Florida Federation of Stamp Clubs, Inc.





LOREX '77

NOVEMBER 4-5-6, 1977 HOLIDAY INN-AIRPORT TAMPA, FLORIDA

28th Annual Convention of the Florida Federation of Stamp Clubs, Inc.
Hosting the 54th Annual Convention of American Air Mail Society



WHEREAS, stamp collecting has provided pleasure to generations of hobbyists; and

WHEREAS, since 1840, when the first postage stamp was put up for sale, people of all nations and from all walks of life have collected stamps for a variety of reasons; and

WHEREAS, through the collection of commemorative stamps, America's young citizens have identified with the world in which they live, with our Nations' founders, with missions of mercy and with history events; and

WHEREAS, the Florida Federation of Stamp Clubs, composed of 50 member clubs throughout Florida, each year hosts an exhibition known as FLOREX, considered among the top noncommercial philatelic exhibitions held in the United States; and

WHEREAS, FLOREX '77 will be held in Tampa on November 4, 5 and 6, 1977; and

WHEREAS, a project will be conducted urging stamps as a medium to emphasize 50 years of Air Mail service.

NOW, THEREFORE, I, William F. Poe, by virtue of the authority vested in me as Mayor of the City of Tampa, Florida do hereby proclaim the period of November 4, 5 and 6, 1977 as

"STAMP COLLECTION WEEK"

and, in conjunction with the FLOREX project, also designate November

"50 YEARS OF AIR MAIL SERVICE"

in Tampa, Florida, and urge citizens to join with thousands of philatelists from all sections of the country in observance of these special events.

Dated in Tampa, Florida this 1974 day of October, 1977.



Affire Mayor



Federation of Stamp Clubs, Inc.

PRESIDENTS MESSAGE

Welcome to FLOREX-77 in Tampa!

and, a special welcome to the American Airmail Society who is having its annual convention along with us this year!

To manage a Federation show on the national level is really an accomplishment. Perhaps this is the time to express my appreciation to Florex general chairman Gus Knoeckel and his committee for a job well done. This show was in the planning stage for months. As of mid-September the show was completely sold outframes and dealer tables.

An added feature for this year is the first day sale of the new 10-cent coil definitive on November 4. Mr. Knoeckel was successful in negotiations with the U.S.P.S. I hope you all plan to attend the first day ceremony.

Take time to review the fine exhibits on display. In addition to the variety of subjects, I am told some exceptional airmail material will be shown.

Plan to attend the special programs being offered for your enjoyment and philatelic education.

Cordially,

President



WELCOME TO FLORIDA

As President of the American Air Mail Society I welcome you to the Sunshine State and to the 54th Annual Convention of the American Air Mail Society. This year we are indeed fortunate in having been invited to hold our convention in conjunction with FLOREX-77. The Florida Federation of Stamp Clubs, Inc. presents the FLOREX show every year, with this being their 28th annual exhibition. FLOREX has grown from a modest show to a major exhibition presenting a show of some 400 frames and a dealer's bourse of 35 or more tables. Last year, some 5,000 people attended this show; and our hope and belief is that 1977 will top this.

A.A.M.S. conventions are not new to Florida. We have been here twice before. Our first Florida convention was in 1938 when the Post Office Dept. honored us by issuing a beautiful six cent air mail stamp at our convention in St. Petersburg. The stamp, Scott's C23 is among the most beautiful put out by our country and shows an American eagle with olive branch and arrows and is printed in dark blue and carmine. Convention First Day Covers totaled 95,121.

Our second convention was also a memorable one, being held in the beautiful Hotel Seville in Miami Beach in 1962. But that is looking back and while it brings back fond memories, we live for today and so we look forward to our 1977 convention with great anticipation. So I say again to you all, Welcome to the 54th Annual Convention of the American Air Mail Society. I hope you enjoy yourselves at this fine show and that you will leave here with the good feeling of having met old friends and having made many new ones. My sincere best wishes to you all.

Herman Kleinert President, American Air Mail Society



CHAIRMAN'S MESSAGE

Welcome!

As General Chairman of FLOREX '77 I am priviledged to welcome the members and delegates of the Florida Federation of Stamp Clubs, Inc., as well as our many friends of the philatelic community and visitors attending our FLOREX show for the first time. We hope you will enjoy your visit and return in the years ahead.

This year we are hosting the 54th Annual Convention of the American Air Mail Society. It is indeed a pleasure to welcome Herman Kleinert, President, the officers and members of this great organization. We are happy to share with you our 28th Annual FLOREX Convention.

Also meeting during FLOREX are the U.S. Classics Society (South-east region), Germany Philatelic Society (Florida Chapters), Canal Zone Study Group and the Pitcairn Island Study Group. We extend our warmest greetings and invite you to partake in our hospitality and hope their participation in FLOREX will be a memorable one.

A most special welcome is extended to the U.S.P.S., James J. Symbol, Regional Postmaster General and the members of the First Day Committee. We are honored, that FLOREX was chosen as site and host of this FIRST DAY CEREMONY for the new 10 cent coil stamp, calling attention to the "Bill of Rights" and the first ammendment..."the people's right to petition for redress".

I, personally, am especially appreciative that this opportunity has come about during FLOREX'77, in that it will be my last year as FLOREX Chairman and it is most gratifying to culminate seven years as FLOREX Chairman with this First Day Ceremonu.

As many of you know, I've been elected President of the United Nations Philatelists and am also President of the Fire Service in Philately Study Group. an organization founded as a direct result of FLOREX'75 and within these groups lies the area of organized philately, which I intend to pursue.

In closing, I like to thank one and all throughout the philatelic community for the moral support they gave us throughout the years, this helped to make FLOREX the great show, what it is as of now.

It is in appreciation, that I thank especailly my various committees, the Tampa Post Office (Pete Peterson and his CSR staff) and especially my wife Hannelore, for without them, there would ntbe a FLOREX'77.

Gustave Knoeckel General Chairman FLOREX'77

FLOREX '77 COMMITTEES

Gustave Knoeckel - General Chairman

ExhibitsGeorge Kuhn, Leesbur
RegistrationPauline Waller, St. Petersbur
BourseH.E. Knoeckel, Placid
Judges ChairmanF.Burton Sellers, Tarrytow
Finance



SCHEDULE OF EVENTS

THURSDAY, NOVEMBER 3

3:00 p.m.	Registration for dealers and exhibitors
4:00 p.m.	Set-up of exhibits

FRIDAY, NOVEMBER 4

9:00 a.m.	Registration General Registration at FLOREX table AAMS members also register at the AAMS table
10:00 a.m.	APS, BIA, Canal Zone Study Group, Pitcairn Islands Study Group, SPA members also should register at their society table. Opening Ceremony
	Exhibition and Bourse will open after ceremony.
	U.S.P.S.; U.N.P.A.; Canada P.O.; British P.O. Agents
10:30 a.m.	AAMS Officers Meeting (Officers and Committee only)
11:00 a.m.	Ralph Yorio will talk on the Space Shuttle NASA Team
1:30 p.m.	FIRST DAY CEREMONY (USPS) of 10 cent coil stamp
2:30 p.m.	How to participate in a stamp auction, lecture by Jacques Schiff, Jr.
3:30 p.m.	Symposium on AAMS catalogues and Airmail Cover Collecting; conducted by Dr. C. Nahl, Chairman
4:30 p.m.	Stamp Theft Prevention, program presented by APS Stamp Theft Committee Chairman Maryette B. Lane
7:00 p.m.	Auction by David G. Philipps
8:00 p.m.	Exhibition, Bourse and postal facilities close.
9:00 p.m.	Officers and Committee Meeting of FFSC.

