

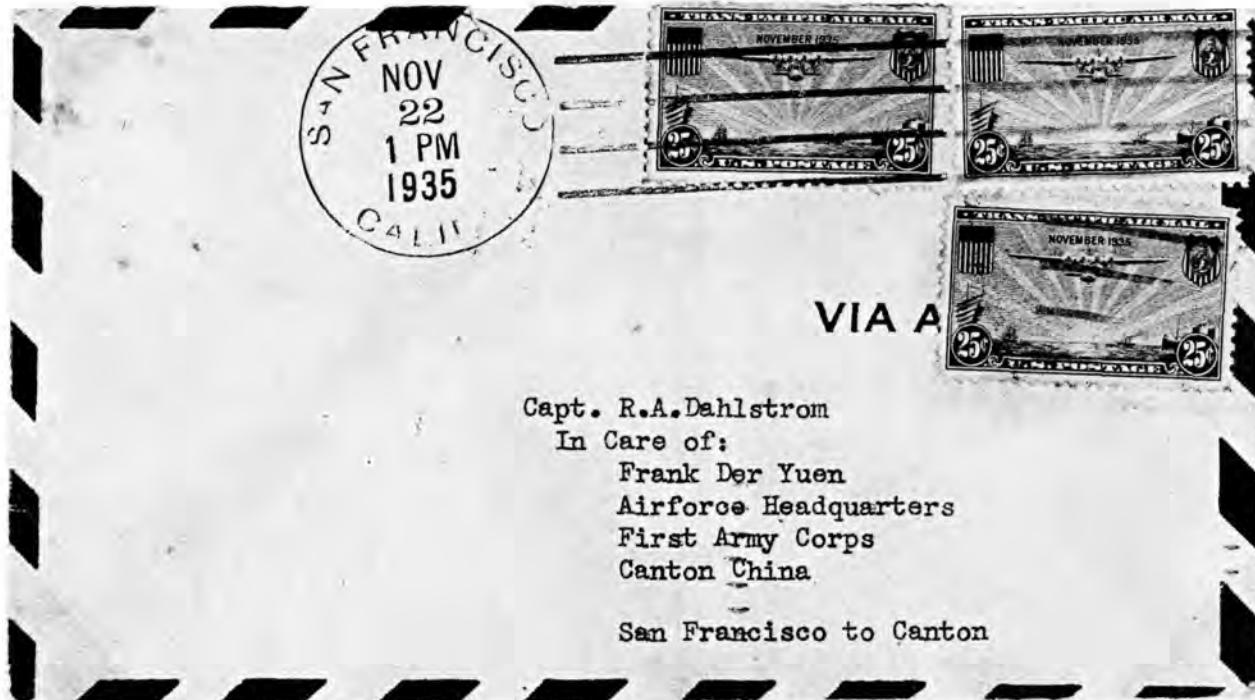


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Clippers Over the Pacific

*Development and Operations
of Pan American Airways
Trans-Pacific Airmail Routes*

1935 - 1941



First Westward FAM 14 flight of the *China Clipper*, November 22, 1935.

This is an exhibit of Pan American World Airways Trans-Pacific route evolution, from its 1935 early survey flights to termination due to World War II. It is presented chronologically. Service evolution is primarily demonstrated using commercial airmail, selected to show origins, destinations, and rates.

The first commercial transport of mail across the Pacific was important because it ushered in the era of truly global international airmail service. Connections were made available to Asia, the Middle East, Africa. With the onset of W.W.II, the Pan Am Trans-Pacific Route provided an expedient route to Europe. In summary, Pan American Airways Trans-Pacific experience laid the foundation for around the world airmail service as we know it today.

April - October 1935

After its successful establishment of airmail service across the Caribbean in 1930, Pan American Airways directed attention to trans-ocean flight. Specifications were drawn up for "flying boats having a cruising range of 2,500 miles..with 300 pounds of airmail." Proposals from both Sikorsky and Martin were accepted. Pacific route surveys began in 1932. Bases were established at Honolulu, Midway, Wake Island, Guam and Manila. First Sikorsky S-42 flying boat - Pan American Clipper - was delivered to PAA in December 1934. Trial flights and modifications prepared it for long-range Pacific survey flights.

Orient Route Survey Flights.

First Pacific Survey Flight.

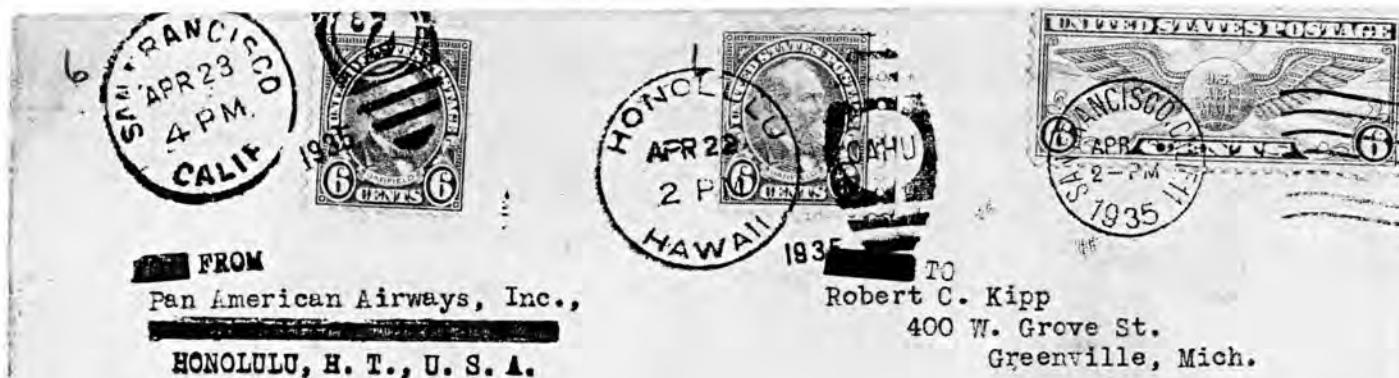
April 16, 1935 a Sikorsky S-42, the *Pan American Clipper*, departed San Francisco.

Outbound Flight Schedule

San Francisco - Honolulu April 16-17

Inbound Flight Schedule.

Honolulu - San Francisco April 22-23



1935 PAA did not have a contract for flying mail on the Pacific. However, the Post Office arranged for mail to be carried at a 6¢ charge for each leg. PAA charged 1\$ additionally for each leg, for a total of \$2.12 round trip. Domestic airmail was an additional 6¢. Although originally scheduled to depart on April 9, collectors did not have enough advance notice to prepare their covers and send them to San Francisco, thus the Post Office along with Pan Am agreed to delay the flights departure until April 16.

