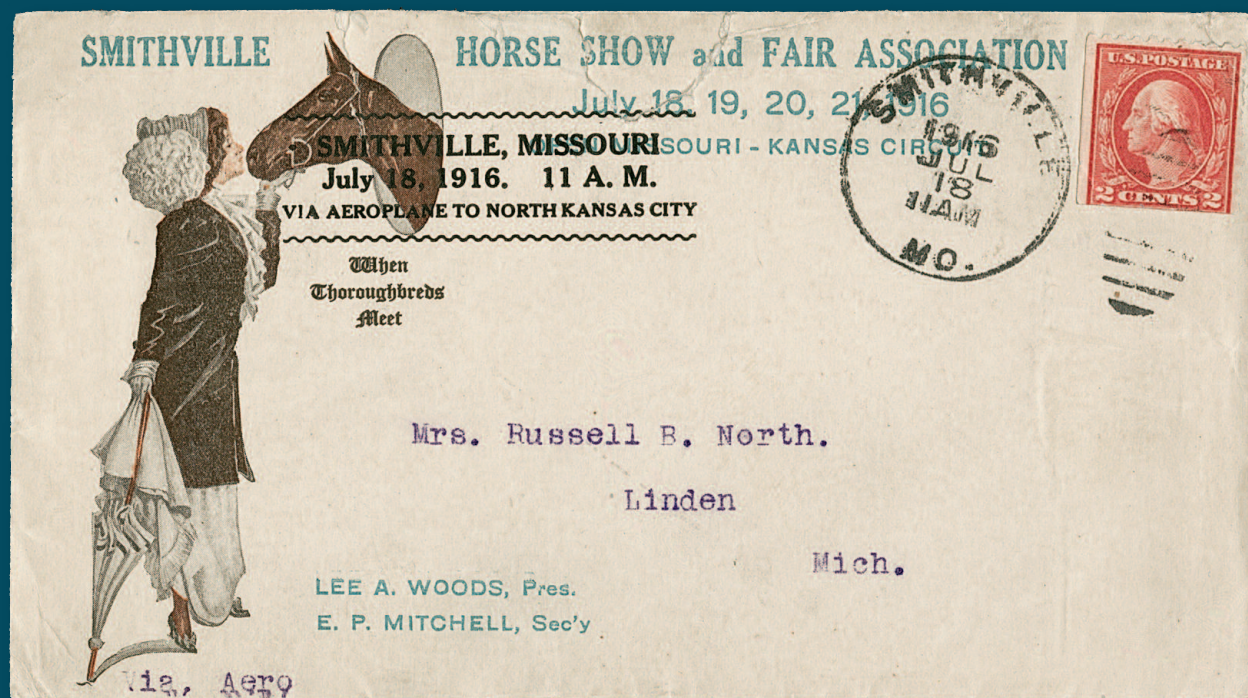


THE
JAMES P. MYERSON COLLECTION



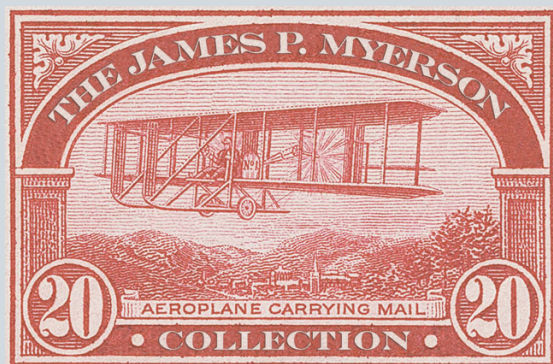
PIONEER FLIGHT MAIL 1910-1916



SALE 1176 — THURSDAY, MARCH 8, 2018

Robert A. Siegel
AUCTION GALLERIES, INC.

THE
JAMES P. MYERSON COLLECTION



PIONEER FLIGHT MAIL 1910-1916

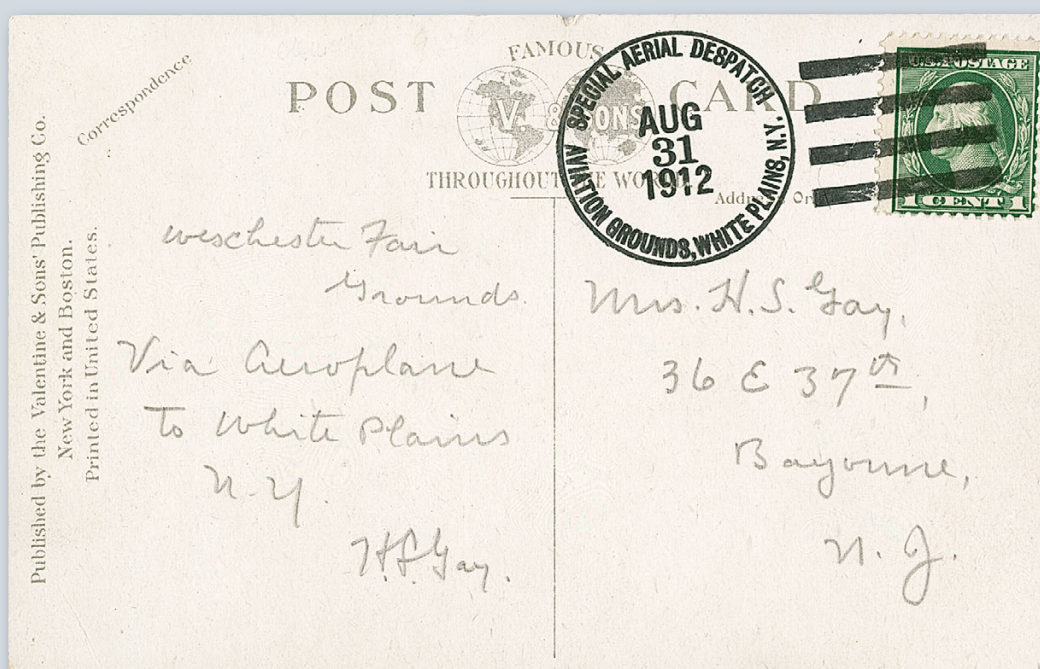
SALE 1176 — THURSDAY, MARCH 8, 2018
AT 3:30 P.M. (LOTS 801-968)

Live auction at 6 West 48th Street
(off Fifth Avenue), 9th Floor, New York City

All lots sold subject to **18% buyer's premium**
and applicable sales tax or customs duty

Please carefully read the Conditions of Sale
before bidding

Presale Viewing: Monday and Tuesday,
March 5-6, 10am-4pm each day
and by appointment (please call 212-753-6421)



James P. Myerson is the first collector to assemble a complete representative collection of every pioneer airmail flight listed in the *American Air Mail Catalogue*, for which at least one example is known, including many items of which just one or two are recorded.

Robert A. Siegel
AUCTION GALLERIES, INC.

6 WEST 48TH STREET, 9TH FLOOR, NEW YORK, N.Y. 10036
Phone (212) 753-6421 • Fax (212) 753-6429 • Email: stamps@siegelauctions.com

Catalogues, internet bidding, resources, archives and the Siegel Encyclopedia at
siegelauctions.com



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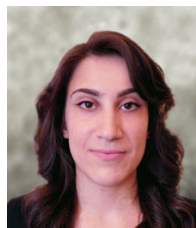
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Scott R. Trepel Principal Auctioneer (licensed by NYC Dept. of Consumer Affairs, #795952)

Information for Bidders

Bidding

The following means are available for placing bids:

- 1) **Attending the Live Auction in Person:** All bidders must register for a paddle, and new bidders must provide references at least three business days in advance of the sale.
- 2) **Live Internet Bidding:** Instructions for participating as a Live Internet Bidder are provided on the page opposite.
- 3) **Phone Bidding:** Bidders can be connected to the sale by phone and bid through a member of staff. Requests for phone bidding are subject to approval (please contact our office at least 24 hours before the sale). A signed Bid Form is required.
- 4) **Absentee Bids.** All bids received in advance of the sale, either by mail, fax, phone, email or internet, are Absentee Bids, which instruct the auctioneer to bid up to a specific amount on one or more lots in the sale. Absentee Bids sent by phone, fax or email should arrive at least one hour prior to the start of the sale session. Bids entered through Live Internet Bidding will be visible to the auctioneer during the sale. Written bids should be entered legibly on the Bid Form in the sale catalogue. email and internet bids should be carefully typed and double-checked. All new bidders must provide references. We recommend calling or emailing to confirm that Absentee Bids sent by mail, fax or email have been received and entered.

Pre-Sale Viewing

Subject to availability, certain lots (except group lots) can be sent to known clients for examination. Requests must be made no later than 7 days prior to the sale. Lots must be returned on the day received. Postage/insurance costs will be invoiced.

In addition to regular viewing, clients may view lots by appointment. Our staff will be pleased to answer questions or provide additional information about lots.

Expert Certification

Individual items offered without a PF or PSE certificate dated within the past five years may be purchased subject to independent certification of genuineness and our description. **Please refer to the Conditions of Sale and Grading Terms for policies governing certification.**

Shipping and Delivery

Procedures and charges for shipping lots are printed on the back of the Bid Form. **Bidders are responsible for all prescribed shipping charges and any applicable sales tax or customs duties.**

Price Realized

Prices realized are sent with each invoice. Bidders with email will receive a Bid Results report after the sale. Session results are posted immediately to **siegelauctions.com**

Live Internet Bidding at Siegel Auctions

BIDDING FROM YOUR COMPUTER LETS YOU BE PART OF THE LIVE AUCTION FROM ANYWHERE IN THE WORLD!

There's **NO SUBSTITUTE** for following the auction in real time.
Live Internet Bidding lets you bid and buy as though you were right there in the saleroom.
And it's easy.

This step-by-step guide will instruct you how to register, set your browser and use the bidding interface.

Start by following the simple steps to become a registered Live Internet Bidder.
Once you've been approved for bidding, you can listen to the auction and place bids with the click of a mouse.

Registering with STAMP AUCTION NETWORK & SIEGEL AUCTION GALLERIES

Live Internet Bidding is managed by Stamp Auction Network (SAN).
To bid, you must be registered and approved by *both* SAN and Siegel.
To decide what you need to do, choose the description below that best fits you.



I've already registered with SAN and have been approved by Siegel for internet bidding.

I'm a Siegel client, but I'm not registered with SAN.

Go to stampauctionnetwork.com/siegel and click on "Register" at the top. Check the box for Robert A. Siegel Auction Galleries (under "R") and submit the form, indicating you are a Siegel client. Once registered at SAN, you're ready for internet bidding.

I've bid through SAN before, but this is the first time I've bid in a Siegel sale.

Then you just need to be approved by Siegel. Go to stampauctionnetwork.com/siegel and click on "Update Registration" at the top. Your SAN account information will be sent to us for approval (you might be asked for other trade references). Once approved by Siegel for bidding, you're ready for internet bidding.

I've never bid with Siegel, nor registered with SAN.

Go to stampauctionnetwork.com/siegel and click on "Register" at the top. Check the box for Robert A. Siegel Auction Galleries (under "R") and submit the form with **your trade references** (please, no family members or credit card companies as references). Once registered at SAN and approved by Siegel for bidding, you're ready for internet bidding.

Live Internet Bidding works by allowing registered bidders to observe and place bids.

Live Internet Bidding will work with any browser on both PC and Mac operating systems.

Before bidding by internet for the first time, we recommend finding a sale in progress and listening to the public broadcast or logging in as a registered bidder. This will help you develop a feel for the sale tempo and bidding interface.

Log on to the auction at stampauctionnetwork.com

When you're logged on as a Live Internet Bidder, the bidding interface shows a photo and description of the lot, the current bid (and your bidding status), options for placing competitive bids and buttons with bid increments.

- After you click on a bid amount, the auctioneer is immediately notified of your bid.
- Retracting a bid is usually not acceptable, so please bid carefully.
- If you bid and then decide to stop, the "Pass" button will tell the auctioneer you are no longer bidding.
- You can send messages to the auctioneer (for example, a request for extension).
- You can track prior realizations from the bidding screen.



"System Down" or "Lost Connection" events do occasionally happen.

If you have any problems with Live Internet Bidding please call **212-753-6421** for immediate assistance.

Conditions of Sale (please read carefully before bidding)

THE PROPERTY IN THIS CATALOGUE WILL BE OFFERED AT PUBLIC AUCTION BY ROBERT A. SIEGEL AUCTION GALLERIES, INC. ("GALLERIES") ON BEHALF OF VARIOUS CONSIGNORS AND ITSELF OR AFFILIATED COMPANIES. BY BIDDING ON ANY LOT, WHETHER DIRECTLY OR THROUGH A THIRD PARTY, IN PERSON, BY TELEPHONE, FACSIMILE, INTERNET OR BY ANY OTHER MEANS, THE BIDDER ACKNOWLEDGES AND AGREES TO ALL OF THE FOLLOWING CONDITIONS OF SALE.

1. The highest bidder acknowledged by the auctioneer shall be the buyer. The term "final bid" means the last bid acknowledged by the auctioneer, which is normally the highest bid offered. **The purchase price payable by the buyer will be the sum of the final bid and a commission of 18% of the final bid ("buyer's premium"), together with any sales tax, use tax or customs duties due on the sale.**

2. The auctioneer has the right to reject any bid, to advance the bidding at his discretion and, in the event of a dispute, to determine the successful bidder, to continue the bidding or to reoffer and resell the lot in dispute. The Galleries' record of the final sale shall be conclusive.

3. All bids are per numbered lot in the catalogue unless otherwise announced by the auctioneer at the time of sale. The right is reserved to group two or more lots, to withdraw any lot or lots from the sale, or to act on behalf of the seller. The Galleries will execute bidding instructions on behalf of clients, but will not be responsible for the failure to execute such bids or for any errors in the execution of such bids.

4. **Lots with numbers followed by the symbol ° are offered subject to a confidential minimum bid ("reserve"), below which the lot will not be sold. The absence of the symbol ° means that the lot is offered without a reserve. If there is no reserve, the auctioneer has sole discretion to establish a minimum opening bid and may refuse an offer of less than half of the published estimate. Any lot that does not reach its reserve or opening bid requested by the auctioneer will be announced as "passed" and excluded from the prices realized lists after the sale. The Galleries may have a direct or indirect ownership interest in any or all lots in the sale resulting from an advance of monies or goods-in-trade or a guarantee of minimum net proceeds made by the Galleries to the seller.**

5. Subject to the exclusions listed in 5(A), the Galleries will accept the return of lots which, subject to the Galleries' sole judgment, have been misidentified or which have obvious faults that were present when the lot was in the Galleries' custody, but not so noted in the lot description. **All disputed lots must be received by the Galleries intact with the original packing material within 5 days of delivery to the buyer but no later than 30 days from the sale date. (5A) EXCLUSIONS:** The following lots may not be returned for any reason, or may not be returned for the reasons stated: (i) lots containing 5 or more items; (ii) lots from buyers who registered for the pre-sale exhibition or received lots by postal viewing, thereby having had the opportunity to inspect them before the sale; (iii) any lot described with "faults," "defects" or a specific fault may not be returned because of any secondary fault; (iv) photographed lots may not be returned because of centering, margins, short/nibbed perforations or other factors shown in the photos; (v) the color of the item does not match the color photo in the sale catalogue or website listing; (vi) the description contains inaccurate information about the quantity known or reported; or (vii) a certification service grades a stamp lower than the grade stated in the description or on an accompanying certificate.

6. Successful bidders, unless they have established credit with the Galleries prior to the sale, must make full payment in cleared funds before the lots will be delivered. Buyers not known to the Galleries must make payment in full within 3 days from the date of sale. **The Galleries retains the right to demand a cash deposit from anyone prior to bidder registration and/or to demand payment at the time the lot is knocked down, for any reason whatsoever.** In the event that any buyer refuses or fails to make payment in cash for any lot at the time it is knocked down to him, the auctioneer reserves the right to reoffer the lot immediately for sale to the highest bidder. **Credit cards (Visa, Mastercard and Discover only) can be accepted as payment, but will be subject to a 3% Convenience Fee, which will be added to the total of the entire invoice (including hammer price, buyer's premium, shipping and transit insurance charges and any applicable taxes). The buyer waives the right to dispute the credit card charge.**

7. If the purchase price has not been paid within the time limit specified above, nor lots taken up within 7 days from the date of sale, the lots may be resold by whatever means deemed appropriate by the Galleries, and any loss incurred from resale will be charged to the defaulting buyer, and/or the Galleries may seek any other remedy prescribed by law to enforce payment. **Any account more than 30 days in arrears will be subject to a late payment charge of 1½% per month as long as the account remains in arrears. Any expenses incurred in securing payment from delinquent accounts will be charged to the defaulter.** A fee of \$250.00 will be charged for a check returned for insufficient funds.

8. All lots are sold as genuine. **Any lot accompanied by a certificate issued by The Philatelic Foundation or by Professional Stamp Experts within 5 years of the sale date is sold "as is" and in accordance with the description on the certificate. Such lots may not be returned for any reason, including but not limited to a contrary certificate of opinion or change in grade.** Buyers may request a certificate for a lot containing not more than one item, which does not have a P.F. or P.S.E. certificate (dated as above), provided that the following conditions are met: (i) the purchase price must be paid in full, (ii) if submitted by the buyer, the lot must be submitted to an acceptable expertizing service with a properly executed application form within 21 days of the sale, (iii) a copy of the application form must be given to the Galleries, (iv) the Galleries retains the right to resubmit the item for reconsideration, without time limit or other restrictions, for the purpose of obtaining a satisfactory opinion, (v) lots submitted for certification will be considered cleared 90 days from the date of sale, whether or not a certificate has been issued, unless the Galleries issues written approval of a further extension of return privileges, and (vi) in the event the lot is determined to be misidentified or misdescribed, pursuant to 5 and 5(A) of these Conditions, the Galleries will issue a refund to the buyer for the full purchase price and actual certification fees, but the reimbursement for certificate fees (and related costs) shall not exceed 10% of the hammer price of the lot. **Changes to a grade by the same certification service or a different grade from another certification service are not grounds for returning a lot.**

9. Until paid for in full, all lots remain the property of the Galleries on behalf of the seller.

10. Agents executing bids on behalf of clients may also be held responsible for all purchases made on behalf of clients, unless otherwise arranged prior to the sale.

11. **The buyer assumes all risk for delivery of purchased lots and agrees to pay for prescribed shipping costs. Buyers who receive lots in the U.S. are obligated to pay whatever sales tax or compensating use tax might be due, and buyers outside the U.S. are responsible for all customs duties.**

12. **The bidder consents that any action or proceeding against it may be commenced and maintained in any court within the State of New York or in the United States District Court for the Southern District of New York, that the courts of the State of New York and United States District Court for the Southern District of New York shall have jurisdiction with respect to the subject matter hereof and the person of the bidder. The bidder agrees not to assert any defense to any action or proceeding initiated by Galleries based upon improper venue or inconvenient forum. The bidder agrees that any action brought by the bidder shall be commenced and maintained only in a Federal Court in the United States District Court for the Southern District of New York or the State Court in the county in which Galleries has its principal place of business in New York. The bidder agrees not to use a public conflict resolution service and not to use any form of social media to publish comments or information about the Galleries and its employees which might harm the Galleries' reputation or business. These Conditions of Sale shall be governed by and construed in accordance with the substantive laws of the State of New York, and shall constitute an agreement that shall be binding on the parties, and their respective heirs, administrators, distributees, successors and assignees.**

SCOTT R. TREPEL, Principal Auctioneer (NYC License No. 795952)
N.Y.C. Department of Consumer Affairs
80 Lafayette Street, New York, N.Y. 10013
Telephone (212) 577-0111

Revised 1/2018

Grades, Abbreviations and Values Used in Descriptions

Grades and Centering

Our descriptions contain detailed information and observations about each item's condition. We have also assigned grades to stamps and covers, which reflect our subjective assessment. For stamps, the margin width, centering and gum are described and graded according to generally-accepted standards (an approximate correlation to numeric grades is provided at right). Although we believe our grades are accurate, they are not always exactly aligned with third-party grading terms or standards for all issues. **A lot may not be returned because a certification service grades a stamp lower than the grade stated in the description. Information from the P.S.E. Stamp Market Quarterly and P.S.E. Population ReportSM is the most current available, but lots may not be returned due to errors or changes in statistics or data.**

Extremely Fine Gem (90-100): The term "Gem" describes condition that is the finest possible for the issue. This term is equivalent to "Superb" used by grading services.







Extremely Fine (80-90): Exceptionally large/wide margins or near perfect centering.

Very Fine (70-85): Normal-size margins for the issue and well-centered with the design a bit closer to one side. "Very Fine and choice" applies to stamps that have desirable traits such as rich color, sharp impression, freshness or clarity of cancel.

Fine (60-70): Smaller than usual margins or noticeably off center. Pre-1890 issues may have the design touched in places.

Very Good (below 60): Attractive appearance, but margins or perforations cut into the design.

Guide to Gum Condition

Gum Categories:	MINT N.H.	ORIGINAL GUM (O.G.)				NO GUM
	 Mint Never Hinged <i>Free from any disturbance</i>	 Lightly Hinged <i>Faint impression of a removed hinge over a small area</i>	 Hinge Mark or Remnant <i>Prominent hinged spot with part or all of the hinge remaining</i>	 Part o.g. <i>Approximately half or more of the gum intact</i>	 Small part o.g. <i>Approximately less than half of the gum intact</i>	 No gum <i>Only if issued with gum</i>
Catalogue Symbol:	★ ★	★	★	★	★	(★)
PRE-1890 ISSUES	<i>Pre-1890 stamps in these categories trade at a premium over Scott value</i>			Scott Value for “O.G.”		Scott “No Gum” Values thru No. 218
1890-1935 ISSUES	Scott “Never Hinged” Values for Nos. 219-771	Scott Value for “O.G.” (Actual value will be affected by the degree of hinging)		Disturbed Original Gum: Gum showing noticeable effects of humidity, climate or hinging over more than half of the gum. The significance of gum disturbance in valuing a stamp in any of the Original Gum categories depends on the degree of disturbance, the rarity and normal gum condition of the issue and other variables affecting quality. For example, stamps issued in tropical climates are expected to have some		
1935 TO DATE	Scott Value for “Unused”					

Covers

Minor nicks, short edge tears, flap tears and slight reduction at one side are normal conditions for 19th century envelopes. Folded letters should be expected to have at least one file fold. Light cleaning of covers and small mends along the edges are accepted forms of conservation. Unusual covers may have a common stamp with a slight crease or tiny tear. **These flaws exist in virtually all 19th century covers and are not always described. They are not grounds for return.**

Catalogue Values and Estimates

Unless otherwise noted, the currently available *Scott Catalogue* values are quoted in dollars with a decimal point. Other catalogues are often used for foreign countries or specialized areas and are referred to by their common name: *Stanley Gibbons* (SG), *Dietz*, *American Air Mail Catalogue* (AAMC), *Michel*, *Zumstein*, *Facit*, etc. Estimates are indicated with an "E." and reflect our conservative valuation in dollars. Reserves will never exceed the low end of the estimate range; they will sometimes exceed Scott Catalogue value for stamps in Extremely Fine condition.

Because of certain pricing inconsistencies in the *Scott Catalogue*—for example, blocks that have no gum, the absence of premiums for Mint N.H. items, etc.—we cannot guarantee the accuracy of values quoted for multiples, specialized items and collection lots. We generally try to be conservative, but buyers may not return a lot because of a discrepancy in catalogue value due to Scott pricing inconsistencies.

Symbols and Abbreviations (see chart above for gum symbols)

⊞	Block	E	Essay	pmk.	Postmark	No.	Scott Catalogue Number
⊞	Cover	P	Proof	cds	Circular Datestamp	hs	Handstamp
FC	Fancy Cancel	TC	Trial Color Proof	var.	Variety	ms.	Manuscript

THE
JAMES P. MYERSON COLLECTION



PIONEER FLIGHT MAIL 1910-1916

IN 1910, WHEN WOMEN COULD NOT VOTE AND THE WRIGHT BROTHERS' HISTORIC flight at Kitty Hawk was just seven years past, heavier-than-air flying machines were a completely futuristic concept to most people. As aviators crawled into the seats of rudimentary early planes, they risked and lost their lives for the thrill of being airborne. Flights were held at fairgrounds and makeshift landing fields for the amusement of crowds — it was entertaining, but had little practical value.

Within a few years, the airplane would gain respect as a practical means of transport and a lethal instrument of warfare, and aviators would be transformed from popular daredevils to highly-respected pilots. The use of airplanes for military reconnaissance, communication and eventually assault transformed the tactics and strategies of modern war.

The value of mechanical flight in transporting mail was appreciated by a relatively small group of prescient (or self-interested) individuals, both in and out of government. Postal officials, eager to obtain from Congress a generous appropriation for experimental airmail service, began to sanction mail-carrying at aviation meets, exhibitions and demonstrations.

Beginning with Earle L. Ovington's attempt to fly from New York to California in October 1911, the U.S. Post Office Department assigned route numbers to certain flights. The airmail routes were numbered in the 600,000 series; the first three digits identified the state of origin of the route, and for each state, the last three digits were assigned in sequential order. Therefore, route 607,001 was assigned to the Ovington flight (607=New York, and 001=first New York flight number assigned).

Not every authorized pioneer airmail flight was assigned a route number, and not every flight assigned a route number was actually completed. Bad weather, mechanical problems and crashes plagued these pioneer days of airmail and sometimes resulted in death.

Since the time they were created, pioneer flight covers have been appreciated as significant items — first as souvenirs or mementos of advances in aviation, and then as collectibles of value. With the growing interest in airmail philately in the 1920s and 1930s, flight covers took their place alongside airmail stamps. Societies were formed to study airmail — today's American Air Mail Society is one of the thriving organizations dedicated to this subject.

James P. Myerson — Jim, as he is known to all — is a polymathic collector and postal historian. His interest in pioneer flight covers came naturally, and it only waned after he acquired the last cover needed for a complete representation of every flight listed in the *American Air Mail Catalogue*, for which at least one example is known — 97 in the most recent edition. Several of these flight cards or covers are unique examples. If possible, Jim tried to acquire unusual examples, such as rare dates, envelopes (much scarcer than cards), atypical frankings, autographs, photo cards and usage to foreign destinations.

In 2016, we passed the century milestone since the last pioneer flight. This year, we celebrate the world's first regularly scheduled government airmail service, which was inaugurated on May 15, 1918. Virtually all of the well-documented rarities of pioneer flight cover collecting will be found in the Myerson collection, and this sale offers the potential to acquire items that have not appeared in the market for decades.

— SCOTT R. TREPEL

THE JAMES P. MYERSON COLLECTION OF PIONEER FLIGHT MAIL 1910-1916

AFTERNOON SESSION (LOTS 801-968)
THURSDAY, MARCH 8, 2018, AT 3:30 P.M.

Values and census data are quoted from the *American Air Mail Catalogue*, 7th Edition, Volume 3, with updated census information from Jamie O'Bannon. To learn more about the American Air Mail Society, please visit their website at americanairmailssociety.org. Images and information regarding early aviators and flights are reproduced from two important internet resources: earlyaviators.com and aerodacious.com.

SEPTEMBER 12-17, 1910—ROCK ISLAND CURTISS AEROPLANE RALLY



801



Eugene H. Ely

- 801 ☐ **1910, September 12-17, Rock Island Ill. Curtiss Aeroplane Rally (Unlisted).** With 1c Franklin tied by "Rock Island Ill. Sep. 11 12 M" duplex datestamp on picture postcard depicting Luna Park, to Woodford Wis., stamp affixed to label advertising the event and tied by the postmark, fresh and Very Fine, people came from 100 miles away to see the planned twice daily demonstrations of a Curtiss-made airplane flown by 24-year old Curtiss aviator Eugene H. Ely, this special advertising card is postmarked during the event and may have been flown, but the flight was not authorized or sanctioned by the post office E. 400-500

NOVEMBER 12, 1910
 ATTEMPTED SHIP-TO-SHORE FLIGHT
 FROM THE S.S. *PENNSYLVANIA*

According to the AAMC, plans were made to fly mail by plane for the first time, from the S.S. *Pennsylvania*. The ship was set to sail from Hoboken N.J. at noon on November 12, with a stop about three miles off the coast of Long Island and 50 miles from New York City. Aviator James C. "Bud" Mars was to fly a Curtiss biplane, launched from a specially built platform at the rear of the ship. The attempt was cancelled 30 minutes prior to take-off due to equipment problems. Envelopes are known postmarked at Hudson Terminal Station (Nov. 12) and Rutherford N.J. (Nov. 13 and 14).



James C. "Bud" Mars

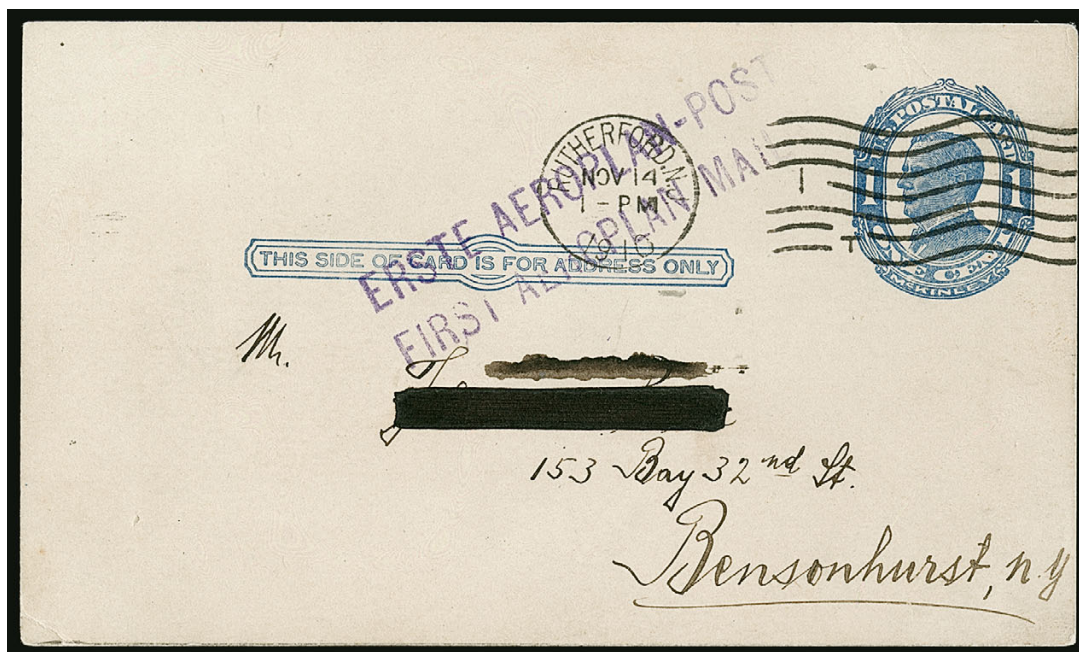


802

- 802 ☒ **1910, November 12, Early Ship-to-Shore Attempt, Envelope Sold on Board the S.S. *Pennsylvania* (AAMC 1a).** 2c entire with printed cachet reading "Aeroplane Mail, Hamburg-American Line at Sea, Via Air Route to United States", cancelled by "Hudson Term. Sta. N.Y. Nov. 12, 1910 8:3-PM" machine cancel, addressed to John Haseltine in Philadelphia, minor edgewear

VERY FINE. A RARE USED EXAMPLE OF THE ENVELOPE SOLD ON BOARD FOR THE 1910 SHIP-TO-SHORE ATTEMPT FROM THE S.S. *PENNSYLVANIA*. VERY FEW ARE KNOWN.

