



FIRST DAY ISSUE

THIS SIDE OF CARD IS FOR ADDRESS



19 May 88

Dear :

The enclosed pages will answer your questions about your newspaper, The L A Evening Herald, of 25 Jan 1912.

Jack

UNITED STATES
PIONEER RIGHTS

1910 - 1916

Edited by

THOMAS J. O'SULLIVAN, Chairman



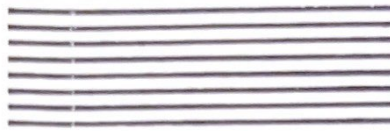
FOREWORD

BY THE time the Twentieth Century was a decade old, the transportation of mail by aeroplane was well on its way to an accomplished fact. The initial flights were made prior to World War I and the impetus to aircraft development that resulted from that war was responsible for the rapid development of our aeroplane service today. The period 1910-1916 is known as the "Pioneer Period", during which time the early fliers carried small quantities of first-class mail from temporary postal stations established in connection with fairs, carnivals or aviation meets. Many of the flights which were usually authorized by the postal authorities in Washington were assigned official route numbers.

In this listing an asterisk is placed after the number of all flights which were authorized. Where no asterisk appears, it is assumed that the records in Washington disclose no official authorization and that the air mail demonstration flights only bore the sanction of the local postmaster. Advance notice about these flights was generally published in the *Daily Postal Bulletin*. It is possible to work out a system in the route number allotments, those below 600.000 being allotted in multiples of 100.000 to Steamboat and Star Routes, Railroad Routes, Mail Messenger Routes, Screen Wagon Routes and Pneumatic Tube Routes. The 600.000 series was allotted to Experimental Air Mail Routes.

In the air mail route numbers with which we are concerned in this Section, a further sub-division system can be recognized. The first three digits denote the different states, each one being allotted a different number (for instance: 607. for New York, 676. for California) and the last digits being allotted in numerical order according to calendar sequence within that particular state (thus, for instance: Eureka, Calif., April 21, 1912 is #676.001 and San Francisco, Calif., November 24, 1912 is #676.002).

AEROPLANE MAIL SERVICE



12* 1911, December 28, Albany, Georgia. South Atlantic League Aviation Meet. Thornwall Andrews made a spectacular flight over the city preliminary to the mail delivery on this occasion. Andrews carried a locked pouch of mail from the League Park station to a point outside the enclosure where it was dropped in full view of the spectators. The plane later crashed, thus closing the meet.

Dec. 28 (1000) 75.00

AEROPLANE MAIL SERVICE



13* 1912, January 1-2, Wilmington, N. C. Highwood Park Aviation Meet An attractive program scheduled for New Years Day was postponed until Jan. 2nd, on account of unfavorable weather. Walter Brookins opened the meet on the latter date and flew the mail from Highwood Park Station to Winter Park Garden, a distance of approximately three miles. About 1600 cards and letters were posted.

Jan 1 and 2. (all mail carried on Jan. 2.) 100.00

14 1912, January 20-28, Los Angeles, California. Dominguez Field Aviation Meet. Los Angeles inaugurated its first aeroplane service during the meet, when mail was flown daily from the aviation field to Compton, Cal., a distance of four miles. Glenn L. Martin acted as the aerial postman on the initial trip, January 20. Other pilots participated in the transfer of mail on subsequent dates. Three different types of cachets were employed, each differing in design from the other. They are classified in their chronological sequence of usage. In addition much of the mail was marked with the following inscription: "This piece of mail was carried by aeroplane from Aviation Field-Postal-Station to nearest regular post office at Compton, Cal." The text was in four lines. Over 16,000 pieces of mail were carried in all.

a. Jan. 20, 23, 28 (Type 1) 30.00
 b. Jan. 21, 23 (Type 2) 30.00
 c. Jan. 27, 28 (Type 3) 20.00

THE AMERICAN AIR MAIL CATALOGUE



Type 1



Type 2



Type 3

15 1912, February 17-25, Oakland, California. Emeryville Rack Track Aviation Meet. The special feature of this meet was the transfer of U. S. mail by aeroplane. Farnum T. Fish, at that time one of America's youngest pilots, flew the mail each day of the aerial tournament. About 750 pieces were flown during the meet. The meet was not held on February 19-21.