Second Pacific Survey Flight

Outbound Flight Schedule

San Francisco - Honolulu June 12 - 13
Honolulu - Midway Island June 15

Inbound Flight Schedule

Midway Island - Honolulu June 17
Honolulu - San Francisco June 21 - 22



Mr. C.H. Schildauer
Pan American Airways
135 East 42nd Str.
New York, N.Y.

PAN AMERICAN AIRWAYS INC.
ALAMEDA, CALIFORNIA
Leueder-Midway



There was no Post Office on Midway Island, all covers were canceled in Honolulu. 30 covers were flown on the Honolulu - Midway - Honolulu portion of the flight. The cachet was hand carved by Karl Leueder, station master on Midway Island.

Third Pacific Survey Flight

Outbound Flight Schedule

San Francisco - Honolulu Aug. 9 - 10
 Honolulu - Midway Island Aug. 13
 Midway Island - Wake Aug. 16 - 17

Inbound Flight Schedule

Wake - Midway Island Aug. 21 - 20
 Midway Island - Honolulu Aug. 22
 Honolulu - San Francisco Aug. 27 - 28

Pan American Clipper - Pilot R.O.D.Sullivan

PAN AMERICAN AIRWAYS, INC.

Pacific Division

San Francisco, California



From

Airport Manager
 Pan American Airways, Inc.
 Honolulu, T. H.

To From

Airport Manager
 Pan American Airways, Inc.
 Wake Island,
 Pacific Ocean

To

Mr. J. T. Trippe, President
 Pan American Airways, Inc.
 135 E. 42nd Street
 New York City, New York



Arrive Midway Westbound 0130 August 14 1935 (1st)
 Arrive Wake 0129 August 17, 1935 (Buckner)
 Depart Wake Eastbound 1914 August 30 1935 (Buckner)
 Depart Midway Eastbound 1720 August 22 1935 (1st)

Flight covers were discouraged by Pan Am and the post office on the survey flights to Midway, and Wake. In spite of regulations a few souvenir covers were prepared. This **cover signed by pilot**, R.O.D.Sullivan, is addressed to J.T. Tripp, President of Pan American Airways.

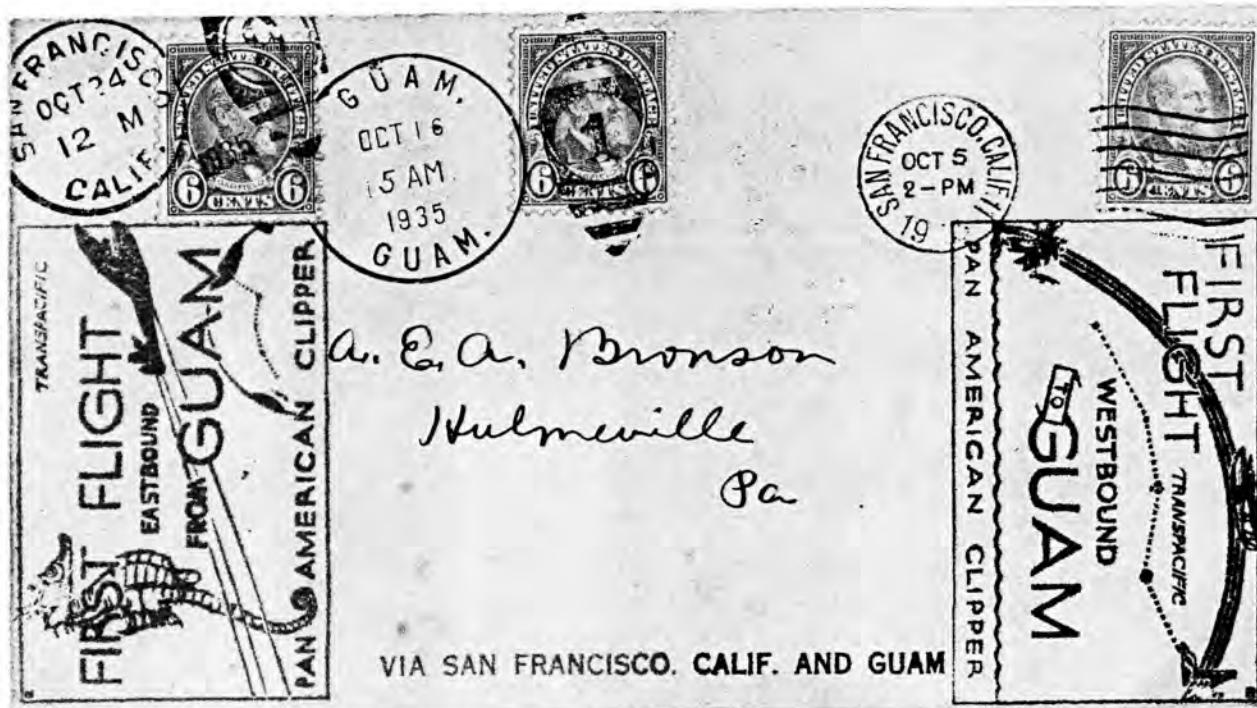
Fourth Pacific Survey Flight

Outbound Flight Schedule

San Francisco - Honolulu Oct. 5 - 6
Honolulu - Midway island Oct. 10
Midway Island - Wake Oct. 11 - 12
Wake - Guam Oct. 13

Inbound Flight Schedule

Guam - Wake Oct. 16
Wake - Midway Island Oct. 17 - 18
Midway Island - Honolulu Oct. 19
Honolulu - San Francisco Oct. 23 - 24