The recipient of the example offered here was a famous numismatist. Ex Jones
 AAMC 3,000.00

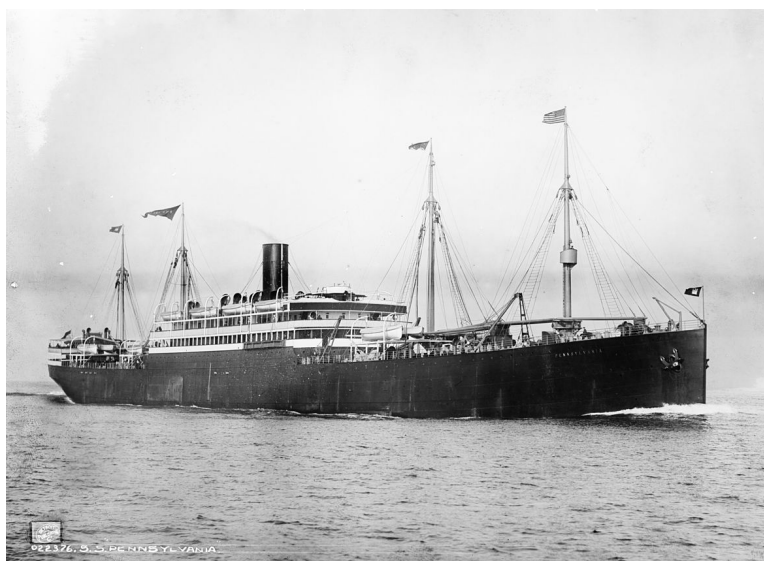


803

- 803 ☒ **1910, November 12, Early Ship-to-Shore Attempt, Souvenir Card with Purser's Cachet from S.S. Pennsylvania (AAMC 1b).** 1c Postal Card cancelled by "Rutherford N.J. Nov. 14, 1910 1-PM" machine cancel to Bensonhurst N.Y., purple "ERSTE AEROPLAN-POST/FIRST AEROPLAN MAIL" two-line handstamp, recipient's name crossed out

VERY FINE. A RARE EXAMPLE OF THE 1910 SHIP-TO-SHORE ATTEMPT FROM THE S.S. PENNSYLVANIA, WITH THE HANDSTAMPED CACHET PROVIDED BY THE SHIP'S PURSER. VERY FEW ARE KNOWN.

Of the cachets prepared for this flight, this is the rarest. Ex Jones. Illustrated in AAMC 7th Edition on page 26.....AAMC 6,000.00



Hamburg-America Line S.S. Pennsylvania



804 front and back

- 804 ☒ **1910, November 12, Early Ship-to-Shore Attempt, Card Posted on Board the S.S. *Pennsylvania* (AAMC 1c).** 1c Postal Card with 1c stamp tied by "Hudson Term. Sta., Nov. 12, 1910 8:30PM" machine cancel to typed address in Philadelphia, typed note on back reads "ON BOARD THE S.S. PENNSYLVANIA AT SEA/Via AEROPLANE POST to GOVERNOR'S ISLAND./SATURDAY, NOVEMBER 12, 1910. A historical Souvenir of the first carriage of the United States Mail by Aeroplane, from the deck of a mail steamship while at sea."

FRESH AND VERY FINE. THIS IS THE ONLY REPORTED SUCH CARD FROM THE FIRST ATTEMPT TO DELIVER THE MAIL FROM SHIP TO SHORE.

This card is newly listed in the AAMC. It is addressed to Percy McGraw Mann, a noted stamp dealer of the day.AAMC 2,750.00

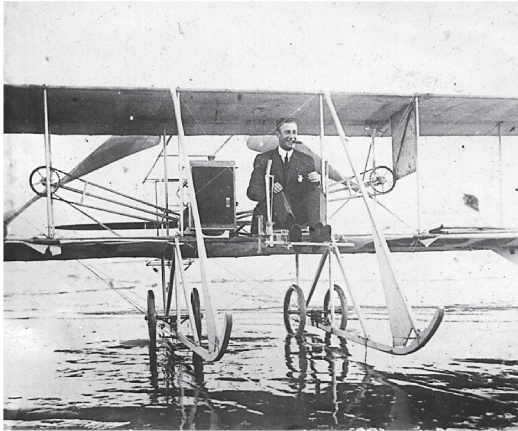
- 805 ☒ **1910, November 12, Early Ship-to-Shore Attempt by the S.S. *Pennsylvania* Unused Special Envelope (AAMC 1d; formerly 1c).** Two, one is 2c entire with cachet printed at top, other has cachet printed at bottom left with Red Cross emblem and corner card, Very Fine, scarce..... *Not illustrated* AAMC 400.00

SEPTEMBER 17–DECEMBER 10, 1911

THE FIRST UNITED STATES TRANSCONTINENTAL FLIGHT BY CALBRAITH RODGERS ABOARD THE VIN FIZ FLYER

Calbraith Perry Rodgers, a descendant of legendary naval officers Matthew Calbraith Perry and Oliver Hazard Perry, was a significant force behind aviation's progress. Although Rodgers is less famous than other American pilots, such as Earle Ovington, Charles Lindbergh, Amelia Earhart or Jimmy Doolittle, he was in fact the first person to fly coast to coast.

Cal Rodgers was one of four contestants in a race sponsored by William Randolph Hearst, who offered \$50,000 to the first person to fly coast to coast in 30 days or less. Rodgers completed the journey first, flying from Sheepshead Bay, New York, on September 17, 1911, and arriving at Pasadena, California, on



Cal Rodgers seated in the Vin Fiz Flyer

November 5; the last leg to Long Beach was completed on December 10. Because Rodgers took 49 days to reach the California coast, he lost the prize. Another pilot in the race, Bob Fowler, dropped out, but tried again with success, becoming the second person to complete the transcontinental journey by air, flying eastward from the West Coast.

Cal Rodgers's flight was nothing less than a spectacle. The erratic path of his 4,231-mile journey followed transcontinental railroad lines. Adopting a novel form of product endorsement, his Wright Model EX aircraft was emblazoned with the name of a new grape soda, Vin Fiz, and the trip was sponsored and heavily promoted by the beverage maker, the Armour Meat-Packing Company. A bottle of Vin Fiz was strapped to the plane during flight and fared much better than the machine or pilot.

The airborne Rodgers was followed on land by a three-car train, the Vin Fiz Special, which transported his rather large entourage. On board was Cal's scheming wife, Mabel, and she was joined for a time by her two young strapping male mail assistants. Cal's overbearing mother, Mrs. Harry Sweitzer, rode for much of the journey, watching over Cal and making Mabel ever more insecure. There were mechanics, including Charles L. Wiggin, who married Mabel a few years after Cal died in a plane crash. Also in attendance were the chauffeur, representatives of the Armour and Vin Fiz companies, and a changing cast of family, guests and reporters.

At each of the 75 stops along the route, Rodgers and the Vin Fiz were met by cheering spectators and treated as visiting dignitaries. An exception was one farmer whose property became an unintended airfield and was less enamored with his guest. With each take-off and landing, a crowd gathered around Rodgers and his flying machine, and Mabel and her assistants would circulate, hawking souvenir cards and "air post" service for 25 cents per card or letter, to be paid for with the privately issued Vin Fiz stamp.

Along the way, Rodgers suffered twelve serious crashes and another four breakdowns. By the time he reached California, the Model EX was an almost entirely rebuilt machine. Rodgers escaped with relatively minor injuries until the final leg of his trip, which occurred after reaching California. On his flight from Pasadena to Long Beach, on November 12, 1911, he crashed at Compton and was seriously injured with a concussion and trauma to the spine. After a month of convalescing and replacement of his aircraft, Rodgers resumed the last leg of his flight on December 10, flying from Compton to Long Beach with casts supporting both ankles.

The completion of the first transcontinental journey by air was heralded as a great achievement, and Cal Rodgers became a popular hero. At the 23rd Tournament of Roses parade on January 1, 1912, Rodgers flew over the parade, dropping 10,000 carnations on the crowd 700 feet below. At an evening gala held by the Aero Club of America in honor of President Howard Taft, Rodgers was presented with a gold medal for aeronautics and congratulated by President Taft. In April 1912, while performing aerial acrobatics over the water off the shore of Long Beach, Rodgers lost control of his machine and crashed, dying instantly from the impact.



The Vin Fiz aloft above crowds and telephone poles



806 front and back

- 806 ☒ **1911, September 17 to December 10, Calbraith Rodgers Vin Fiz Flight, Mechanic-Prepared Card (AAMC 2e).** Type 1 circular handstamp with five-line text "1911/Aerial/Rodgers/Post/1911", well-struck on address side of photographic postcard depicting wrecked Vin Fiz with manuscript labels "Part of Wrecked Machine" and "C. L. Wiggin" (Charles L. Wiggin, mechanic), both in his hand with arrow showing him among those gathered around wreckage, 1c tied by "Salamanca N.Y. Sep. 25 7:30 AM 1911" waving-flag machine cancel, addressed by Wiggin to L. A. Wiggin at Atlanta, his message "Salamanca N.Y. Sept. 24th C.L.W.", some toning and light creases

FINE. ONE OF TWO RECORDED EXAMPLES OF THE TYPE 1 VIN FIZ FLIGHT HANDSTAMPED CACHET. AN IMPORTANT PIONEER AIR POST RARITY.

Assuming that the card depicts the Redhouse/Cattaraugus crash site (near Salamanca) and the "Salamanca Sept. 24" message is a caption to the photo, this card could not have been flown, given the fact that Rodgers did not depart from Salamanca until September 28.

Ex Dr. Robertson and Gruys.....AAMC 7,000.00



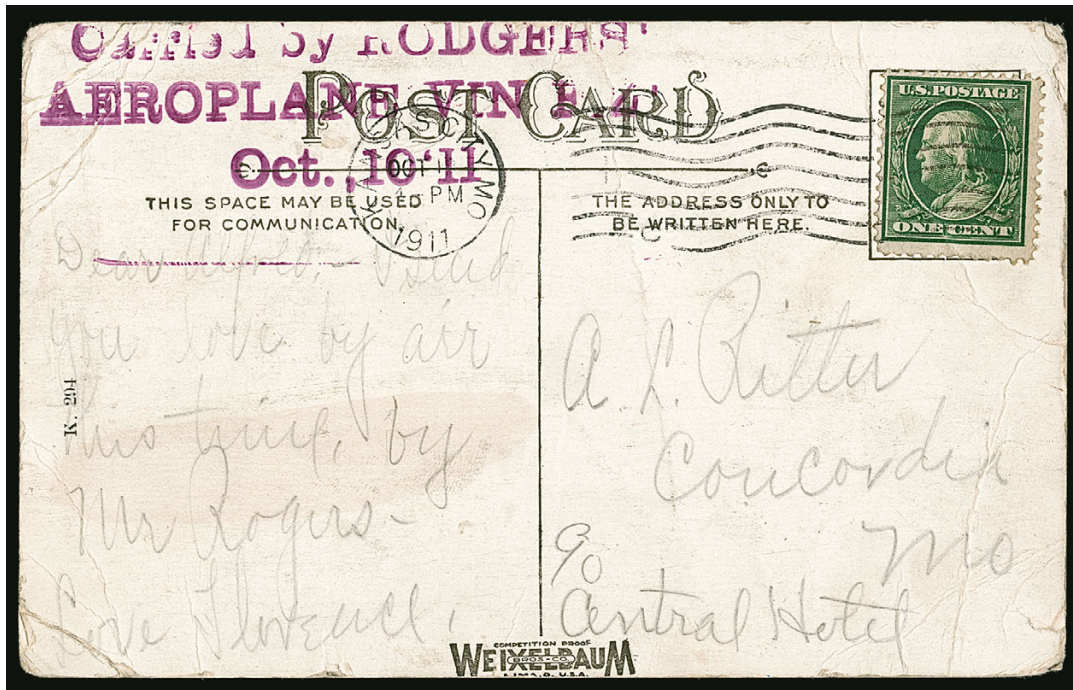
807 front and back

- 807 ☒ **1911, September 17 to December 10, Calbraith Rodgers Vin Fiz Flight, Mechanic-Prepared Card (AAMC 2e).** Type 1 circular handstamp with five-line text “1911/Aerial/Rodgers/Post/1911” and additional “RODGERS AERIAL ROUTE” straightline handstamp in matching ink on back of postcard depicting Rodgers and one of his wreck scenes, message from C. L. Wiggin (Charles L. Wiggin, mechanic) “Springfield Ill. Oct. 9th 1911. Arrived all OK from Peoria at 5:25 PM. C. L. Wiggin. Leave for Kansas City tomorrow” and addressed to M. S. Wiggin at Atlanta, his own cross-outs in address, 1c tied by “Springfield Oct. 9 11:00 PM 1911” machine cancel

FINE. ONE OF TWO RECORDED EXAMPLES OF THE TYPE 1 VIN FIZ FLIGHT HANDSTAMPED CACHET AND THE ONLY RECORDED EXAMPLE OF THE STRAIGHTLINE MARKING. A HISTORIC PIONEER AIR POST ITEM.

October 9, 1911, the postmark date, is the day that Mabel Rodgers reportedly received a telegram from Postmaster General Hitchcock, appointing her official postmistress (reference: *Flight of the Vin Fiz*, p. 180). Based on Wiggin’s message, it seems that this card was not actually flown, but the use of the handstamp containing the word “Route” strongly suggests that the account of Mabel’s appointment may be historically accurate, inasmuch as “route” was a term specially reserved for official postal routes.

Ex Dr. Robertson and Gruys.....AAMC 7,000.00



808

- 808 ☒ **1911, November 12, Calbraith Rodgers Vin Fiz Flight, Kansas City Mo. Leg (AAMC 2c).** Postcard depicting Rodgers in his Wright Flyer with an additional separate portrait, 1c tied by "Kansas City Mo. Oct. 12, 1911 4PM" machine cancel and purple "Carried by RODGERS/AEROPLANE VIN FIZ/Oct. 10-11" three-line handstamped cachet, to Concordia Mo., message reads "Dear Alfred, I send you love by air this time, by Mr. Rogers" and signed, few creases and soiling

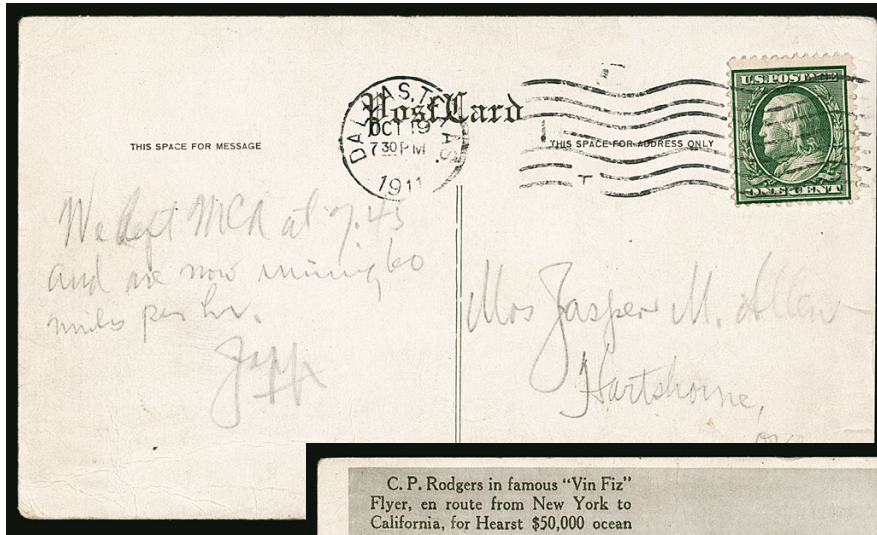
VERY FINE. THE ONLY RECORDED EXAMPLE OF THIS THREE-LINE HANDSTAMPED CACHET, USED ON A CARD FLOWN DURING THE MISSOURI PORTION OF THE VIN FIZ FLIGHT. THIS IS A RECENTLY DISCOVERED MARKING AND FLIGHT CARD.

According to the official log of the Vin Fiz and contemporary newspaper articles, on October 10 Rodgers took off from Springfield Mo. and ended the day in Marshall Mo. after landing for gas in a cemetery in Nebo. He was persuaded to stay in Marshall for the night after landing nearby due to a faulty spark plug. On October 11 he flew from Marshall to Kansas City Mo. with a stop in Blue Springs. Rodgers flew around Kansas City on October 12 in exhibition flights, which explains the Oct. 12 machine cancel and use of flight card (with the old October 10-11 dates). He was delayed another day in Kansas City on October 13 and announced he would not do any more exhibition flying. He departed Kansas City on the morning of October 14.

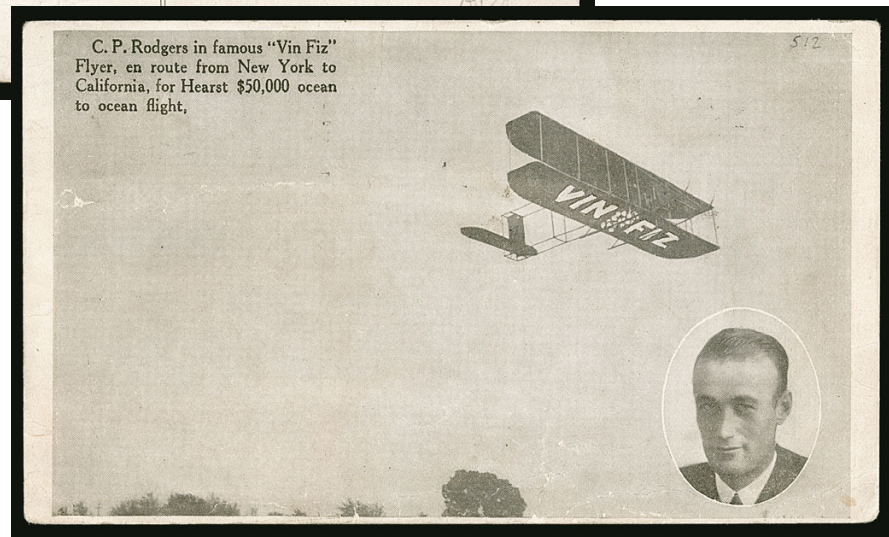
The handstamp on this card was struck from a device in a style used for later markings, but the wording is uniquely represented by this example. It was probably used by Mabel Rodgers after her appointment as postmistress of the Vin Fiz flights.

October 10 was the expiration day for William Randolph Hearst's \$50,000 prize, which stipulated that the transcontinental flight must be completed within one year of his October 10, 1910, announcement. Hearst added the date stipulation after his original offer, and there was some controversy over whether the flight needed to be started or completed by the 10th.

With 2014 P.F. certificate. This card was listed for the first time in AAMC's 7th Edition as AAMC No. 2c, the number previously assigned to his later Pasadena crash mail, which is now AAMC 2d.AAMC 10,000.00



809 front
and back



- 809 ✉ **1911, November 12, Calbraith Rodgers Vin Fiz Flight, Dallas Card, Flown but with Stamp Removed (AAMC 2b).** Souvenir card depicting the Vin Fiz Flyer in the air with inset portrait of Rodgers, 1c stamp tied by "Dallas, Texas Oct. 19, 1911 7:30PM" machine cancel and addressed to Mrs. Jasper M. Allen in Hartshorne, Oklahoma, few insignificant creases

VERY FINE. THIS WELL-DOCUMENTED POSTCARD ORIGINALLY HAD A VIN FIZ STAMP ATTACHED, WHICH COULD BE REUNITED SINCE THERE IS REASONABLE CERTAINTY ABOUT WHICH OF THE THREE KNOWN OFF-COVER EXAMPLES ORIGINATED. THE STAMP REMOVED FROM THIS CARD IS REPORTED TO HAVE BEEN THE FIRST ONE SOLD BY MABEL RODGERS, THE POSTMISTRESS OF THE VIN FIZ FLIGHTS.

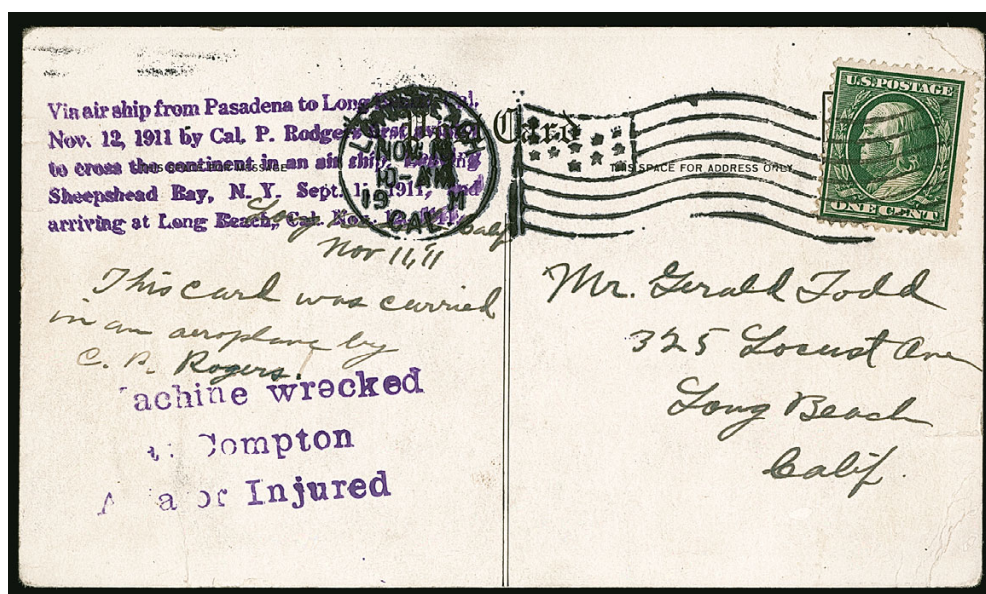
According to *Flight of the Vin Fiz* by E. P. Stein (p. 205), "on board the Pullman for the leg to Denison was Mr. Jasper Allen, the eminent editor and publisher of the *Hartshorne Sun*. Mabel promptly charmed him into purchasing a Vin Fiz stamp, her first such sale. Allen placed his stamp on a postcard addressed to his wife in Hartshorne. The card was flown from Fort Worth to Dallas and cancelled Oct. 19, 7:30 PM. A second card with the Vin Fiz stamp was purchased by Allen and delivered to his mother in Hartshorne." The whereabouts of the second card is unknown, but the single stamp (one of three off cover or card) is probably the unused copy sold by our firm (ex Lettick and Zoellner collections). This card with the stamp still affixed was described and photographed in the 1939 Kessler auction catalogue of the Dr. Philip G. Cole collection (Part 1). The photo is very much reduced, but the margins of the Lettick-Zoellner stamp match the stamp pictured on the card. Further, we can rule out the other two Vin Fiz stamps, leaving the Lettick-Zoellner copy as the only real possibility. We previously counted the Dr. Cole copy and the Lettick-Zoellner copy as two different stamps, but now we are now confident they are one and the same. Reuniting the stamp with this card would restore this flown card to its former greatness.

Ex Cole and JonesAAMC 5,000.00



810EX

- 810 ☒ **1911, November 12, Calbraith Rodgers Vin Fiz Flight, Collateral Items (AAMC 2 related).** Two items: first is Vin Fiz advertisement with "Greetings from the Sky" on one side and an illustration for the drink on the other, pencil "Passed over Savonburg (Kansas) Oct. 14 1911", these advertisements were dropped from the plane on the crowds below, a promotion that Rodgers grudgingly executed; second item is picture postcard depicting the flyer with silhouette of Rodgers, bearing 1c stamp to Rain Wilson in Parsons Kans. with contents noting the Vin Fiz will be in Parsons on Tuesday, the stop in Parsons was missed due to weather conditions, some wear, a Very Fine pair of items relating to the famous Vin Fiz flight E. 500-750



811

- 811 ☒ **1911, November 12, Calbraith Rodgers Vin Fiz Flight, Compton Cal. Crash (AAMC 2d; formerly AAMC 2c).** 1c tied by "Long Beach Cal. Nov. 16, 1911 10-AM" waving-flag machine cancel, addressed to Mr. Gerald Todd in Long Beach, on photo postcard depicting Vin Fiz with inset of Calbraith Rodgers, usual five-line purple cachet and three-line "Machine Wrecked/at Compton/Aviator Injured" handstamp, some slight creasing

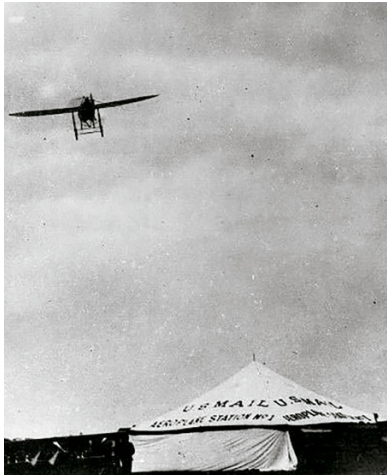
VERY FINE. A RARE CARD INTENDED FOR THE FINAL LEG OF THE FIRST SUCCESSFUL TRANSCONTINENTAL FLIGHT BY CALBRAITH RODGERS IN HIS VIN FIZ FLYER. ONLY NINE ARE RECORDED.

This card was intended to be carried on the final leg of the flight, from Pasadena to Long Beach, which crashed upon take off from the stop at Compton. Rodgers was seriously injured in this crash. He spent three weeks in the hospital and the plane was wrecked totally, but one month later the last leg to Long Beach was completed.

Ex Reinhard and Jones. Illustrated in AAMC 6th Edition on page 12.....AAMC 7,000.00



Cal Rodgers in a wheelchair with his wife Mabel (at right) and mother (at left)

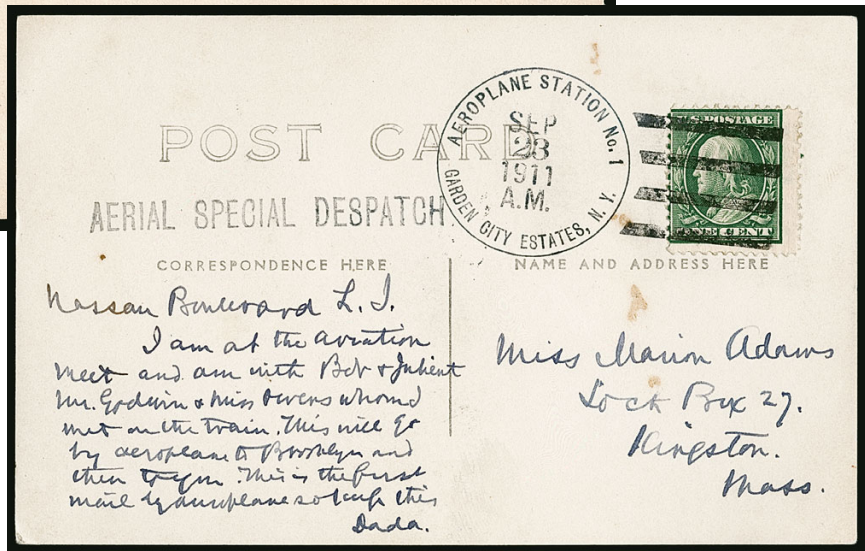


SEPTEMBER 23–OCTOBER 1, 1911
GARDEN CITY–MINEOLA, NEW YORK
INTERNATIONAL AVIATION TOURNAMENT

The first aviator to carry mail as a USPOD-appointed carrier was Earle L. Ovington. His first official flight took place on September 23, 1911, the opening day of an international aviation meet held on Long Island by the Nassau Aviation Corporation. Ovington carried 640 letters and 1,280 postcards on the September 23 first flight between Garden City and Mineola in a French-manufactured Bleriot "Dragonfly" monoplane. He continued to carry mail during the event, as weather permitted. Following the aviation meet, which concluded on October 1, Ovington planned to fly mail across the country in the Hearst contest, although he obviously could never reach the West Coast by the deadline nine days away. This flight received the first official USPOD airmail route number (607,001), but it was cancelled after Ovington wrecked his plane in a forced landing before he reached Governors Island.

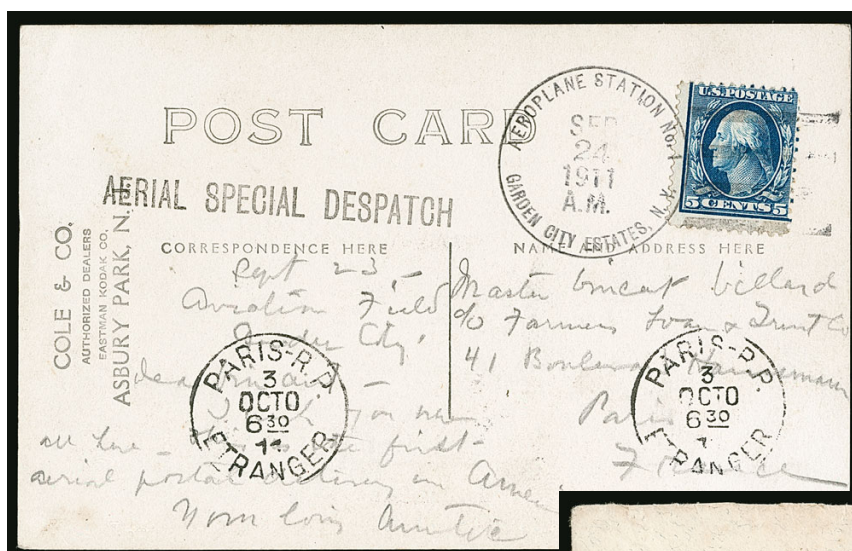


812



813EX

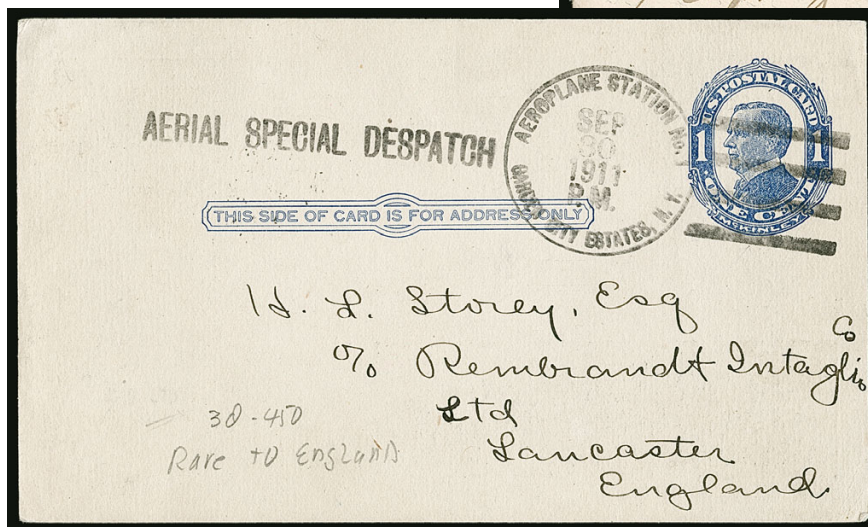
- 812 ☒ **1911, September 23-October 1, Garden City-Mineola, New York International Aviation Tournament (AAMC 3).** 2c entire cancelled by "Aeroplane Station No. 1, Garden City Estates, N.Y., Sep. 23, 1911 A.M." duplex datestamp to New York City, "AERIAL SPECIAL DESPATCH" handstamp, fresh and Very Fine, rare as a cover and not as a cardAAMC 525.00
- 813 ☒ **1911, September 23-October 1, Garden City-Mineola, New York International Aviation Tournament (AAMC 3, 3b).** Two items: first is picture postcard depicting a plane in flight with 1c tied by "Aeroplane Station No. 1, Garden City Estates, N.Y. Sep. 23, 1911 A.M." duplex datestamp with "AERIAL SPECIAL DESPATCH" handstamp to Kingston Mass., few small toned spots; second is picture postcard depicting Atwood and passenger in a plane, 1c stamp cancelled on Sep. 30 with similar handstamp, to Maplewood N.J., few small toned spots, Very Fine pair of cardsAAMC 700.00



814



815



816EX

- 814 ☒ **1911, September 23-October 1, Garden City-Mineola, New York International Aviation Tournament (AAMC 3a).** With 5c Blue tied by "Aeroplane Station No. 1, Garden City Estates, N.Y. Sep. 24, 1911 A.M." duplex datestamp with "AERIAL SPECIAL DESPATCH" handstamp on picture postcard depicting a flying plane with caption "Graham-White in Farman", addressed to **Paris, France**, receiving circular datestamp, minor corner bends, Very Fine, very unusual with the 5c stamp to a foreign destinationAAMC 250.00
- 815 ☒ **1911, September 23-October 1, Garden City-Mineola, New York International Aviation Tournament (AAMC 3a).** With 5c Blue tied by "Aeroplane Station No. 1, Garden City Estates, N.Y. Sep. 25, 1911 P.M." duplex datestamp with "AERIAL SPECIAL DESPATCH" handstamp on cover to **Prospect, Bermuda**, Very Fine, this is the only reported use to BermudaAAMC 250.00
- 816 ☒ **1911, September 23-October 1, Garden City-Mineola, New York International Aviation Tournament (AAMC 3a, 3b, 3d, 3e).** Six items, including cover and card flown on Sep. 27 and 28 (AAMC 3a), one prepared to be flown Oct. 1 **signed by Earle L. Ovington** (AAMC 3b), two advertising cards flown on Sep. 26 and 30 (AAMC 3d) with one to **Lancaster, England**, last is souvenir card prepared for Oct. 1 (AAMC 3e), few small faults, a Very Fine and desirable groupAAMC 1,450.00

OCTOBER 5, 1911—EARLE L. OVINGTON COAST-TO-COAST FLIGHT ATTEMPT
ROUTE 607,001—THE FIRST UNITED STATES AIRMAIL ROUTE



817

- 817 ✉ **1911, October 5, New York, N.Y., Earle L. Ovington Coast-to-Coast Flight, Route 607,001 (AAMC 4).** Cover franked with 1c pair tied by "New York N.Y. Sta. P Oct. 5, 1911 4:30 PM" machine cancel and addressed in blue "Via Aeroplane" to Chicago, red "Return to Writer" pointing hand marking, some slight soiling

VERY FINE. THIS IS THE ONLY RECORDED EXAMPLE OF MAIL INTENDED FOR EARLE OVINGTON'S ATTEMPT AT WILLIAM RANDOLPH HEARST'S \$50,000 PRIZE OFFERED TO ANY AVIATOR COMPLETING A TRANSCONTINENTAL FLIGHT.