SATURDAY, NOVEMBER 5

10:00 a.m.	Exhibition, Bourse and Postal Facilities open
10:00 a.m.	Executive Meeting of FLORIDA FEDERATION OF STAMP CLUBS, INC.
10:00 a.m.	AAMS Annual Business Meeting
11:00 a.m.	Canal Zone Study Group Meeting
1:00 p.m.	Symposium on "Philatelic Judging", conducted by members of the American Academy of Philately.
2:30 p.m.	AAMS Publication Committee Meeting .
3:00 p.m.	U.S. Philatelic Classics seminar
3:00 p.m.	G.P.S. Florida Chapters Meeting
7:00 p.m.	Dutch Treat Cocktail Party
8:00 p.m.	AAMS 54th Annual Banquet
8:00 p.m.	Exhibition, Bourse and postal facilities close.

SCHEDULE OF EVENTS

CONTINUED

SUNDAY, NOVEMBER 6

9:00 a.m.	FLOREX Award Breakfast
10:00 a.m.	Exhibition, Bourse and Postal Facilities open
11:00 a.m.	APS Judging Seminar and Critique
11:00 a.m.	AAMS Auction
2:00 p.m.	Jack Knight Society Meeting
3:00 p.m.	AAMS Membership Meeting under new officers
4.00 n m	Close of FLOREX '77

Note: Above program is subject to changes. Please check daily the bulletin board.

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LIST OF MEETINGS AND SEMINARS

You are cordially invited

....to the Talk on the NASA Space Shuttle Team Ralph Yorio will present a program on this interesting subject. Friday, 11:00 a.m.

....to the lecture conducted on ...
"How to participate in a stamp action" Jacques Schiff, Jr., noted auctioneer from New York will discuss auctions for the potential buyer and seller.

Friday, 2:30 p.m.

...to the talk
"STAMP THEFT PREVENTION", a program
presented by Maryette B. Lane, Stamp
Theft Committee Chairman of A.F.S.

Friday, 4:30 p.m.

....to take part in the Canal Zone Study Group meeting Saturday, 11:00 a.m.

....attend the SYMPOSIUM ON "PHILATELIC JUDGING", conducted by members of the American Academy of Philately.

Saturday, 1:00 p.m.

....to the seminar of the U.S. Classics Society

3 speakers are present for a interesting program. Saturday, 3:00 p.m.

....to the

GERMANY PHILATELIC SOCIETY
Chapter Meeting

* The Central Florida and the Ft. Lauderdale Chapters will have a joint get-together.

* Bernard Hennig, President of G.P.S. and Dr. Werner Bohne, immediate past Pres. greet the members.

Please drop in if you are interested in the Germany Philately.

Saturday, 3:00 p.m.

....to participate in the many functions of the American Air Mail Society and the Florida Federation of Stamp Clubs

Check the daily bulletin board or ask our committee members at the

FRIDAY, 3:30 p.m. Symposium on AAMS Catalogues and Airmail Cover collecting. FRIDAY, 7:00 p.m. Auction by

David Philipps.

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U.S. PHILATELIC CLASSES SOCIETY SEMINAR

The 1977 Southeastern Regional Meeting of the U.S. Philatelic Classics Society will be held at 3:00 PM, Saturday, November 5, 1977 at the Holiday Inn-Airport, Tampa, Florida in conjunction with FLOREX '77.

Our meeting will be in the nature of a seminar and all Society members as well as other visitors to FLOREX are encouraged to attend. I have arranged an outstanding panel of experts to discuss some of our earliest regularly issued adhesive stamps.

Duane B. Garrett, Pacifica, California, will discuss the 1847 issue. Duane is the Regional Vice President of the U. S. Philatelic Classics Society for Northern California, a life member of almost all National Societies and an avid collector of our first general issue of stamps. His collection was exhibited in the World Series of Philately held recently at the annual convention of the American Philatelic Society in San Francisco.

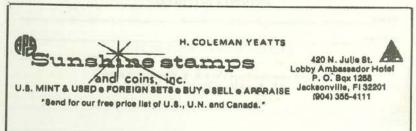
Roland H. (Ron) Cipolla, II, Houston, Texas will talk on the 1¢ 1851 - 60 stamps. Ron is a member of most National Societies and is currently serving his second year as President of the Houston Philatelic Society. He will discuss the various types of the 1¢ 1851 and 1857 issues and will cover in some detail the plating characteristics of these stamps.

Wilbur F. (Bill) Amonette, M.D. of Radford, Virginia, will give a talk "A Color Study of the 3¢ 1851 Stamps." Bill has been very active in our Society and served as Secretary-Treasurer of its predecessor "The U. S. 1851-60 Unit" in 1956 and 1957. He was manager of the sales department from 1958 to 1973 and participated at our Seminar at NAPEX in 1964 when he discussed plating the 3¢ imperfs. His article on the color study of the 3¢ 1851 stamps appeared in the May 1973 issue of The Chronicle. At the time of Dr. Chase's death, Dr. Amonette acquired his color charts for the 3¢ 1851 and 3¢ 1857 stamps and since that time he has been recognized as the authority on these stamps.

The U. S. Philatelic Classics Society is a successor of the group formed in 1948 (The 3 Cent 1851-57 Unit), later changed to "US 1851-60 Unit" and finally in 1964 adopted their present name, indicating the broader field of study now covered.

For more information about the Society send SASE to: Robert L. Toth, Membership Chairman, 10015 Vista Dr., North Royalton, OH 44133. (You might mention you saw the announcement about the FLOREX participation).

The Garret 1847s will be on Exhibit at FLOREX '77.



AIR MAIL IN FLORIDA

By Herman Kleinert, President, American Air Mail Society

According to the American Air Mail Society catalogue there are no listings for any mail carrying pioneer flights in Florida.

The Pioneer period in aviation being from the earliest known covers of November 3,

1910 to just prior to the first Government flights of May 15, 1918.

To Florida however, goes the distinction of establishing the first regularly scheduled passenger and cargo air service. This was inaugurated on January 1, 1914 by Tony Januas between Tampa and St. Petersburg. The run was so short and the fare and cargo charges so steep that the airline was short lived and folded after three months. There is no record of any mail contract and no covers are known to exist.

The first flight in Florida carrying mail was made on November 1, 1920. This was an experimental service from Key West to Havana, Cuba and was also short lived. This was the forerunner of FAM 4 which made its first flight from Key West to Havana on October 19, 1927. All first class mail between Key West and Havana was transported without additional fee. The contractor was Aeromarine Airways, Inc., later to be known as Pan American Airways Inc. On September 15, 1928 the Florida terminal was changed from Key West to Havana and became Miami to Havana, however flights from Havana still terminated at Key West until December 5, 1928 when the Havana flight first flew into Miami. The last flight on FAM 4 was made on January 31, 1933, from then on this route became a part of FAM 5.

FAM 5 was inaugurated by Pan American Airways, Inc., only from Miami to Cristobal, Canal Zone on February 4, 1929. The return flight leaving Cristobal on February 10, 1929. Charles A. Lindbergh was the pilot for these flights. Further extensions of FAM 5 were made starting in May 1929 until all the countries of South and Central America as well as most of the groups of inhabited islands in these areas were served by air. Some of this was accomplished when FAM 6, 7 & 10 were made part of FAM 5 sometime after 1937.

FAM 6, the Miami-San Juan original route was inaugurated on January 9-10, 1929 by Pan American Airways with veteran pilots Edwin C. Musick, Basil Rowe and C. D. Swinson flying various legs of this route. Musick was later lost in the Pacific while flying for Pan American. Many extensions were made to this route including the flight from Miami to Paramaribo in which Col. Lindbergh accompanied by his wife Anne and Mr. and Mrs. Juan Trippe played an important role. Juan Trippe, of course, is the long time President and later Board Chairman of Pan American Airways. Since FAM 10 was for all practical purposes just a continuation and in part a duplication of FAM 6, covers from FAM 10 are listed under FAM 6 in the American Air Mail Society catalogues. As stated above FAM 6 & 10 are now a part of FAM 5.