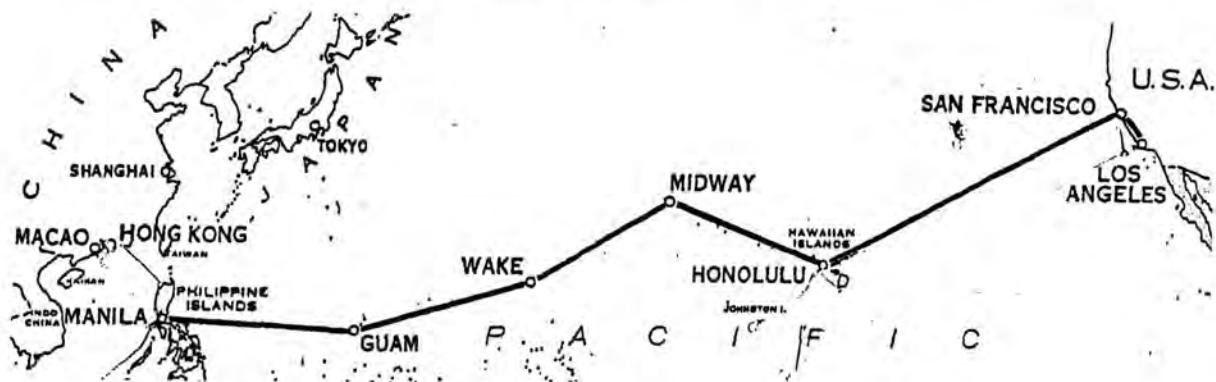
A considerable amount of mail was carried on this flight. Although Pan Am did not as yet have a contract with the Post Office Department, arrangements were made which were similar to those used for the April survey flight to Honolulu. 6¢ postage charge in each direction, and 6¢ within the USA. Additionally \$1.25 was charged by PAA in each direction or \$2.50 round trip and they provided the cachets.

November 1935 - April 1937

FAM 14: Inauguration of Trans-Pacific airmail Service San Francisco - Manila.

Philippine franchise for airmail and passenger service to Manila was granted to PAA on October 17, 1935.

US Post Office Department awarded PAA the FAM 14 contract for trans-Pacific airmail service on October 25, 1935.



US Airmail Rates - November 22, 1935 to April 21, 1937

USA to Hawaii - 25¢ / 1/2 oz.
USA to Midway Island, Wake Island, Guam - 50¢ / 1/2 oz.
USA to Philippine Islands - 75¢ / 1/2 oz

Oriental Route - San Francisco - Hawaii - Midway Island - Wake Island - Guam - Manila.

First flight: November 22, 1935

Aircraft: Martin M-130 *China Clipper*

FAM 14 - Westward

November, 1935

Canada to Japan



PAA inaugural Flight - San Francisco to Manila, November 22 - 29, 1935. Surface to Japan.

FAM 14 - Westward

November, 1935

USA to Hawaii



Domestic air Austin, Texas to San Francisco. *China Clipper* San Francisco to Hawaii. Double rate letter.

FAM 14 - Eastward

November, 1935

Philippines to Hawaii

Philippine Rates November 22, 1935 to April 21, 1937

Philippine Islands to Hawaii - 1 peso.
Philippine Islands to USA - 1 peso 50c.



China Clipper departed Manila, Dec 2, 1935 arriving Hawaii Dec. 5. Signed by Captain Music and crew.

:First Flight: December 9, 1935

Aircraft: Martin M - 130 *Philippine Clipper*

FAM 14 - Westward

December, 1935

USA to Philippines.

1A SAN FRANCISCO
(ALAMEDA)
PHILIPPINE CLIPPER



VIA AIR MAIL

Mr. & Mrs. Leo Schnurnacher
P. O. Box 1281
Manila
Philippine Islands



AIR MAIL

Delayed: scheduled to depart November 29, 1935, postal authorities request it not arrive on Saturday. It departed on Monday, December 9 arriving Manila, December 15. Few recorded cover from this flight.

FAM 14 - Eastward

December, 1935

Philippines to USA.

BULLETIN

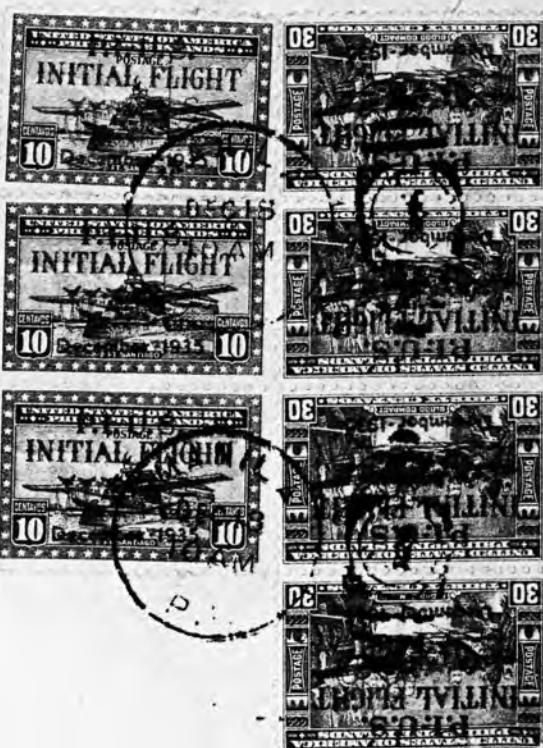
Building
and Evangelists
nila, P. S.

Air Mail
Via Clipper

AIR MAIL

Mr. Edwin L. James
229 West 43rd Street
New York, New York
U.S.A.

Trans-Pacific Air Mail
By Philippine Clipper



Departed Manila, December 22 was held over in Guam by storm, had mechanical problems in Honolulu.

FAM 14: Irregular Service through July 1936

Original plans were for weekly service to Manila. In 1936 both Martins were returned to the manufacturer to improve the power of the engines. Service did not resume until February, 1936.

Resumption of Service

FAM 14 - Westward

February, 1936

USA to Guam



January, 5, 1935 letter departed *China Clipper* February 14, 1936. Plane encountered strong head winds and was forced to return to San Francisco. It finally left Feb. 23, arriving in Guam, Feb. 20

FAM 14 - Eastward

March, 1936

Philippines to USA

VIA CHINA CLIPPER



Margaret McGibbon.

P. O. Box 723,
Ansonia,
Connecticut.

China Clipper left Manila, March 4, 1936 arriving San Francisco, March 9, 1936. Domestic air to Conn.

Resumption of Service

FAM 14 - Westward

March, 1936

USA to Philippines.

From E.T. Welch
8732 Hamlet Ave
Seattle, Wash.