Calbraith Rodgers and his Vin Fiz Flyer were not the only aviators interested in claiming Hearst's prize money. On October 11, 1911, after the Garden City-Mineola New York International Aviation Tournament, celebrated aviator Earle L. Ovington took off from Nassau Boulevard Aerodrome for Governors Island to officially start his coast-to-coast flight. The Post Office Department assigned Route 607,001 to this airmail route. Ovington wrecked his plane on the way to the start and abandoned the effort.



Ovington receiving mailbag during the aviation meet in Nassau, Long Island, in September 1911

Image: Smithsonian National Postal Museum

After reading a newspaper report of the upcoming flight, a collector named W. J. Stanton prepared this envelope to be carried by Ovington on the official mail route. He mailed it inside another envelope to the postmaster in New York, requesting it be held for the flight. The postmaster ignored Stanton's request, despite receiving it days before the scheduled flight, and returned the stamped envelope by regular surface mail. This is the only cover reported to have been prepared for Ovington's transcontinental flight attempt.

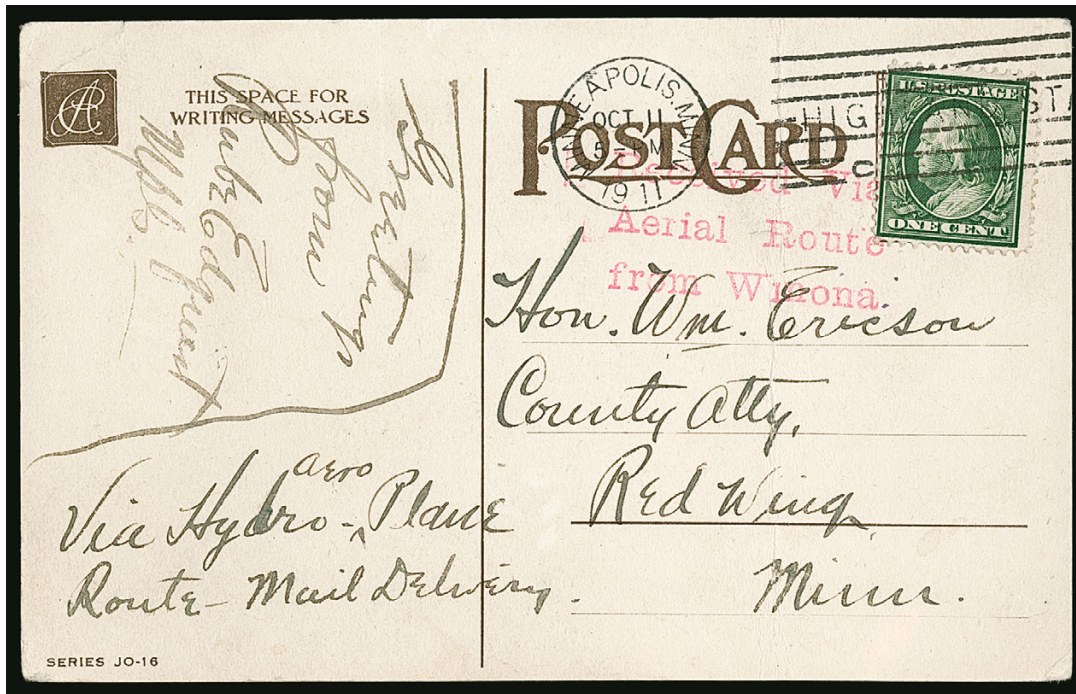
Ex Judge O'SullivanAAMC 4,500.00

OCTOBER 4-8, 1911—ST. LOUIS, MISSOURI AVIATION MEET



- 818 ☒ **1911, October 4-8, St. Louis, Missouri Aviation Meet (AAMC 5).** 2c Lincoln tied by "Aeroplane Station No. 1, St. Louis, Mo. Aviation Field, Oct. 4, 1911" duplex datestamp on cover to Shumway Ill., sender's directive "Aerial Route" at lower left as required at this particular meet, receiving backstamp, Very Fine, scarce use of the Lincoln stamp sent on the first day of this meetAAMC 150.00
- 819 ☒ **1911, October 4-8, St. Louis, Missouri Aviation Meet (AAMC 5a, 5b).** Cover and postcard, first with 2c tied by October 5 duplex datestamp from the meet and addressed to Chicago, second with 1c tied by Oct. 6 datestamp and addressed to St. Louis, both with sender's directive "Aerial Route" at lower left as required at this particular meet, card with corner crease at bottom left and some slight soiling, still Very FineAAMC 300.00
- 820 ☒ **1911, October 4-8, St. Louis, Missouri Aviation Meet (AAMC 5c).** 1c Postal Card cancelled by "Aeroplane Station No. 1, St. Louis Mo. Aviation Field, Oct. 7, 1911" duplex datestamp to St. Louis, sender's directive "Aerial Route" at lower left as required for this meet, Very Fine use on the last day of the meetAAMC 250.00
- 821 ☒ **1911, October 4-8, St. Louis, Missouri Aviation Meet (AAMC 5d).** 1c Postal Card cancelled by "Hydro-Aeroplane Mail Service, St. Louis, Mo. Oct. 7, 1911" four-line datestamp to Binghamton N.Y., message reads "This is claimed to be 1st Hydroplane Mail in country", light corner creases, Very Fine, scarce, according to the AAMC, on October 8 Hugh Robinson used a Curtiss hydroplane to fly mail across the Mississippi River, mail was postmarked on the 7th but the flight was delayed, flown mail was dropped at a special postal station, less than 15 are reported in AAMC, illustrated in AAMC 7th Edition on p. 270AAMC 600.00

OCTOBER 17-20, 1911
MINNEAPOLIS, MINNESOTA-ROCK ISLAND, ILLINOIS
MISSISSIPPI RIVER FLIGHT



822

- 822 ✉ **1911, October 17-20, Minneapolis, Minnesota-Rock Island, Illinois Mississippi River Flight (AAMC 6).** Postcard with 1c tied by "Minneapolis Minn. Oct. 11, 1911 5-PM" machine cancel to Red Wing Minn., sender's directive "Via Hydro Aero Plane Route-Mail Delivery", red "Rec'd via/Aerial Route/from Winona" three-line handstamp, few light corner bends, Very Fine, scarce, this was flown from Minneapolis to Winona and then carried by normal mail to Red Wing, Robinson was supposed to stop at Red Wing but he overflowed the town on his way south — ex Jones.....AAMC 1,750.00



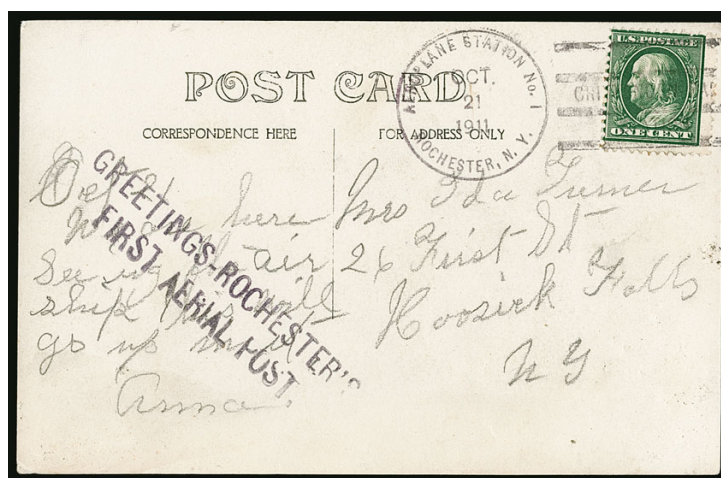
Hugh Robinson's Curtiss hydroplane



823

824

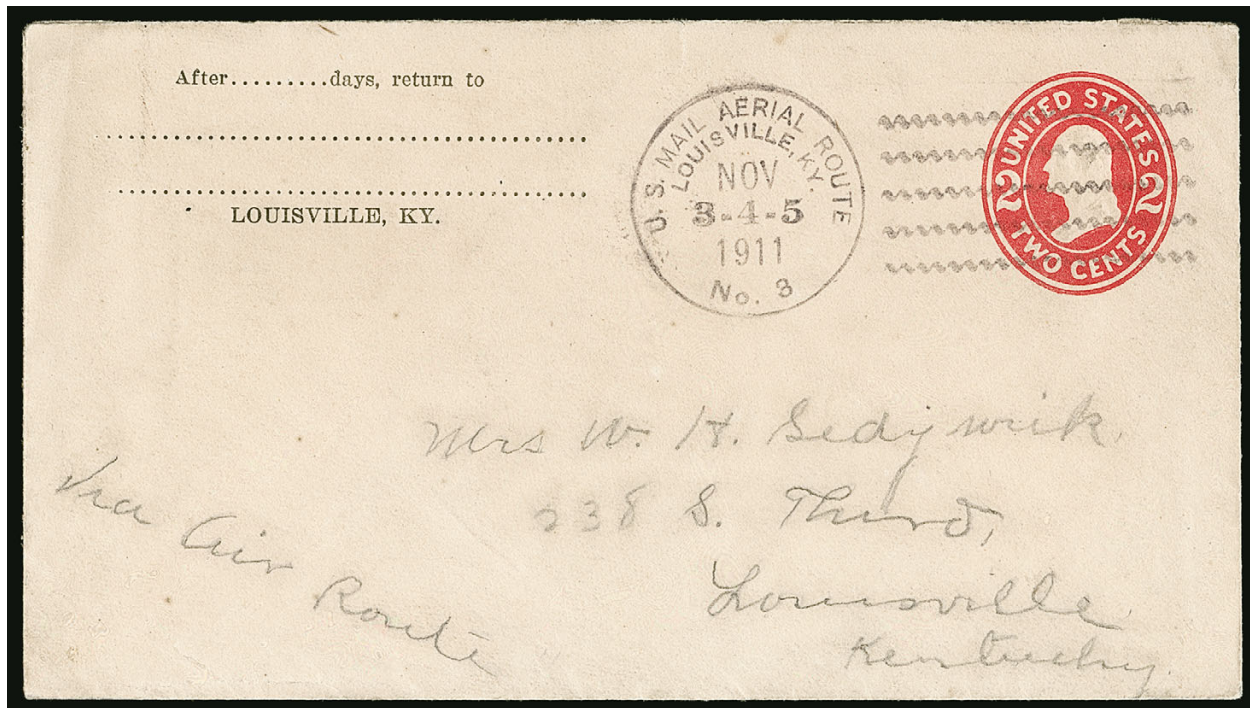
- 823 ☒ **1911, October 17-20, Minneapolis, Minnesota-Rock Island, Illinois Mississippi River Flight (AAMC 6).** Horizontal pair of 1c tied by "Minneapolis Minn. Oct. 11, 1911 9:00AM" machine cancel on cover to Prairie du Chien Wis., sender's directive "*Care of Aviator Robinson Via Hydro-aeroplane Route*" at lower left, with original enclosure and also with note stating the letter was handed to recipient by the postmaster, who received it from Robinson, also notes only one other was received at Prairie de Chien, slightly reduced at right, Very Fine and scarce, ex Judge O'Sullivan, illustrated in AAMC 6th edition on p. 15.....AAMC 1,750.00
- 824 ☒ **1911, October 17-20, Minneapolis, Minnesota-Rock Island, Illinois Mississippi River Flight (AAMC 6).** Cover with 2c stamp tied by "Minneapolis Minn. Oct. 12 8:00 AM 1911" machine cancel and addressed to Winona Minn., sender's directive "*c/o aviator Robinson, Hydro-aeroplane route*", receiving backstamp, also with "REC'D AERIAL ROUTE" backstamp, stamp with few creases, some slight wear, still Very Fine and scarce, Hugh Robinson was selected to fly from Minneapolis to New Orleans, this was carried on the first leg of the journey, which had the special receiving marking applied, Robinson got as far as Rock Island before funding ran out, ex Dr. Scott.....AAMC 1,750.00



825EX

- 825 ☒ **1911, October 21, Rochester N.Y. Flying Exhibition (AAMC 7).** Two postcards, first depicts airplane over field with 1c tied by "Aeroplane Station No. 1, Rochester, N.Y., Oct. 21, 1911" duplex datestamp to Hoosick Falls N.Y., with "GREETINGS-ROCHESTER'S FIRST AERIAL POST" two-line handstamp, second item is postcard with 2c tied by similar datestamp struck in purple, lacking the two-line handstamp and addressed to Churchville N.Y., latter card with vertical crease, Very Fine pair of covers, this was the first event where famous aviator Lincoln Beachey carried the mail.....AAMC 350.00

NOVEMBER 3-5, 1911
LOUISVILLE, KENTUCKY, AERO MILITARY TOURNAMENT



826

826 ☒ **1911, November 3-5, Louisville, Kentucky Aero Military Tournament (AAMC 8).** 2c entire cancelled by "U.S. Mail Aerial Route No. 3, Louisville, Ky. Nov. 3-4-5 1911" duplex datestamp and addressed to Mrs. W. H. Sedgwick in Louisville, sender's directive "Via Air Route" at lower left, some minor overall soiling

VERY FINE EXAMPLE OF THE LOUISVILLE AERO MILITARY TOURNAMENT PIONEER FLIGHT. FEWER THAN FIVE ARE REPORTED.

According to the AAMC, the Kentucky State Fairgrounds hosted an event called "On the Mexican Border" which portrayed a battle between the U.S. Army and Mexican guerillas. Aviator Clifford Turpin flew mail a short distance around the fairgrounds on Nov. 3 and 5 (no flights were made on the 4th due to poor weather). A special post office designated "Aerial Route No. 3" station was authorized.

Ex Stevens, Reinhard and JonesAAMC 4,500.00



Aviator Clifford Turpin



- 827 ☒ **1911, November 5-6, Fort Smith Ark. League Park Aviation Meet (AAMC 9, 9a).** Two items, first is postcard with 1c tied by "Aeroplane Mail Service, League Park Station, Fort Smith, Ark., Nov. 5, 1911" five-line datestamp and addressed to San Francisco, **signed by pilot Beckwith Havens**, second is souvenir postcard from the meet with 2c tied by Nov. 6 datestamp and addressed to **Essen, Germany**, latter with few small creases, still Very Fine and attractive pair of cards, mail was prepared for the 5th but not flown on that day due to poor weather, two flights were made on the 6th and dropped at the federal building, first ex Reinhard, second ex Dr. Scott.....AAMC 300.00
- 828 ☒ **1911, November 16-18, Atlanta, Georgia Speedway Aviation Meet (AAMC 10).** Color postcard of three buildings in Atlanta, used with 2c tied by blue "Speedway Aerial Sub-Station, Atlanta, Ga., Nov. 18, 1911" duplex datestamp to Summerville Ga., souvenir contents, some soiling and creasing, otherwise Fine card flown on the first day of the meet, AAMC notes "few are reported".....AAMC 350.00
- 829 ☒ **1911, November 16-18, Atlanta, Georgia Speedway Aviation Meet (AAMC 10a).** 1c tied by blue "Speedway Aerial Sub-Station, Atlanta, Ga., Nov. 17, 1911" duplex datestamp on postcard to Atlanta, some wear, Very Fine and scarce, this was flown on the second day of the meet, ex Dr. Scott.....AAMC 375.00
- 830 ☒ **1911, November 16-18, Atlanta, Georgia Speedway Aviation Meet (AAMC 10c).** 2c tied by "Speedway Aerial Sub-Station, Atlanta, Ga., Nov. 18, 1911" duplex datestamp on postcard to **Lancaster, England**, few light creases, Very Fine use to a foreign destination sent on the last day of the aviation meet, ex ReinhardAAMC 375.00
- 831 ☒ **1911, November 16-18, Atlanta, Georgia Speedway Aviation Meet (AAMC 10c).** 1c tied by "Speedway Aerial Sub-Station, Atlanta, Ga., Nov. 18, 1911" duplex datestamp on postcard to Pittsburgh Pa., message reads "*Beachey in a Curtiss biplane will carry this*", few creases, stamp affected from placement at edge of cover, still Very Fine and scarce, used on the last day of the aviation meet.....AAMC 375.00



- 832 ☒ **1911, November 16-18, Atlanta, Georgia Speedway Aviation Meet (AAMC 10c).** 1c with adherences, tied by blue "Speedway Aerial Sub-Station, Atlanta, Ga., Nov. 16, 1911" duplex datestamp on oversize special "Aero Post Card" with printed poem and design on back for "They're Flying at the Speedway" by Lindsey Hopkins (with apologies to Mr. Rudyard Kipling), with typed address to Macon Ga., minor edgewear, still Very Fine and scarce, flown on the first day of the aviation meet, ex Dr. ScottAAMC 750.00
- 833 ☒ **1911, Nov. 25-28, Savannah Ga. Athletic Park Aviation Meet (AAMC 11, 11a).** Three, including postcard with 1c tied by purple Nov. 25 (First Day) flight datestamp to Cincinnati O. with markings such as "Not at address given", second is postcard depicting M. M. Wood and Orville Wright with magenta Nov. 28 flight datestamp to Harry A. Truby in New Kensington Pa., third is 1c Postal Card with Nov. 28 **black flight datestamp** to Newington Ga., Very Fine, the black marking is one of two reported examplesAAMC 750.00
- 834 ☒ **1911, December 12-13, Columbus Ga. Driving Park Aviation Meet (AAMC 12).** Postcard depicting Santa Catalina Island Cal., with 1c tied by purple "Aerial Sub-Station, Driving Park, Columbus, Ga., Dec. 12, 1911" duplex datestamp to New Kensington Penn., light corner bends, Very Fine, scarceAAMC 300.00
- 835 ☒ **1911, December 12-13, Columbus Ga. Driving Park Aviation Meet (AAMC 12).** Postcard depicting aviator Charles Walsh in his Curtiss biplane, 1c tied by purple "Aerial Sub-Station, Driving Park, Columbus, Ga., Dec. 12, 1911" duplex datestamp to Aero Publishing Co. in Philadelphia, few corner scrapes, Very Fine, especially scarce on a postcard depicting the pilot and addressed to Aero Publishing Co, the nation's first aviation magazine, the address and message are in **Walsh's own hand**, ex ReinhardAAMC 300.00
- 836 ☒ **1911, December 12-13, Columbus Ga. Driving Park Aviation Meet (AAMC 12c).** Postcard with 1c tied by purple "Aerial Sub-Station, Driving Park, Columbus, Ga., Dec. 13, 1912" duplex datestamp **with yeardate error** to Springfield Vt., few light bends, Very Fine, scarce with the yeardate error, ex Reinhard and Dr. ScottAAMC 500.00



- 837 ☒ **1911, December 28, Albany Ga. South Atlantic League Aviation Meet (AAMC 13).** Two items, first is 2c entire with magenta "Aerial Sub-Station, Atlanta, Ga., Dec. 28, 1911" duplex datestamp, locally addressed, second bears 1c stamp tied by similar marking in black on red advertising card for life insurance, Very Fine pair, ex Reinhard.....AAMC 400.00
- 838 ☒ **1912, January 1-2, Wilmington N.C. Highwood Park Aviation Meet (AAMC 14).** Picture postcard with 1c tied by "Aerial Sub-Station, Highwood Park, Wilmington, N.C., Jan. 1, 1912" duplex datestamp to local address, light corner scuffs, Very Fine, AAMC states fewer than ten pieces are known, illustrated in AAMC 7th Edition on p. 277, accompanied by card with proof impression of the postmark (not counted in catalogue value)AAMC 850.00
- 839 ☒ **1912, January 20-28, Los Angeles Cal. Dominguez Field Aviation Meet (AAMC 15, 15a, 15b).** Six covers or cards — two of each style of postmark — first is 1c Postal Card to Chilicothe O. and 1c on postcard to Trenton N.J., latter has additional purple four-line cachet which was applied to only some mail, second style of postmark on cover with two 1c stamps and illustration of airplane, second bears 2c used locally, third style of postmark cancels 1c on postcard to Mill Valley Cal., second also with 1c on postcard depicting Rutherford Page and addressed to Canada with purple "Official Aviation Meet Post Card" handstamp, few faults, a Very Fine and comprehensive group of items from this aviation meet, one illustrated in AAMC 7th Edition on p. 277AAMC 1,050.00
- 840 ☒ **1912, February 17, 18, 22-25, Oakland Cal. Emeryville Race Track Aviation Meet (AAMC 16).** 2c Lincoln tied by "Aeroplane Station, Oakland Cal., Feb. 17, 1912 3P.M." duplex datestamp on Pacific Coast Gazette illustrated cover to Vista Grande Cal., light file folds, stamp with light corner crease, otherwise Very Fine and attractive illustrated cover flown on the first day of the meetAAMC 300.00
- 841 ☒ **1912, February 17, 18, 22-25, Oakland Cal. Emeryville Race Track Aviation Meet (AAMC 16a).** Postcard with label "Lincoln Beachey. The world's greatest aviator-souvenir of Oakland San Francisco Aviation Meet Feb. 17 to 25, 1912", 1c tied by "Aeroplane Station, Oakland Cal., Feb. 18, 1912 3P.M." duplex datestamp to local address, Very Fine, flown on the second day of the meet.....AAMC 300.00



- 842 ☒ **1912, February 17, 18, 22-25, Oakland Cal. Emeryville Race Track Aviation Meet (AAMC 16b).** 2c entire cancelled by "Aeroplane Station, Oakland Cal., Feb. 22, 1912 3P.M." duplex datestamp to Berkley Cal., sender's directive "Via Biplane" at bottom left, receiving backstamp, Very Fine..... AAMC 300.00
- 843 ☒ **1912, February 17, 18, 22-25, Oakland Cal. Emeryville Race Track Aviation Meet (AAMC 16d).** 2c entire cancelled by "Aeroplane Station, Oakland Cal., Feb. 24, 1912 3P.M." duplex datestamp to the postmaster in Oakland, light vertical file fold at center, Very Fine, ex SchoendorfAAMC 300.00
- 844 ☒ **1912, February 17, 18, 22-25, Oakland Cal. Emeryville Race Track Aviation Meet (AAMC 16e).** Postcard with label "Lincoln Beachey. The world's greatest aviator-souvenir of Oakland San Francisco Aviation Meet Feb. 17 to 25, 1912", 1c tied by "Aeroplane Station, Oakland Cal., Feb. 25, 1912 3P.M." duplex datestamp to San Francisco, Very Fine, used on the last day of the meet.....AAMC 300.00
- 845 ☒ **1912, March 2-3, Sacramento Cal. Agricultural Park Aviation Meet (AAMC 17).** Postcard depicting pilot Phil Parmalee and part of his plane at the San Francisco aviation meet the week prior, 1c tied by "Aviation Station, Sacramento Cal., Mar. 2, 1912 3P.M." duplex datestamp and addressed locally, minor corner dents, Very Fine and attractive, AAMC notes "very few pieces have survived", illustrated in AAMC 7th Edition on p. 279.....AAMC 500.00
- 846 ☒ **1912, March 2-3, Sacramento Cal. Agricultural Park Aviation Meet (AAMC 17a).** Postcard depicting pilot Horace Kearney and his plane at the San Francisco aviation meet the week prior, 1c tied by "Aviation Station, Sacramento Cal., Mar. 3, 1912 3P.M." duplex datestamp to Oakland Cal., minor bend, Very Fine, AAMC notes "very few pieces have survived", ex Dr. ScottAAMC 500.00

MARCH 12-18, 1912

HOT SPRINGS, ARKANSAS, AVIATION MEET

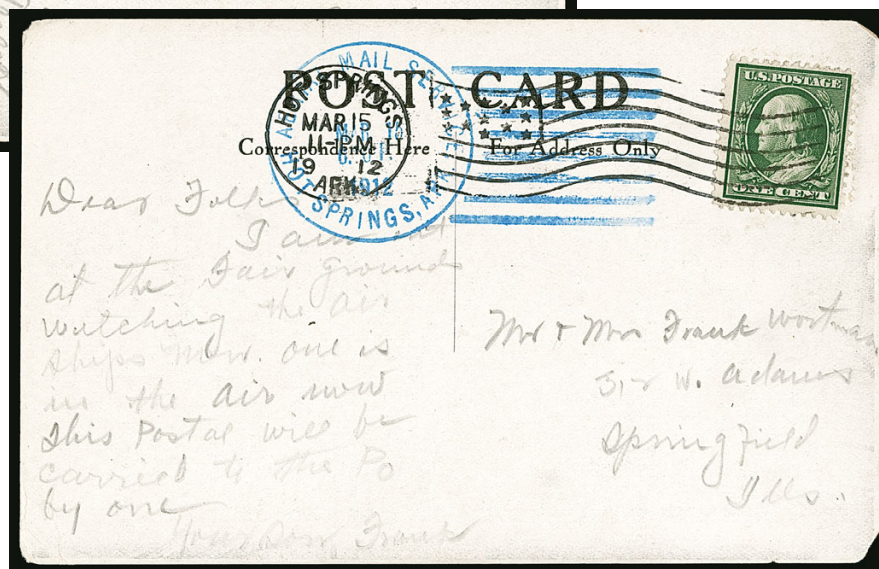
This week-long aviation meet was held at the Oaklawn Park Race Track in Hot Springs, Arkansas. Other than March 14, when bad weather prevented flying, mail could have been flown each day during the entire event—the six recorded cards were flown on March 13 (three), 15 (two) and 18 (one). The aviators were Jimmy Ward, Nels Nelson and, to a lesser extent, Keane B. Keane, who probably did not carry any mail.



Biplane at the Hot Springs meet



847

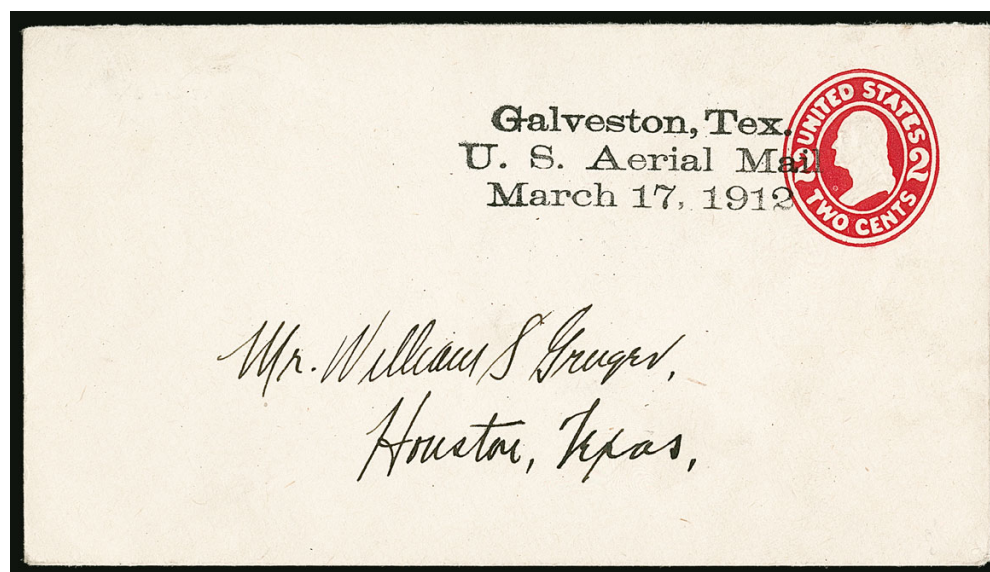


848

- 847 ☒ **1912, March 12-18, Hot Springs Ark., Aviation Meet (AAMC 18).** Picture postcard depicting aviator Jimmy Ward at the wheel of his plane, with 1c tied by "Hot Springs Ark. Mar. 13, 1912 7PM" duplex datestamp, to Nowata Okla., blue "Aerial Mail Service, Hot Springs Ark. Mar. 18 6:30 P.M. 1912" special duplex datestamp, souvenir message, light crease at left is barely noticeable, Very Fine, only six cards in total are reported for this event and this is one of three reported for March 13, illustrated in AAMC 7th Edition on page 280AAMC 2,150.00
- 848 ☒ **1912, March 12-18, Hot Springs Ark., Aviation Meet (AAMC 18a).** Picture postcard depicting aviator Jimmy Ward at the wheel of his plane, with 1c tied by "Hot Springs Ark. Mar. 15, 1912 11-PM" waving-flag machine cancel, to Springfield Ill., blue "Aerial Mail Service, Hot Springs Ark. Mar. 15 6:30 P.M. 1912" special duplex datestamp, souvenir message, corners clipped, still Very Fine, only six cards in total are reported for this event and this is one of two reported for March 15, ex Dr. ScottAAMC 2,500.00

849 front
and back

- 849 ✉ 1912, March 17, Galveston-La Marque Tex. National School Grounds Aviation Meet (AAMC 19). Postcard depicting "Aviator Paul Studensky receiving U.S. Aerial Mail at Galveston, Texas", photo includes U.S. Aerial Mail office window in a small box, 1c tied by "Galveston, Tex./U.S. Aerial Mail/March 17, 1912" three-line datestamp to Springfield Ill., card with crease at bottom left, otherwise Very Fine, very unusual with the photo of the aerial post officeAAMC 300.00



850

- 850 ✉ 1912, March 17, Galveston-La Marque Tex. National School Grounds Aviation Meet (AAMC 19). 2c entire cancelled by "Galveston, Tex./U.S. Aerial Mail/March 17, 1912" three-line datestamp to Houston Tex., Very Fine strikeAAMC 300.00

MARCH 24 AND 31, 1912

HOUSTON, TEXAS, DEMONSTRATION FLIGHT

According to the AAMC, aviator Fred DeKor was scheduled to fly from Houston to Galveston on March 24. Bad weather and contract arguments prevented the flight from taking off. Mail for this flight was postmarked with the March 24 three-line cachet. Plans were made to fly on March 31, and mail intended for that flight was struck with the same marking, but dated March 31. Poor weather conditions prevented this second flight. The mail was then held in anticipation of another attempt, but was finally sent by surface mail on April 10.



Fred DeKor



851 back

851
front

852

- 851 ☒ **1912, March 24 and 31, Houston, Texas Demonstration Flight (AAMC 20).** Postcard depicting aviator Fred DeKor in his airplane, with 1c tied by "Houston Tex." oval, "Houston Tex. Apr. 10, 1912" machine cancel to Galveston Tex., with purple "HOUSTON, TEXAS/U.S. AERIAL MAIL/MARCH 24, 1912" three-line handstamped cachet, second strike of same handstamp with different date — "HOUSTON TEXAS/U.S. AERIAL MAIL/MARCH 31, 1912" — some slight creasing VERY FINE. ONE OF TWO RECORDED EXAMPLES OF THE HOUSTON DEMONSTRATION FLIGHT BY FRED DE KOR — THIS ONE HAS STRIKES OF THE HANDSTAMP WITH BOTH DATES.

There are only two recorded examples of mail from this attempted flight; this has the March 24 date, which the other does not (offered in the following lot)AAMC 3,000.00

- 852 ☒ **1912, March 31, Houston, Texas Demonstration Flight (AAMC 20a).** Postcard with caption "Aviator Fred DeKor carrying U.S. Mail Houston to Galveston, Sunday, March 31st", 1c tied by "Houston Tex." oval, "Houston Tex. Apr. 10, 1912" machine cancel to LaCrosse Wis., purple "HOUSTON TEXAS/U.S. AERIAL MAIL/MARCH 31, 1912" three-line datestamp, trivial corner bends

VERY FINE. THIS IS THE OTHER REPORTED HOUSTON DEMONSTRATION FLIGHT CARD, WHICH HAS JUST THE MARCH 31 DATED HANDSTAMP.

There are only two recorded examples of mail from this attempted flight; this has just the March 31 date. This postcard has the same image of DeKor as the other card in the previous lot, but also has printed information for the March 31 flight.