FAM 7 was a short route from Miami to Nassau in the Bahamas. It was inaugurated by Pan American on January 2, 1929 and is now also a part of FAM 5.

FAM 9 was inaugurated on May 17, 1929 by Pan American Grace Airways, Inc. This route extended along the entire west coast of South America connecting up with FAM 5 at Cristobal. The original route covered Columbia, Ecuador and Peru. Later flights added Argentina, Chile, Bolivia and Uruguay. On February 1, 1967 Braniff International Airways took over PANAGRA and FAM 9 was consolidated with Braniff's route FAM 34.

FAM 22 was inaugurated by Pan American Airways starting December 6, 1941 one day before the Japanese attacked Pearl Harbor. This route flew from Miami to Africa via San Juan, Port of Spain and various points in Brazil. This route was undertaken at the request of President Roosevelt and became a vital link in the conquest of Germany in World War II.

Other routes Inaugurated after World War II originating in Miami and flying to South America and Europe are FAM 29, 32, 34, and 45.

florida Started with inaugural flights by Florida Airways, Inc., on route CAM 10 from Jacksonville to Miami on April 1, 1926. Stops were made enroute at Tampa and Fort Myers. On September 15, 1926 service was extended to include Atlanta and Macon, Georgia. This route operated at a loss and was finally discontinued on December 21, 1926.

Activity was at a standstill until December 1, 1928 when Pitcairn Aviation, Inc. inaugurated route CAM 25, a new contract covering some of the cities on original route CAM 10. The first flights were from Atlanta to Miami via Jacksonville. On March 1, 1929 this service was extended to include Macon, Georgia, Daytona Beach, Orlando and Tampa. Later, stops were added at St. Petersburg and West Palm Beach. Route 25 was considered one the most vital routes in the air mail network, linking as it did with routes 19, 23 and 30 at Atlanta and with all-important FAM terminal point in Miami. On April 1, 1931 this route was combined with CAM 19, the original New York-Atlanta route and was henceforth called CAM 19. Additional stops in Florida were later made at Lakeland, Vero Beach, Fort Myers, Sarasota, Key WEst, Melbourne, Ft. Lauderdale and Bradenton. CAM 19 inaugural contractor was Pitcairn Aviation, Inc. later to be Eastern Air Transport, Inc., under Captain Eddie Rickenbacker and is today Eastern Airlines, Inc., successfully managed by astronaut Frank Borman.

The aforementioned routes were the original pathfinders and Florida was or is serviced by many other routes, among these are CAM 23 and 34 and AM routes 1, 19, 39, 40, 51, 54, 75, 120, 289 and 296. Additional cities receiving service on these routes not previously having air service are Clearwater, Pensacola, Tallahassee, Marianna, Panama City, Ocala, Gainesville, Lake City, St. Augustine, Palatka, Deland, Sanford, Leesbury and Perry,

In addition to the regular service covered heretofore, Florida had special air service during the floods of 1929 from and to Pensacola. Also the Dornier DO-X stopped here in 1931 and also the Graf Zeppelin in 1933. Missile mail was flown here from the USS Barbero in 1959 and it is said that covers were carried on some of our moon landings.

Much of the information contained in this article is taken from American Air Mail Society catalogues.

If collecting covers from these listed flights is interesting to you then you should belong to the American Air Mail Society. The A.A.M.S. Sales Dept. can provide many of the covers discussed in this article at reasonable prices. Contact Sales Manager, American Air Mail Society, 12 Silver Way, S.S.S., Ocala, Florida 32670.



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FIGURE 1



FIGURE 2



FIGURE 3



FIGURE 4

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Pictured above is the reproduction of an old postcard"The Real We", depicting, Charles Lindbergh, his mother and his Spirit of St. Louis. Franked with the recent 13¢ issue of the 50th Anniversary and cancelled at FLOREX. Orders for this card should be send to: FLOREX Lindbergh Card, P.O.Box 1776, Placida, FL. Price per card is 40cents with SASE.



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tradiumned Figure of Jestice Mindfolded.
The signor was designed by Walter Books, of No Commentions, who also designed the services two starthe serials. The modelier was V. Jock Mayber and if gravers were kenneels Nappenses invarients and file Culie, J., (legisting). All three are with the Scin To commemorate the special First Day of issue of the new 10cent coil stamp, a special postcard is avaialble.

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AIRMAILS WITHOUT AIRPLANES

By Mason S. Curran American Air Mail Society

Lest you do a double take when you notice the title of this article, think back a bit. The first airmails were not carried by airplanes at all, in fact they preceded airplanes by a goodly number of years. Ever hear of carrier pigeons? They carried air mails as far back as ancient times. Next came balloon mails. The trouble the collector runs into with these types of airmails, however, is identification.

This, no doubt, is why our American Air Mail Catalog lists such letters under the "Balloon and Pigeon Posts of the Franco-German War 18701871." The preface states that the first "airmails" may have been sent in an unmanned balloon from the besieged fortress of Conde in May 1793, quite a while before we had airplanes. They then go on to list 10 pigeon posts from Metz in 1870. Over 150,000 messages were reported sent by this method.

Next, our catalog lists several hundred sendings by balloon mail from the besieged city of Paris. In this connection, the German Postal Specialist in their April 1977 edition even carried a "spoof" about a German guided balloon operated during the same war by a Bertha Weller who was supposed to have carried a cover from Paris, along with espionage material. It makes fascinating reading.

However, the type of airmails without airplanes which has held my attention for a number of years is the huge bulk of cards and covers which were carried by Zeppelins in the period from 1900 to 1938. For the few people who are not familiar with the word Zeppelin let us first start with the present day Goodyear blimps. These are airships which derive their lift from helium gas inside the bag, which also holds its shape with balloonets filled with air which are placed in critical places. Thus power is only needed to send the ship forward through the air, not to lift it, making them much more economical to operate than airplanes. However, the airship principle is that the larger the airship, the more efficient it is, and when you get them holding around 1,500,000 cubic feet of gas, there is trouble keeping the gas bag stable without internal support.

The German, Count Ferdinand von Zeppelin recognized this from the first and he built all his ships with internal frames of aluminum in the form of huge rings connected with one or more keels and horizontal supports. Control surfaces were at the rear, as with airplanes. Ships of German origin were called Zeppelins, after the Count, ships of other countries are generally referred to as Dirigibles. The first one the Count built was 420 feet long and 39 feet high and contained 399,000 cubic feet of hydrogen (non-burning helium was never available to the Germans) contained in a series of gas bags hung between the rings. The last ship the Zeppelin Company built was 804 feet long, 135 feet high, and contained over 7,000,000 cu. ft. of gas.

The Count numbered his airships with the prefix LZ (Airship, Zeppelin) and 17 are listed before the start of World War I. After the war the listing starts up again with LZ-120, the Bodensee. The numbers between 17 and 120 represent wartime Zeppelins built for the German army and navy. All the numbers do not necessarily refer to a ship, as some of them were never built, but being in the planning stage, had a number assigned them, so the actual number of Zeppelins built is slightly less than the numbers indicate.

From the very first, covers were carried on these Zeppelins. The first covers were very informal covers, and a lot of them carried vignettes instead of stamps. The subject of vignettes is covered in a German catalog written by member Kuno Sollors entitled "Non-Postal Airstamps, Part 7, Zeppelin, Parseval, and other Airships." Member Sollors priced these vignettes when he published the catalog, but now that people have some idea as to what they are, the prices are much higher than listed in the catalog. This is quite a specialized field, and we suggest that beginning collectors take it up after they know more about the subject. Our catalog lists about 20 flights franked with vignettes, and Sollors list hundreds of varieties.