Air Mail
Via China Clipper

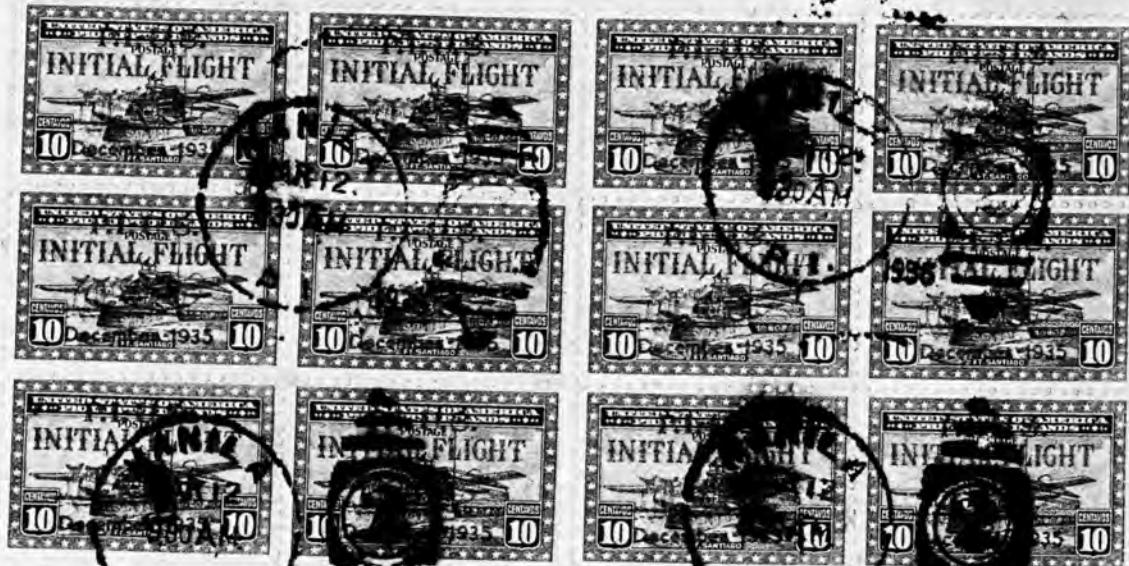
H.M. Mayfield C.P.M.
U.S.S. Augusta
Manila P.I.

The *Philippine Clipper* resumed service March 1, 1936. It arrived Manila, March 7, 1936

FAM 14 - Eastward

March, 1936

Philippines to USA.



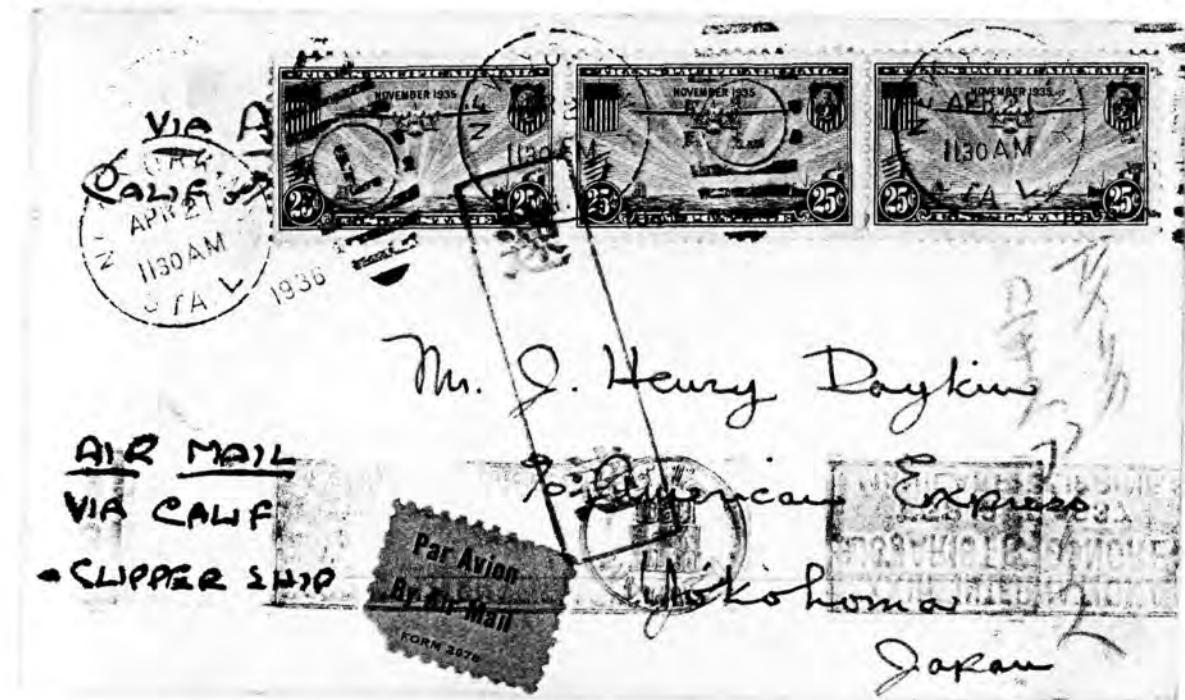
1936
Mr. D.C. Shannon
Kermans
U.S.A. California

The *Philippine Clipper* was scheduled to depart Manila, March 9, 1936. However, it had blown an engine and a replacement had to be flown out. Thus mail departed on the return flight of the *China Clipper*, March 29, 1936, arriving in San Francisco, April 4, 1936.

FAM 14 - Westward

April, 1936

USA to Japan.



2nd resumption flight *Philippine Clipper* - April 24, 1936. Arrived Manila, April 29, 1936. There was no direct air link to Japan. Sea mail to Yokohama took 6 - 10 days. Direct ship mail to the USA was 5 - 6 days. Thus there was very little commercial airmail to and from Japan. The 75¢ airmail rate was all inclusive.

FAM 14 - Eastward

April, 1936

Hawaii to Chile.



Mr Arthur G. Bard,
Chuquicamata,
Chile, South America.

First Dis. Provinclasse Tacma Trapaca, Antafaste,
Y. Atacama.

China Clipper departed Honolulu, April 23, 1935 arrived San Francisco, April 24, 1935. Domestic air to Miami. FAM 5-9 to chile, arrived May 9, 1935.

Rate - 50¢ (The USA rate to Chile was 50¢. No additional charge from Hawaii.)

FAM 14: Regular weekly airmail Service.

Beginning July 8, 1936 weekly service departed San Francisco each Wednesday and arrived Manila the following Tuesday. Eastbound mail departed Manila Saturday and arrived San Francisco on Wednesday.

FAM 14 - Eastward

August, 1936

Philippines to USA.



FAM 14 - Eastward

December, 1936

Guam to England.

TRANS-
PACIFIC
AIR MAIL

Manila
Guam
Wake
Midway
Honolulu
San Francisco

VIA
PAN AMERICAN

Mr. & Mrs. Carleton Dyer
New Ridge
Cedars Close
Hendon N.W. 4

London, England



Hawaiian Clipper departed Guam Dec. 12, 1936 - arrived San Francisco Dec. 17. Air to NYC - surface to England. (No transatlantic airmail at this time). Rate - 50¢ to NYC - 5¢ surface to England.