Ex Reinhard, Dr. Scott and JonesAAMC 3,000.00



- 853 ☒ **1912, April 6-7, San Diego Cal. Coronado Polo Grounds Aviation Meet (AAMC 21).** 2c entire cancelled by purple "Aeroplane Station, San Diego, Cal. Apr. 6 4PM 1912" duplex datestamp and addressed locally to the superintendent of the mails, minor wear, Very Fine, on opening day aviator Farnum Fish took off with two pouches of mail, he dropped one on the beach near the field where U.S. Navy aviator Lt. John Towers, waiting in a hydroplane, took the bag by plane to Point Loma where it was then taken to the San Diego post office by car, the second bag was carried directly across the bay and dropped to postal officials, this was the first time the U.S. Navy carried mail.....AAMC 500.00
- 854 ☒ **1912, April 6-7, San Diego Cal. Coronado Polo Grounds Aviation Meet (AAMC 21a).** Postcard depicting plane flying over flagpole at aviation meet with label explaining picture, 1c tied by purple "Aeroplane Station, San Diego, Cal. Apr. 7 4PM 1912" duplex datestamp and used to Los Angeles, souvenir message, fresh and Very Fine, on this second day of the meet Navy Lieut. John Towers flew a pouch of mail from outside the meet and dropped it on the field at Coronado, it was then taken by aviator Farnum Fish by air to the post office, along with mail originating at the field.....AAMC 500.00

APRIL 10, 1912—NEW ORLEANS-BATON ROUGE AND RETURN FIRST CITY TO CITY EXPERIMENTAL FLIGHT

Aviator George Mestach flew this first official flight between two cities of any real distance, covering 89 miles in 92 minutes. On landing he was forced to swerve to avoid the crowds and hit a fence, damaging the plane too badly to allow a return flight.

- 855 ☒ **1912, April 10, New Orleans-Baton Rouge and Return First City to City Experimental Flight (AAMC 22).** Postcard with 1c tied by "New Orleans La. Apr. 10 3:30PM 1912" duplex datestamp, well-struck purple "U.S. Aerial Mail Service" cachet at left, to Baton Rouge, some slight wear, Very Fine, ex Dr. Scott, illustrated in AAMC 7th Edition on p. 283.....AAMC 400.00
- 856 ☒ **1912, April 10, New Orleans-Baton Rouge and Return First City to City Experimental Flight (AAMC 22a).** Special "First City-to-City Aerial U.S. Mail Service" postcard with printed contents from land company, 1c stamp tied by "New Orleans La. Apr. 10 3:30PM 1912" duplex datestamp, well-struck purple "U.S. Aerial Mail Service" cachet, to New Orleans, minor wear, stamp with faults, otherwise Very Fine, ex Reinhard.....AAMC 400.00
- 857 ☒ **1912, April 10, New Orleans-Baton Rouge and Return First City to City Experimental Flight (AAMC 22a).** Special "First City-to-City Aerial U.S. Mail Service" postcard with 2c tied by "New Orleans La. Apr. 10 3:30PM 1912" duplex datestamp, also tied by purple "U.S. Aerial Mail Service" cachet, **addressed to France**, minor wear, Very Fine, this use to France is especially desirable.....AAMC 400.00



- 858 ✉ **1912, April 10, New Orleans-Baton Rouge and Return First City to City Experimental Flight (AAMC 22b).** Cover with pair of 1c tied by "Baton Rouge La. May 22 10-AM, 1912" waving-flag machine cancel and locally addressed, purple "U.S. Aerial Mail Service" cachet, few toned perfs, Very Fine, this was prepared for the return flight but held until a much later date, possibly in anticipation of another flight, ex Dr. Scott.....AAMC 400.00
- 859 ✉ **1912, April 10, New Orleans-Baton Rouge and Return First City to City Experimental Flight (AAMC 22b).** 1c Grant Postal Card cancelled by purple "U.S. Aerial Mail Service" cachet, to Savannah Ga., purple "Baton Rouge, La." at left, "Baton Rouge La. M.O.B. Aug. 29, 1912" backstamp, Very Fine, this was prepared for the return flight but held until a much later date, possibly in anticipation of another flightAAMC 400.00
- 860 ✉ **1912, April 10, New Orleans-Baton Rouge and Return First City to City Experimental Flight (AAMC 22c).** Postcard prepared for the flight showing George Mestach and his Borel-Mathis monoplane, with 1c tied by "Baton Rouge La. May 22 10-AM, 1912" waving-flag machine cancel and addressed to New Orleans, purple "U.S. Aerial Mail Service" cachet, single pulled perf at top right, still Very Fine, this was prepared for the return flight but held until a much later date, possibly in anticipation of another flightAAMC 500.00
- 861 ✉ **1912, April 21, Eureka Cal. New Era Park Aviation Meet, Route 676,001 (AAMC 23).** Picture postcard depicting Weldon B. Cooke circling Mt. Tamalpais Dec. 19, 1911, with 1c tied by "Aeroplane Post, Eureka, Calif., U.S. Mail Apr. 21" circular cachet with date in manuscript as always, locally addressed, card with few creases, still Very Fine and scarce, mail was carried across Humboldt Bay to Eureka where a pouch was dropped to postal officials.....AAMC 350.00

MAY 16, 1912—MARIETTA (OHIO) *DAILY JOURNAL* AVIATION MEET



862
front and
back

862 ✉ **1912, May 16, Marietta Ohio, *Marietta Daily Journal* Aviation Meet (AAMC 24).** Picture postcard with text "Lincoln Beachey starting a flight in bi-plane Marietta O. May 15 '12", with 1c tied by "Marietta, Ohio May 13, 1912, 2P.M. Mailed by Aeroplane" duplex date-stamp, to Parkersburg Va., card with some toning

VERY FINE APPEARANCE. A RARE FLOWN CARD FROM THE MARIETTA AIR MEET. LESS THAN TEN ARE REPORTED.

Famed aviator Lincoln Beachey flew from the Washington County fairgrounds up the Muskingum River and returned to Marietta, where he dropped the mail bag to postal officials. Flights were made on the 15th and 16th, but mail was only carried on the 16th. AAMC reports less than ten pieces are recorded.

Ex Jones. Illustrated in AAMC 7th Edition on page 284AAMC 2,250.00

MAY 25, 1912
CHICAGO-MILWAUKEE RECORD OVER-WATER FLIGHT



863

- 863 ✉ **1912, May 25, Chicago Ill. Cicero Field-Milwaukee Wis. Record Over-Water Flight (AAMC 26).** Five-line purple cachet "CARRIED BY/FARNUM T. FISH/IN RECORD BREAKING/AEROPLANE TRIP/between Chicago & Milwaukee" on 1c Postal Card, "Chicago Ill. May 25 10:30AM 1912" machine cancel with typed address to Milwaukee Wis., small blue "VIA AIRSHIP" straightline handstamp, typed note on back reads in part "This postal comes to you via first mail carried by airship between Chicago and Milwaukee. Yours very truly, The Journal Company" and signed by the advertising manager, some edgewear including small tears at bottom

VERY FINE AND RARE. ONLY THIS CARD AND ONE COVER FLOWN ON THIS FLIGHT ARE IN PRIVATE HANDS.

The *Milwaukee Journal* sponsored this 93-mile non-stop flight by Farnum T. Fish. He departed Chicago at 11:06 a.m. and arrived in Milwaukee at 1:24 p.m.

According to the AAMC, there are four recorded flown items — three covers and one card. Two of the three covers are in museums and unavailable to collectors. The third cover was sold by the Siegel firm in our auction of the William C. Mack Collection (Sale 844), where it realized \$9,000 hammer.

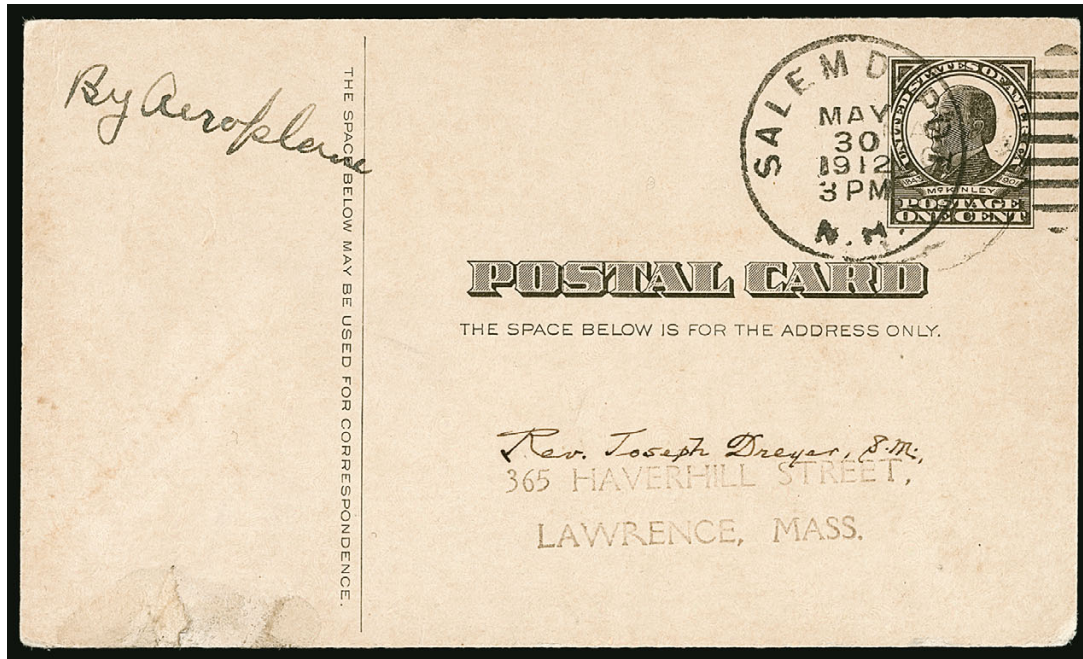
Illustrated in AAMC 7th Edition on p. 286....AAMC 9,500.00



Farnum T. Fish

MAY 30, 1912

SALEM DEPOT, NEW HAMPSHIRE, ROCKINGHAM PARK AVIATION MEET



864



Lincoln Beachey

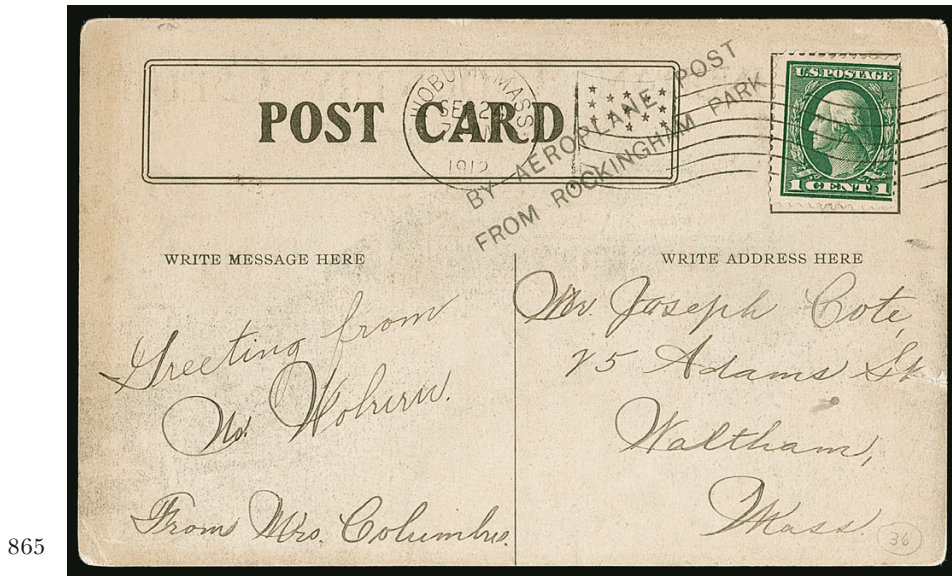
864 ☒

1912, May 30, Salem Depot, New Hampshire Rockingham Park Aviation Meet, Route 602,001 (AAMC 27). 1c Postal Card cancelled by "Salem Depot N.H. May 30, 1912 3PM" duplex datestamp, addressed to Lawrence Mass., sender's directive "By Aeroplane" at top left, message gives details of mail route, few flaws mostly at bottom left

VERY FINE. ONLY FOUR PIECES OF MAIL FROM THIS ATTEMPTED FLIGHT ARE RECORDED.

The famous aviator Lincoln Beachey was the proposed pilot. Mail was accepted at the local post office and placed in a pouch for delivery to the air mail substation; some mail was also accepted directly at the substation. The flight was cancelled due to poor weather, and the mail was delivered by normal means. Only four examples of any kind are recorded. Two were cancelled at the main post office at the time of the event and were evidently from the bag of mail collected for the flight — this card is one of them. Two souvenir cards prepared for the flight are also recorded, one of which is unused and the other cancelled at Woburn in September (offered in lot 865).

Ex Reinhard and JonesAAMC 2,000.00

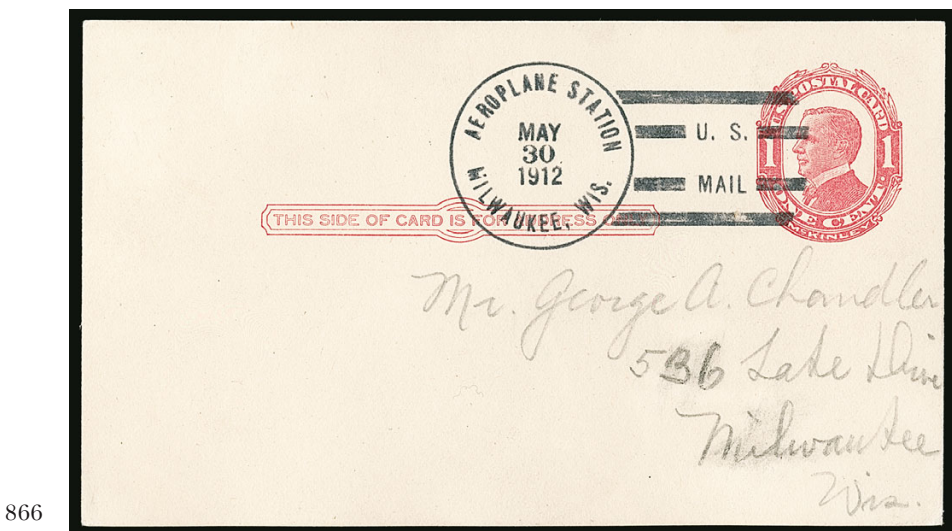


- 865 ✉ **1912, May 30, Salem Depot, New Hampshire Rockingham Park Aviation Meet, Route 602,001 (AAMC 27a).** Postcard showing Rockingham Country Club with a lawn full of cars, 1c tied by "Woburn Mass. Sep. 24 7-AM 1912" waving-flag machine cancel, to Waltham Mass., well-struck "BY AEROPLANE POST/FROM ROCKINGHAM PARK" two-line handstamp, some toning and slight edgewear

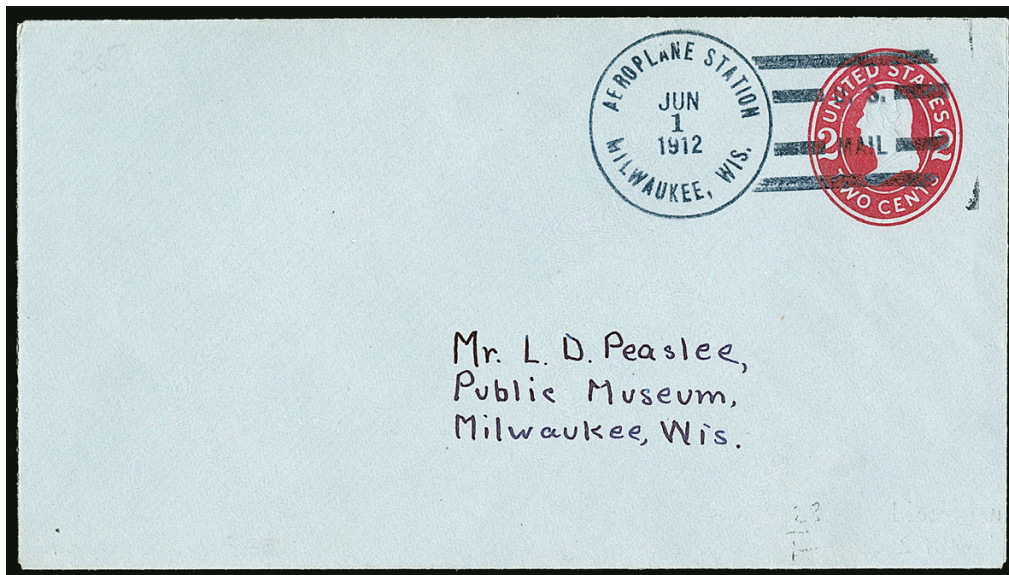
VERY FINE. ONLY FOUR PIECES OF MAIL FROM THIS ATTEMPTED FLIGHT ARE RECORDED.

The famous aviator Lincoln Beachey was the proposed pilot. Mail was accepted at the local post office and placed in a pouch for delivery to the air mail substation; some mail was also accepted directly at the substation. The flight was cancelled due to poor weather, and the mail was delivered by normal means. Only four examples of any kind are recorded. Two were cancelled at the main post office at the time of the event and were evidently from the bag of mail collected for the flight (one is offered in lot 864). Two souvenir cards prepared for the flight are also recorded, one of which is unused and the other cancelled at Woburn in September (the card offered here).

Ex Judge O'Sullivan and Dr. Scott. Illustrated in AAMC 7th Edition on p. 286.....AAMC 2,000.00



- 866 ✉ **1912, May 30-June 1, Milwaukee Wis. State Fairgrounds Aviation Meet (AAMC 28).** Well-struck "Aeroplane Station, Milwaukee Wis., May 30, 1912" (First Day) duplex datestamp on locally addressed 1c Red Postal Card, fresh and Very Fine, according to the AAMC, on May 30 copies of *The Milwaukee Journal* were delivered by air to several towns, later in the day Horace Kearney flew a pouch of mail a short distance, when he dropped the mail bag it became entangled in the underside of the plane and he was forced to land, he flew back to the fairgrounds and transferred to mail bag to Farnum Fish who successfully made the drop, very few pieces are known, ex Reinhard.....AAMC 1,500.00



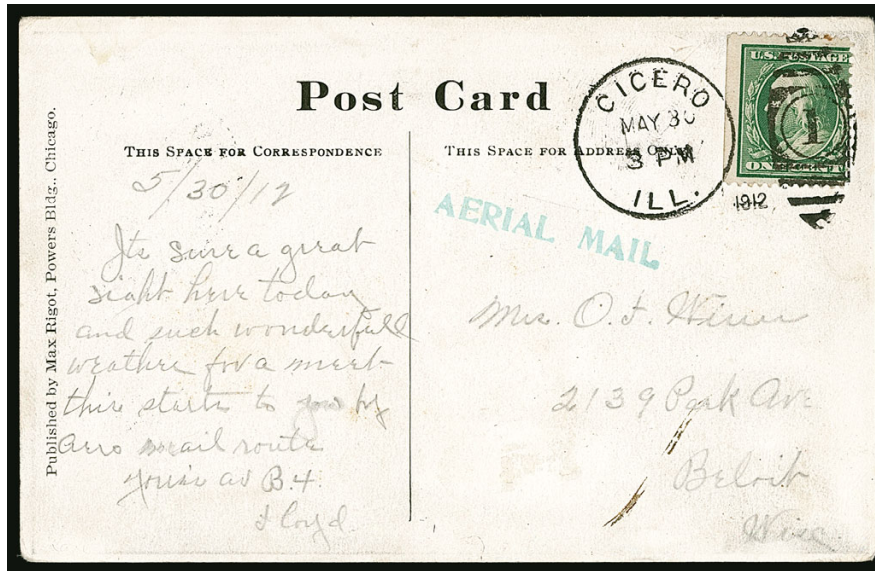
867

- 867 ☒ **1912, May 30-June 1, Milwaukee Wis. State Fairgrounds Aviation Meet (AAMC 28a).** Almost perfectly struck "Aeroplane Station, Milwaukee, Wis., Jun. 1, 1912" duplex date-stamp on 2c Red entire to L. D. Peaslee, Public Museum, Milwaukee, Wis., Extremely Fine, this is the only recorded example of this postmark dated June 1, according to the AAMC, due to poor attendance and windy weather that caused many crashes on May 31, the meet was cancelled at 4:00 p.m. on May 31, this cover was prepared but never flown, ex Lettick, Reinhard, Mack and Dr. Scott, illustrated in AAMC 7th Edition on p. 287AAMC 2,000.00



Both 868

- 868 ☒ **1912, May 30-June 1, Cliftdale-Lynn Mass. Atwood Park Aviation Meet, Route 604,001 (AAMC 29, 29a).** Two items, first picture postcard with caption "Harry N. Atwood amongst the clouds" with 1c tied by "Lynn, Mass. Cliftdale Br. May 30 2PM 1912" duplex date-stamp to Centredale R.I., with "Aero Postal Sta. Saugus Mass." in circle handstamp, second item is 1c Postal Card with similar cancel of June 1 to Cambridge Mass., first with minor edgewear, Very Fine, mail was only flown on the 30th and the 1st, no mail was flown on the 31st due to poor weather conditions, second is ex Dr. ScottAAMC 500.00

MAY 30-JUNE 2, 1912—CICERO-ELMHURST-WHEATON, ILLINOIS
TRIPLE CITY AVIATION MEET

869

- 869 ☒ 1912, May 30-June 2, Cicero-Elmhurst-Wheaton, Ill. Triple City Aviation Meet (AAMC 30). Postcard showing Thomas Sopwith in flight, with 1c tied by "Cicero Ill. May 30 3PM 1912" duplex datestamp to Beloit Wis., neat blue "AERIAL MAIL" handstamp, souvenir contents, some slight soiling, otherwise Very Fine, this is the only reported piece of mail cancelled on May 30, the first day of the meet, according to the AAMC there was some confusion as to whether the post office substation at the meet would be open on the 30th, which was Memorial Day, the planned flight from Cicero to Elmhurst was cancelled and this is the only known piece of mail prepared for the intended flight, a flight was made on the 30th from Elmhurst to Cicero, with passenger Katherine Stinson, but no mail is known to survive from that flight, ex Dr. ScottAAMC 750.00



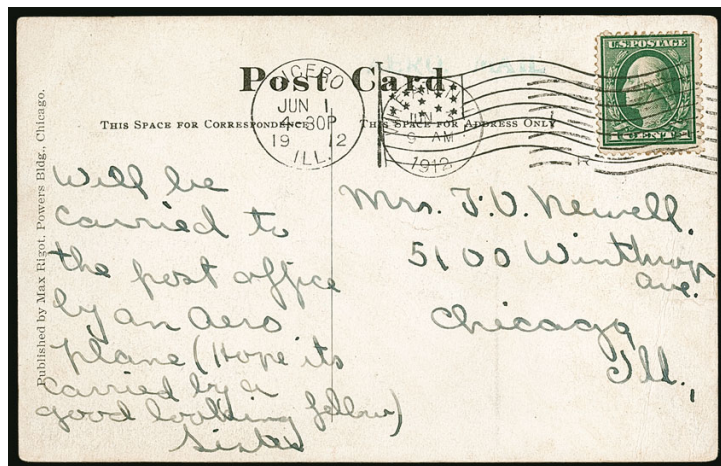
870

- 870 ☒ 1912, May 30-June 2, Cicero-Elmhurst-Wheaton, Ill. Triple City Aviation Meet (AAMC 30b). Postcard showing Thomas Sopwith in flight, with 1c tied by "Cicero Ill. May 31 4:30PM, 1912" waving-flag machine cancel to Oxford Wis., blue "AERIAL MAIL" handstamp, also with "MISSENT" handstamp, stamp also tied by "Wheaton Ill. Jun. 1 12-M 1912" machine cancel, "Coloma, Wis. Jun. 4 12AM 1912" circular datestamp at top left, some slight wear and toning, stamp creased prior to use, otherwise Very Fine, scarce, unusual use which was missent after the flightAAMC 750.00



871

- 871 ☒ **1912, May 30-June 2, Cicero-Elmhurst-Wheaton, Ill. Triple City Aviation Meet (AAMC 30b).** Color greeting postcard with 2c tied by "Cicero Ill. May 31 4:30PM, 1912" waving-flag machine cancel to local address, magenta "Cicero Ill. May 31, 1912" two-line handstamp at left, violet "AERIAL MAIL" handstamp also ties stamp, stamp also tied by "Wheaton Ill. Jun. 1 12-M 1912" machine cancel, sender's directive "Via Aeroplane, P.M. Wheaton Ill. kindly postmark", souvenir contents, minor edgewear, Very Fine, after being flown from Cicero to Wheaton on May 31, the cover was held overnight and recancelled in Wheaton on Jun. 1 as it began its return trip by conventional means, ex ReinhardAAMC 750.00



872

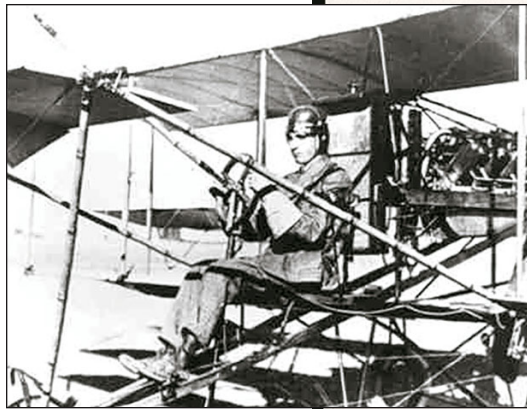
873



- 872 ☒ **1912, May 30-June 2, Cicero-Elmhurst-Wheaton Ill. Triple City Aviation Meet (AAMC 30d).** Postcard showing Lincoln Beachey in flight, with 1c tied by "Cicero Ill. Jun. 1 4:30PM, 1912" waving-flag machine cancel to Chicago, blue "AERO MAIL" handstamp at top, stamp also tied by "Wheaton Ill. Jun. 3 9AM 1912" machine cancel, souvenir contents, slight creasing and overall wear, otherwise Very Fine, according to the AAMC, Marcel Tournier left Cicero at 4:30 P.M. and arrived at Elmhurst, he crashed shortly after taking off from Elmhurst for Wheaton, the mail was held for the next day's flight by Paul Studensky and arrived in Wheaton a day late, ex Dr. ScottAAMC 750.00
- 873 ☒ **1912, May 30-June 2, Cicero-Elmhurst-Wheaton Ill. Triple City Aviation Meet (AAMC 30e).** Color postcard with 1c tied by "Elmhurst Ill. Jun. 1 3:30PM 1912" duplex date-stamp, stamp also tied by "Cicero Ill. Jun. 2 9:30A, 1912" waving-flag machine cancel, addressed to Elmhurst Ill., violet "AERIAL MAIL" handstamp, faults including sealed tear and scrapes, otherwise Fine and rare use from Elmhurst to Cicero carried by aviator Max LillieAAMC 750.00

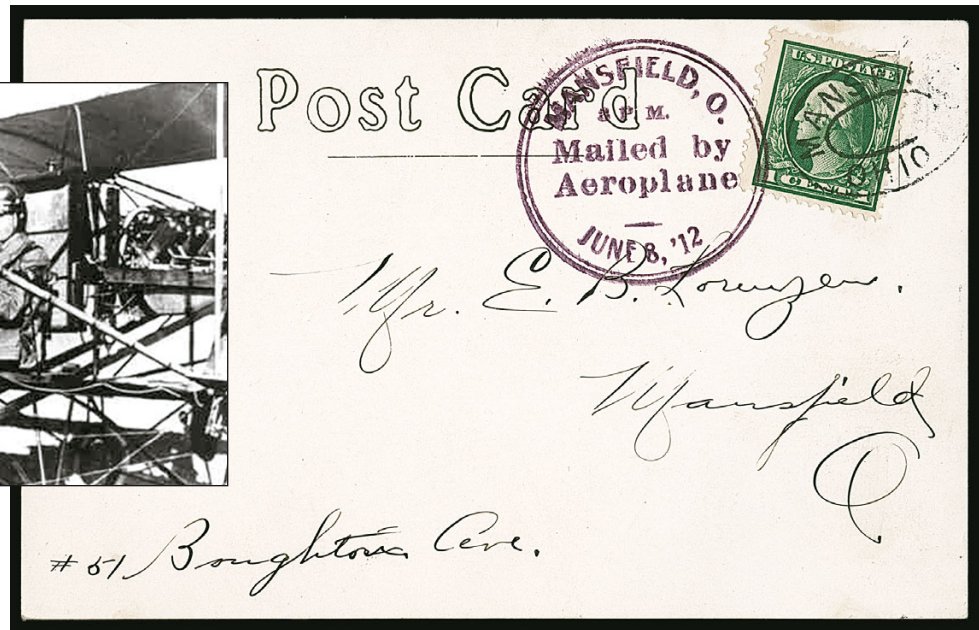


- 874 ☒ **1912, June 3-9, Lexington Ky. Racetrack Aviation Meet (AAMC 31).** 1c tied by "Lexington Ky. Jun. 13 5-PM 1912" machine cancel on photo postcard of aviator Paul Peck at the wheel of his plane, to Marion Ind., purple "U.S. OFFICIAL/AERIAL/MAIL STAMP" three-line handstamp, message reads "Carrie, this man carried this mail in his machine", some overall toning and few creases, still Very Fine, Paul Peck was supposed to fly mail on June 8 and 9 but no mail from this meet was ever flown due to bad weather on June 8 and 9, the postmaster waited until June 13 before sending it by trainAAMC 400.00
- 875 ☒ **1912, June 3-9, Lexington Ky. Racetrack Aviation Meet (AAMC 31).** 1c tied by "Lexington Ky. Jun. 13 5-PM 1912" machine cancel on photo postcard of aviator Eugene Heth in a Wright biplane, to Paris Ky., faint strike of purple "U.S. OFFICIAL/AERIAL/MAIL STAMP" three-line handstamp, receiving backstamp of the same day, some overall toning, still Very Fine, Paul Peck was supposed to fly mail on June 8 and 9 but no mail from this meet was ever flown due to bad weather on June 8 and 9, the postmaster waited until June 13 before sending it by train, ex Schoendorf and with his small blue owner's handstamp.....AAMC 400.00
- 876 ☒ **1912, June 6-8, Evansville, Indiana. Evansville Courier Aviation Meet (AAMC 32a).** Two Aviation Circus postcards, one in blue and one in brown, former with 2c tied by flight handstamp and addressed locally, latter with pair of 1c similarly tied to Mt. Vernon Ind., second card with faults, otherwise Fine-Very Fine, first with Truby backstamp and ex ReinhardAAMC 700.00
- 877 ☒ **1912, June 6-8, Lima O. Lima Driving Park Aviation Meet (AAMC 33, 33c two).** Three items, first is 2c entire cancelled by "Lima Ohio" oval and purple boxed "Aeroplane Mail Service, June 6, 1912, Lima, Ohio" datestamp and addressed locally, second is postcard prepared for the event showing a Curtiss plane in flight with 1c similarly tied with June 7 datestamp, last is a different postcard prepared for the exhibition with 1c similarly tied with June 8 datestamp, few small flaws, Very Fine group, the June 7 card ex Dr. Scott.....AAMC 750.00



Beckwith Havens

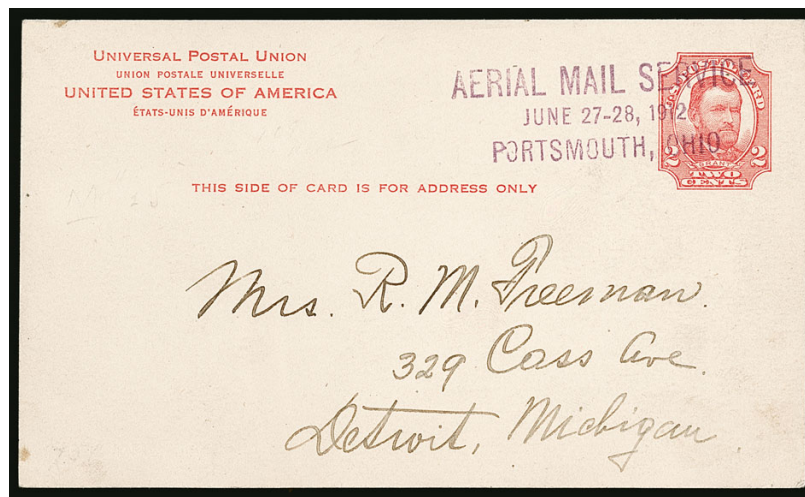
878



- 878 ☒ **1912, June 7-8, Mansfield O., Fairgrounds Aviation Meet (AAMC 34).** 1c tied by Mansfield Ohio oval cancel and beautifully struck violet "Mansfield, O. Mailed by Aeroplane, June 8, '12 3 P.M." circular datestamp on locally addressed Mansfield Daily News souvenir postcard

EXTREMELY FINE. ONLY SIX PIECES OF MAIL FROM THIS ATTEMPTED FLIGHT ARE RECORDED.