Feb. 17.	75.00
a. Feb. 18 and 22-25	65.00



NAT'L AIR MAIL WEEK: ANNIVERSARY EXHIBIT IN LIBRARY

Jack Detwiler, leader of the NAMW Study Group, placed an exhibit entitled "50th Anniversary — National Air Mail Week (NAMW) / 1938 — May 15-21 — 1988" in the Fullerton, Calif. library for the month of May. The 4.5-foot display consisted of three 18-inch panels: national in red, state in white and local in blue.

The red national panel gave the objectives and activities of NAMW as established by the Post Office Department (POD) in Washington, D.C. The national essay contest, "Wings Across America", was won by a California high school student, Perry Morrison of Arcadia. The national poster contest was won by 13-year old Rosemary Nierderle of Portland, Oregon. Shirley Temple of Hollywood sent her poster directly to James A. Farley, the Postmaster General in 1938. He was so impressed that he issued a proclamation commissioning Shirley as an honorary national sponsor of NAMW. Reproductions of the Shirley Temple poster were available during the NAMW campaign from the POD's Information Bureau.

The white state panel listed the committee chairmen (postmasters) appointed by Leon L. Dwight, state

NOVEMBER, 1988

NAMW EXHIBIT —

(Continued from page 65)

Historical Society. In the photograph on page 331 of the June 1988 APJ the seventh person from the left is Gladys Hill, a clerk in the Buena Park post office in 1938. The postmaster, Carl W. Brenner, owned a

chairman and postmaster at San Pedro, to implement the California NAMW program. There were 343 post offices that arranged for a local cachet, 127 flyers were sworn in as air mail pilots for Air Mail Pick-up Day, 129 post offices that were designated as pick-up points throughout the state, and 384 entries that were received for the essay contest.

Other state items depicted were a cover that was dropped by parachute at Julian during an interstate San Diego to Phoenix special first flight (SFF), a picture of how the Arcata post office changed its face to celebrate NAMW, and a NAMW cover from Scotia with the winning cachet design of California.

The blue local panel displayed five of the eight post offices whose covers were flown on the Fullerton to Long Beach SFF. One of the remaining three participating post offices is Brea, and the other two are unknown. The principal objective of the exhibit was hopefully to obtain some leads to the other two unidentified post offices.

While the library exhibit failed to produce a lead, Detwiler did run down information from the Buena Park

(Continued on page 75)

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store in the downtown area, and he resented his post office duties that took his time away from running the store. Hence, he asked Gladys Hill to represent Buena Park during the special first flight ceremonies at the Fullerton Airport on May 19, 1938.

— J. R. D.

NATIONAL AIR MAIL WEEK —

(Continued from last month)

Fullerton (Calif.) Participation in NAMW

By J. S. Rockwell

2370-#3, Orange Ave., Costa Mesa, Calif. 92627

Fullerton, Calif. was one of two pick-up post offices in Orange County for National Air Mail Week (NAMW). The other was Santa Ana, and the May 19 special first flight (SFF) from that city to Glendale included the southern county post offices of Balboa, Balboa Island, Corona Del Mar, Costa Mesa, El Toro, Garden Grove, Huntington Beach Laguna Beach, Newport Beach Orange, San Clemente, San Juan Capistrano, Santa Ana, Seal Beach and Tustin. The local Santa Ana Register did a fine job of documenting the post offices involved in the SFF to Glendale.