These early Zeppelins carried mail, but it was mostly drop mail which carried post-marks of whatever city the finder mailed it form. Later on "on board" cancels were used. The first real flurry of mail occurred when the LZ-10, the Schwaben, in consort with an airplane named the Gelber Hund (yellow dog) carried mail to cities along the Rhine and Main rivers to raise funds for Hessian charities. These were mainly cards that were carried and the first Zeppelin stamps appear on these cards. Scott, naturally, does not list them, but

PITCAIRN ISLANDS STUDY GROUP Participates at FLOREX

A tiny speck in the South Pacific Ocean midway between Australia and South America, about 1.75 square miles in area and with a population of 65, all descendents of the "Bounty" mutineers, has long held the interest of many philatelists. In 1973 the first philatelic group to devote its entire efforts to the study of Pitcairn stamps and postal history was formed. It was called "PITCAIRN ISLANDS STUDY GROUP or PISG for short, and became APS Affiliate #46 in 1974. It now has about 300 members and is a worldwide organization. No regular meetings are scheduled because of the wide distribution of the membership but small groups of members often meet in conjunction with large shows such as Interphil or Florex.

A quarterly journal, the PITCAIRN LOG contains highly informative articles about the unique postal history of Pitcairn Islands as well as news of new issues, varieties, etc. Life on the island today, and in the past, are also described in featured articles.

One of our primary goals is research. One member has published the only catalogue devoted entirely to Pitcairn stamps. Another has published a history of the postal markings used on Pitcairn, and more research is in the offing.

Quarterly auctions are held, one for Pitcairn material and one for material from other Pacific Islands. Members are encouraged to sell their surplus material through these aucions as well as purchase needed items.

Membership is open to all interested collectors. For more information and application blanks write to: Mrs. Anne Hughes, Secy, 2013 Twentieth Place, Kenosha, WI 53140.

COMPLIMENTS OF:

Marilyn and George Trager

301 Arthur Godfrey Rd. Miami Beach, Florida 33140

FLORIDA'S FRUSTRATING AERIAL BEGINNINGS

By Fred Boughner

The early aviation and airmail history of Florida can best be summed up in this sad, three-word progression: first flight, fizzle and failure.

It is said that the worldwide airline industry as we know it today began in Pinellas County, Florida on Jan. 1, 1914 when the St. Petersburg-Tampa Airboat Line started regular passenger and light cargo service between those two cities.

The pilot of that airline was Tony Jannus, a flashy and flamboyant young man who wore his cap backwards and his ever present goggles perched on his forehead. Jannus flew a Benoist flying boat over that watery course but he did not fly it for very long.

The initial passenger on this "world's first airline" was St. Petersburg Mayor A. C. Pheil who ascended to the plaudits of 6,000 Floridians gathered to witness the great event. There were not many passengers who followed Mayor Pheil. The Benoist ship more often than not made the trip over the bay without a paying customer.

Whether Florida was actually the site of the world's first passenger airline is doubtful. Other sources maintain that Tony Jannus himself as far back as 1912 had been ferrying passengers for hire between Omaha and New Orleans and to other points up and down the Mississippi River.

One thing is certain. What happened to the St. Petersburg-Tampa Airboat Airline is not in doubt, but a matter of history. Jannus' ship had room for only one passenger and very little light cargo. This made the rates charged for each very high versus the actual time saved by flying.

Within three months after it had begun, that first Florida airline was broke. The flamboyant Jannus took off for greener pastures.

For the next dozen years, only an occasional barnstormer pilot dotted the Florida skies. There were no pioneer flights approved by the Post Office Dept. for Florida in that interval and the state's aviation history up until 1926 was primarily involved with a \$3. ride now and then for Aunt Lou. She usually took off from a farmer's pasture in a World War I surplus Curtiss Jenny.

When Uncle Sam stopped flying the airmail in 1926 and turned most of it over to private airline contractors, a company called Florida Airways, Inc. bid for and secured the airmail rights from Jacksonville to Miami. There were twelve other Contract Air Mail (or CAM) routes established throughout the United States at that time, carrying mail from the east coast to California and from Dallas to St. Paul.

The new Florida route possessed a unique—if undesirable—distinction. It was the only one of the existing CAM mail routes that did not link up with another. It was all alone within the state—flying in seclusion from Jacksonville to Miami. From Jacksonville, the airmail had to go via surface transportation to the appropriate nearest CAM terminus at Dallas, St. Louis or New York—depending on the mail's ultimate destination.

As a consequence of this aerial isolation, there wasn't much airmail. Florida Airways flew what little there was at a loss. The service became irregular and almost useless. Within a few months, the Miami-Fort Myers-Tampa-Jacksonville route was abandoned.

On Sept. 15, 1926 the original Florida route was reorganized and reopened but this time with Atlanta as its northern terminus. Macon, Ga. was added as an intermediate stop--but a small hitch developed. Macon didn't have an operable airfield. On the inaugural first flight, airmail from Macon was rather ingloriously shuttled to Atlanta by auto. Mail bound for Macon was set off at Jacksonville and trained into the city. Twelve days later Macon was ready and its mail became real airmail instead of going by rail or highway.

Even with this longer CAM #10 route and the addition of Atlanta/Macon to the four Florida stops, the airmail carrier could still not make money. The reason was the same as before. Atlanta still had to send its airmail to New York, St. Louis or Dallas by rail for hook-up with other major U.S. cities.

This reorganized CAM #10 route was abandoned on Dec. 21, 1926. Three short months would seem to have become the standard life span for any

outfit flying Florida airmail.

Finally, on Dec. 1, 1928, Pitcairn Aviation, Inc.—flying its specially designed Pitcairn Mailwing aircraft—established permanent and reliable airmail service in Florida. Its CAM #25 route also flew from Miami to Atlanta but there was one big difference. By this time, Atlanta was also the terminus of CAM #19 carrying mail to Philadelphia, Washington and New York and of CAM #23 which flew out of Atlanta to Birmingham, Mobile and New Orleans.

Florida's airmail was no longer isolated from the rest of the country. It now had connections. It had somewhere else to go besides Atlanta, Jackson-ville and Miami. Florida's aerial era of fizzle, falter and failure was finally over.

SARASOTA PHILATELIC CLUB

SARAPEX'78

FEB 17-19,1978

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It is quite often a sad day for the true philatelist when the time has come to sell his stamps. His reasons for their disposal are generally personal. His care and interest in how they are handled are of the utmost importance to him. And yet he has to be practical and find the merchant with the greatest ability and integrity to handle what is so dear to him.

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Germany Philatelic Society, Inc.

CHAPTER 23,

FOR CENTRAL FLORIDA AND THE GULF OF MEXICO COAST

Contact: P.O.Box 1332 Bradenton, FL 33506

Meets the second Sunday every month. Visitors always welcome.

***** A W A R D S ** * * * * *

FLOREX GRAND AWARD FLOREX RESERVE GRAND AWARD FLOREX MEDALS - Gold, Vermeil, Silver and Bronze

SPECIAL AWARDS:

AMERICAN PHILATELIC SOCIETY BRONZE MEDAL, for best exhibit by A.P.S. member.

AMERICAN TOPICAL ASSOCIATION MEDAL, for best topical exhibit.

JOHN BRITT FOUNDATION AWARD, for best novice exhibit.

CUBAN PHILATELIC SOCIETY AWARD, for best Latin American exhibit.

TRAVIS HEDRICK MEMORIAL AWARD, for best U.S. exhibit.

HOLLYWOOD STAMP CLUB AWARD, for best Postal History exhibit.