The pilot, Beckwith Havens, experienced engine trouble on a preliminary flight on the 7th and had to land in a field where his plane stayed overnight. On the 8th he took off from the field and crashed in a ditch on his way to the fairgrounds, damaging his plane. The flight was abandoned but some pieces of mail were prepared to be carried on this official mail route. AAMC notes only six are reportedAAMC 2,000.00



879EX

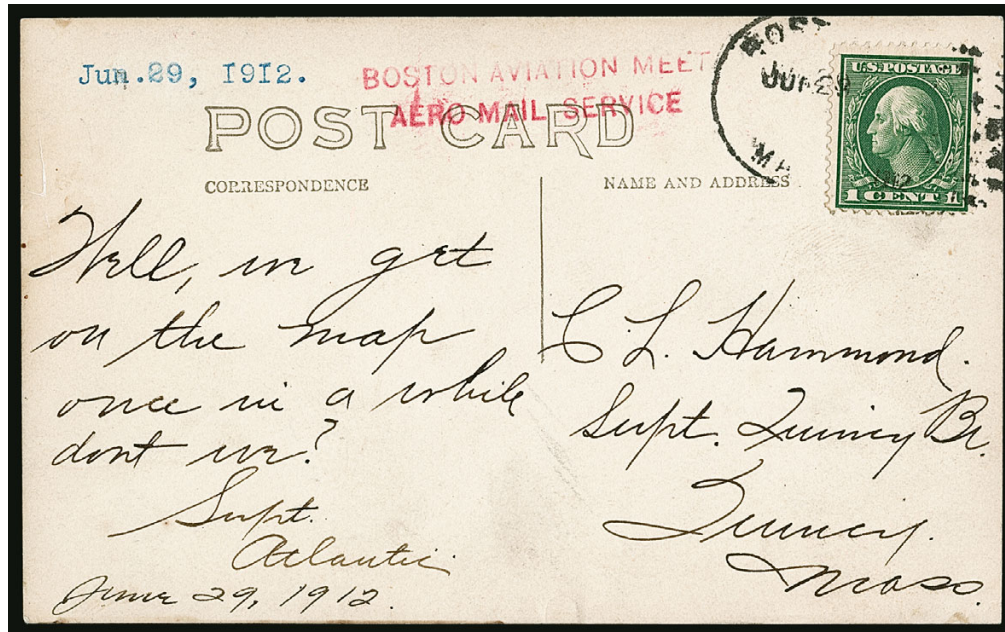
- 879 ☒ **1912, June 28-29, Portsmouth O. Millbrook Driving Park Aviation Meet, Route 631,001 (AAMC 35).** Two items, first is 2c Postal Card cancelled by "AERIAL MAIL SERVICE, JUNE 27-28, 1912, PORTSMOUTH, OHIO" three-line handstamp to Detroit Mich., second is postcard with 1c tied by "Portsmouth Ohio" oval with similar cancel at left, to Rushtown O., both contents dated June 27, Very Fine, all documentation, including the report from the postmaster, lists the dates of the event as June 28 and 29 and not the dates shown in the cancel.....AAMC 500.00

JUNE 29-JULY 6, 1912—SQUANTUM, MASSACHUSETTS, BOSTON AVIATION MEET

Flights were approved by the post office and aviatrix Harriet Quimby was designated the official mail carrier on Route 604,002. A dispute broke out as to whether the meet was officially sanctioned by the Aero Club, so the pilots refused to fly unless paid in advance, and Quimby refused to fly the mail. She was killed during the meet on July 1 when she and her passenger, the manager of the meet, fell out of her plane into Dorchester Bay from a height of about 1,000 feet. Mail had been prepared to be flown on the 29th and a few other days.



Harriet Quimby



880

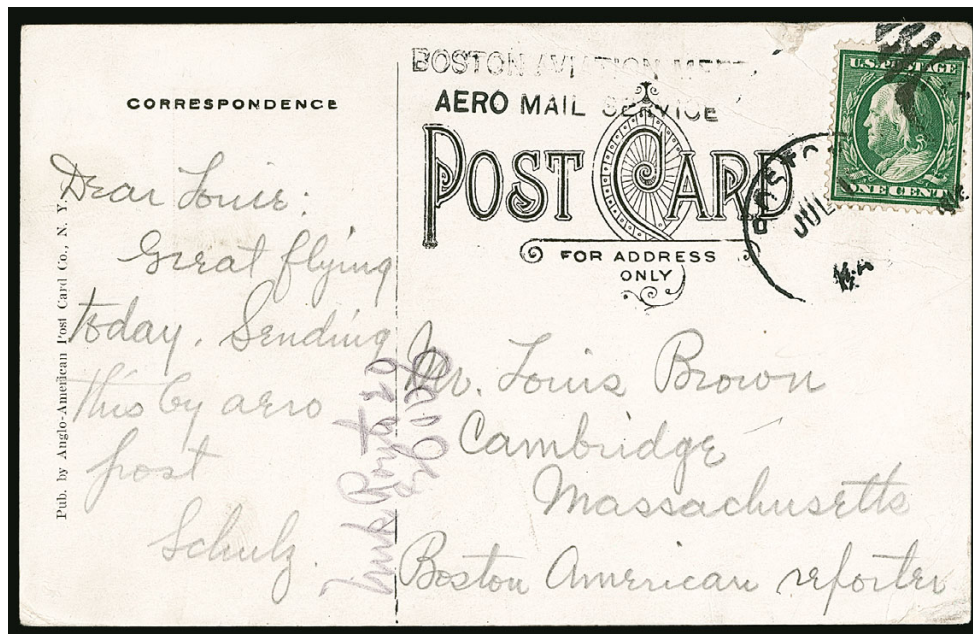
- 880 ☒ **1912, June 29-July 6, Squantum Mass. Boston Aviation Meet, Route 604,002 (AAMC 36).** Postcard with title "Aviator in the clouds Atlantic Mass." and showing plane in the distance, 1c tied by light strike of "Boston Mass. Jun. 29, 1912" duplex datestamp to Quincy Mass., red "BOSTON AVIATION MEET/AERO MAIL SERVICE" two-line handstamp, blue typed date at top left of June 29, Very Fine and very scarce, prepared to be sent the first day of the meet, Truby backstamp, ex Dr. Scott, illustrated in AAMC 7th Edition on p. 294.....AAMC 1,500.00



2 MORE MARTYRS TO THE SCIENCE OF AIR NAVIGATION

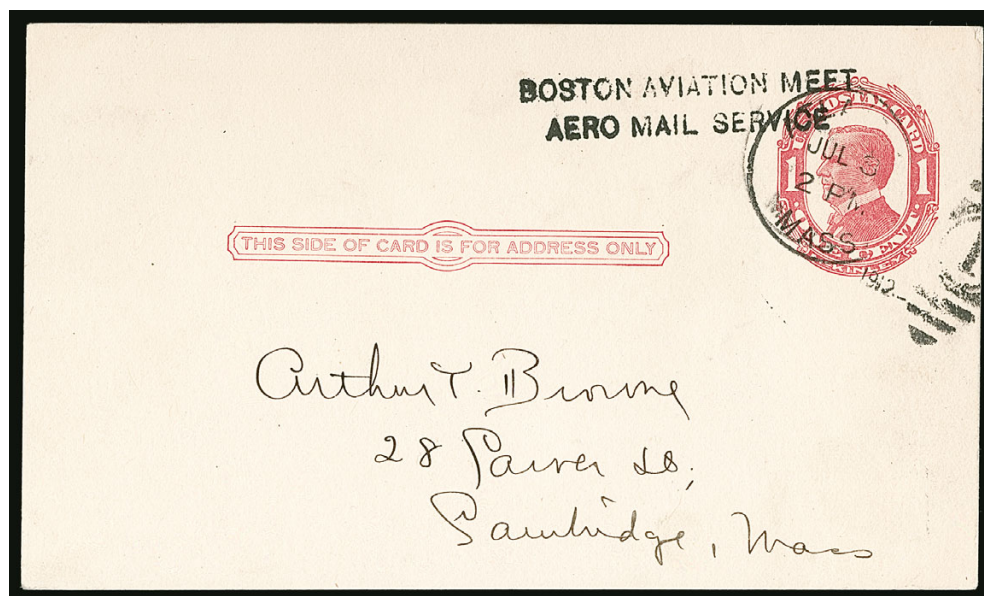
Miss Harriett Quimby, First
Licensed Aviatrice, Hurl-
ed to Death at Boston.

W. A. P. Willard, Passenger
in Miss Quimby's Mono-
plane, Also Killed.



881

- 881 ☒ **1912, June 29-July 6, Squantum Mass. Boston Aviation Meet, Route 604,002 (AAMC 36).** Postcard showing Charles Foster Willard at the wheel of his plane, 1c tied by "Boston Mass. Jul. 1, 1912" duplex datestamp to Cambridge Mass., black "BOSTON AVIATION MEET/AERO MAIL SERVICE" two-line handstamp, card with scuffs and creases, otherwise Fine, scarce.....AAMC 1,500.00

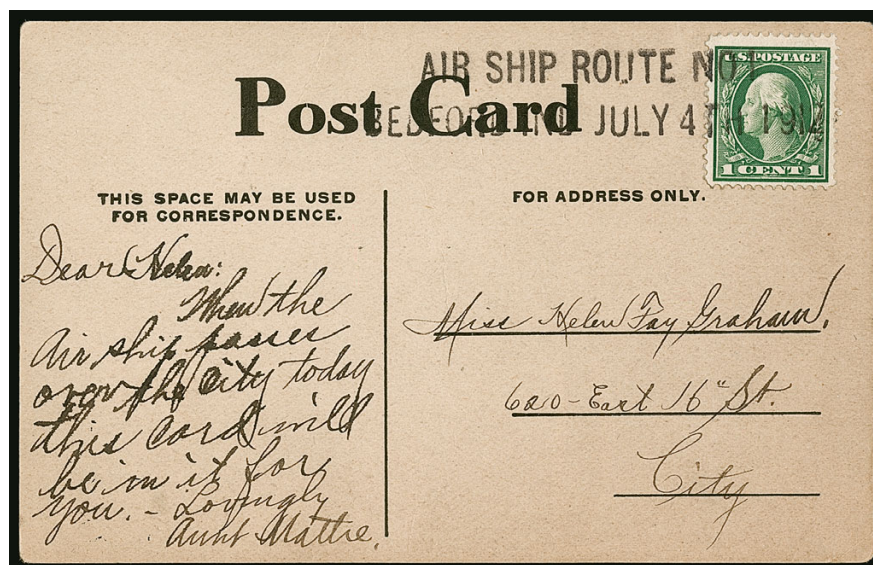


882

- 882 ☒ **1912, June 29-July 6, Squantum Mass. Boston Aviation Meet, Route 604,002 (AAMC 36).** 1c Postal Card cancelled by "Boston Mass. Jul. 3, 2PM 1912" duplex datestamp to Cambridge Mass., black "BOSTON AVIATION MEET/AERO MAIL SERVICE" two-line handstamp, card with central thin on back, otherwise Fine, scarce.....AAMC 1,500.00

JULY 3-4, 1912—BEDFORD-OOLITIC-MITCHELL, INDIANA
ATHLETIC PARK AVIATION MEET

Aviator Max Lillie was supposed to carry mail on July 3 and 4, but poor weather prevented flights on the 3rd. He took off with mail on the 4th and made it about halfway but was forced to return to the exhibition due to high winds. The AAMC notes less than ten of all three types of markings used at this event are known.



883

- 883 ☒ **1912, July 3-4, Bedford-Oolitic-Mitchell Ind. Athletic Park Aviation Meet, Route 633,001 (AAMC 37).** Postcard with 1c tied by "AIR SHIP ROUTE NO. 1/BEDFORD IND. JULY 4TH 1912" Type 1 two-line handstamp, locally addressed, souvenir contents, minor corner wear, Very Fine, illustrated in AAMC 7th Edition on p. 295AAMC 2,000.00



884

885

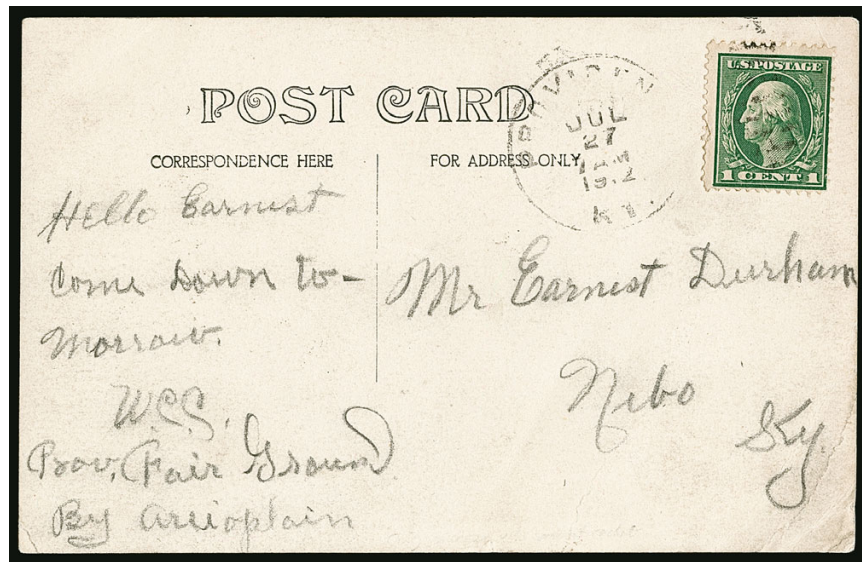
- 884 ☒ **1912, July 3-4, Bedford-Oolitic-Mitchell Ind. Athletic Park Aviation Meet, Route 633,001 (AAMC 37a).** Postcard with 1c tied by "Bedford Ind. 8PM Jul. 4" duplex and locally addressed, neat purple "AIR SHIP ROUTE NO. 1/BEDFORD IND." Type 2 two-line handstamp, few corner creases, scuffs, otherwise Fine, scarceAAMC 2,000.00
- 885 ☒ **1912, July 3-4, Bedford-Oolitic-Mitchell Ind. Athletic Park Aviation Meet, Route 633,001 (AAMC 37b).** Postcard with 1c tied by "Bedford Ind. 7AM Jul. 4, 1912" duplex and locally addressed, bold "AIR SHIP ROUTE NO. 1" Type 3 handstamp, stamp defective (prior to use), otherwise Fine, scarce..... AAMC 2,000.00



- 886 ✉ **1912, July 4, South Amboy-Perth Amboy N.J.. Experimental Hydroplane Flight, Route 609,001 (AAMC 38).** 1c Postal Card cancelled by "South Amboy N.J." duplex without date to Cambridge Mass., purple "AERO PLANE, Route No. 900006." two-line handstamp, scuff on back, Very Fine, unusual with the route number designation, which was incorrect — correct route is 609,001AAMC 250.00
- 887 ✉ **1912, July 4, South Amboy-Perth Amboy N.J.. Experimental Hydroplane Flight, Route 609,001 (AAMC 38, 38a).** Two items, first is 2c Postal Card cancelled by "Perth Amboy N.J. Jul. 4 10AM 1912" duplex datestamp to Karl Koslowski in Detroit Mich, **message written and signed by pilot Chas. Schmidt**, purple "AERO PLANE, Route No. 900006." two-line handstamp, second is postcard with 1c tied by "Perth Amboy Jul. 4, 1912" duplex to South River N.J. with same cachet and also printed cachet at bottom left, minor wear, Very Fine, unusual with the route number designation, which was incorrect — correct route is 609,001 — Koslowski was the Detroit collector who obtained 50 unused examples of the 4c 1908 Imperforate (Scott 314A) from the Winfield Company, ex ReinhardAAMC 550.00
- 888 ✉ **1912, July 12-13, Hamilton O. Butler County Fair Aviation Meet, Route 631,002 (AAMC 39).** 1c tied by "Aero Mail Service, July 12, 1912, Hamilton, Ohio" First Day duplex datestamp on locally addressed picture postcard, small corner wear, otherwise Very Fine, AAMC states "mail from July 12 is seldom seen", ex ReinhardAAMC 500.00
- 889 ✉ **1912, July 12-13, Hamilton O. Butler County Fair Aviation Meet, Route 631,002 (AAMC 39a).** 2c tied by "Aero Mail Service, July 13, 1912, Hamilton, Ohio" duplex datestamp on locally addressed cover, vertical file fold well clear of stamp and markings, Very FineAAMC 350.00



- 890 ☒ **1912, July 17-18, Benton Harbor, Michigan Driving Park Aviation Meet, Route 637,001 (AAMC 40, 40a).** Two items, first is picture postcard showing "Mrs. Beachy in biplane Benton Harbor July 17-18-12" with 1c tied by "Benton Harbor Mich. Fair Grounds Station, Jul. 17, 1912" duplex datestamp, small adherence, second is 1c Postal Card cancelled by similar July 18 datestamp with printed address to Dayton O., sent by noted philatelist Alvin W. Filstrup, scuff on back, Very Fine pair, the July 17 date is extremely rare with only two reported, ex Dr. Scott.....AAMC 1,175.00
- 891 ☒ **1912, July 19-21, Coney Island (Cincinnati), Ohio, Coney Island Flying Exhibition, Route 631,003 (AAMC 41a).** Postcard of aviator Oscar Brinley sitting in his Wright biplane, 1c tied by "California O. Jul. 22 8AM" duplex datestamp to Wilmington Ohio, magenta "U.S. OFFICIAL AERIAL MAIL STAMP" three-line handstamp at upper left, Very Fine, flights were made at the end of each day and mail was postmarked the following day, mail flown on Saturday and Sunday the 20th and 21st was postmarked on Monday the 22nd since the post office was closed Sunday, ex Reinhard.....AAMC 750.00
- 892 ☒ **1912, July 19-21, Coney Island (Cincinnati), Ohio, Coney Island Flying Exhibition, Route 631,003 (AAMC 41a).** Postcard of official aerial mail post office with text at bottom "First Aerial Post Office ever established in U.S., Lexington Ky. June 3rd to 7th 1912", with five people (one of whom is named Earnest Folly), 1c tied by "California O. Jul. 22 8AM" duplex datestamp to Culebra, Panama and forwarded within Panama, magenta "U.S. OFFICIAL AERIAL MAIL STAMP" three-line handstamp at top left, minor edgewear, Very Fine, flights were made at the end of each day and mail was postmarked the following day, mail flown on Saturday and Sunday the 20th and 21st was postmarked on Monday the 22nd since the post office was closed SundayAAMC 750.00
- 893 ☒ **1912, July 20-21, Dubuque Ia. Nutwood Park Aviation Meet, Route 643,001 (AAMC 42).** Three items: 1c tied by purple boxed flight cancel and target cancel on postcard to Independence Ia.; 2c Pan-American (295) tied by black boxed flight handstamp with Dubuque 1912 circular datestamp on cover to Harry A. Truby; last is 1c Postal Card with black boxed flight cancel at left to Cambridge Mass., Very Fine group, first two ex ReinhardAAMC 600.00



894

- 894 ☒ **1912, July 22-27, Providence Ky. Fairgrounds Aviation Meet, Route 629,001 (AAMC 43).** Photo souvenir postcard with picture of "Horace Pecks' Kearny—Bad Boy of the Sky" and his plane in midflight, 1c tied by "Providence Ky. Jul. 27 7AM, 1912" duplex datestamp and used to Nebo Ky., few corner creases, otherwise Fine, only 300 pieces were flown during the four day meet, ex Judge O'Sullivan, illustrated in AAMC 7th Edition on p. 299, accompanied by similar card with 1c tied by July 29 duplex which was likely not flown, AAMC value for the July 27 card onlyAAMC 1,500.00



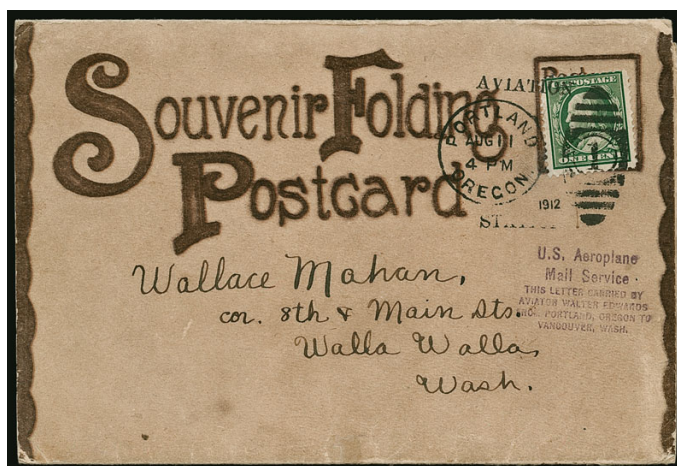
- 895 ☒ **1912, July 21-29, Connersville-Rushville, Indiana Experimental Aeroplane Flight, Route 633,002 (AAMC 44).** Picture postcard of a Wright biplane pointing out wing warp which was the patented control feature, purple "Souvenir Postal Card of Aviation Meet, Week July 29, 1912 1912" oval datestamp at top left, Very Fine, rare as only four are reported, aviator Paul Peck was authorized to fly mail from Connersville to Rushville, a distance of about 17 miles, heavy winds prevented him from making the flight, a souvenir card was prepared and four slightly different cachets are known, none of the four have stamps or other postmarks, ex Judge O'Sullivan and Dr. Scott.....AAMC 1,000.00
- 896 ☒ **1912, July 21-29, Connersville-Rushville, Indiana Experimental Aeroplane Flight, Route 633,002 (AAMC 44).** Picture postcard of aviator Paul Peck at the wheel of his biplane, purple "U.S. Official Aerial Mail Stamp from Connersville to Rushville, Week July 29, 1912 1912" oval datestamp at top left, addressed to Rushville, souvenir contents, corner clipped at bottom right, some overall toning, otherwise Very Fine, rare as only four are reported, aviator Paul Peck was authorized to fly mail from Connersville to Rushville, a distance of about 17 miles, heavy winds prevented him from making the flight, a souvenir card was prepared and four slightly different cachets are known, none of the four have stamps or other postmarks, ex Dr. Scott, illustrated in AAMC 7th Edition on p. 299AAMC 1,000.00



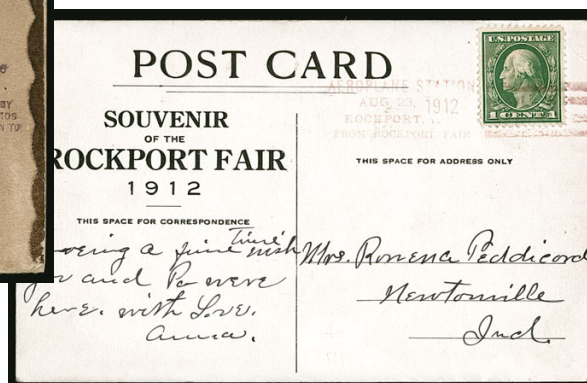
- 897 ☒ **1912, August 3, Hohokus-Ridgewood N.J. Hohokus Driving Park Aviation Meet, Route 609,002 (AAMC 45).** 2c entire with printed address covered by label for new typed address in Savannah Ga., cancelled by "Aerial Special Despatch, Aviation Grounds, Hohokus, N.J., Aug. 3, 1912" duplex datestamp, Very Fine flown coverAAMC 300.00
- 898 ☒ **1912, August 3-September 5, Ocean City-Stone Harbor N.J., Route 609,003 (AAMC 46).** Color postcard of the city pier in Ocean City, 1c tied by "Ocean City N.J. Aug. 9-12 6—AM" machine cancel, addressed to Washington D.C., purple "OCEAN CITY & STONE HARBOR/AERIAL U.S. MAIL SERVICE" two-line handstamp at bottom, Very Fine, AAMC states that some of the mail received the handstamp cachet (others have handwritten inscriptions) and apparently very few pieces of mail reached collectors' hands — a scarce pioneer flight cover despite the amount of mail flown ...AAMC 350.00
- 899 ☒ **1912, August 3-September 5, Ocean City-Stone Harbor N.J., Route 609,003 (AAMC 46).** 1c Reply Card cancelled by "Ocean City N.J. Aug. 3 11:30AM 1912" duplex datestamp, addressed to Stone Harbor N.J., manuscript "Via Aeroplane Mail" directive at top left, receiving backstamp of same day at 7PM, Very Fine, AAMC states that some of the mail received the handstamp cachet (others have handwritten inscriptions) and apparently very few pieces of mail reached collectors' hands — a scarce pioneer flight cover despite the amount of mail flownAAMC 350.00
- 900 ☒ **1912, August 3-September 5, Stone Harbor-Ocean City N.J., Route 609,003 (AAMC 46a).** Postcard showing marathon run with 1c tied by "Stone Harbor N.J. Aug. 5 5PM 1912" duplex datestamp to Ocean City N.J., message says card will be flown, card with few creases, small scrape at bottom left, otherwise Very Fine, very few pieces of mail reached collectors' hands — a scarce pioneer flight cover despite the amount of mail flownAAMC 450.00
- 901 ☒ **1912, August 3-September 5, Stone Harbor-Ocean City N.J., Route 609,003 (AAMC 46a).** Cover with pair of 1c Imperforate tied by "Stone Harbor N.J. Aug. 5 5PM 1912" duplex datestamp to Ocean City N.J. where **returned to sender**, purple "OCEAN CITY & STONE HARBOR/AERIAL U.S. MAIL SERVICE" two-line cachet, also sender's directive "via Aeroplane", purple pointing hand auxiliary marking, Ocean City duplex of Aug. 20, Very Fine, the two-line cachet was used on some mail, very few pieces reached collectors' hands — a scarce pioneer flight cover despite the amount of mail flownAAMC 450.00



- 902 ☒ **1912, August 3-September 5, Ocean City-Stone Harbor N.J., Route 609,003 (AAMC 46b).** Cover with 2c tied by "Ocean City, N.J. Aug. 12-12, 11-30AM" machine cancel to Cambridge Mass., purple "OCEAN CITY & STONE HARBOR/AERIAL U.S. MAIL SERVICE" two-line handstamp, Very Fine, authorization for mail service was originally granted from August 3-10 but was extended until September 5 due to its popularity, very few pieces are reported used during this extended serviceAAMC 700.00
- 903 ☒ **1912, August 3-September 5, Ocean City-Stone Harbor N.J., Route 609,003 (AAMC 46b).** 2c entire cancelled by "Stone Harbor N.J. Aug. 14 7AM 1912" duplex datestamp, purple "OCEAN CITY & STONE HARBOR/AERIAL U.S. MAIL SERVICE" two-line cachet, to Philadelphia, vertical file fold and some slight soiling, still Very Fine, authorization for mail service was originally granted from August 3-10 but was extended until September 5 due to its popularity, very few pieces are reported used during this extended service.....AAMC 700.00
- 904 ☒ **1912, August 6-8, Fort Recovery O. Harvest Festival Aviation Meet, Route 631,004 (AAMC 47).** Picture postcard of plane over crowded downtown Fort Recovery, 1c tied by ornate "Aviation Station No., Fort Recovery, Ohio, Aug. 6, 1912" First Day circular datestamp, locally addressed, souvenir message, Very Fine, according to the AAMC, on the first day of the exhibition aviator George Schmitt was supposed to fly the mail a short distance from a local farm to the post office, he damaged his plane and had to return to the farm, his plane could not be repaired in time, so officials sent for aviator Earle Sandt, who did not arrive until late on the 7th — mail flown by Schmitt on the 6th is rare — ex Dr. ScottAAMC 600.00
- 905 ☒ **1912, August 6-8, Fort Recovery O. Harvest Festival Aviation Meet, Route 631,004 (AAMC 47a, 47b).** Two items, first is souvenir cover from the meet printed in yellow with all-over green ad on back with 2c tied by ornate August 7 circular datestamp and locally addressed, second is picture postcard of plane leaving the ground on the first day of the meet, with 1c tied on photo side by August 8 datestamp to Harry A. Truby in Pa., first with some slight edgewear, Very Fine, mail was prepared to be flown on the 7th but was not due to a damaged plane, the replacement plane and pilot did not arrive until late on the 7th, first ex ReinhardAAMC 575.00
- 906 ☒ **1912, August 6-8, Fort Recovery O. Harvest Festival Aviation Meet, Route 631,004 (AAMC 47c).** Picture postcard of plane leaving the ground on the first day of the meet, with 1c tied by "Fort Recovery Ohio 1912 Aug. 10" duplex datestamp and locally addressed, ornate "Aviation Station No. 1, Fort Recovery, Ohio, Aug. 9, 1912" circular datestamp at left, few creases, Very Fine, the August 10 datestamp was added because the flight cancel did not touch the stamp, presumably because no mail was flown on the 7th, the meet was subsequently extended to the 9th with the bulk of the mail travelling on the 8th, less than five known pieces dated August 9, ex ReinhardAAMC 400.00



907EX



908EX



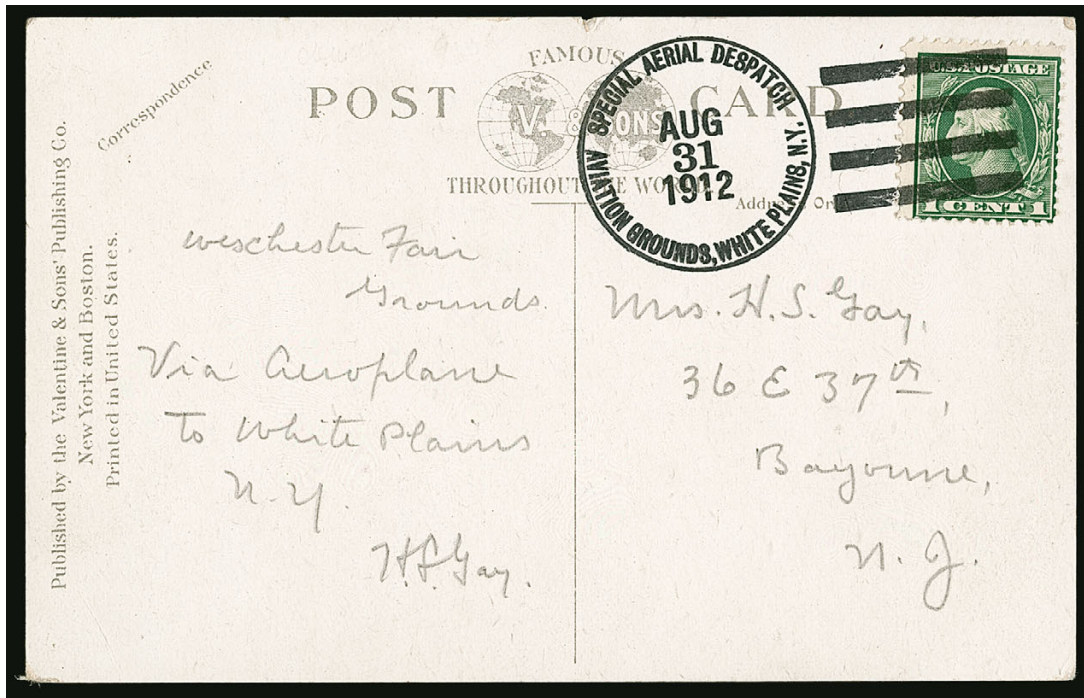
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- 907 ☒ **1912, August 10-11, Portland Ore.-Vancouver Wash. Country Club Aviation Meet, Route 673,001 (AAMC 48, 48a).** Three items, first is flown facing slip with "Aviation Station, Portland, Oregon Aug. 10 4PM 1912" duplex datestamp and purple five-line cachet, second item is color postcard of post office and Portland Hotel with same Aug. 10 duplex tying 1c stamp, five-line cachet struck in black, to Tacoma Wash., third item is souvenir folding postcard with 1c tied by similar duplex dated Aug. 11, five-line cachet struck in purple, to Walla Walla Wash., Very Fine group representing both days mail was flown, this was the first authorized airmail flown in the Pacific Northwest.....AAMC 650.00
- 908 ☒ **1912, August 20-23, Rockport Ind. Rockport Fairgrounds Aviation Meet, Route 633,003 (AAMC 49a, 49b).** Two items, first is picture postcard of Kearney ready for flight with printed "Souvenir of the Rockport Fair 1912", 1c tied by magenta "Aeroplane Station, Aug. 23, 1912, Rockport, Ind. from Rockport Fair" four-line datestamp to Marengo Ind., second is same postcard similarly tied by Aug. 23 datestamp to Newtonville Ind., Very Fine, mail was authorized to be flown each day from August 20 to 24 but was only flown on three days (21, 22 and 23).....AAMC 300.00
- 909 ☒ **1912, August 23-24, Plainfield N.J. Plainfield Driving Park Aviation Meet, Route 609,004 (AAMC 50, 50a).** Two items, first is color postcard of woodland scene with 1c tied by purple "Via Aeroplane Mail Route, Plainfield, N.J., Aug. 23, 1912" double-circle datestamp, second strike, locally addressed, second is color postcard with 1c similarly tied by Aug. 24 datestamp and locally addressed, Very Fine cards flown by Lincoln Beachey on both days of the exhibition, ex ReinhardAAMC 325.00
- 910 ☒ **1912, August 28-31, Boonville Ind. Fairgrounds Aviation Meet, Route 633,004 (AAMC 51, 51a two).** Three items, first is souvenir postcard prepared for the earlier Rockport meet with "Boonville Fair" label, 1c tied by "By Aerial Route, Aug. 28, 1912, Boonville Ind., From Boonville Fair" datestamp with illustration of plane and locally addressed, second is similar card with similar franking and Aug. 29 datestamp to Ky., third item is color postcard of Boonville court house with Aug. 29 datestamp locally addressed, some slight wear, Very Fine trio of coversAAMC 950.00

AUGUST 31, 1912—WHITE PLAINS, NEW YORK
WELKIN AVIATION ASSOCIATION EXHIBITION



911

- 911 ☒ **1912, August 31, White Plains N.Y. Welkin Aviation Association Exhibition, Route 607,003 (AAMC 52).** Color postcard depicting lover's lane in White Plains, bearing 1c tied by "Special Aerial Despatch, Aviation Grounds, White Plains N.Y., Aug. 31, 1912" duplex datestamp and addressed to Bayonne N.J.