Participating post offices in the Fullerton to Long Beach SFF were not as clear. Fullerton's postmaster, R. S. Gregory, had a photograph taken of the eight northern Orange County postmasters who brought their air mail letters and covers to

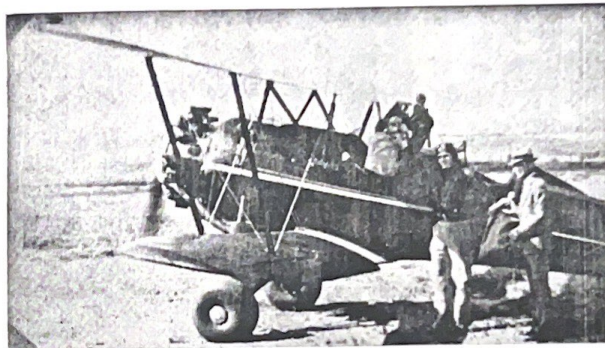
the Fullerton Airport for the SFF. Unfortunately, neither Gregory nor the local newspapers documented the participating post offices. Fifty years later it is difficult to identify the individuals in the photograph. Local pioneers have identified six of the eight postmasters — those of Anaheim, Brea, Fullerton, La Habra, Placentia and Yorba Linda. The Office of the Postmaster General, USPS, in a 1988 letter has confirmed the six names as May 1938 postmasters of the designated towns. Now the quest is for the identity of the two remaining post offices.

A list of all the towns in north Orange County was made with the aid of a map. Each town was checked in Salley's *History of California Post Offices* to determine if it existed as a post office in May 1938. The candidates were narrowed to the list below. La Mirada in Los Angeles Co-



Postmasters at Fullerton Airport prior to flight to Long Beach. From left, Louis H. Hoskins, Anaheim; Mrs. Olive Beard, Yorba Linda; APM Charles Clark, Fullerton; Bertha Hilbert, La Habra; unknown; Talbot Bielefeldt, Placentia; unknown; Lynn A. "Mike" Hogue, Brea,

JUNE, 1988



Fullerton Postmaster R. S. Gregory (top), pilot Ces James (center) and Asst. Postmaster Charles Clark load mail bags in Pitcairn Mailwing plane prior to flight.

uny was included because it is close to the Fullerton Airport.

Post Office	Postmaster
Atwood	Arthur J. Meyer
Buena Park	Carl W. Brenner
Cypress	Monte F. Inskeep
La Mirada	Clarence E. Stewart
Los Alamitos	Hugh T. O'Connor
Stanton	Mrs. Mary J. Davis
Olive	Theodore H. Mieger

Two of these seven post offices probably participated in the Fuller-

ton to Long Beach SFF.

The First NAMW Study Group is looking for May 19 SFF covers post-marked from two of the seven candidate post offices with Long Beach backstamps of May 19, 4:30 PM.

The air mail pilot for the day was Ces James, manager of the Fullerton Airport. Passengers on the SFF were R. S. Gregory, Fullerton postmaster, and D. P. Maynard, reporter for the Fullerton New Tribune.

Yorba Linda grammar school pupils watched as the 50 pounds of mail were loaded aboard the plane, a Pitcairn Mailwing that took off at 3:30 PM.

The 16-mile flight to Long Beach took 15 minutes with a strong headwind. Uniformed members of the Long Beach post office met the plane, and pilot James and Postmaster Gregory signed the proper receipts for the transfer of the air mail. After receiving a Long Beach backstamp, May 19, 4:30 PM, the air mail was dispatched on a regular air mail route. Ces James and his two passengers made the return trip to Fullerton in nine minutes.

This special first flight on Air Mail Pick-up Day was the BIG event of NAMW for Postmaster Gregory and



the other participating north Orange County postmasters. It was the first time ever that airmail had been sent from towns on a feeder route to a stop on a regularly scheduled air-line's route.

The two photographs taken at the Fullerton Airport were provided by Carl Gregory, president of Fullerton Savings and Loan Association and grandson of the 1938 Fullerton postmaster.

