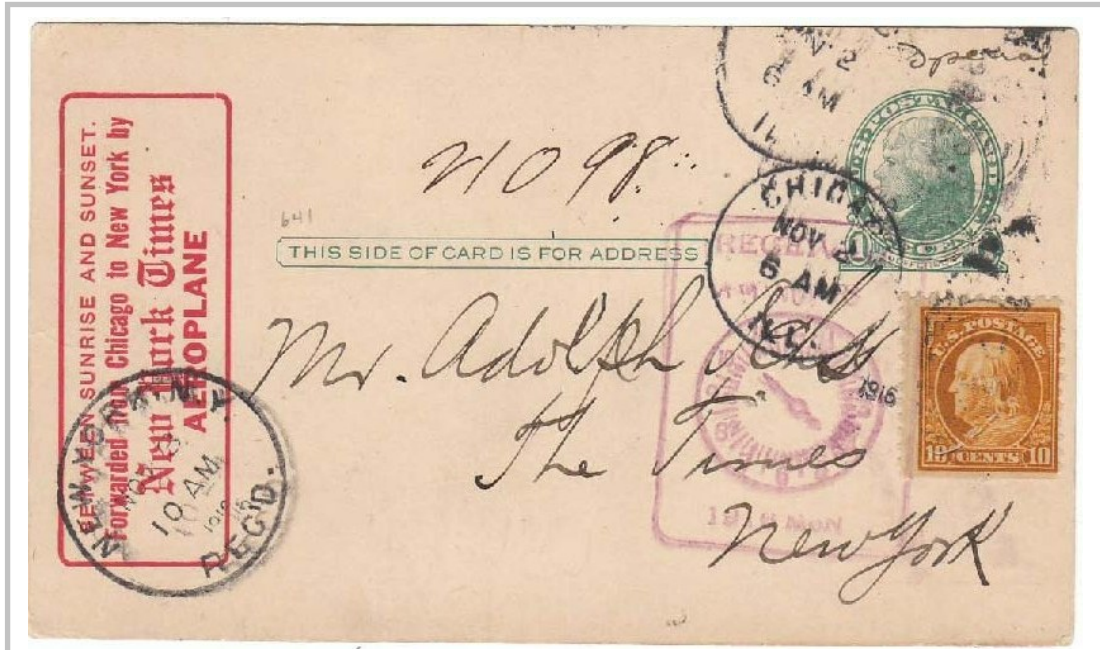
RECORD BREAKING FLIGHT FOR PUBLIC BENEFIT

Postal Authorities Should Inaugurate a Permanent Air Line Between Cities

Route 635,006

1916 November 2 and 3

Chicago to New York City



flown New York Times imprinted card and handstamped cover

AAMC #97 - The New York Times sponsored a special flight by aviator Victor Carlstrom from Chicago to New York. He carried 95 envelopes and 600 cards on his 900 mile flight that departed in the morning of November 2nd and arrived at Governor's Island, after a night in Hammondsport, New York, the next morning.