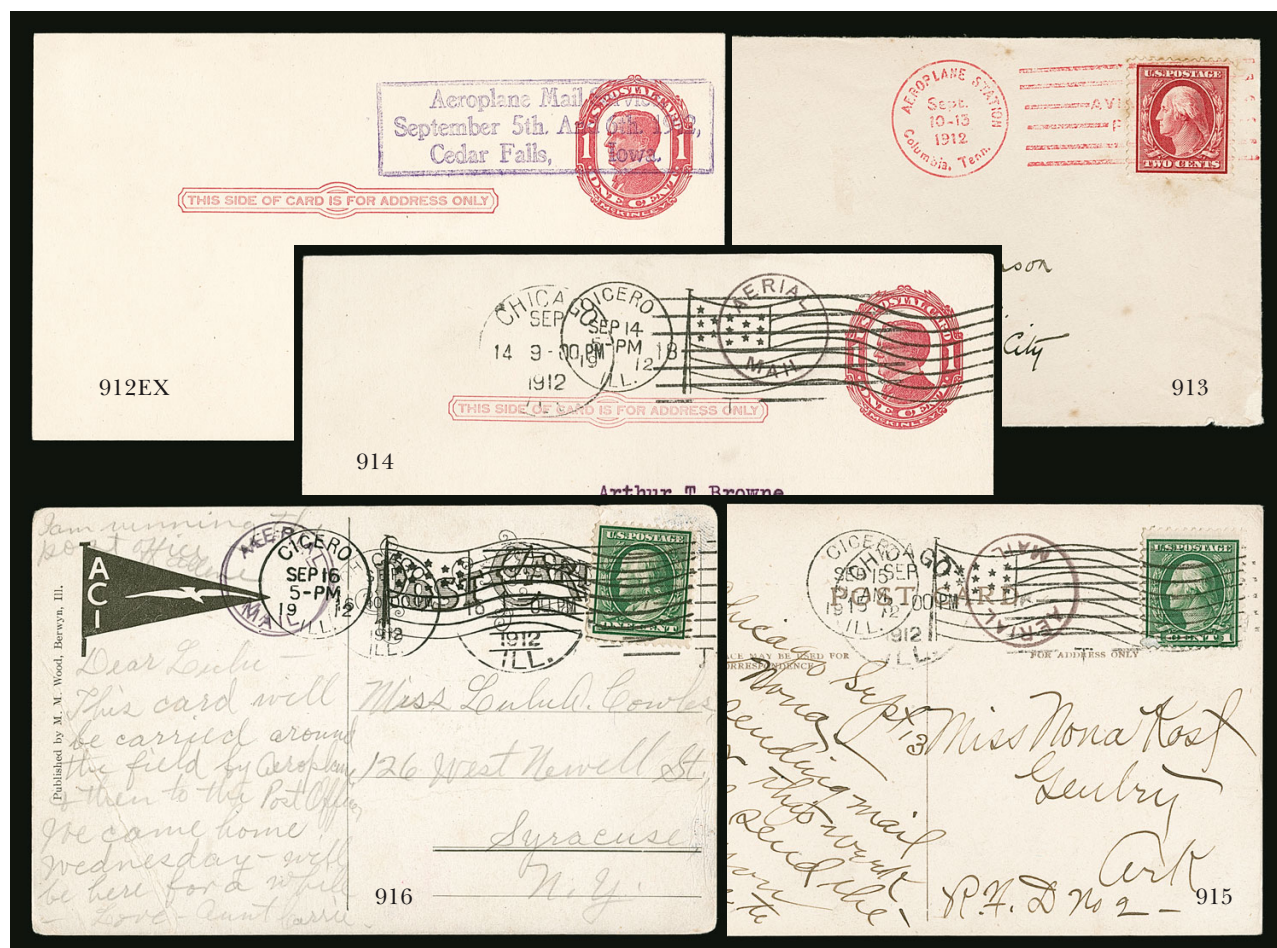
EXTREMELY FINE. THIS IS THE ONLY PIECE OF MAIL KNOWN FROM THIS FLIGHT FROM THE WESTCHESTER COUNTY FAIRGROUNDS TO THE WHITE PLAINS POST OFFICE.

Organizers of the Welkin Aviation Association Exhibition arranged for famed aviator Lincoln Beachey and a less well-known flyer, William B. Hemstrought, to put on display flights in Curtiss airplanes during a fair held at Westchester County Fair Grounds near White Plains, New York. On Saturday, August 31, Beachey flew a pouch containing 110 pieces of mail from the fairgrounds. A special post office was set up and route number 607,003 was assigned by the USPOD to one trip. The special duplex datestamp looks similar to one used earlier that month in Hohokus, N.J. (AAMC 45). Beachey dropped the mail bag to postal officials on the ground, but it ended up on the lawn of St. John's Church, across the street from the post office.

Ex Reinhard and Jones. The history of this flight was described in an article by Thomas O'Sullivan (*Air Post Journal*, Nov. 1951). Illustrated in AAMC 7th Edition on page 52.AAMC 4,500.00

This photograph is believed to show the fairgrounds in Westchester County where the August 1912 event was held





- 912 ☒ **1912, September 6-7, Cedar Falls Ia. Golf Links Aviation Meet, Route 643,002 (AAMC 53).** Two items, first is 1c McKinley Postal Card cancelled by purple "Aeroplane Mail Service, September 5th and 6th, 1912, Cedar Falls, Iowa" boxed datestamp to Harry A. Truby in New Kensington Penn., second is 1c Grant Postal Card similarly cancelled to Dubuque Iowa, manuscript "Air Mail" at top left and "1912" at top right, Truby backstamp, some slight wear, Very Fine pair of flown cards, Lincoln Beachey flew mail both days of the meet.....AAMC 800.00
- 913 ☒ **1912, September 10-12, Columbia Tenn. Fairgrounds Aviation Meet, Route 627,001 (AAMC 54).** Cover with 2c tied by red "Aeroplane Station, Columbia, Tenn., Sept. 10-13, 1912" duplex datestamp to New York City, few small toned spots also affect stamp, otherwise Very Fine, mail was not carried on the 13th due to high winds.....AAMC 500.00
- 914 ☒ **1912, September 9-15, Cicero-Aurora Ill. International Aviation Meet (AAMC 55b).** 1c Postal Card cancelled by "Cicero Ill. Sep. 14 5-PM, 1912" waving-flag machine cancel to typed address in Cambridge Mass., purple "Aerial Mail" in circle handstamp, "Chicago Ill. Sep. 14 9:00PM 1912" machine cancel, contents reads "This is carried by aviator Max Lillie from aero field to Aurora, Ill. 27 miles away Sept. 13, 1912" and signed, Very Fine, based on the postal markings the note is incorrect, this was flown on the 14th by aviator Chance M. Vought, illustrated in AAMC 7th Edition on p. 307.....AAMC 500.00
- 915 ☒ **1912, September 9-15, Cicero-Aurora Ill. International Aviation Meet (AAMC 55c).** Color postcard of Washington Park in Chicago with 1c tied by "Cicero Ill. Sep. 15 9-AM, 1912" waving-flag machine cancel to Gentry Ark., purple "Aerial Mail" in circle handstamp, "Chicago Ill. Sep. 15 12:00PM 1912" machine cancel, Very Fine, very few are known flown on the 15th, ex Reinhard and Dr. Scott.....AAMC 500.00
- 916 ☒ **1912, September 9-15, Cicero-Aurora Ill. International Aviation Meet (AAMC 55d).** Picture postcard of plane about to land, 1c tied by "Cicero Ill. Sep. 16 5-PM, 1912" waving-flag machine cancel to Syracuse N.Y., purple "Aerial Mail" in circle handstamp, two Chicago datestamps with 8PM and 10PM markings, souvenir contents, card with few creases, Very Fine and very rare use flown the day after the meet ended, according to the AAMC, the local postmaster authorized mail to be flown during the four days of the meet (Sep. 12-15), at least one is known postmarked on the 16th and was flown by either J. Romano Montero or Charles L. Wiggin (Cal Rodgers's mechanic on the Vin Fiz flight), who moved to Grant Park for the next air meet on the 16th rather than the day before, ex Judge O'Sullivan and Dr. Scott.....AAMC 500.00

SEPTEMBER 21, 1912—GLEN HEAD, LONG ISLAND, DEMONSTRATION FLIGHTS

917 front
and back

- 917 ✉ **1912, September 21, Glen Head, Long Island, New York Demonstration Flights (AAMC 57).** 2c booklet pane stamp with s.e. at left and bottom, tied by "Glenwood Landing N.Y. Sep. 21, 1912" duplex datestamp on cover to Brooklyn N.Y., back of cover with large "ACROSS L.I. SOUND FOR POSTAGE/GLEN HEAD, L.I. TO (SEE POSTMARK) BY WRIGHT HYDROAEROPLANE" three-line cachet — the misspelling of the word Hydroaeroplane ("Hydrooerplane") in the cachet was corrected by hand with an "a" over "o" — "Brooklyn New York Gen. Del. Sep. 21, 1912 12PM" receiving backstamp

VERY FINE. THIS IS THE ONLY REPORTED PIECE OF MAIL CARRIED ACROSS LONG ISLAND SOUND FROM GLEN HEAD, LONG ISLAND, TO NEW ROCHELLE. A WONDERFUL ARTIFACT OF THE PIONEER AVIATION ERA.

On September 21 and again on October 12, aviator Charles Wald flew a Wright biplane equipped with pontoons for water landing, to demonstrate its use for sport, rescue and carrying passengers. This is the only recorded piece of mail from the September 21 flight; none are known from the October 12 flight.

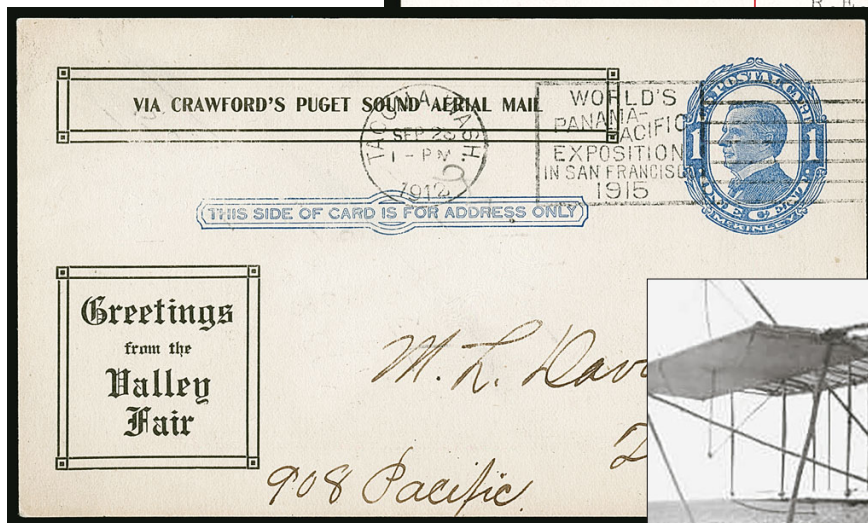
Ex Reinhard and Jones. Illustrated in AAMC 7th Edition on p. 309.....AAMC 6,000.00

Charles Weld in
the Wright plane
with pontoons for
water landing



918

919EX



920

Harvey Crawford,
aviator who carried
the Puget Sound
Aerial Mail



- 918 **1912, September 25-26, Bluffton, Indiana West Side Ball Park Aviation Exhibition (AAMC 58a).** Color postcard of a street view in Bluffton with 1c tied by "BLUFFTON INDIANA/AERIAL MAIL/5P.M. 9 26 12" three-line datestamp to Petroleum Ind., Very Fine and rare, AAMC notes only four are reported used on the 26th and only one is reported used on the 25th, ex Stevens, illustrated in AAMC 7th Edition on page 310.....AAMC 1,000.00
- 919 **1912, September 26-28, McLeansboro Ill. Aviation Meet and Street Circus, Route 635,001 (AAMC 59).** Two items, first is souvenir postcard from the event with 1c tied by "By Aerial Route, Sept. 26, 27, 28, 1912, Aviation Field, McLeansboro, Ills." datestamp with illustrated plane, locally addressed, second is 2c entire with similar cancel to Chicago, Very Fine strikes, aviator Horace Kearney flew mail each day of the event.....AAMC 400.00
- 920 **1912, September 28, Puyallup-Tacoma Wash. Crawford's Puget Sound Aerial Mail (AAMC 60).** Neat strike of "Tacoma Wash. Sep. 28 1PM 1912" Panama-Pacific Expo slogan machine cancel on locally addressed 1c Postal Card specially printed for the flight, Extremely Fine, AAMC states very few are known today in collectors' hands, ex StevensAAMC 900.00



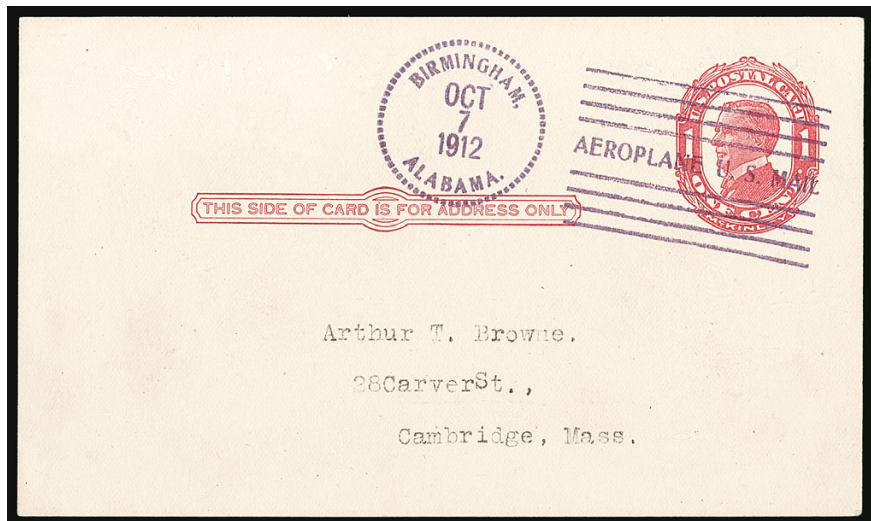
921

922EX

- 921 ☒ **1912, October 4-12, Springfield-Williamsville Ill. State Fairgrounds Aviation Meet, Route 635,002 (AAMC 61).** 2c entire cancelled by purple "Aeroplane Station, Springfield Ill. State Fairgrounds, Oct. 8, 1912" circular datestamp to Williamsville Ill., fresh and Very Fine, according to the AAMC, plans called for mail to be flown each day from the 8th until the 12th to six nearby towns, on October 8 Edwin Korn took off and had to turn back due to mechanical difficulties and crashed before reaching the fairgrounds, mail was successfully carried on the 10th by another aviator, these are the only two days when mail was actually carriedAAMC 350.00
- 922 ☒ **1912, October 4-12, Springfield-Williamsville Ill. State Fairgrounds Aviation Meet, Route 635,002 (AAMC 61b).** Two items, first is 2c Postal Card cancelled by purple "Aeroplane Station, Springfield Ill. State Fairgrounds, Oct. 12, 1912" circular datestamp to Cambridge Mass., second is similar card cancelled on Oct. 14 to same recipient, fresh and Very Fine, ex Dr. Scott.....AAMC 550.00

AIRMAN STEVENSON DEAD.
The 198th Victim and the 87th Killed
This Year.

BIRMINGHAM, Ala., Oct. 8.—Joseph Stevenson of Mineola, L. I., who fell from his biplane, at the Alabama State Fair Grounds yesterday, died to-day. He did not regain consciousness after the accident.



923

- 923 ☒ **1912, October 7, Birmingham Alabama State Fair Aviation Exhibition, Route 624,001 (AAMC 62).** 1c Postal card cancelled by purple "Birmingham, Alabama. Oct. 7, 1912 Aeroplane Mail" duplex datestamp to Cambridge Mass., typed address
- VERY FINE. ONLY TWO CARDS ARE REPORTED FROM THIS ATTEMPTED FLIGHT FROM THE ALABAMA STATE FAIR.
- According to the AAMC, authorization was received from the Post Office Department for Joseph Stevenson to fly mail each day from the fairgrounds to the main post office, where the bag was to be dropped. Stevenson crashed during a trial flight on October 7 before any mail could be flown, and he died the next day. Aerial service was suspended before it even started, and mail with the special cancels was delivered by normal means.
- Ex Stevens and Dr. Scott. Illustrated in AAMC 7th Edition on p. 312.....AAMC 3,000.00



- 924 ☒ **1912, October 12, Lock Haven-Mill Hall Pa. Old Home Week Flying Exhibition, Route 610,003 (AAMC 63).** Two items, first is photo postcard showing the aerial post office in Lexington Ky. with caption "First aerial P.O. ever officially established in the U.S." with 1c tied by "Millhall Pa. Oct. 12 7PM 1912" duplex to Lock Haven Pa., purple "U.S. Official Aerial Mail Stamp, 1912" oval handstamp, souvenir contents, second is photo postcard showing first person in charge of the first aerial P.O. and H. L. Tucker who was the first aviator sworn in to carry U.S. mail, with 1c tied by "Lock Haven Pa. Oct. 12 9PM, 1912" duplex, Mill Hall receiving datestamp of the same day at 7:00 p.m., some slight wear, Very Fine, mail from the flight was taken to the Mill Hall post office where it was cancelled at 7:00 p.m., only the first was flown, the second was mailed at the post office at the same time, AAMC value is for the one flown cardAAMC 400.00
- 925 ☒ **1912, October 31-November 2, Cuthbert Ga. Fairgrounds Aviation Meet, Route 621,001 (AAMC 64a).** 2c entire cancelled by purple "AEROPLANE MAIL SERVICE, Aerial Sub-Station, Cuthbert, Ga., Nov. 1, 1912" duplex datestamp to Cambridge Mass., Very Fine and very rare, this is the only reported use on November 1, according to the AAMC, Fred De Korn flew a small amount of mail each day, none is known on the 31st and this is the only reported use on the first of November, ex Stevens, illustrated in AAMC 7th Edition on p. 314AAMC 1,500.00
- 926 ☒ **1912, October 31-November 2, Cuthbert Ga. Fairgrounds Aviation Meet, Route 621,001 (AAMC 64b).** 1c Postal Card cancelled by black "AEROPLANE MAIL SERVICE, Aerial Sub-Station, Cuthbert, Ga., Nov. 2, 1912" duplex datestamp and locally addressed, fresh and Very Fine, according to the AAMC, Fred De Korn flew a small amount of mail each day, none is known on the 31st, one is reported used on the first of November and very few are known used on this last day of the meetAAMC 300.00
- 927 ☒ **1912, November 24, San Francisco Cal. Ingleside Park Aviation Meet, Route 676,002 (AAMC 65).** Two items, first is Post Office Department official cover with "San Francisco, Cal. Aviation Post Office No. 1, Nov. 24, 1912" double-circle datestamp to superintendent at Station A, second is similar but addressed to Station B, fresh and Very Fine, according to the AAMC, Harvey Crawford flew 48 postcards and at least three penalty envelopes to the Presidio, first ex StevensAAMC 1,000.00

DECEMBER 25-29, 1912—TANFORAN PARK AVIATION MEET

This aviation meet was held over five days from December 25 through 29, 1912, at the Tanforan Park Race Track in San Francisco. Aviator Roy N. Francis carried souvenir cards that were dropped over the crowd. The cards could then be addressed, stamped and submitted to the special post office at the field. Two types of postmarking devices were used; Type 1 with the words "Aviation Post Office No. 1" and Type 2 reading "Aviation Postal Sta." Seven cards are reported—one Type 2 and the others Type 1: 12/25 (two Ty. 1, one Ty. 2), 12/27 (one, Ty. 1), 12/28 (one, Ty. 1), and 12/29 (two, Ty. 1).



Roy N. Francis



928

929

- 928 ☒ **1912, December 25-29, San Francisco Cal. Tanforan Park Aviation Meet (AAMC 66).**
Postcard of Roy Francis circling the Ferry building in San Francisco with an inset of his portrait, with 1c tied by Type 1 "San Francisco, Cal. Aviation Post Office No. 1, Dec. 25, 1912" double-circle datestamp to local address, some slight wear

VERY FINE. THIS IS THE ONLY KNOWN EXAMPLE OF THIS STYLE OF SAN FRANCISCO AVIATION POST OFFICE DATESTAMP USED ON CHRISTMAS DAY.

Two styles of postmark were used, and only two in total (one of each postmark style) are known used on the first day of the meet, which was Christmas Day.AAMC 2,000.00

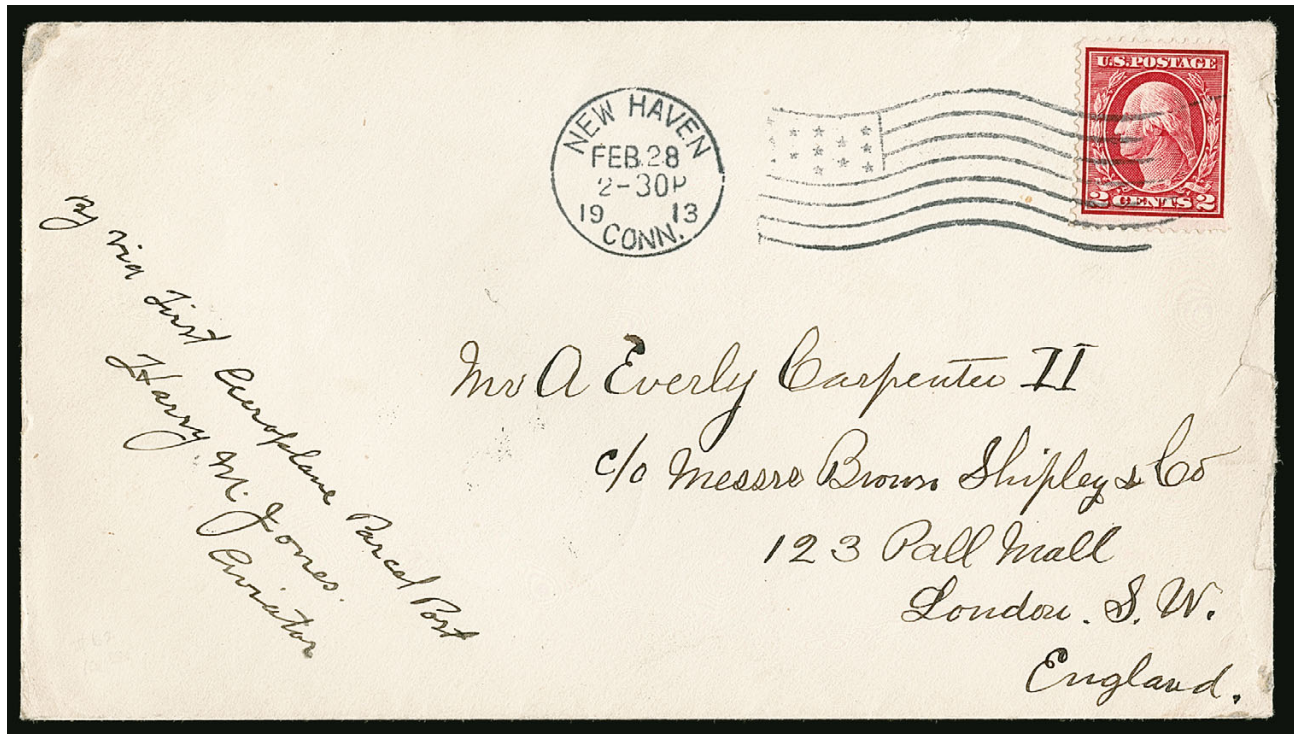
- 929 ☒ **1912, December 25-29, San Francisco Cal. Tanforan Park Aviation Meet (AAMC 66).**
Picture postcard of two men with plane on the ground and caption "Prof. Jas. Irving jumps from Francis aeroplane in parachute", with 1c tied by Type 1 "San Francisco, Cal. Aviation Post Office No. 1, Dec. 29, 1912" double-circle datestamp to McCloud Cal., souvenir contents

VERY FINE. THIS IS ONE OF TWO KNOWN RECORDED PIECES OF MAIL FLOWN ON DECEMBER 29, THE LAST DAY OF THE TANFORAN PARK AVIATION MEET.

Two styles of postmark were used, and only two in total (both Type 1) are known used on the 29th, which was the last day of the meet.

Ex Reinhard.....AAMC 2,500.00

JANUARY 13-MARCH 10, 1913
BOSTON-NEW YORK FIRST AERIAL PARCEL POST SERVICE



930

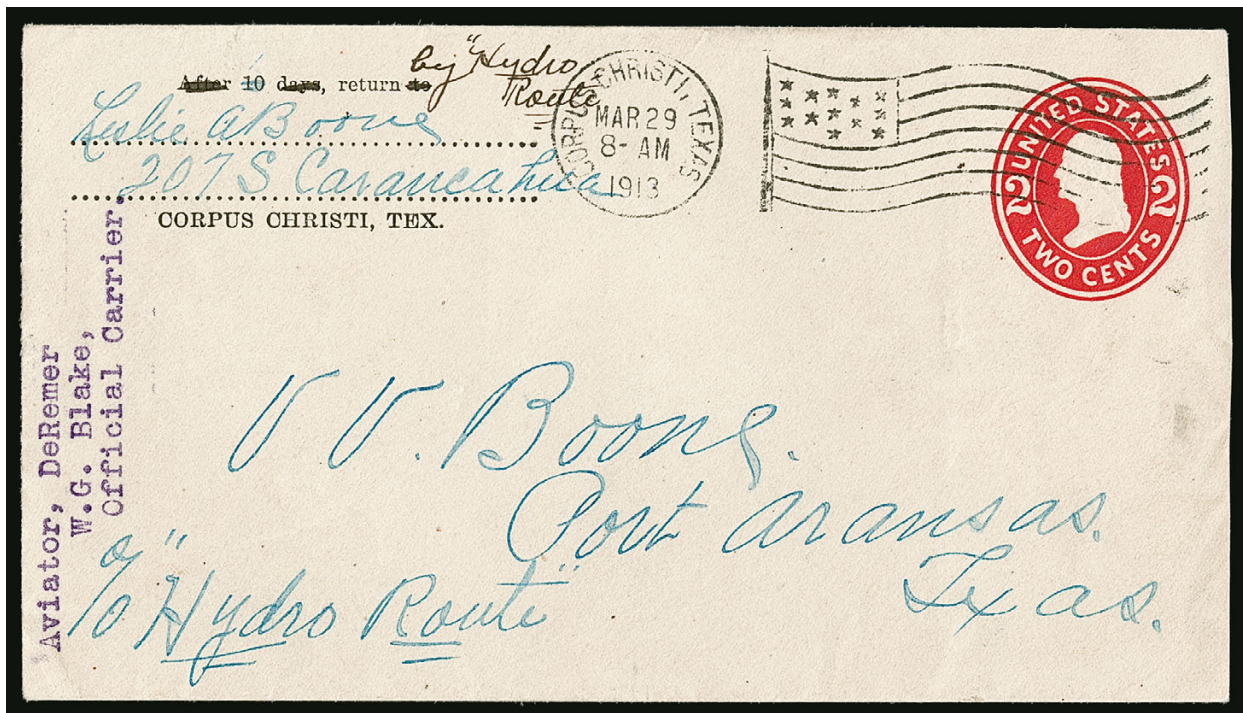
- 930 ✉ **1913, January 13-March 10, Boston-New York First Aerial Parcel Post Service, Route 604,003 (AAMC 67).** 2c tied by "New Haven Conn. Feb. 28 2-30P, 1913" waving-flag machine cancel on cover **to London, England**, sender's directive "*by via First Aeroplane Parcel Post, Henry M. Jones, Aviator*" at left, New York receiving backstamp of March 10, fresh and Very Fine, very rare, the AAMC listing shows an almost two-month period of flying between Boston and New York, but this was not intentional on the part of the struggling aviator Harry M. Jones, he started from Boston on January 13 and did not arrive in New Haven until February 28 after landing in several places along the way with mechanical and weather-related issues, he picked up eight letters in New Haven and got as far as Mamaroneck N.Y. before destroying his plane in a crash, he continued the journey by train and subway before handing over the eight letters to the New York postmaster — he probably could have walked the distance in far less time.....AAMC 1,500.00



Harry M. Jones

MARCH 29, 1913

CORPUS CHRISTI-PORT ARANSAS, TEXAS, EXPERIMENTAL HYDROPLANE MAIL



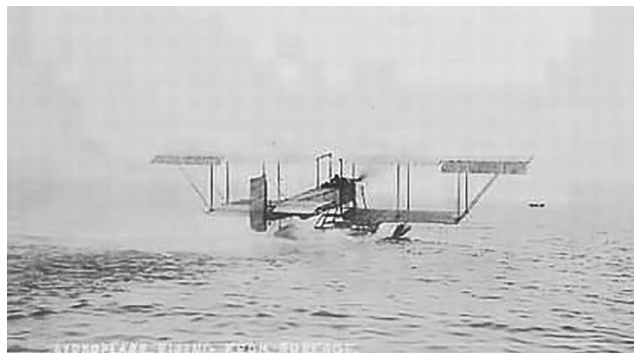
931

931 ✉ **1913, March 29, Corpus Christi-Port Aransas, Texas Experimental Hydroplane Mail, Route 650,002 (AAMC 68).** 2c entire cancelled by "Corpus Christi, Texas Mar 29, 1913 8-AM" waving-flag machine cancel, addressed to Port Aransas Texas, sender's directive "*Hydro Route*" at lower left, purple typed "Aviator, DeRemer, W.G. Blake, Official Carrier" at left

FRESH AND VERY FINE. THIS IS THE ONLY REPORTED EXAMPLE OF MAIL FLOWN ON THIS EXPERIMENTAL HYDROPLANE FLIGHT IN TEXAS.

The Post Office Department authorized an experimental flight over the water from Corpus Christi to Port Aransas, Texas. After delays of several weeks, the flight was ready to take off on March 29. The flight carried the pilot, Charles de Remer, and William G. Blake, secretary of the Commercial Club, which sponsored the flight, as a passenger. The flight was delayed after a wave swamped the engine, but it was dried out and they took off the same day. The flight ended after approximately three of the 20 miles when one of the propeller blades snapped. Another was not available, so they were towed back to port.