An Interstate Memorial Flight

By Harrie E. Hill

176 Linden Road, St. Augustine, Fla. 32086

Southfield, Mass. was a participating post office in the 1938 National Air Mail Week (NAMW) memorial flight. Canaan, Conn. was the pick-up station. Hartford, Conn. was the terminus of the special first flight (SFF).

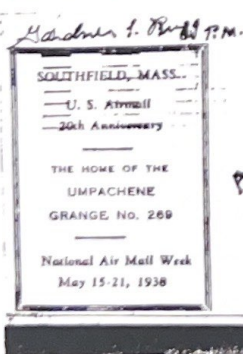
This was not the only NAMW interstate flight. Pennsylvania had a flight out of Bradford with mail from Salamanca, N.Y., to Buffalo. New York flew air mail from Elizabethtown, Plattsburgh, Port Henry, and Westport to Burlington, Vermont. California conducted a SFF from San Diego to Phoenix, Ariz., with stops at El Centro, Calif. and Yuma, Ariz. Another California flight was from Susanville to Reno and other Nevada cities. There were others.

Southfield is a discontinued post office that was just across the state

line from Canaan, Conn. The airmail from Southfield was delivered by ground transportation to either the pick-up station or the Canaan Airport. All mail was consolidated since other neighboring towns were probably invited to send air mail letters on the memorial flight.

To find other participating post offices look for the two-line, second cachet, "Fred M. Brewer Memorial Flight / Canaan Airport to Hartford." The two-line cachet is in purple on the Southfield cover and in magenta on the Canaan cover. Other candidates in Massachusetts are Clayton and Mill River. Possibilities in Connecticut are East Canaan, Falls Village, Lakeville, Lime Rock, Norfolk, Salisbury, South Canaan and Taconic.

(Continued on page 336)



JUNE, 1988



INTERSTATE FLIGHT —

(Continued from page 333)

The Southfield SFF cover has a Hartford backstamp, dated May 19, 1938, 4:30 PM. Then there is Fred M. Brewer. Who is he? What did he do to earn a memorial flight?

In conclusion, collecting 1938 NAMW interstate SFFs would make an interesting specialty.

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Airmail Parachute Drop During NAMW

By Kenneth E. Picklo

2200 Coronado Ave. #34, San Diego, Calif. 92154

Parachute air mail at Julian, California was the highlight of the 1938 interstate special first flight (SFF) from San Diego to Phoenix, Arizona. Intermediate stops were made at El Centro, California, and Yuma, Arizona.

The San Diego SFF covers were postmarked May 19 at 7:00 AM and dropped by parachute at Julian, a hamlet 40 miles northeast of San Diego. At Julian the postmaster added a two-line cachet, "Dropped by Parachute at Julian, California." The West Coast Air Mail Society (WCAMS) reported in its 1938 newsletter that the covers had a Julian backstamp, this is confirmed by the illustrated cover and the American Air Mail Catalogue listing (Vol. V, U.S. Souvenir Historical Flights Section, #711).

A special cachet was used for the interstate SFF covers at San Diego and appears on all covers dropped at Julian. The cachet reads, "Special Flight / National Air Mail Week / San Diego — El Centro / Yuma — Phoenix / Via Julian / May 19, 1938 / Via Coast Guard Plane / Lt. S. C. Lindholm, Pilot / Route of First Overland Mail /



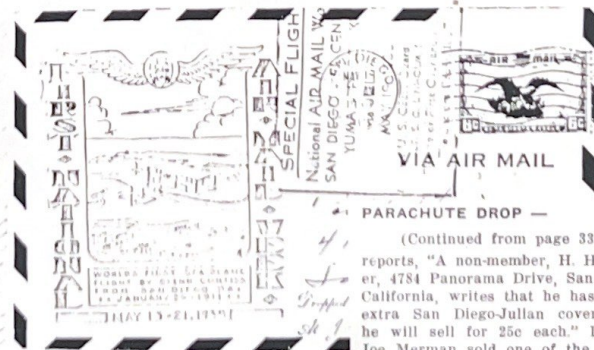
The Jackass Route, 1857." Quantities of mail are shown below as published in the WCAMS Newsletter in 1938.