First South Pacific Route Survey Flights.

San Francisco - Auckland, New Zealand

Outbound Flight Schedule

San Francisco - Honolulu	March 17 - 18
Honolulu - Kingman Reef	March 23
Kingman Reef - Pago Pago	March 24
Pago Pago - Honolulu	March 28 - 29

Inbound Flight Schedule.

Auckland - Pago Pago	April 4 - 5
Pago Pago - Kingman Reef	April 8
Kingman Reef - Honolulu	April 9

The carrying of mail on this flight was discouraged by PAA. Mail had not been authorized by the US Post Office. The New Zealand Post Office strictly prohibited any mail, including personal mail on this first survey flight to the USA.

*Per American Clipper - First Flight
New Zealand to U.S.A.*



Captain Ed Musick



*Mr C. V. Smith
Mess Cadbury Fry Hudson Ltd
Auckland
New Zealand*

The above letter is signed by Captain Ed Musick. It was canceled at the New Zealand post office, and was carried personally by Musick to the USA. In the past PAA had allowed crew members to prepare a few covers as souvenirs for their friends. At 3¢ USA adhesive was attached to forward the letter back to a New Zealand friend, Mr. C.V. Smith. However, the letter was intercepted by Clarence Young, Pan Am Division manager, who was fearful letters against regulation, would jeopardize the Pan Am contract with New Zealand.

THREE FIRST FLIGHT COVERS REPORTED - "Pacific Pioneers - The Rest of the Story" p. 268-270

April - November 1937

FAM 14 Extension to Hong Kong and Macao.

The Hong Kong and Macao mail contracts with PAA became effective April 28, 1937. The *China Clipper* departed San Francisco on April 21, 1937 with the first mail for Hong Kong and Asia. The flight arrived in Manila April 28. The mail was transferred to the Hong Kong Clipper, a Sikorsky S-42B for the balance of the flight to Macao and Hong Kong, returning to Manila April 29. The East bound flight departed April 30.

First Flight to Japan, Airmail to Hong Kong.



Hong Kong extension shortened the airmail transit time to Japan..

Typical Flight Record on Orient Route 1937 - 1939.

Westbound Departures.

<i>San Francisco</i>	<i>Honolulu</i>	<i>Midway</i>	<i>Wake</i>	<i>Guam</i>	<i>Manila</i>	<i>Hong Kong</i>
Wednesday	Friday	Saturday	Monday	Tuesday	Wednesday	Wednesday*

Eastbound Departures.

<i>Hong Kong</i>	<i>Manila</i>	<i>Guam</i>	<i>Wake</i>	<i>Midway</i>	<i>Honolulu</i>	<i>San Francisco</i>
Thursday	Friday	Saturday	Sunday	Sunday	Monday	Tuesday*

The shuttle service to Hong Kong via Macao departed Manila each Wednesday - returned Wednesday.



A AIR MAIL

S. Atkins, Kroll & Co. Inc.

P. O. Box 1552.

Manila, Philippine Islands

RATE - one pound letter \$16.00

USA to Philippine Islands.



FAM 14 - Westward

June, 1937

USA to Guam.

China Clipper departed
San Francisco June 2, 1937.

23X rate- 40c X 23 = \$9.20.
Registration - 15c



FAM 14 - Westward

September, 1937

USA to Indochina



China Clipper departed San Francisco September 15, 1937 - Hong Kong Sept. 24. Air France to Saigon.

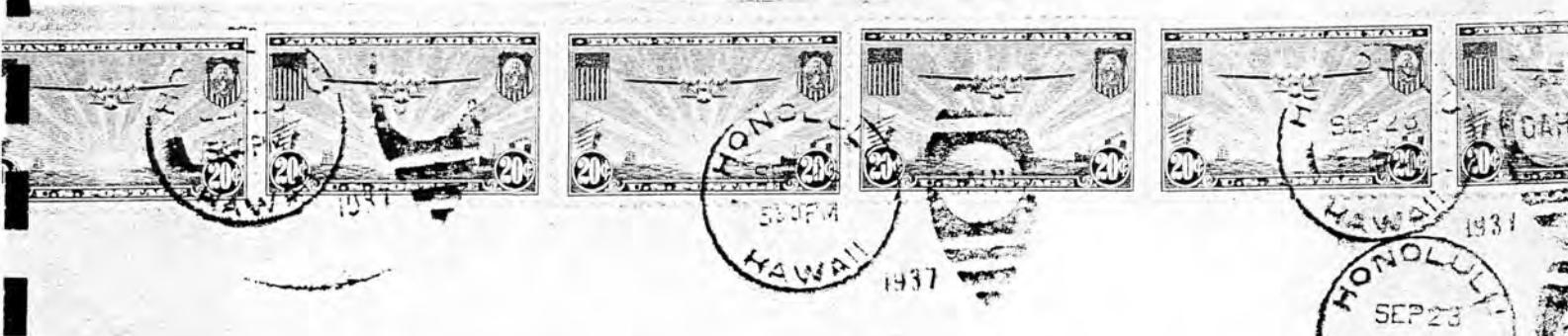
FAM 14 - Eastward

September, 1937

Wake Island to USA.

Rates - Wake Island to USA

Nov. 22, 1935 - April 20, 1937 50c / 1/2 oz.
April 21, 1937 - July 11, 1940 40c / 1/2 oz.
July 12, 1940 - Dec. 7, 1941 35c / 1/2 oz.



MAILED AT
WAKE ISLAND
PACIFIC OCEAN

Miss Dorothy Knobler.
San Jose. State College.
San Jose. California.

No USA Post Office on Wake Island. Mail was placed on eastward Pan Am flight to Hawaii where it was processed by the US Post Office. Philippine Clipper departed Wake Island, Sept. 22, 1937.

FAM 14 - Eastward

September, 1937

Australia to USA.

VIA AUSTRALIA-HONG KONG-U.S.A. AIR MAIL.



Mr. E.W. Plagge,

Automatic Electric Sales Company Limited,

1027 West Van Buren Street,

CHICAGO. ILL. U.S.A.

Imperial Air, Sidney,Australia, Sept. 8, 1937 to Hong Kong. PAA Philippine Clipper to San Francisco

FAM 14 - Eastward
FAM 6 - 10 South

October, 1937

Japan to Argentina.



Oct.1, 1937 Kobe, surface to Hong Kong. *Philippine Clipper* departed Hong Kong, Oct. 8. Buenos Aires, Argentina, October 23, 1937. Rate - surface 20 sen / 20 gms. Airmail 405 sen / 20 gms = 425 sen.