Ex Judge O'Sullivan and Dr. Scott.....AAMC 4,500.00



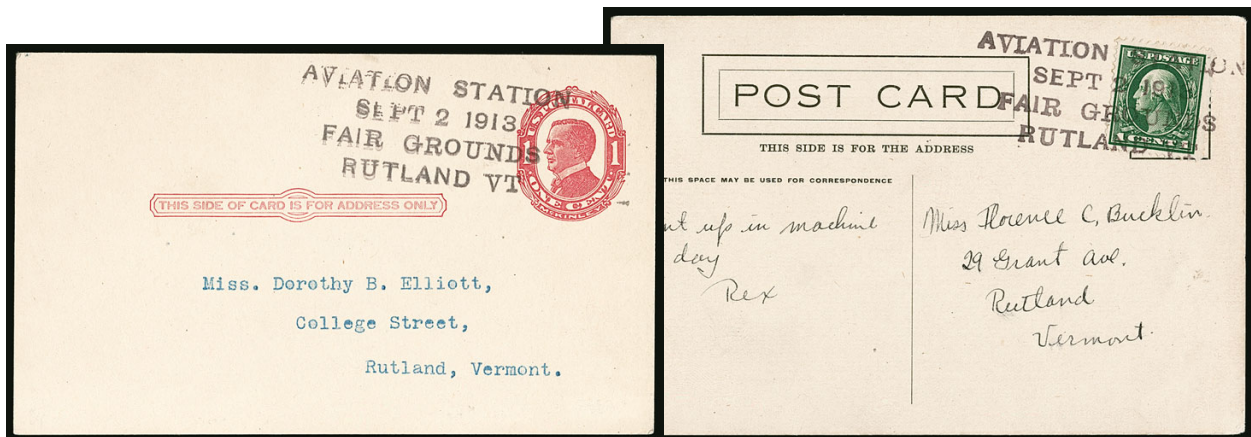
Hydroplane taking off



932

933

- 932 ✉ **1913, May 17-18, Santa Rosa Cal. Driving Park Aviation Meet, Route 676,003 (AAMC 70).** 2c Panama-Pacific and 10c Special Delivery, tied by purple "Aeroplane Mail Service, Aviation Field Sub-station, Santa Rosa Cal., May 18, 1913" circular datestamp on locally addressed cover, receiving backstamp of May 19 at 10:00 a.m. as well as purple Special Delivery marking, Very Fine, due to high winds the meet was cancelled on May 17, on May 18 aviator Thaddeus Kearns flew the 493 pieces of mail two miles and dropped the pouch to postal officials at a point near the post office, this is desirable with the Special Delivery stampAAMC 500.00
- 933 ✉ **1913, May 17-18, Santa Rosa Cal. Driving Park Aviation Meet, Route 676,003 (AAMC 70).** 2c Panama-Pacific tied by purple "Aeroplane Mail Service, Aviation Field Sub-station, Santa Rosa Cal., May 18, 1913" circular datestamp on locally addressed cover, Very Fine, due to high winds the meet was cancelled on May 17, on May 18 aviator Thaddeus Kearns flew the 493 pieces of mail two miles and dropped the pouch to postal officials at a point near the post office.....AAMC 500.00



934

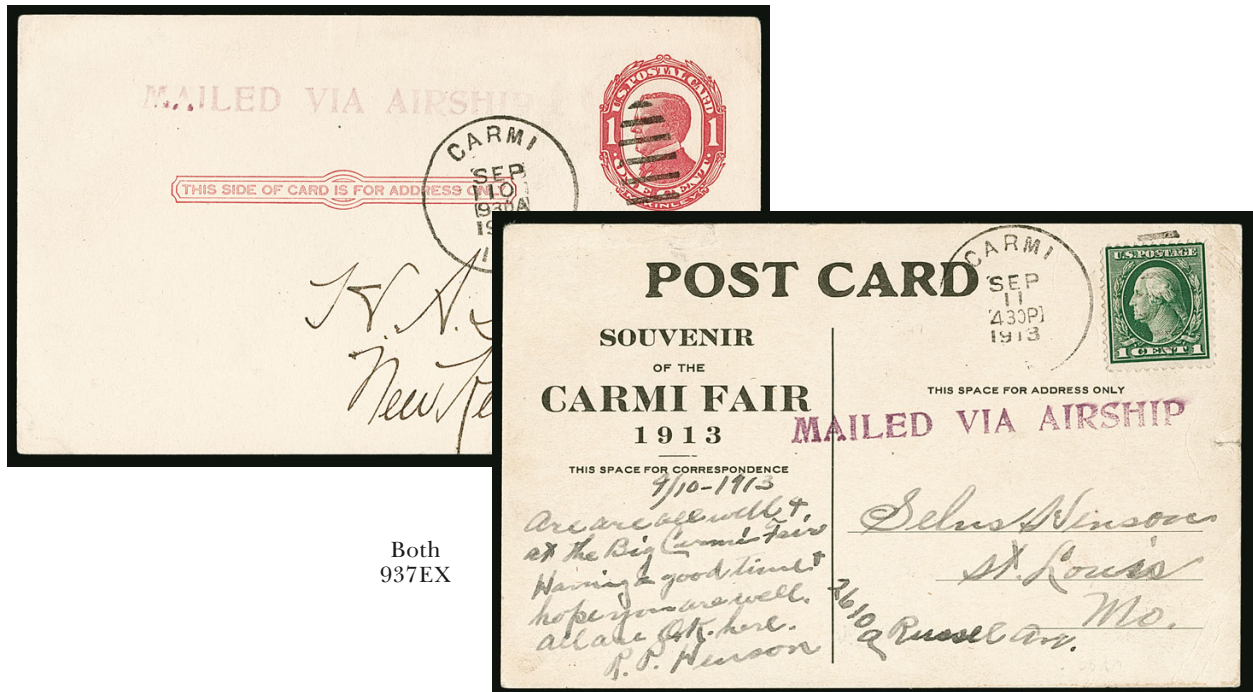
935

- 934 ✉ **1913, September 2, Rutland Vt. Rutland Fair Aviation Exhibition, Route 603,001 (AAMC 71).** 1c Postal Card cancelled by purple "AVIATION STATION/SEPT. 2 1913/FAIR GROUNDS/RUTLAND VT" four-line datestamp and locally addressed, Very Fine, aviator George Schmitt was designated to carry the mail over Route 603,001, on Sep. 2 he carried 57 pieces from the sub-station at the fairgrounds and dropped it while circling the city, later the same day Schmitt crashed his plane, resulting in his death and serious injury to his passenger, flights for the remaining three days were suspended.....AAMC 600.00
- 935 ✉ **1913, September 2, Rutland Vt. Rutland Fair Aviation Exhibition, Route 603,001 (AAMC 71).** Picture postcard with caption "Aviator Schmitt in graceful landing" with 1c tied by purple "AVIATION STATION/SEPT. 2 1913/FAIR GROUNDS/RUTLAND VT" four-line datestamp and locally addressed, Very Fine, aviator George Schmitt was designated to carry the mail over Route 603,001, on Sep. 2 he carried 57 pieces from the sub-station at the fairgrounds and dropped it while circling the city, later the same day Schmitt crashed his plane, resulting in his death and serious injury to his passenger (sadly, the "graceful landing" depicted on this souvenir card was not repeated), flights for the remaining three days were suspended, ex Stevens.....AAMC 600.00



936EX
front and back

- 936 ☒ **1913, September 4-6, McLeansboro Ill. Aviation Meet and Street Circus, Route 635,004 (AAMC 72).** Three items, two are picture postcards depicting planes and balloon over circus, 1c tied by purple "By Aerial Route, Sept. 4, 5, 6, 1913, Aviation Field, McLeansboro, Ills." datestamp with plane illustration, third is postcard showing Irving jumping from plane and town square with 1c stamp similarly cancelled in red, few small faults, Very Fine group, this is the same cancelling device used a year earlier (AAMC 59) with the date changed.....AAMC 750.00



Both
937EX

- 937 ☒ **1913, September 9-11, Carmi Ill. Fairgrounds Aviation Meet, Route 635,003 (AAMC 73, 73a).** Two items, first is 1c Postal Card cancelled by "Carmi Ill. Sep. 10 9:30AM 1913" duplex datestamp with purple "MAILED VIA AIRSHIP" straightline handstamp to Harry A. Truby, second is souvenir picture postcard from the event with 1c cancelled by similar duplex of Sep. 11 (4:30 p.m.) and cachet to St. Louis Mo., latter with few small flaws, still Very Fine pair of cards used on both days of flights at the exhibition, the first ex ReinhardAAMC 500.00

SEPTEMBER 17-20, 1913—HICKSVILLE, OHIO
DEFIANCE COUNTY AGRICULTURAL SOCIETY FAIR EXHIBITION FLIGHT



938

- 938 ✉ **1913, September 17-20, Hicksville, Ohio Defiance County Agricultural Society Fair Exhibition Flight, Route 631,005 (AAMC 74).** Four-panel picture postcard from Patterson Aviators with 1c affixed at right, purple "FIRST AEROPLANE MAIL/HICKSVILLE, O. SEPT. 17-20, 13" two-line datestamp, to Harry A. Truby in New Kensington Pa., stamp with pulled perf at left

VERY FINE. THIS IS THE ONLY REPORTED ITEM PREPARED FOR THE DEFIANCE COUNTY AGRICULTURAL SOCIETY EXHIBITION FLIGHT. A GREAT RARITY OF PIONEER FLIGHT COVER COLLECTING.

According to the AAMC, authorization was received from the Post Office Department in Washington D.C. to fly mail daily from September 15 to 20 from the fairgrounds to the Hicksville post office. However, due to poor weather an aerial postman was never sworn in and no mail flights took place. This sole piece of mail was prepared for the flight. The addressee, Harry A. Truby, was an early collector of airmail and might have been involved in creating the cachet.

Ex Dr. Scott. Illustrated in AAMC 7th Edition on p. 320AAMC 5,500.00

SEPTEMBER 22-27, 1913—MONTANA STATE FAIR AVIATION EXHIBITION

The Montana State Fair Aviation Exhibition marked the first official airmail flight by a female aviator. Katherine Stinson, one of the two airplane-flying Stinson sisters, flew mail from the post office station at the fairgrounds and dropped the bags to postal employees at a nearby race track. Flights were scheduled for each day of the fair, but bad weather prevented Stinson from flying on September 22 and 25. The flights were assigned route number 663,002, and 1,333 pieces of mail were flown; however, surviving examples are quite rare (fewer than ten reported in the AAMC).



939

- 939 ✉ **1913, September 22-27, Helena Mont. State Fair Aviation Exhibition, Route 663,002 (AAMC 75).** Picture postcard with caption "Miss Katherine Stinson—The Youngest Girl Flyer in the World" and showing close-up of her in her plane, **1c Parcel Post (Q1)** tied by "Helena Montana, Sep. 25, 13 10—AM" machine cancel, purple "Aero Post, Helena, Montana Sep. 23" duplex datestamp applied before stamp was affixed

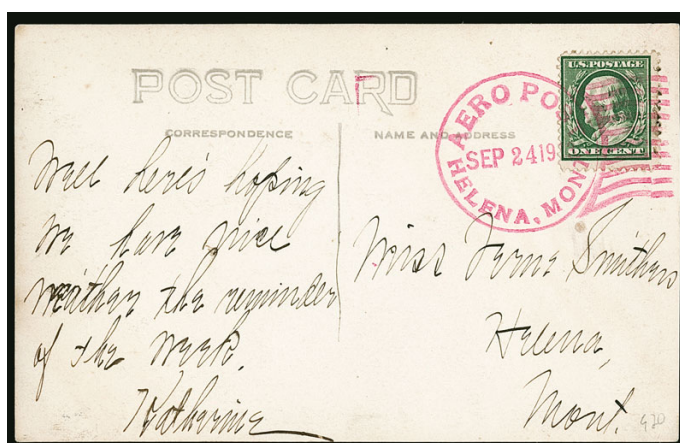
VERY FINE. A WONDERFUL CACHETED CARD FROM THE FIRST AIRMAIL FLIGHT BY A FEMALE AVIATOR.

The AAMC notes that fewer than ten covers or cards are reported for the four days when mail was flown on this historic flight, the first airmail carried by a female aviator — Katherine Stinson. September 23 was the first day mail was flown.

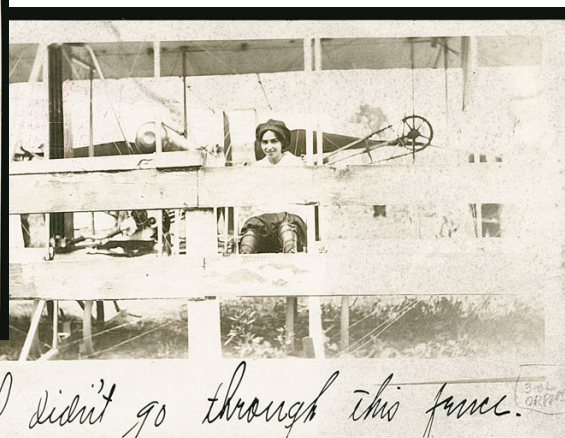
Ex Stevens.....AAMC 2,500.00



939 back



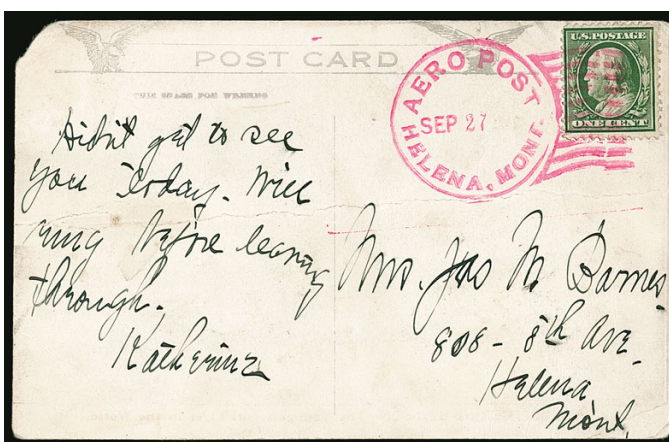
940 front and back



- 940 ✉ **1913, September 22-27, Helena Mont. State Fair Aviation Exhibition, Route 663,002 (AAMC 75a).** Picture postcard with photo of Katherine Stinson at the controls of her plane next to a fence with caption in aviatrix Katherine Stinson's hand "No I didn't go through this fence", 1c tied by red "Aero Post, Helena, Montana Sep. 24 1913" duplex date-stamp and locally addressed, message written and signed by Stinson: "Well here's hoping we have nice weather the remainder of the week"

VERY FINE. A RARE CARD FROM THE FIRST AIRMAIL FLIGHT BY A FEMALE AVIATOR, KATHERINE STINSON, WITH A MESSAGE IN HER OWN HAND.

The AAMC notes that fewer than ten covers or cards are reported for the four days when mail was flown on this historic flight, the first airmail carried by a female aviator. September 23 was the first day mail was flown.AAMC 2,500.00



941 front and back

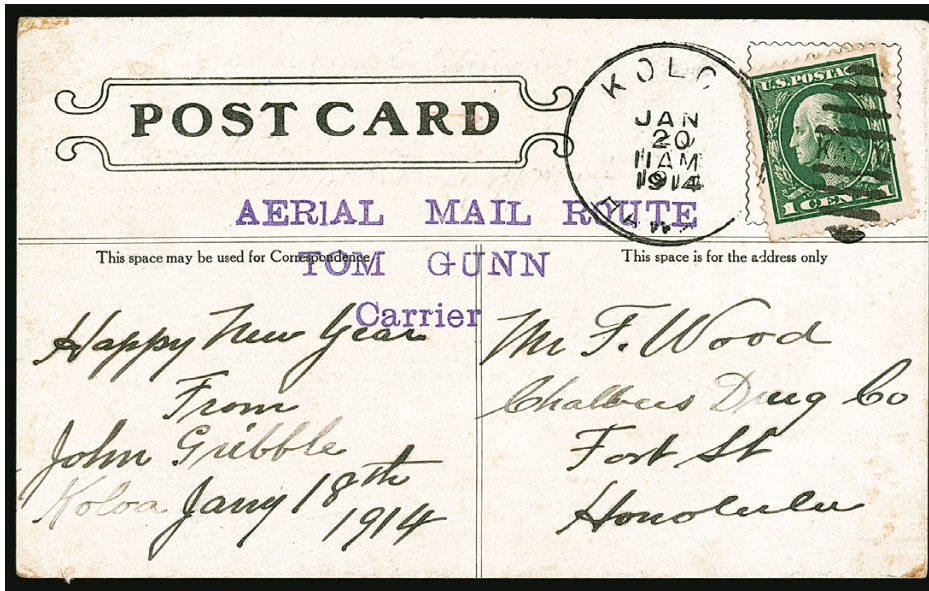


- 941 ✉ **1913, September 22-27, Helena Mont. State Fair Aviation Exhibition, Route 663,002 (AAMC 75c).** Picture postcard with caption "Miss Katherine Stinson—The Youngest Girl Flyer in the World" and showing her at the controls of her plane, with 1c tied by red "Aero Post, Helena, Montana Sep. 27" duplex datestamp and locally addressed, message written and signed by aviatrix Katherine Stinson, top left corner clipped, some slight wear, still Fine, the AAMC notes that fewer than ten covers or cards are reported for the four days when mail was flown on this historic flight, the first airmail carried by a female aviator — Katherine Stinson — September 27 was the last day mail was flown, ex Dr. ScottAAMC 2,500.00



- 942 ☒ **1913, October 4, Natrona Pa. Experimental Aeroplane Mail Service (AAMC 76).** 2c entire with two 2c stamps cancelled by "Natrona, Pa. Dec. 18 11AM 1913" duplex datestamp, large purple "AEROMAIL SERVICE/OCT. 4 1913/Natrona PA" three-line datestamp, addressed to **Tokyo, Japan**, with receiving backstamp, address crossed out, "Inconnu" and "Returned to Writer from Tacoma, Wash. P.O." handstamps, Very Fine and unusual piece, apparently Truby (one of the founders of the Aero Mail Club) attempted to send the cover to Japan two months after the attempted flight and the piece was returned to him, the intended recipient was a well-known air mail collector in Mass. so he must have known it would be returned in due course, the flight was planned for a distance of 25 miles, but mechanical difficulties prevented it from taking off on the 4th or subsequent days, the mail was eventually sent by normal means.....AAMC 275.00
- 943 ☒ **1913, October 4, Natrona Pa. Experimental Aeroplane Mail Service (AAMC 76).** 2c entire cancelled by light strike of duplex datestamp, large purple "AEROMAIL SERVICE/OCT. 4 1913/Natrona PA" three-line datestamp to New Kensington Pa., Truby's name scratched out, otherwise Very Fine, a flight was planned for a distance of 25 miles, but mechanical difficulties prevented it from taking off on the 4th or subsequent days, the mail was eventually sent by normal means, with 1980 P.F. certificate, illustrated in AAMC 7th Edition on p. 322AAMC 275.00
- 944 ☒ **1913, October 17, Woodstock-Mt. Jackson Va. Shenandoah Fair Aviation Meet (AAMC 77).** 1c Postal Card cancelled by "Mount Jackson Va. Oct. 17 8PM 1913" duplex datestamp, to New Market Va., blue "AEROPLANE MAIL/SERVICE, WOODSTOCK, VA." three-line handstamp, Very Fine, according to the AAMC, the Woodstock postmaster approved plans for aviator Frank J. Terrill to fly mail from Woodstock to Mt. Jackson on October 17, the planned flight was announced on October 11 and a philatelist living in nearby New Market prepared ten cards or covers to be included on the flight, plans changed and the flight was made on Oct. 15 (carrying 22 pieces of mail), the ten from New Market did not arrive until the 16th, the postmaster asked Logan if he would fly these ten pieces, he agreed but the flight apparently never took place and the mail was sent by normal means, no mail from the October 15 flight is known and these ten items are all that are known relating to this flight.....AAMC 500.00

JANUARY 18, 1914—KOLOA, KAUAI
HAWAIIAN ISLANDS EXPERIMENTAL FLYING EXHIBITION
BY CHINESE AVIATOR TOM GUNN



945 front
and back

945 ✉ **1914, January 18, Koloa, Kauai, Hawaiian Islands Experimental Flying Exhibition by Chinese Aviator Tom Gunn (AAMC 78).** 1c tied by "Koloa Jan. 20, 1914 11AM" duplex datestamp on picture postcard depicting Tom Gunn in flight, addressed to Honolulu Hawaii, purple "Aerial Mail Route/Tom Gunn/Carrier" three-line handstamp, some slight toning around stamp and on card, card with few creases at top left

VERY FINE APPEARANCE. ONE OF ONLY THREE PIECES OF MAIL KNOWN FROM THIS HISTORIC PIONEER FLIGHT BY TOM GUNN, A CHINESE AVIATOR WHO FLEW MAIL IN HAWAII AND OTHER PACIFIC LOCATIONS.



Tom Gunn

According to the AAMC, Chinese aviator Tom Gunn made two flights on January 18, 1914, and mail was carried on at least one of them. Three examples are recorded: 1) to Mrs. John Gribble, ex "Aurea", Gruys and Dr. Scott; 2) to Mr. F.W. Wood, ex Reinhard, the card offered here; and 3) addressed to Elmer Oassen, ex Siegel Sale 920 (realized \$7,500 hammer) and ex Golden (Siegel Sale 1009, realized \$8,500 hammer).

Ex Reinhard and Jones. Illustrated in AAMC 7th Edition on p. 323 where it states "2 reported" and quotes an oddly low value, considering the realizations for this rarity in several auctions.....AAMC 6,000.00

JUNE 20-21, 1914—BISHOP, CALIFORNIA
 INYO GOOD ROADS CLUB AVIATION PROGRAM



946 front
 and back

946 ☒ **1914, June 20-21, Bishop, California, Inyo Good Roads Club Aviation Program (AAMC 79).** Picture postcard depicting Christofferson in his plane with "The starting point flight from Bishop to Lone Pine", bearing 1c with bottom selvage tied by "Bishop Cal. Jul. 1 12PM 1914" duplex datestamp to Los Angeles, small purple "AEROPLANE MAIL" cachet at top left, written by mechanic Claude French, message states in part "Silas tried to carry over in the mach, but too much weight, so I go on the train"

VERY FINE. ONE OF ONLY THREE REPORTED PIECES OF MAIL FROM THE INYO GOOD ROADS CLUB AVIATION PROGRAM'S ATTEMPT TO FLY OVER MOUNT WHITNEY.

Aviator Silas Christofferson was hired to attempt the flight over the 14,495-foot Mount Whitney. He was unable to complete the flight but did carry some souvenir postcards, none of which are known. In the days after the meet he did manage the feat, on June 27, 28 and July 1. His mechanic wrote three postcards to family in Los Angeles which also received the cachet — these are the only items associated with this aero meet.

Ex Judge O'Sullivan and Jones. Illustrated in AAMC 7th Edition on p. 324
 AAMC 4,000.00



947

- 947 ☒ 1914, May 30-September 7, Chautauqua Lake N.Y. Experimental Hydro-Aeroplane Mail Service, Route 607,004 (AAMC 80). Picture postcard depicting Orville Wright and others, with 2c tied by "Chautauqua N.Y. Jul. 6 2-30P 1914" waving-flag machine cancel to Harry A. Truby in New Kensington Pa., red "Hydro-Aeroplane Route" Type 1 handstamp, sender's directive "Aerial Route" at bottom left, slight corner bends, stamp slightly oxidized, still Very Fine, the post office authorized flights starting May 30 between four locations on Lake Chautauqua, but the first flight was not until July 4, all mail from this first flight was postmarked on the 6th due to the post office closing on July 4 and 5 (a Sunday), this Type 1 cachet was only used on this first flightAAMC 750.00

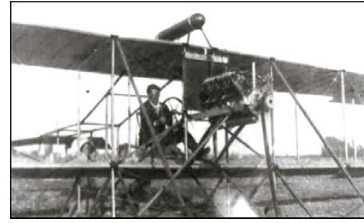


948

- 948 ☒ 1914, May 30-September 7, Chautauqua Lake N.Y. Experimental Hydro-Aeroplane Mail Service, Route 607,004 (AAMC 80b). Picture postcard depicting "A safety landing ahead", 2c on picture side tied by "Celorón N.Y. Aug. 13 7AM 1914" duplex datestamp and sent to Germany where forwarded within Germany, red "VIA U.S. AEROPLANE MAIL/ROUTE NO. 607004" two-line handstamp, some slight wear, Very FineAAMC 400.00

SEPTEMBER 17-18, 1914—CLAYTON N.M. FAIRGROUNDS AVIATION MEET

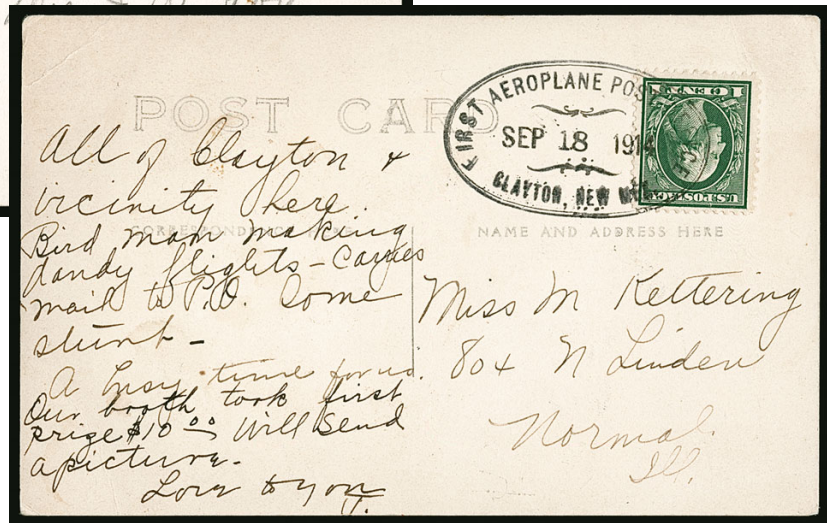
According to the AAMC, flights during this exhibition were made by the Rodgers Aviation Co., which was run by Mabel Rodgers, the widow of Calbraith of Vin Fiz fame. Aviator J. Floyd Smith flew 326 pieces of mail from the fairgrounds to the post office on Route 667,001, where the mail bag was dropped to waiting postal officials. Three are known flown on September 17, and three are known flown on the 18th, but one of the cards from the 18th is so badly damaged, it should not be considered collection-worthy.



J. Floyd Smith



949



950

- 949 ☒ **1914, September 17-18, Clayton N.M. Fairgrounds Aviation Meet, Route 667,001 (AAMC 81).** Photo postcard of biplane on the ground, with 1c tied by "First Aeroplane Post Office, Clayton, New Mex., Sep. 17 1914" oval datestamp to North Des Moines N.M., message refers to flight, corner crease at bottom right

VERY FINE. ONLY SIX PIECES ARE KNOWN FROM BOTH DAYS OF THIS EXHIBITION, AND THIS IS ONE OF ONLY THREE REPORTED USED ON THE FIRST DAY. A WONDERFUL RARITY.

Ex Stevens and JonesAAMC 4,250.00

- 950 ☒ **1914, September 17-18, Clayton N.M. Fairgrounds Aviation Meet, Route 667,001 (AAMC 81a).** Photo postcard of horse racing track, with 1c tied by "First Aeroplane Post Office, Clayton, New Mex., Sep. 18 1914" oval datestamp to Normal Ill., message refers to flight, corner crease at bottom right

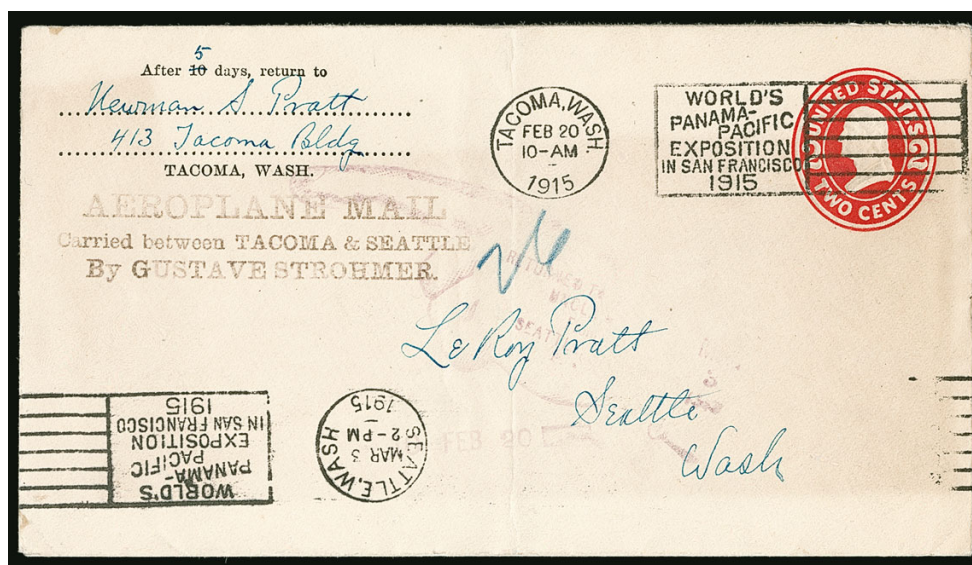
VERY FINE. ONLY SIX PIECES ARE KNOWN FROM BOTH DAYS OF THIS EXHIBITION, AND THIS IS ONE OF ONLY TWO COLLECTIBLE EXAMPLES FROM THE SECOND DAY'S FLIGHT. AN OUTSTANDING PIONEER FLIGHT CARD.

The three September 18th cards are: 1) the card offered here; 2) to Danvers Ill., illustrated in AAMC 7th Edition on p. 325; and 3) badly damaged stamp and card (see Siegel Sale 785, lot 611 and Sale 820, lot 831).AAMC 4,750.00



951

- 951 ✉ **1914, October 17, Grinnell-Des Moines, Iowa-Chicago, Illinois Experimental Aeroplane Mail Flight (AAMC 82).** Cover with pair of 1c and 10c **Special Delivery**, tied by "Chicago Central Sta. Oct. 20 4:30PM, 1914" duplex datestamp and addressed to Chicago, bold purple "BY AEROPLANE/MAIL OCT. 17" two-line datestamp, second purple "FORWARDED/VIA AERO-POST" cachet, purple "Fee claimed at Chicago Ill." handstamp and blue registry number at bottom, slightly reduced at right where 10c stamp defective, otherwise Very Fine and very rare, only five pieces are reported from this flight, according to the AAMC, on October 17 aviator William G. Robinson made a 390-mile non-stop flight from Des Moines to Kentland Ind. in a plane of his own design made by Grinnell Aeroplane Co., he took off the next day for the final 81 miles to Chicago, but had mechanical problems and did not arrive in Chicago until late on the 20th, only five pieces are reported from this flight and all originate in Grinnell, ex Stevens....AAMC 1,250.00

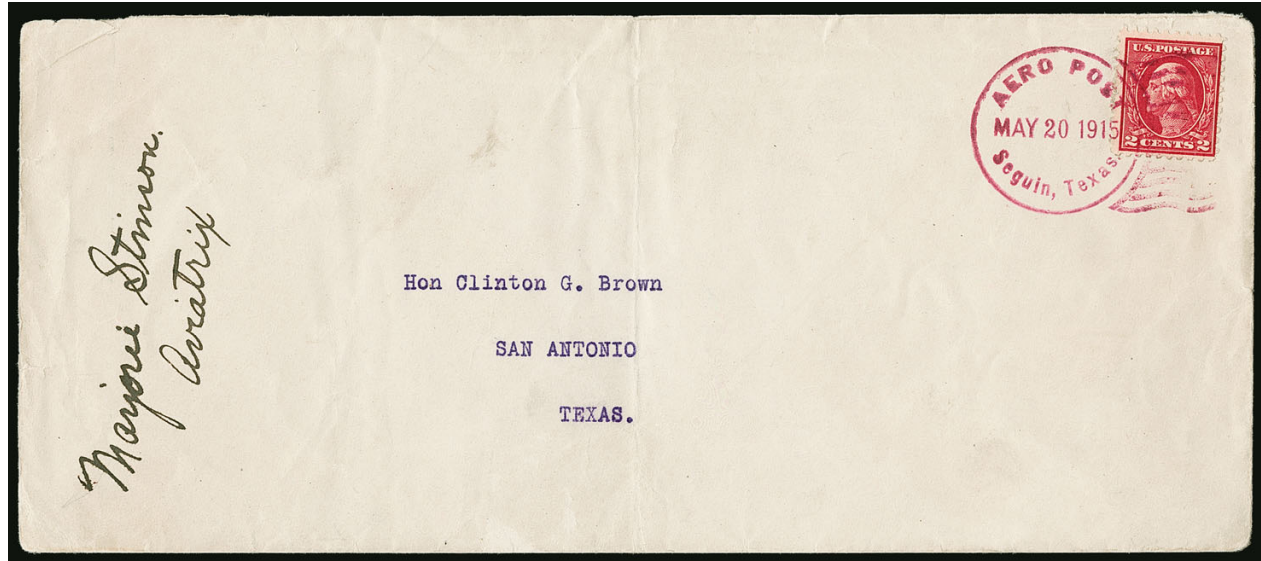


952

- 952 ✉ **1915, February 20, Tacoma-Seattle Wash. Experimental Hydroplane Mail Flight (AAMC 84).** 2c entire cancelled by "Tacoma Wash. Feb. 20 10-AM 1915" machine cancel with Panama-Pacific Exposition slogan, to Seattle, purple "AEROPLANE MAIL/Carried between TACOMA & SEATTLE/By GUSTAVE STROHMER" three-line handstamp, Seattle datestamp applied inverted at bottom left dated March 3 at 2:00 p.m., light strike of large purple return to sender pointing hand, vertical file fold at center, Very Fine, Strohmmer was the owner of an aircraft manufacturer who advertised daily passenger service between Seattle and Tacoma, for the first flight he arranged for the carriage of mail, his first passenger, an actress named Jane O'Roark, was sworn in as a mail carrier and delivered a bag to the postmaster in Seattle, the only mail known was flown on this first date.....AAMC 400.00

MAY 20, 1915

SEGUIN-SAN ANTONIO, TEXAS, EXPERIMENTAL AEROPLANE MAIL FLIGHT



953



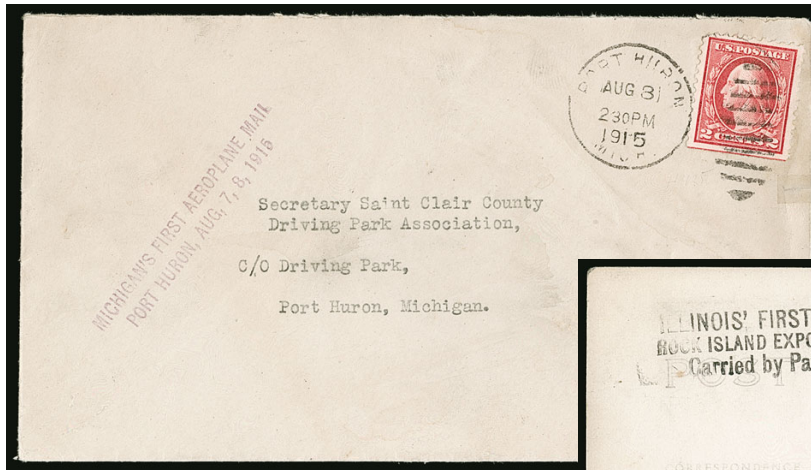
Marjorie Stinson

953 ✉ **1915, May 20, Seguin-San Antonio, Texas, Experimental Aeroplane Mail Flight, Route 650,004 (AAMC 85).** Legal-size cover bearing 2c tied by red "Aero Post, Seguin, Texas, May 20, 1915" duplex datestamp with typed address to "Hon. Clinton G. Brown, San Antonio, Texas.", signed "**Marjorie Stinson, Aviatrix**" at left, vertical file fold well away from markings, minor edgewear

VERY FINE. THIS IS THE ONLY RECORDED PIECE OF MAIL ASSOCIATED WITH THIS TEXAS MAIL ROUTE, FLOWN BY FEMALE AVIATOR MARJORIE STINSON, OF THE FAMED STINSON SISTERS. A PHENOMENAL RARITY.