FLOREX AWARDS,

for best foreign, airmail, topical and postal stationary exhibits.

UNITED POSTAL STATIONARY SOCIETY AWARD MARCUS WHITE AWARD for best exhibit and certificates.

MARCUS WHITE AWARD for best exhibit and certific

CONFEDERATE STAMP ALLIANCE AWARD CERTIFICATE, best Conferate exhibit.

NELLIE SNYDER YOST AWARD CERTIFICATE, best display of American history and legend thru use of stamps.

The FLOREX GRAND AWARD WINNER will receive an invitation to compete in the Champion of Champion Competition at the 1978 APS Convention,

The MARCUS WHITE AWARD WINNER will be invited to compete at the next Annual U.P.S.S. Convention with other winners.

PANEL OF JUDGES

F. Burton Sellers, Tarrytown, NY, Chairman

Dr. Werner Bohne, Syracuse, NY Robert Brandeberry, Wilmonton, Del. Bernard Hennig, Chicago, IL Henry H. Frenkle, New Orleans, Lou.

Milton Mitchell, Silver Springs, MD Philip Silver, Elberon, NJ

APPRENTICE JUDGES

FLOREX

Florex is the annual show at the convention of the Florida Federation of Stamp Clubs (approximately 50 clubs strong) and is always held the first weekend in November, this year being November 4-6th at the Holiday Inn-Airport in Tampa. Florex is one of the select few whose grand award winner also receives an invitation to participate in the APS Champion of Champions competition, and as evidence of the caliber of exhibits the 1977 Grand Champion of Champions winner was Ed Dormer's exhibit of Mexico which took Florex's 1976 Grand. The bourse boasts no less than 35 dealers from many parts of the country, is always sold out, and has a long waiting list. There are 400 frames owned by Florex and these, too, are invariably oversold.

Within the past five years the Florida Federation has hosted the Society of Philatelic Americans, the American Philatelic Society, the American Philatelic Congress, the Germany Philatelic Society, and this November is pleased to be hosting the American Air Mail Society. Arrangements are being worked on right now to have with us the American First Day Cover Society and the United Postal Stationery Society in the near future. In the same period the Bureau Issues Association's Southgage and Hopkinson Awards have been presented at Florex, and also the United Postal Stationery Society's Marcus White Trophy. Plus we have had one first day of issue, and will have another one this year.

This year's Court of Honor exhibit is one of the finest and most outstanding Florex has ever had -- and past Courts have included one by the Weills of New Orleans, and you know what THEY can show! Duane Garrett, of San Francisco, and his wife Patty are bringing his U.S. First Issue (1847), which won a number of Golds, plus a Grand at Beckpex '77, and was in this year's Champion of Champions show. This fine collection includes one of only two blocks of the 10-cent 1847's available to collectors, the others being in museums or institutions and thus out of philatelic channels.

A blue ribbon panel of accredited judges, headed by Bud Sellers, will be on hand, and afterwards conduct the required critique. There will also be an added bonus this year. The American Academy of Philately will hold a judging seminar with an outstanding panel of well known and knowledgeable philatelists to discuss the aspects of judging and later to answer questions. This seminar is open to all, as is the judge's seminar, and a large space is being provided because the one past instance in New York at Interpex '77 brought out an overflow crowd. This one at Florex '77 will be the second in a series which will be held in various other areas around the country, hopefully including the West Coast within the next two years or so, as the vagaries of judging are explored and coordinated efforts made to standardize and improve the judging of exhibits by a true umbrella organization such as the American Academy of Philately which is open to all membership by all philatelic organizations (no individual members may belong).

At Florex the Saturday evening banquet is always a social one, as an awards breakfast is held on Sunday morning at which the trophy ceremonies take place. All in all it's a delightful weekend for all who come, so I hope you can join us this--or any—year.

Clyde Jennings

EXHIBITS

			NO.
FRAME			172-179
NO.	TITLE AND DESCRIPTION	NAME	180-193
1 - 6 6A&B	"Pre-1900 Baltimore Postal History". Straight line and circular cancels, railroad and ship markings, postal service operations, postal letters as advertising media.	Ernest H. Wyche	194-208
7 - 81	Confederate adversity covers - A collection of Confederate covers illustrating paper and envelope shortage during the "War for Southern Independence"	James E. Snead, III	209-214
9 - 23	United States first Bureau Issues, Forerunners, essays proofs, overprints. Stamps and covers showing domestic and foreign use.	Lynne S. Warm	215-234
24 - 26	The first 60 years (1847-1907) of regularly issued nor- U.S. postage stamps, including some listed varieties and shades, with color cancellations.	Clyde Jennings	235-244
27 - 38	The 1913 Fourth Class Follies - An exhibit of usage of the United States Parcel Post Issues.	Henry M. Gobie	245-247
39 - 52	Selected pages from New Orleans Postal History Collec- tion, showing postal and other markings on mail to, through and from New Orleans during the 19th Century.	Charles Yuspeh	248-250
53 - 57	The 2¢ Red Brown of 1883-1887. A specialized collec- tion of proofs, essays, covers, fancy cancellations and postal usage.	L. K. Shick	251-260 261
58 - 67	"Carrying the United States Mail", illustrating the various modes of transportation with material of philatelic significance, including stamps, covers and associated material.	(Anonymous)	262-268
58 - 72	U. S. plate initials on cover.	Samuel S. Smith	289-301
73 - 78	Issues of the Straits Settlements from the surcharges of 1867 thru King George V, 1921-1932.	Robert L. Welky	
79 - 80	Tokelau Islands. Two looks at the stamps of the Tolelau Islands.	Kevin E. Roberson	302-303
91 - 90	Cuba. Prephilatelic - British and French postal of- fices - 1855, 1856 & 1857 issues.	Silvia Garcia-Frutos	304-310
91 - 97	Cuba - Rarities and Oddities, including proofs, speci- mens, the Special Printing, Fuerto Principe provision- als, postal stationary, rocket and airmail covers, er- rors, varieties and cancels.	Richard A. Sicking	311-312
98 -102	Postal markings used with the first issue of Chile (1853-1876). To show the types and use of markings for cancelling Chile's first postage stamps.	Jay G. Philpott	313-314
03 -107	Cuba: Varieties and Errors, 1855-1960	Arturo A. Codina	
08 -113	The Postal History of Ruhleben P.O.W. Camp, 1914-1918 A study of incoming and outgoing mails with a detailed examination of the intra-camp postal service.	Frank Bachenheimer	315-324
14 -117	Special Cancellations of Germany, based upon the Julius Bachman Katalog of German Gelegenheitsstempel,	William A. Frye	325-338
25-130	A collection of the Type I and Type II postmarks on the large Hermes Head stamps of Greece.	Harris P. Dawson,	339-343
31-137	International forces in the Boxer Rebellion, 1900-1901	Jerome J. Tobias	
38-154	China: First Issues and Forerunners. Exhibit traces postal services prior to Imperial Customs Post and presents studies of essays, cliches, settings and cancellations of the "Large Dragons".	Philip W. Ireland	344-351 352-357
55-161	Latvia and Latvians in stamps and covers.	A. Greblis	366-369
62-171	The Philately of Tibet. Complete issues in sheets, posta. history thru covers, Chinese and Indian offices in Tibet precancelled covers from Tibet and some interesting for- geries.		370-376