December 1937 - July 1938

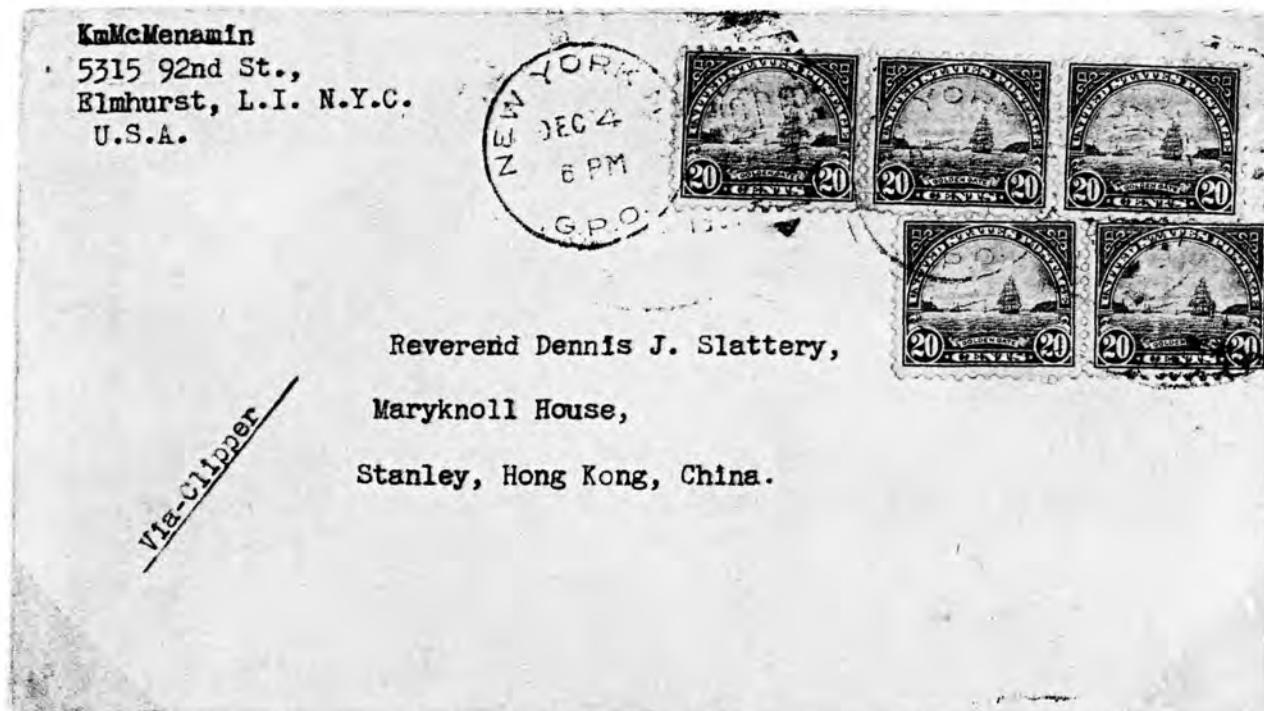
FAM 14 Through Service to Hong Kong.

Wednesday, Dec. 1, 1937, M-130 *China Clipper* flew directly to Hong Kong. This schedule continued until July 29, 1938 when the loss of the *Hawaii Clipper* forced reduction in frequency of service to two flight every three weeks.

FAM 14 Westward

December, 1937

USA to Hong Kong

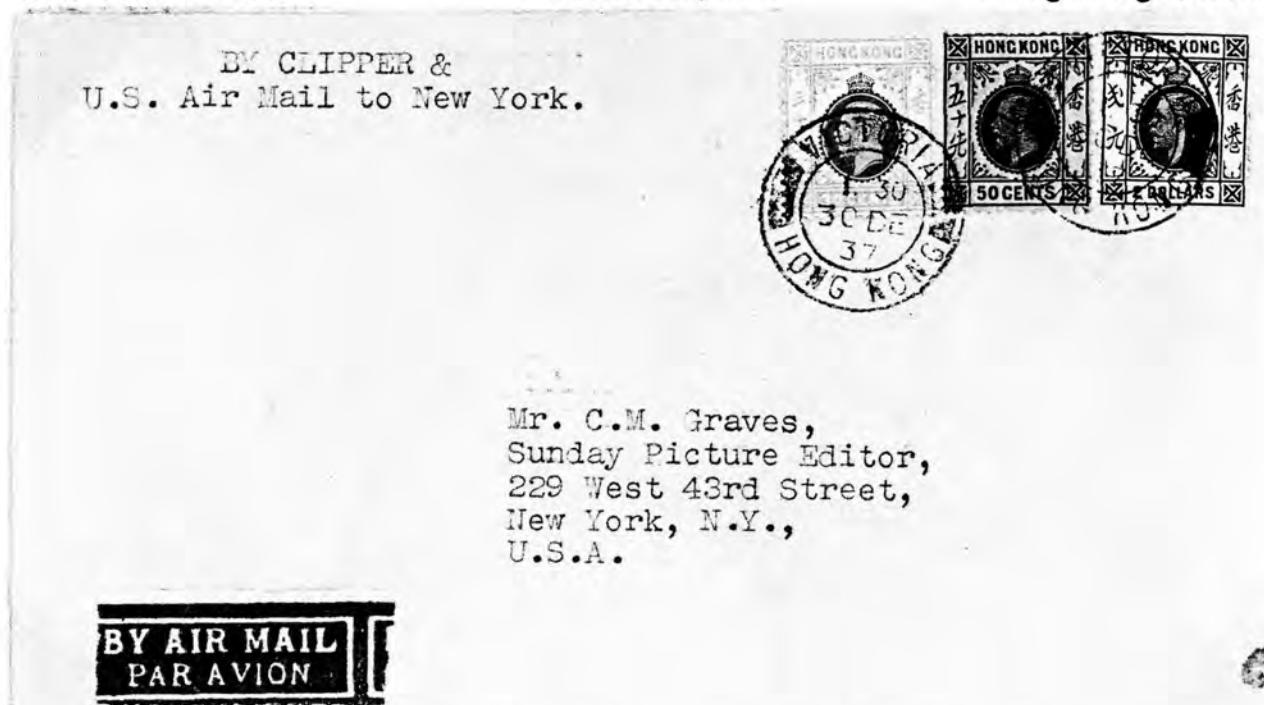


China Clipper departed San Francisco Dec. 13, 1937, arrived Hong Kong, Dec. 19, 1937.
Letter over franked by 30c.