According to the AAMC, the Post Office Department authorized mail to be flown from Seguin to San Antonio between May 19 and 31. Plans were for Marjorie Stinson, who ran a flying school in San Antonio, to fly the mail. May 19 was supposed to be the first day, during a fireman's celebration, but the flight was cancelled due to high winds. No mail is known to have been prepared for this flight. On May 20, Stinson headed back to San Antonio carrying this sole letter from the Seguin mayor to the mayor of San Antonio. She had been sworn in as an official mail carrier the day before, so this may be considered official airmail.

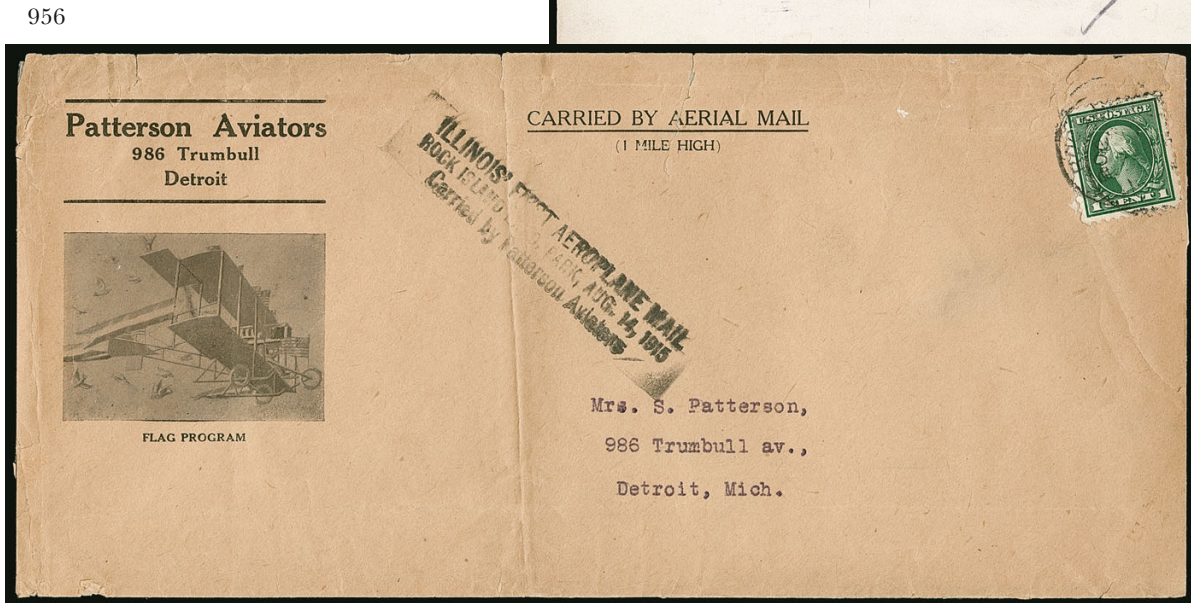
Ex Judge O'Sullivan and Dr. Scott. Illustrated in AAMC 7th Edition on page 328AAMC 4,000.00



954



955



956

- 954 ☒ **1915, August 7-8, Port Huron, Mich. Driving Park Aviation Meet, Route 637,003 (AAMC 86a).** Cover with 2c tied by "Port Huron Mich. Aug. 8 2:30PM 1915" duplex datestamp, locally addressed with typed address, purple "MICHIGAN'S FIRST AEROPLANE MAIL/PORT HURON, AUG. 7, 8, 1915" two-line datestamp, minor edgewear, Very Fine, mail was supposed to have been flown on both the 7th and 8th but no appropriate fuel could be found, so all mail was flown on the 8th, in a monoplane supplied by Paterson Aviation School in DetroitAAMC 750.00
- 955 ☒ **1915, August 14-15, Rock Island Ill. Exposition Park Aviation Exhibition, Route 635,005 (AAMC 87).** 1c Panama-Pacific tied by "Rock Island Ill. Aug. 15 4:30PM 1915" duplex datestamp on Patterson Aviators postcard with part of text at bottom scratched out, locally addressed, "ILLINOIS' FIRST AEROPLANE MAIL/ROCK ISLAND EXPO. PARK, AUG. 14, 1915/Carried by Patterson Aviators" three-line datestamp, Very Fine, flights were supposed to be made on both days but poor weather prevented the flight on the 14th, this was submitted for the flight on the 14th but flown on the 15th, illustrated in AAMC 7th Edition on p. 330.....AAMC 500.00
- 956 ☒ **1915, August 14-15, Rock Island Ill. Exposition Park Aviation Exhibition, Route 635,005 (AAMC 87c).** Legal-size cover with Patterson Aviators illustrated corner card to Mrs. S. Patterson in Detroit, 1c tied by light strike of Rock Island duplex datestamp, "ILLINOIS' FIRST AEROPLANE MAIL/ROCK ISLAND EXPO. PARK, AUG. 14, 1915/Carried by Patterson Aviators" three-line datestamp, stamp with crease, cover with vertical file fold, few edge tears, otherwise Very Fine, scarce, this special envelope was prepared by the organizing committee, flights were supposed to be made on both days but poor weather prevented the flight on the 14th, this was submitted for the flight on the 14th but flown on the 15th, ex Dr. Scott.....AAMC 500.00



Both 957EX

- 957 ☒ **1915, September 6-14, Detroit Mich. State Fair Aviation Meet, Route 637,004 (AAMC 88a, 88b).** Two items, both are covers with Michigan State Fair imprints, each with 2c stamp, first tied by "Detroit Mich. Sep. 9 3PM 1915" duplex datestamp and locally addressed, purple "DETROIT'S FIRST AEROPLANE MAIL/DETROIT, SEPT. 6-14, 1915/CARRIED BY PATTERSON AVIATORS" three-line datestamp, second with similar duplex of Sep. 10 at 3PM and similar cachet with additional purple "Received without enclosure at Detroit, Mich." handstamp, Very Fine pair of covers, according to the AAMC, authorization was given for flights during the fair, and also for international flights to either Windsor or Walkerville in Ontario, Canada, approval must not have been given by Canadian authorities because no such flights were made, mail was flown during the fair on the 8th and 10th, mail postmarked on other days was not flown, the first ex Schoendorf, both ex Reinhard.....AAMC 625.00



958 front and back

- 958 ☒ **1915, September 21-24, Chippewa Falls Wisconsin Experimental Aeroplane Mail Flights (AAMC 90a).** Postcard depicting five panels of different scenes with ad for Patterson Aviators, 1c tied by "Chippewa Falls Wis. Sep. 24, 1915" waving-flag machine cancel, light strike of "Chippewa Falls Aeroplane Mail/Chippewa Falls, Sept. 21, 24, 1915/CARRIED BY PATTERSON AVIATORS" three-line datestamp, message reads "Carried by Uncle Sam's first sky mail in the Chippewa Valley" and signed, fresh and Very Fine, AAMC reports mail was flown on Sep. 21 and 24 and that less than five pieces in total are known, ex Dr. Scott.....AAMC 2,000.00

MARCH-APRIL 1916

UNITED STATES ARMY FLIGHTS TO AND FROM COLUMBUS, NEW MEXICO,
DURING THE "PUNITIVE" EXPEDITION IN PURSUIT OF PANCHO VILLA



959 with detail of enclosure

959 ✉ **1916, Columbus, New Mexico, Military Expedition into Mexico (AAMC 92).** 2c entire flown from U.S. troops in pursuit of Pancho Villa and addressed to Fort Myer Va., cancelled by "Columbus N. Mex. Apr. 19 4PM 1916" duplex datestamp (where it entered the U.S. mail), sender's directive "Soldier's Mail" at top and "Censored by Br. Bull, 1st Lt. 5th Cavy", with original enclosure mostly complaining about dusty conditions — it is dated "In the Dust-Dirt, New Mexico"

A RARE COVER FLOWN BY ARMY PILOTS DURING THE UNITED STATES 1916 EXPEDITION INTO MEXICO IN PURSUIT OF PANCHO VILLA. A WONDERFUL ARTIFACT OF THE EARLY YEARS OF MILITARY AVIATION.



Two members of the 1st Aero Squadron in front of a "Jenny" biplane

On March 9, 1916, Pancho Villa and his troops attacked Columbus, New Mexico. By the end, 18 civilians and soldiers from the 13th Cavalry detachment were killed with another 8 wounded. Columbus was left in a blaze, horses and mules stolen, and military arms were taken back to Mexico. On March 15 President Woodrow Wilson ordered Major General John J. Pershing to lead an expedition into Mexico to capture Pancho Villa.

Curtiss JN-3 biplanes were used for reconnaissance purposes and to carry mail to and from the expedition. The dusty conditions resulted in excess mechanical failure and the loss of six planes. By April 20 flights were terminated when the two remaining planes flew to Albuquerque for repairs. Examples of mail actually carried on these flights are extremely rare and, of course, quite historic.AAMC 3,000.00

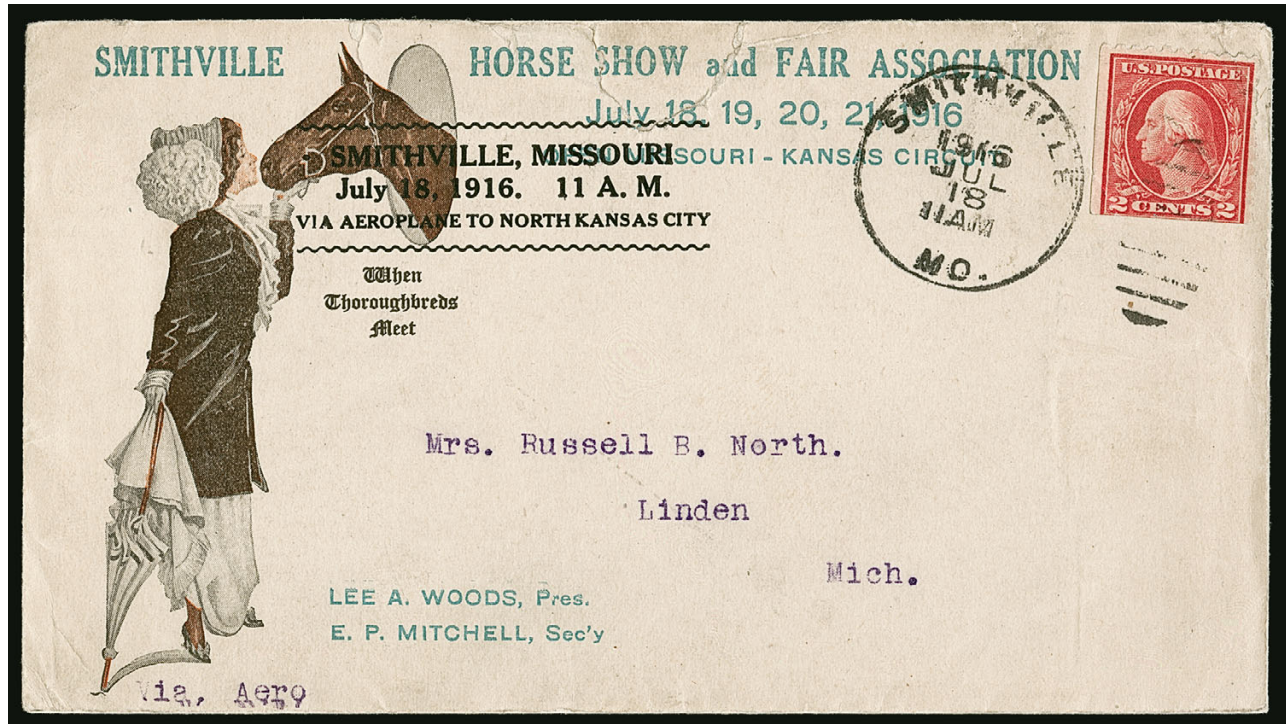
JULY 3-4, 1916—BOISE, IDAHO, FAIRGROUNDS EXHIBITION FLIGHT

In conjunction with Independence Day celebrations, demonstration flights were planned for the Boise fairgrounds from July 1 through July 4, and Patterson Aviators provided two pilots to do the exhibition flying — Al Boshek and Obert E. Williams. Official authorization to fly mail was received from Washington D.C., and the route was assigned number 670,001, the first in Idaho. The first two days were too wet, so no flights were attempted. On July 3 Boshek took off and crashed after attaining a height of about 75 feet. The plane was badly damaged but he was unhurt, and most of the mail was salvaged and forwarded by surface transport. The mail collected for the July 4 flight could not be flown, because Boshek's plane could not be repaired in time. Only three pieces with the "Aeroplane Station" flight datestamp are recorded; all three are in this sale (two dated July 3, one July 4).



- 960 ☒ **1916, July 3-4, Boise, Idaho Fairgrounds Exhibition Flight, Route 670,001 (AAMC 93).** 2c entire cancelled by "Aeroplane Station, Fair Grounds 670001, Boise Idaho, July 3, 1916" duplex datestamp to Togus Maine, light vertical file fold at center, minor soiling, Very Fine and very rare, only two are reported flown on July 3AAMC 1,700.00
- 961 ☒ **1916, July 3-4, Boise, Idaho Fairgrounds Exhibition Flight, Route 670,001 (AAMC 93).** Official fair postcard with 1c tied by purple "Aeroplane Station, Fair Grounds 670001, Boise Idaho, July 3, 1916" duplex datestamp, second strike inverted at left, and locally addressed, some slight edgewear and minor soiling, Very Fine and very rare, only two reported flown on July 3, illustrated in AAMC 7th Edition on p. 334AAMC 1,700.00
- 962 ☒ **1916, July 3-4, Boise, Idaho Fairgrounds Exhibition Flight, Route 670,001 (AAMC 93).** Official fair postcard showing post office in Boise, with 1c tied by purple "Aeroplane Station, Fair Grounds 670001, Boise Idaho, July 4, 1916" duplex datestamp to Pulaski Iowa, souvenir contents, Very Fine and very rare, this is the only piece of mail flown in July 4, ex Reinhard and Dr. ScottAAMC 1,700.00

JULY 18, 1916
SMITHVILLE-KANSAS CITY, MISSOURI, EXPERIMENTAL AEROPLANE FLIGHT



963

- 963 ☒ **1916, July 18, Smithville-Kansas City, Missouri, Experimental Aeroplane Flight, Route 645,001 (AAMC 94).** 2c stamp tied by "Smithville Mo. 1916 Jul. 18 11AM" duplex date-stamp on **Smithville Horse Show and Fair Association illustrated cover** with purple typed address to Mrs. Russell B. North, the wife of the pilot who flew and crashed, in Linden Mich., sender's directive "Via Aero" at bottom left, "Smithville, Missouri July 18, 1916 11 A.M. Via Aeroplane to North Kansas City" printed cachet, cover with tears at top, stamp with few creases

VERY FINE. THIS IS THE ONLY REPORTED EXAMPLE OF MAIL FROM THIS EXPERIMENTAL FLIGHT FROM SMITHVILLE TO NORTH KANSAS CITY. A BEAUTIFUL EARLY PIONEER AIRMAIL COVER.



Russell Brooks North

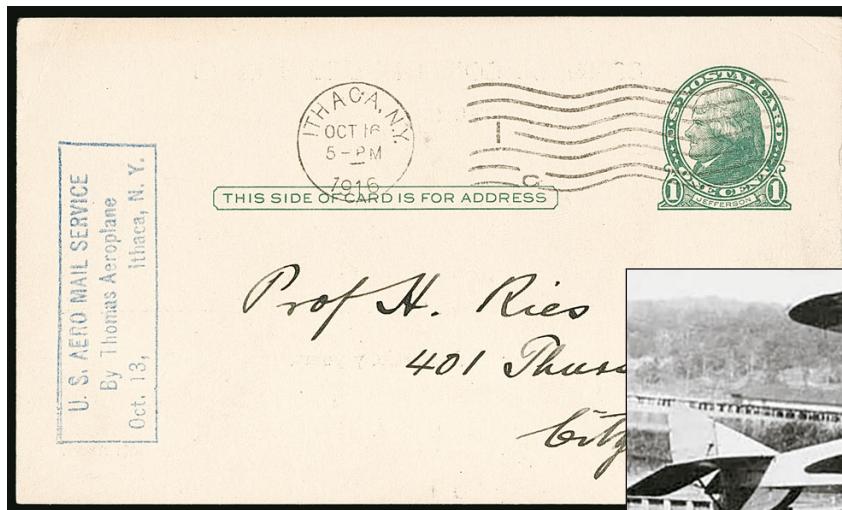
According to the AAMC, the Smithville Horse Show and Fair Association contracted with pilot Al Boshek and authorization for an official route was obtained from the Post Office Department. At the last moment Russell Brooks North was substituted as pilot. North crashed on takeoff, severely damaging the plane. Mail was brought to the Smithville post office and sent by surface transport. This is the only piece of mail recorded from this attempted flight.

Ex Judge O'Sullivan and Dr. Scott. Illustrated in AAMC 7th Edition on page 334.....
.....AAMC 6,000.00



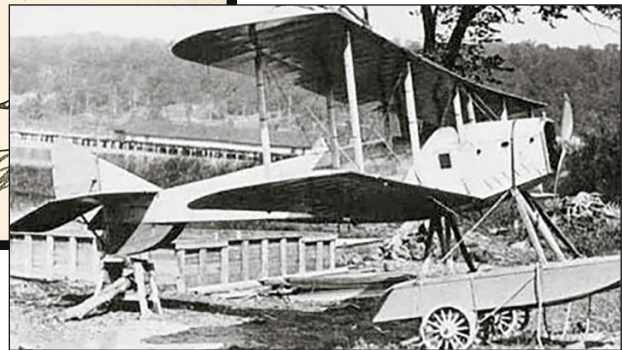
964

- 964 ☒ **1916, October 5, West Branch Mich. Driving Park Aviation Meet, Route 637,005 (AAMC 95a).** 1c Imperforate pair used with 20c Parcel Post (Q8), tied by large purple "West Branch, Mich. Aerial P.O., Oct. 5, 1916" circular datestamps with **yeardate inverted** to Detroit Mich. Very Fine and attractive, aviator Al Boshek flew mail from the fairgrounds to a point near the post office where it was dropped to waiting postal officials, apparently the inverted yeardate was caught early as very few pieces show this variety — the 20c Parcel Post stamp was issued in January 1913 while postal officials were trying to rally support for a congressional appropriation for experimental airmail service, which finally came a few years laterAAMC 750.00



965

Frank Burnside's
hydroplane



- 965 ☒ **1916, October 14, Ithaca N.Y. Experimental Aeroplane Mail Flight, Route 607,005 (AAMC 96).** "Ithaca, N.Y. Oct. 16 5-PM 1916" machine cancel on locally addressed part-printed postcard from the Cornell Cosmopolitan Club, blue boxed "U.S. Aero Mail Service By Thomas Aeroplane Oct. 13, Ithaca N.Y." datestamp, slight edgewear at top right

VERY FINE. OF THE APPROXIMATELY 1,000 PIECES OF MAIL FLOWN, PERHAPS TEN ARE RECORDED.

Aviator Frank Burnside was scheduled to fly the mail on October 13, the last day of the fair, and route number 607,005 was assigned. The mail was delayed due to poor weather and rescheduled for the following day. The pilot and a Post Office mail carrier took off on the 14th, aiming for Cornell University's Percy Field. The mail bag was dropped from 2,000 feet and ended up in the nearby woods; it was found two days later and deposited into the general mail stream on the 16th.....AAMC 3,000.00

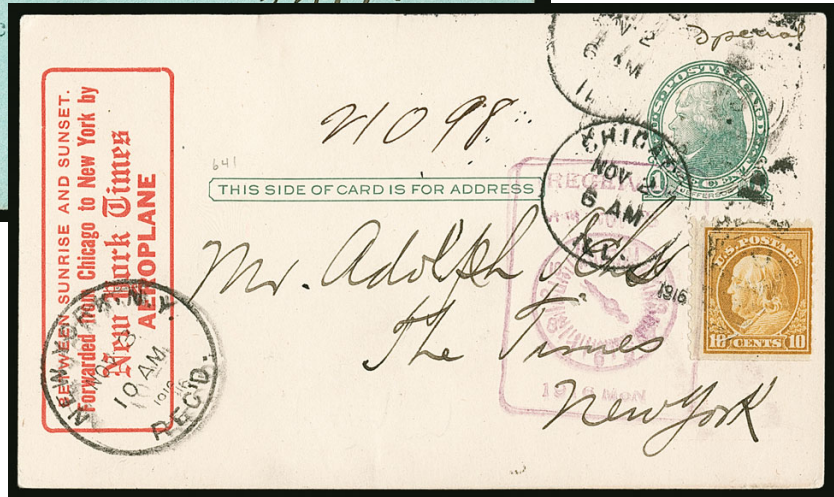
NOVEMBER 2-3, 1916—CHICAGO—NEW YORK, “NEW YORK TIMES” AERIAL POST

The New York Times sponsored a special flight between Chicago and New York, authorized by the Post Office Department, that was supposed to take place on one day. An oil leak led to an unscheduled stop in Erie Pa., so the pilot, Victor Carlstrom, decided he would not reach New York before dark. He stopped for the night in Hammondport and started the next day at 6:35 a.m., landing at Governors Island at 8:56 a.m. This was the last flight of the pioneer era.



966

967



- 966 ☒ **1916, November 2-3, Chicago-New York, “New York Times” Aerial Post, Route 635,006 (AAMC 97).** Green cover with printed return address from Binghamton N.Y., with 2c Pan-American (295) and 10c Franklin stamps tied by “Chicago Ill. Nov. 2, 1916” duplex datestamp to Boston, purple registry handstamp and no. 25790, neat “Between Sunrise and Sunset, Forwarded from Chicago to New York by New York Times Aeroplane” handstamp at left, typed “Via Experimental Mail-Carrying Aeroplane Service”, New York backstamp (Nov. 3, 10:00 a.m.), Boston receiving backstamp (Nov. 3, 7:00 p.m.), 10c stamp oxidized, still Very Fine, ex ReinhardAAMC 600.00
- 967 ☒ **1916, November 2-3, Chicago-New York, “New York Times” Aerial Post, Route 635,006 (AAMC 97).** 1c Postal Card prepared especially for the flight with faint outline of Curtiss Model R plane and cachet, used with 10c Franklin, tied by “Chicago Ill. Nov. 2 6AM 1916” duplex datestamps, addressed to Adolph Ochs at *The New York Times* in New York, purple registry handstamp and no. 21098, neat “Between Sunrise and Sunset, Forwarded from Chicago to New York by New York Times Aeroplane” cachet struck in red at left, New York receiving datestamp (Nov. 3, 10:00 a.m.), 10c stamp oxidized, still Very Fine.....AAMC 750.00
- 968 ☒ **Balance of the James P. Myerson Collection of Pioneer Flights.** 32 covers or cards from a nice range of flights, including AAMC Nos. 3a (3, different days), 3b, 3c, 3d, 5 with perfin stamp, 7, 9a, 11a, 15b (2), 25, 32, 33b (2), 45, 56 (2), 56a, 61b (2), 69, 83, 88a, 89, 89a, 89b, 89c, 89d, 91 (2), also 13 additional items which are mostly aviation-related postcards a few of which are unused and a few of which are related to flights but not flown, few small faults, overall a Very Fine and impressive group, AAMC value for listed items in excess of \$5,000.00..... E. 1,500-2,000

END OF SALE — THANK YOU



BIDS

Use this form to submit absentee bids
or to confirm telephone bids

Sale 1176

March 8, 2018

PADDLE #

1

Please provide the following information:

NAME

ADDRESS

CITY/STATE/ZIP

PHONE MOBILE

EMAIL

2

Have you purchased from us in the past 5 years? ☐ Yes (please go to Section 3)
☐ No (references required below)

STAMP FIRM PHONE

STAMP FIRM PHONE

Please submit references at least **2 business days** before the sale. Bids from new clients will not be executed if satisfactory references are not received in time to be contacted.

3

- Enter the lot number and your corresponding maximum bid in the space below
- Use whole dollar amounts and bid according to the increments (see back of form)
- Bids do not include the **18% Buyer's Premium**, taxes, duty or shipping charges
- Absentee bids will advance at one increment over the next highest competing bid
- "Plus", "Break Tie" or "Buy" bids will not be executed
- Indicate any "Or" bids between lot number/bid entries and bracket your choices
- If you wish to limit the total amount of your bids, follow the instructions below

Lot #	Bid \$	Lot #	Bid \$	Lot #	Bid \$

☐ **Limit Bids:** Check this box if you wish to limit the total hammer price of your bids (excluding 18% Buyer's Premium, taxes, duty and shipping costs). Your bids will be executed until your bidding limit has been reached. The total amount you wish to bid is \$

4

By signing this form, you agree to all of the Conditions of Sale printed in the sale catalogue (printed and digital), including but not limited to a) payment in the manner demanded by the Siegel firm, and b) payment of the 18% Buyer's Premium, any sales tax or customs duty, shipping costs, late charges and

other prescribed charges. You agree that your bids will be executed as a courtesy by Siegel, but you waive the right to make any claim against Siegel or its employees arising from these bids or your participation in the sale. You agree to honor all bids as submitted, regardless of any errors or omissions.

SIGNED DATE

Mail the signed form to Siegel Bid Department, 6 West 48th St., 9th Floor, New York, NY 10036
or email to stamps@siegelauctions.com
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Additional Bids

Sale 1176

March 8, 2018

PADDLE #

Lot #	Bid \$	Lot #	Bid \$	Lot #	Bid \$

Shipping & Insurance

We will be pleased to arrange for shipping and transit insurance for purchases in this sale, except for lots marked or announced as "floor sale only." To expedite billing and delivery to hundreds of buyers in each sale, we use standard charges for postage and insurance under our policy. These charges are based on the package weight and mailing requirements, according to the schedule shown here. Our standard charges do not include a fee for our services, and they may be slightly more or less than the actual postage or Fedex fee. We ask all buyers to remit the invoiced amount for shipping and insurance.

Transit insurance is provided in all cases, except when the buyer has furnished us with documentation that insurance is effective under the buyer's own policy.

There will be no added insurance charge for shipments of less than \$75,000 value. Shipments valued in excess of \$75,000 may require supplemental insurance and/or special courier service, the estimated cost of which will be furnished to the buyer prior to shipment. If the buyer refuses to pay the estimated charges or furnish proof of self-insured coverage, the buyer will be responsible for picking up the lots at our office and any resulting sales tax.

Standard Shipping Charges

Weight Class	Shipping Method	Charge
Up to 2 lbs.	Fedex Envelope	\$25
Over 2 lbs.	Fedex Box	\$35 - \$50*
Outside US	Fedex	\$50 - \$100**
Bulky Lots	Fedex Ground or Express	By weight

* Up to \$75,000 value and up to 5 lbs; additional charge may apply to packages exceeding limits

** Buyers outside United States are liable for any applicable customs duty and clearance charges. An accurate declaration of contents and value will be made on all packages and import/export documents. **Siegel may refuse to ship lots to certain countries with a high risk factor.**

2/2015

Bidding Increments

The auctioneer may regulate the bidding at his discretion. However, to assist absentee bidders in establishing their maximum bids, the increments shown here will be used in most cases. We recommend that written bids conform to these increments—bids that do not will be reduced accordingly.

Bid	Increment	Bid	Increment
Up to \$200	\$10	\$7,000-20,000	\$500
\$200-500	\$25	\$20,000-30,000	\$1,000
\$500-1,000	\$50	\$30,000-70,000	\$2,500
\$1,000-3,000	\$100	\$70,000-140,000	\$5,000
\$3,000-7,000	\$250	\$140,000-300,000	\$10,000

PRICES REALIZED FOR SALE 1176---3/8/2018
The James P. Myerson Collection of Pioneer Flight Mail 1910-1916

Robert A. Siegel Auction Galleries, Inc.
6 West 48th Street, 9th Floor, New York, NY 10036
Tel (212) 753-6421 Fax stamps@siegelauctions.com

Lot#	Realized	Lot#	Realized	Lot#	Realized	Lot#	Realized
801	500	843	100	885	325	927	325
802	2,100	844	150	886	275	928	1,300
803	1,500	845	650	887	200	929	1,400
804	1,500	846	600	888	200	930	600
805	300	847	1,400	889	225	931	6,250
806	6,000	848	1,400	890	425	932	200
807	6,500	849	225	891	450	933	300
808	8,000	850	150	892	450	934	425
809	7,500	851	2,700	893	160	935	450
810	850	852	2,600	894	550	936	250
811	5,000	853	425	895	550	937	300
812	600	854	500	896	500	938	1,900
813	800	855	250	897	425	939	8,500
814	500	856	100	898	170	940	7,000
815	200	857	100	899	170	941	2,400
816	200	858	250	900	250	942	200
817	2,800	859	150	901	170	943	200
818	400	860	150	902	300	944	150
819	200	861	150	903	300	945	8,000
820	250	862	1,300	904	120	946	2,000
821	350	863	5,000	905	110	947	500
822	1,200	864	1,200	906	150	948	200
823	750	865	1,200	907	250	949	3,000
824	750	866	500	908	140	950	2,300
825	150	867	850	909	100	951	950
826	2,800	868	100	910	150	952	700
827	200	869	400	911	4,250	953	4,750
828	100	870	300	912	225	954	500
829	250	871	300	913	325	955	300
830	250	872	300	914	375	956	400
831	120	873	300	915	150	957	550
832	500	874	250	916	200	958	1,900
833	120	875	180	917	5,250	959	3,250
834	120	876	150	918	850	960	1,600
835	150	877	160	919	160	961	2,000
836	250	878	1,300	920	375	962	2,500
837	200	879	120	921	160	963	7,000
838	425	880	1,900	922	250	964	425
839	160	881	1,200	923	2,000	965	1,600
840	100	882	900	924	250	966	475
841	100	883	1,700	925	375	967	700
842	130	884	800	926	120	968	2,000