FRAME NO.	TITLE AND DESCRIPTION	NAME
172-179	King Leopold I issues of Belgium, 1849-1866.	Raiph A. Yorio
180-193	The Classic Issues of Austria. Being a specialized study in the stamps of the Austrian Empire during the Classic Period, 1850-1983.	William H. Farrell
194-208	Zeppelin Mail from Eastern Europe, including Bulgaria, Hungary, Albania, Lithuania, Estonia, Poland and Russia.	Gerhard S. Wolff
209-214	Nineteenth Century " Air France". A group of flown letters with supporting material from the war of 1870-1871.	Reuben R. Thompson
215-234	First Five Years of the "Graf Zeppelin". Includes all major experimental and exploratory flights leading up to its commercial service between Europe and South America.	(Anonymous)
235-244	World Wide Collection of Aerogrammes, Air Letter sheets, featuring the No. 1 issues and unusual varieties. (Not for competition)	George D. Kingdom
245-247	50th Anniversary of Lindbergh's New York-Paris flight, May 20, 1927. His flown covers and stamps.	Florence E. Kleinert
248-250	A look at the cacheted First Day Covers of U.S. C25 thru C31, including singles, blocks, plate blocks and booklet panes.	Herman Kleinert
251-260	Austria. A selection of commemorative Balloon Mail covers from " Kinderdorf" (Children's village), from 1948 to 1977	Henry F. Voss
261	Drop Mail. Mail that was dropped by the German Airship "Graf Zeppelin".	(Anonymous)
262-268	Examples of Austrian Air Mail, 1918-1938. The Austrian airmail stamps on covers, first flights, special flights Austrian Zeppelin covers and Schmiedl rocket flights.	Richard Green
289-301	Lindbergh and Commercial Aviation. A review of Lindbergh's association with TWA and PAA as Technical Advisor, including his survey flights to the West Indies, Central and South America and the North Atlantic.	R. K. Malott
302-303	Deruluft und Junkers Luftverkehr Persien. 1922 to 1929 German pioneer airmail to Russia and Persia (today Iran), a link on British Imperial Airway's England to India line.	George W. Hoffmann
304-310	Airmail covers from 1911 to 1925, including Garden City. NY, Mansfield, OH (6 known), San Francisco (2 cards known) through various zone rates.	Orian E Green
311-312	Official post office flights cachet used to cancel block of stamps or souvenir sheets with cachet of same flight as shown on cover.	Jack T. Crosby
313-314	1927 to 1935 German Pioneer Airmail to South America via Aeropostale, the forerunner of Air France, which pioneered the route.	George W. Hoffmann
315-324	Flights of the DO-X. A postal survey of Dornier's giant airship on it's history-making journey.	Paul C. Dinger
325-338	Stamps and Postmarks of the "European Architectural Heritage Year 1975", with special emphasis on the German documentation.	Morris Seidel
339-343	"To Blazes With Philately". Fire equipment and insur- ance advertising covers, fire fighting stamps and FDC's fire fighting memorabilia used postally.	Arnold Skoler
344-351	Women's Gymnastics, a sport of grace and beauty, is dis- played on stamps of countries around the world.	Richard E. Scott, Jr
352-357	Polar Explorations. Stamps, covers, autographs related to Polar Expeditions.	Samuel Schlesinger
366-369	The Souvenir sheets of Chile, 1942-1974, A showing of Chile's souvenir sheets.	Jay G. Philpott
370-376	U.S. 1¢ circular dies-showing all sizes, colors and dies of the 1¢ envelopes issued from 1915 to 1950.	Frank D. City

FRAME NO.	TITLE AND DESCRIPTION	NAME
377-390	Postal staionary of the United Nations (NY & Geneva) mint and first day if issue, plus errors and omissions. UNEF, Lebanor, UNTEA and Congo included.	Robert C. Smith
391-395	Military Aerogrammes of Portugal and Angola, showing the official, M.N.F., Christmas and Easter aerogrammes (military), plus the numeric postal services of Portu- guese Colonies.	Rufino R. Pernes
396-400	Estonia postal history. Special letter card issued by the firm "Paro" for the benefir of Estonia Red Cross, Issue has 28 different serial numbers with only 1000 of each kind were issued.	Adolph Lell

NOTES:

LINDBERGH

The Human Interest Side of a Great American.

By George W. Hoffman

In the history books of our present Century of Progress there is listed no greater number of individuals that contributed to the accomplishments of their specific industry than those daring young men in their black leather scull caps, that made air transport a new and faster way of life. Their life span measures from the days of the first World War into the late 1930s when air transport and airmail began to be taken for granted already.

In Europe, those heros had conquered out of Berlin the immensity of the Russian tundra and the Pamir plateau over the Himalayas into China. In America the conquest of the Rocky Mountains and ever unpredictable Alleghenies or the canyons of the uncharted Andes in South American were true adventures on every flight.

But of all these heros there is one to which no one can measure up, a 25 young American boy that flew in May 1927 alone in a single engine airplane across the Atlantic Ocean from New York to Paris. He is Charles Augustus Lindbergh. His successful flight became one historic event for air transport and airmail, worldwide! However, what made his fame outlasting his life and generations to come, was not the result of a daring adventure that turned out to be successful because of thorough preparations, but the unique personality that became our CHARLES LINDBERGH.

In the frivolous age of the late Twenties the whole world held its breath during the 33½ hours that Lindbergh flew over the unpredictable Atlantic Ocean. No words can express that feeling better than our beloved humorist and philosopher Will Rogers who said in his daily column dated May 20, 1927: "No attempt of jokes today. A slim, tall, bashful smiling American boy is somewhere over the middle of the Atlantic Ocean, where no lone human being has ever ventured before." However, no one could imagine in his fondest expectations that this boy would develop into one of the greatest Americans the world would ever know.

The mold to his greatness was cast in his father's home in Wisconsin and Washinton, D.C. The father, a Wisconsin Republican Congressman had raised the boy to be an individualist. He himself made history by being the only Congressman to cast in the final voting the only NAY against U.S. participation in World War I. Charles Lindbergh would stir up international controversies, just twenty years later; when he campaigned against participation in the Second World War, that was supposed to be "the war to end all wars."

Lindbergh's life was flying. With his inborn contempt for the herd mentality, his thoughts and decisions, right or wrong, were born in flight high above the clouds. While in the flying school in Nebraska the lanky, qulet boy from Minnesota wrote in his diary: "I began to feel that I lived on a higher plane than the sceptics of the ground" and in a later entry he said: "In flying I taste the wine of the gods of which they could know nothing. Who values life more highly, the aviator who spends it in the arts he loves, or the miser who doles it out like pennies thru their antlike days? I have decided that, if I could fly for ten years before I was killed in a crash, it would be a worthwhile trade for an ordinary lifetime."



From a barnstorming pilot friend's mechanic he soloed after only eight schooling hours to become a barnstorming pilot in his own rights on his own war surplus flying machine he had bought with five hundred dollars of his savings from five dollars a ride he flew at airshows all over the mid-west. Later, the U.S. Post Office hired him as an airmail pilot to fly the CAM route 2 between St. Louis and Chicago. The time was April 1926.

First flown cover, St. Louis-Chicago, April 15, 1926



In 1927 he joined the Ryan Airline in San Diego, California. Here, with \$2,000.00 of his own money and the backing of some St. Louis business men, he had his own transatlantic plane built, virtually a flying gasoline tank and a bucket seat with a mirror built-in in the ceiling above to see where he was heading for in flight. He named the plane in honor of his sponors "The Spirit of St. Louis" and prepared for a try at the \$25,000.00 reward set out for the first solo flight between New York and Paris, France. He completed that flight on May 20 to 21, 1927. His success, like all of his future flying accomplishments, were the result of careful planning and an intimate connection with his flight equipment.

Just back from Paris and a tickertape parade with popular Mayor Jimmy Walker riding down Broadway of New York, an avalanche of publicity struck the shy young man, wholly unexpected and unprepared for the ordeal. In these hours he reached for the strong hands of his mother, a school teacher in Detroit. Up to his marriage to Miss Anne Morrow, she was a strong influence on all of his decisions.