FAM 14 Eastward

December, 1937

Hong Kong to USA



BY AIR MAIL
PAR AVION

Hong Kong, Dec. 20, 1937 - *Philippine Clipper* arrived San Francisco, Jan. 8, 1938.

First Airmail Flight from New Zealand via Kingman Reef - Pago Pago.

Pan American Airways had to initiate service from New Zealand by December 31, 1937 to keep the airmail contract. It flew the *Hong Kong Clipper* back to Honolulu on December 11, 1937. There it underwent a general overhaul and was renamed the *Samoa Clipper* under the command of Edwin Musick.

Outbound Flight	Inbound Flight
Honolulu - Kingman Reef	Dec. 23
Kingman Reef - Pago Pago	Dec. 24
Pago Pago - Auckland	Dec. 25 - 26
Auckland - Pago Pago	Jan. 2 - 1
Pago Pago - Kingman Reef	Jan. 2
Kingman Reef - Honolulu	Jan 3

Pan Am did not have a contract to carry mail on the Outbound Flight, but did have a contract with New Zealand to carry mail on the Inbound flight.

New Zealand - USA

First Air Mail Flight,
New Zealand to United States,
via "Samoa Clipper."



Pan American Airways Company,

San Francisco,

California, U.S.A.



Letter Auckland, December 29, 1937 to USA at 4/6d / 1/2 oz. rate. The mail on reaching Honolulu was transferred to the *Philippine Clipper* for onward transport to the USA.

Continued South Pacific Route survey Flights.

On the return flight Jan. 10, 1938 the *Samoa Clipper*, after departing Pago Pago exploded while dumping gasoline preparatory to emergency return due to engine failure. After the crash Pan Am withdrew from the South Pacific to await the delivery of the Boeing B-314's and establishment of a new and safer route. This effort began in September of 1939.

FAM 14 - Westward

December, 1937

Peru to Australia

-69-

Ministerio
do Servicio Clase
Relaciones Exteriores
Servicio Aéreo



Señor Cónsul General del Perú en MELBOURNE.-

290530

MELBOURNE

2. Alfriston Street. St. Kilda
S.3. Melbourne. AUSTRALIA

Lima, Peru - Dec. 16 FAM 9 to Cristobal, Canal Zone - Miami. San Francisco, Dec. 21. Hawaii Clipper to Hong Kong. Imperial Air to Sidney, arrived Melbourne, Jan. 17, 1938. Rate - 2So.90c.

FAM 14 - Westward

January, 1938

USA to New Zealand.



San Francisco, Jan. 14, 1938 Philippine Clipper to Hawaii. (Engine and Mechanical problems delayed departure Hawaii, to June 25). Imperial Air to Sidney. Ship to New Zealand. Rate 2 X 70¢ - 15¢ reg.

FAM 14 - Westward

February, 1938

USA to Malaysia.

A. ANDERSON
PHILATELIST
2150 Golden Gate Ave. - San Francisco, California

AIR - MAIL.



The Malayan Stamp Co.

P.O. Box 190

KUALA LUMPUR.

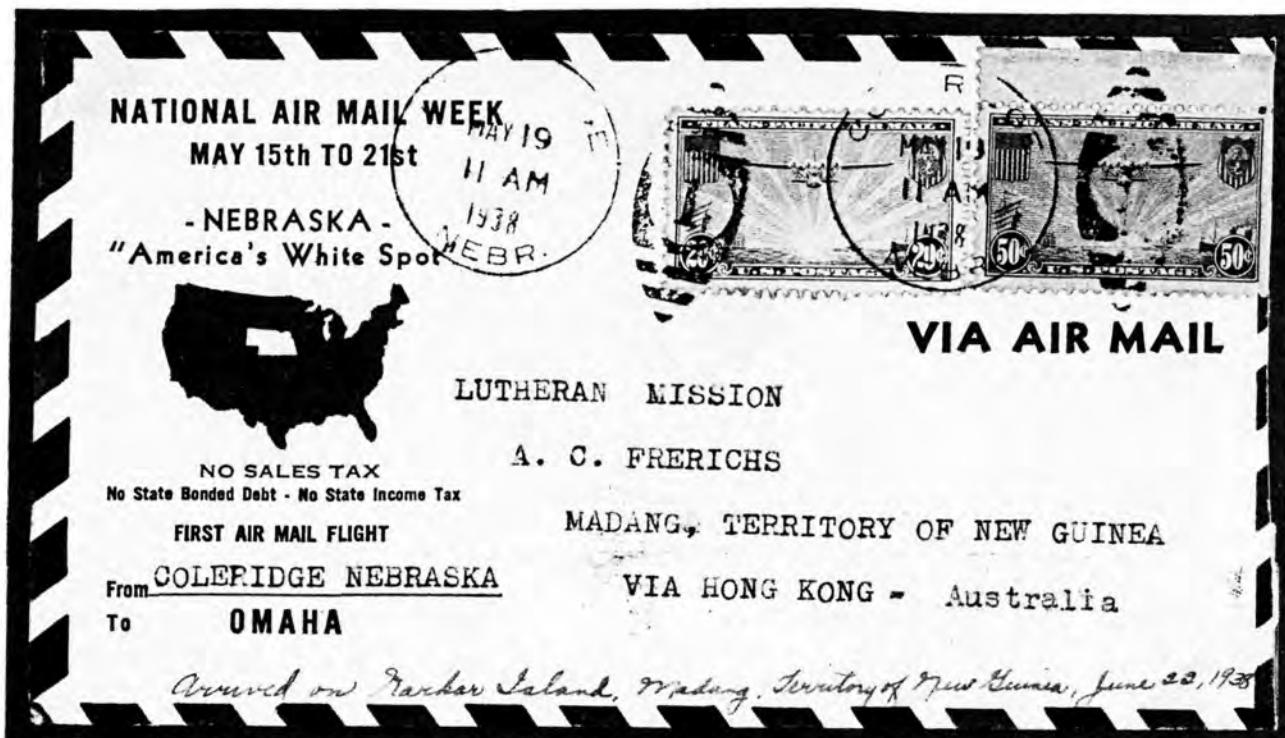
MALAY.

Hawaii Clipper departed San Francisco Feb. 2, 1938 - arrived Hong Kong Feb. 8.
BOAC to Singapore. Surface to Kuala Lumpur.

FAM 14 - Westward

May, 1938

USA to Papua - New Guinea.