Stop	Picked up	Dropped off
San Diego	2650 pieces	
Julian*		2150 pieces
El Centro	57 pieces	200 pieces
Yuma	?	200 pieces
Phoenix	?	500 pieces

*Not a stop; only a drop made.

The Yuma SFF cover was postmarked May 19 at 9:30 AM and backstamped at Phoenix May 19 at 2:00 PM. The circular Yuma cachet was a red one, sponsored by the local Chamber of Commerce.

In its 1938 newsletter the WCAMS (Continued on page 336)



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(Continued from page 334)

reports, "A non-member, H. H. Wilder, 4784 Panorama Drive, San Diego, California, writes that he has a few extra San Diego-Julian covers that he will sell for 25c each." In 1984 Joe Merman sold one of the covers (Lot 260, Mail Sale No. 13, November 18) for \$36.00.

If my mother had bought me one of those suckers in 1938, I would have an expensive lollipop today!



2





VIA AIR MAIL

May E. Wentworth,
 ARCATA,
 California.

This is NOT a Special First Flight (SFF) cover. It is postmarked May 18, the day before Air Mail Pick-up Day and the SFF from Fullerton to Long Beach.

All the other covers shown here were carried on the Fullerton to Long Beach Special First Flight and are backstamped, "Long Beach, May 19, 4:30 PM."



VIA AIR MAIL

May E. Wentworth,
 ARCATA,
 California.

2.

JACK R. DETWILER
1824 RAVENCREST DR.
BREA, CA. 92621

Brea air mail stamp

Air mail



*Stamps
Air Mail stamps*

*Jean Millin
420 Poplar
Brea, CA 92621*



AMERICAN

Organized 1923 in the Inter-

June 1, 1988

Mr. Jack R. Detwiler
1824 Ravenscrest Dr.
Brea, CA 92621

Dear Jack:

Thankyou very much for the letter and the photocopies of the newspaper reported as having been carried at The 1912 LA meet. It is quite possible that this newspaper was indeed carried and delivered by air.

I am enclosing a photocopy of a page from my "pioneer" exhibit. It is the only known WRAPPER for a copy of the Evening Herald that was delivered by air during the meet. The newspaper was placed in the wrapper, the wrapper was addressed, and the paper was sent up as a piece of U.S. mail. Your friend's newspaper is the first I have heard of that could have been flown. Unfortunately, with no official marking, but only Dean's father's notation, I don't know how it could be proved that this paper actually did fly. All we know is that newspapers DID indeed go by air, as my wrapper proves.

In any event, this is a very nice discovery. I, personally, am willing to believe that this paper was handled as indicated.

Dean should look around for the wrapper. Historically, it has more value than the newspaper, as it would be postmarked with the official AEROPLANE STATION postmark.

Thankyou for your thoughtfulness. Keep me informed if anything else should show up.

Best wishes.

Steve

8 June 1988

Dear Dean,

I want to share Steve's response to my letter that included a reduced photocopy of the front page of your dad's newspaper.

Best Wishes,
Jack

SOCIETY

Philatelists Everywhere

PLEASE ADDRESS REPLY TO:

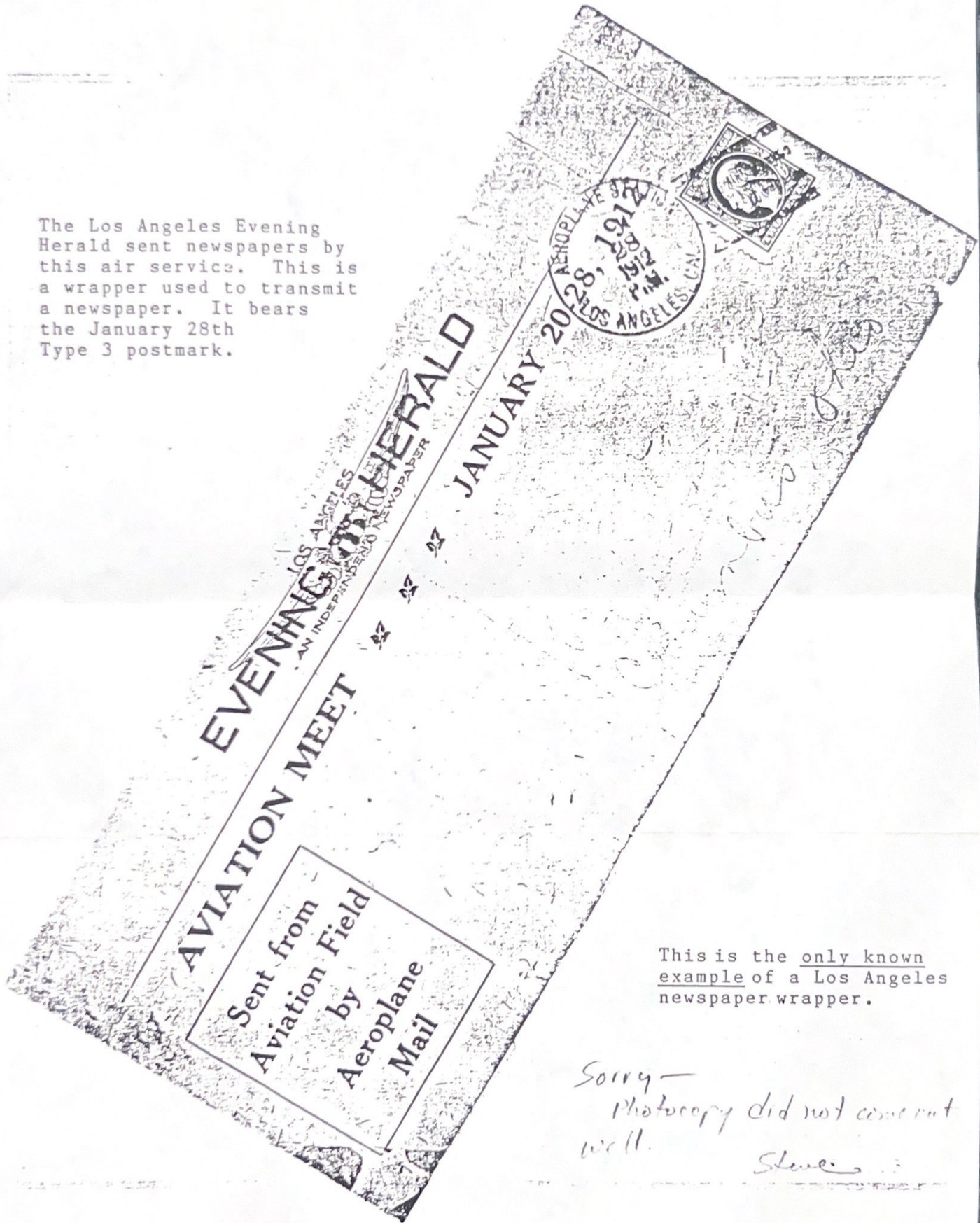
STEPHEN REINHARD
PRESIDENT
P.O. Box 110
Mineola, N.Y. 11501

PUBLISHERS

THE AIRPOST JOURNAL
THE AERO PHILATELIST ANNALS

AMERICAN AIR MAIL CATALOGUE
E-Z ROCKET MAIL CATALOGUE

The Los Angeles Evening Herald sent newspapers by this air service. This is a wrapper used to transmit a newspaper. It bears the January 28th Type 3 postmark.



This is the only known example of a Los Angeles newspaper wrapper.

Sorry —
Photocopy did not come out
well.
Steve