The Real We.

One of his admirers was the United States Government which realized in the Lindbergh popularity that was gaining worldwide dimensions, a chance for propaganda for the much needed advancement of U.S. airmail interest which was lacking pitifully behind the established lines that already covered all of Europe and into China, West Africa and South America. Thus, in July of 1927 Lindbergh embarked on a 20,000 mile flight of The Spirit of St. Louis, covering 48 states, crisscrossing our nation to never ending enthusiastic receptions. (Lindbergh's own story with many photos was published in the January 1928 issue of the National Geographic Magazine).

On December 13th of 1927 he left on government suggestions on a good-will flight from Washington non-stop to Mexico City, thru Central America and as far as Bogota, Columbia. He returned back to the United States again on January 8, 1928. (His own story was published again in the National Geographic Magazine's May 1928 edition)



Covers from Costa Rica and Panama

In January 1929 he joined the new and very agressive PAN AMERICAN AIRWAYS and flew for them the inaugural air mail route FAM 5 between Miami to Cristobal in the Panama Canal Zone. On March 9th he flew the first air mail from Mexico City to Brownsville, Texas on FAM 8, via Tampico.

Cover flown between Tampico and Brownsville. (Cat. # L-50)



The time was May 26, 1929, the place the Englewood, N.J. estate of Dwight Morros, U.S. ambassador to Mexico. In the festive elegance of the sunny May day gathering a rather uncomfortable young man was tugging his stiff shirt collar, feeling embarassed about being the focus of interest at the elegant gathering. Col. Charles A. Lindbergh was going to be married here to Miss Anne Morrow whom he had met on his first goodwill flight to Mexico City on the personal invitation of General Plutarco Calles, Mexico's President.

Not until September 20th did the happy young couple get a chance to finally get away from it all. PAN AMERICAN AIRWAYS President, Mr. Juan Trippe, had provided for them a Fokker Tri-motor plane for a honeymoon trip through the Caribbean Islands and the north coast of South America. Actually it was a combination pleasure and business trip for an inaugural airmail route FAM 6 between Miami, San Juan, Puerto Rico and Paramaribo, Dutch East India Suriname.

From Opalocka Florida Airport they flew for a noontime luncheon to Havana, Cuba and on to Camaguey in central Cuba where a Sikorsky S-38 amphibian was warming up on her landing gears. The night of September 20th they passed in Haiti and on the 21st they flew via Santo Domingo (Hispanola today) and the string of Leeward and Wildward Islands. At the island of Antigua the British Governor came out to the PAA floating anchorage base to greet his distinguished visitors.

Photo of Col. & Mrs. Lindbergh with the Governor of Antigua.



Mrs. Anne Lindbergh, a creative artist and well known writer, was the perfect match for the quiet, dignified and unassuming famous Col. Charles Lindbergh. He had taught his wife already now to fly and become a licensed pilot in her own rights. She learned navigation and became the Colonel's flight navigator for many of their later flights such as "north to the Orient" and others.

On September 22nd their S-38 amphibian arrived in San Juan, P.R. Here a special commemorative U.S. Post Office flight cachet had been issued for this inaugural FAM 6 route between Miami - San Juan - Trinidad and up to now as far as Paramaribo.

The airmail collected at San Juan was so heavy that PAA decided on sending a second S-38 along. In the late afternoon hours of the same day, both planes watered within ten minutes apart, in the spacious bay of Port of Spain on the island of Trinidad. As a flag-draped motor launch did bring the Lindberghs from their plane to the pier, there was a welcome handshake waiting for them by the British Governor and the Postmaster of Trinidad and Tobago. Col. Lindbergh then handed to the Postmaster the first airmail pouch, constituting the first postally received airmail from the United States to the island of Trinidad.



Col. Lindbergh hands the first Air Mail Pouch to Trinidad's Postmaster, next to the islands Governor.

Today the islands of Trinidad and Tobago are an independent entiety within the congregation of Caribbean islands republics. In honor of Charles Lindbergh's 1927 trans-Atlantic flight of fifty years ago, the post office of Trinidad had issued as of May 1977 a set of four commemorative stamps, joined on a souvenir sheet, depicting aside from the old Sikorsy S-38 the welcome scene of the 1929 flight.

Next day the Lindbergh's S-38 was pulled ashore for the usual personal motor inspection by the Colonel and on the occasion a PAA "Family Photo" was taken to remember this historic occasion with the Lindberghs. Mr. and Mrs. Juan Trippe and their pilot Capt. Basil Rowe and his co-pilot Mr. Lober were also included in the photo.



Sept. 23, 1929 in Trinidad. From right: Juan T. Trippe & Mrs. Elizabeth Trippe Mrs. Anne Lindbergh & Col. Charles A. Lindbergh PAA Co-pilot Charles Lorber & Pilot Capt Rowe

In the late afternoon of Sept. 23rd the Lindberghs flew the short hob from Trinidad to Paramaribo only because the Dutch Governor of the Netherland's colony had already declared the day as a national holiday. On sighting the approach of the S-38 all of the church bells were breaking out in jubilation and the people, for so long in a festive mood already, were streaming toward the waterfront while a flaming sunset was settling over the jungles to the west of the city. With the S-38 touching down on the still waters of the Suriname River celebrations of fireworks went on throughout the night and there was a reception dinner at the Governor's mansion.

On the return mail-carrying trip from Paramaribo, the Lindberghs participated only as far as Trinidad, from which point they returned to the U.S. by way of Cristobal, Central America and Mexico.



From Trinidad to New York, flown by special PAA air mail flight via Miami.

Between 1930 and 1932 Charles Lindbergh flew many trailblazing flights around the Caribbean. His favored co-pilot was Capt. Basil Rowe of the former WEST INDIAN AERIAL EXPRESS. They established PAA landing facilities all around the Caribbean. Finally on February 12, 1931, with a direct flight between the Panama Canal Zone and Trinidad, the "Lindbergh Circle" was complete.

Closing the "Lindbergh Circle" (Cat. # F-5-86 not flown by Lindbergh)



In March 1932 disaster struck the young Lindbergh family. Their first born son Charles, Jr., was kidnapped and murdered and one Bruno Richard Hauptmann was convicted of the crime and executed. The long drawn-out court procedures complicated by controversial details resulted in a mercyless onslaught by news reporters which turned the dignified, quiet Lindbergh couple into such desperation that as soon as the case was closed the little family with the newly born second son, actually fled in the darkness on the night and boarded an ocean liner in New York, escaping all publicity to Europe.

In Paris Lindbergh became instrumental in the development of the artificial heart. In England he was engaged in airplane designs and in Germany he became the personal guest of Reichsmarschall Herman Goring. There was no secret doors left unopened as the Airmarschall showed the Colonel his most secret airplane designs and assembly line construction plants of the most sophisticated plane constructions at the time. Lindbergh was openly impressed by the rigid reconstruction methods of the Hitler regime which restored law and order in a wartorn, confused country. He was stunned by the boundless enthusiasm of the Hitler Youth and the blind fanatism of the masses which eventually turned a good cause into the most barbarious annihilation of innocent people and the hatred of the world against Germany.

At that time, both the Nazis and the Soviet powers were engaged in a feverish armament race. Their peoples were intoxicated with world conquest plans. Their total abandonment of any individualism and constructive criticism appalled the Lindberghs and the Colonel mentioned that the history records of Alexander the Great and Julius Caesar of the Romans in their boundless victories for world domination had destroyed in the end their own country's high civilization.

On his return home, Lindbergh advocated before Congress and through affiliation with national isolationist organization groups like "America First" his suggestion of not to join Britain and France in their war against Germany because with his knowledge of the latter's air and armament supremacy over the allied arsenals he knew so well. He suggested that a quick victory of Germany they would turn against Russia and that in this struggle the two glants would annihilate each other and give the world a chance for realignment and keep any warfare sacrifices away from our own United States.

Lindbergh's calculations proved almost to be right. Had it not been for the enormous amount of war supplies and the sacrifice of millions of American soldiers and airmen, the allied armies would have been crushed and the early Hitler campaign against Russia would have been a one front war for Germany while the American entry into the conflict changed both air and land conquest of the Germans into the bloody defeat of 1918.

For Lindbergh his honest convictions and warnings resulted in President Roosevelt's order which stripped him of his military rank and refused his offer to join the armed forces as the declaration of war had been issued at the Pearl Harbor assault. However, in spite of President Roosevelt's personal orders, Lindbergh's involvement in so many projects at the Pentagon, did get him a chance to join in the war against Japan in the Pacific fleet operations which credited him for some actual air victories and strategic engineering suggestions. In his absence from our United States the smear against Lindbergh ran unopposed, though it has been proven over the years that he never was in his mind a Nazi or antisemit.

With his top-secret assignments in the War Department and active observations and operations in the Pacific war, Lindbergh served his country as any other foot or airman soldier though a humble civilian.

As the war ended his resumed his work for PAN AMERICAN WORLD AIRWAYS which had accumulated their own tremendous credits for keeping the airways supply lines open in the African and China Sea operations. Captain Basil Rowe was one of the tireless Paa pilots that flew the cargo and hospital airplanes from the Himalayas or the Sahara to their homebase at Dinner Key, Coral Gables and Miami.

Back at PAA Lindbergh resumed his close friendship with Igor Sikorsky, the genius of helicopter and amphibious airplane constructions. Their joint efforts were combined in the design and construction of the S-40 flying boat that opened the Transatlantic routes to Europe.

On PAA's President Mr. Juan Trippe's insistance for ever larger and faster planes, Lindbergh worked with the Boeing Company in Seattle on the design and construction of the giant 747 super airliner. With his past friendship with Dr. Robert Goddard he was well acquainted with the advantages of jet propulsion and continued in the industrial production and use of jet engines.

The year was 1954 when President General Eisenhower finally vindicated Charles Lindbergh and recognized his great achievements in military and industrial services by commissioning him a Brigadier General in the Aircorps. Even this event passed without fanfare or publicity, just the way Lindbergh had lived and worked in the past.

With his unlimited enthusiasm for airpower and conservation of our Earth environments he outspokenly objected the supersonic aircraft developments and the acceptance of the British/French CONCORDE. He feared for damage to the Earth's atmosphere. In one of his writings he said: "I have felt the godlike power man derived from his machines, but I have seen the science I have worshipped and the aircraft I loved, destroying the civilization I expected them to serve."

In his later years he distinguished himself in the conservation of other environmental projects, in the protection of animal life on the way of extinction because of the greed of the man and the exploration of primitive human life that was discovered in the inaccessible jungles of the Philippine Islands. In the last years of his life he lived in spartan simplicity and seclusion at his five acre retreat on the island of Maui in Hawaii.

In September 1974 news reports told the world that the "Lone Eagle" was on his last flight from a New York Hospital, bedded down, back to his retreat in Hawaii. Terminal cancer had felled the human giant, so active and successful, so humble and unassuming in his tireless work. A few days after his return home he died. With his boundless energy he had prepared every detail of his last rites. His body was dressed in a khaki workshirt and dark cotton

trousers, placed in a roughly hews casket of eucalyptus wood from the nearby forest and buried in a cliff overlooking the Pacific Ocean. The few words spoken by a Protestant minister over the open grave he had been writing himself and began: "We commit the body of Charles Augustus Lindbergh to its final resting place, but the spirit we commend to the allmighty God, knowing that death is but a new adventure in existance..."

Thus ended the life and work of a great man, a honest and humble citizen and while the waves of the great Pacific Ocean keep on breaking on the rocks of his last resting place, perhaps - some day one of Lindbergh's unfulfilled dreams may come true when the relentless power of the ocean waves will feed this energy hungry world of ours.

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The beginning of the F.A.M. 5 flights were from Miami, Florida, 2-2-29 to Cristobal, Canal Zone, with the return on 2-10-29. My covers have a black cachet and a blue return cachet showing the C.Z. with a clipper plane over it. (Figure #1) This was an important step for the South American routes. It was great sending covers on these new routes to be a part of the development of aviation.

Colonel Lindbergh flew for Pan American Airways as technical advisor for these flights. They flew the Miami-Panama route via Central America which required 3 days with night layovers and crew changes at Belize, British Honduras, and Managua, Nicaragua.

He was pilot and had Mrs. Lindbergh, Juan Trippe, President, of Pan American Airways, and Mrs. Trippe, as passengers on F.A.M. 6, from Miami on 9-20-29. My cover was carried by them from Miami to Trinidad, B.W.I., to Buenos Aires, Argentina. This special cover has Mrs. Lindbergh's picture on it and a purple cachet of a clipper plane and clipper ship on it. (Figure #2)

Their schedule was to arrive before dark on this route for establishing swift communication; mail would arrive in several hours instead of four days. They flew over islands and thick jungles in South America.

They left Miami, enroute to Havana, Cuba, Haiti, and Puerto Rico, stopping at St. Thomas and Port-au-Prince on 9-22-29 on to St. Kitts, Guade-lope, Martingue and Trinidad.

This cover was cancelled in Port au Prince, Haiti, on 9-21, on to Port of Spain, Trinidad. There were 123 covers on this flight. My cover has an interesting blue round cachet, "Premier Vol Lindbergh", and a magenta cachet showing a clipper plane over a clipper ship, via San Juan to Paramaribo. (Figure 3)

The return route from Paramaribo, D.G., stopped at Georgetown, B.G., on 9-29-29, to Miami. This cover has 4 interesting British Guiana stamps showing King George with sailing clipper ships, and a purple cachet, "British Guiana by Air Mail." (Figure #4)

Colonel Lindbergh was the pilot for the entire southbound trip; he flew the northbound mail to Port of Spain. These important routes opened the United States to the fine countries of Central and South America.

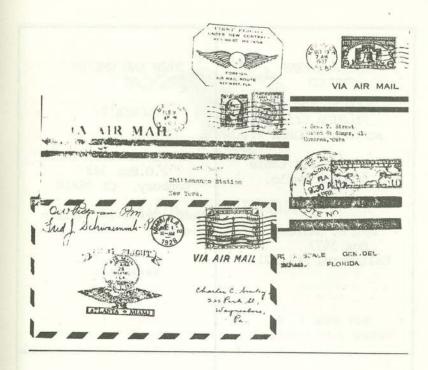
The Lindbergh Circle was completed for Pan American Airways on February 12, 1931, which permitted interchange of airmail between foreign air mail routes for the first time.

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"Hour of Gold, Hour of Lead," by Mrs. Anne Morrow Lindbergh, Diaries and Letters." 1929-32.

"Flying the Lindbergh Circle" by Captain Basil Rowe, "Airpost Journal," July 1962.

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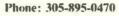
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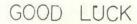
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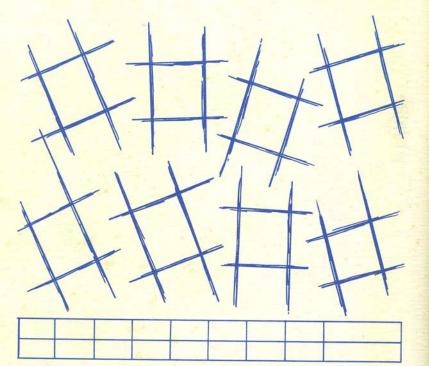


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