Philippine Clipper departed San Francisco May 25, 1938 - Hong Kong, June 2. BOAC via Bangkok -
Singapore - Darwin - Brisbane, Australia - arrived June 12.
Carpenter Airlines to New Guinea, arrived June 22, 1938, Madang Island. Rate 70¢ / 1/2 oz.

August 1938 - November 1939

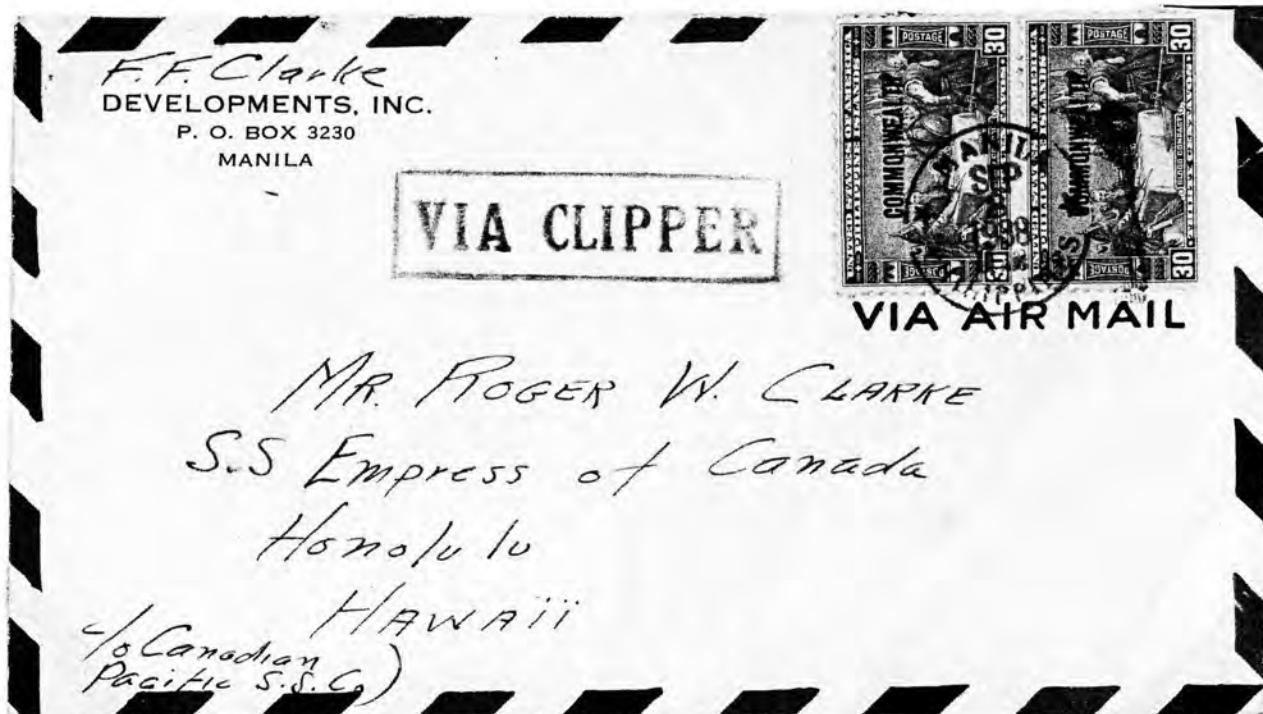
FAM 14 Curtailed Flights Due to Lack of Aircraft.

Loss of the *Hawaii Clipper*, July, 1938, reduced the schedule to 3 flights per month.

FAM 14 - Eastward

September, 1938

Philippines to Hawaii.



Philippine Clipper departed Manila September 8, 1938 - arrived Honolulu, Sept. 11, 1938. Rate - 60c.

FAM 14 - Westward

January, 1939.

USA to Siam.



China Clipper departed Jan. 15, 1939 - Hong Kong Jan. 24 - BOAC to Bangkok Jan. 28, 1939. Rate - 70c

FAM 14 Weekly Service Restored with addition of Boeing B-314

Beginning Feb. 15, 1939 the first flight of the *California Clipper* restored weekly service on the Pacific route. This Boeing B-314 had 2X more horsepower, and 5X the payload then the Martin M -130.

FAM 14 - Eastward

March, 1939

Philippines to USA.

Schenley International Corporation
Empire State Building
350 Fifth Avenue
New York
N. Y.



VIA AIR MAIL



PAR
AVION

California Clipper departed San Francisco, February 22. - Inbound flight returned Manila, March 4, 1939.

FAM 14 - Westward

March, 1939

USA to Manchuria.



Philippine Clipper departed San Francisco, March 8 - Manila, March 16. Surface to Japan.
Dia Nippon via Seoul to Manchuria. Rate 70¢ - Reg. 15¢ - AR - 5¢.

First Flight Boeing 314 - *Honolulu Clipper*

FAM 14 - Westward

March, 1939

USA to China.



1st flight *Honolulu Clipper* departed San Francisco, March 15, 1939, arrived in Hong Kong, March 27.

FAM 14 - Eastward

March, 1939

Hong Kong to USA.



1st flight *Honolulu Clipper* departed Hong Kong, March 21, 1939 arrived Sacramento, April 5, 1939
Rate \$2.80 / 1/2 oz X 2 = \$5.60 - registration 25¢ = \$5.85.

FAM 14 - Eastward

April , 1939

Philippines to USA.

Operational Change - Depart Cavite, P.I. - Arrive Treasure Isl. USA.

S. KROLL & CO., INC.
P. O. BOX 1568
MANILA, P. I.

VIA CLIPPER



VIA AIR MAIL
"BOEING CLIPPER"

MESSRS. A. E. STALEY MANUFACTURING CO.
EXPORT DIVISION,
DECATUR, ILLINOIS,
U. S. A.

Inaugural Eastbound service, Cavite to Treasure Island, (rather then Alameda), April 1, 1939.

FAM 18 - Westward

May, 1939

England - USA - Hawaii.



*MISTAMP: Please hold, see your letter EMBO/MEO 9/30/37 and L.K.C.'S letter of 10/20/37

Canada - England. Airmail 40c, reg.10c =50c. Readdressed to Honolulu,Hawaii. Franked 1/3d postage, rate to US East coast. Arrival Hawaii, 60c due - 2 X 30c deficiency airmail charge USA to Hawaii.

South Pacific Route Survey Flight Revised Route via Canton Island.

The loss of the *Samoan Clipper* on the dangerous route through Kingman Reef and American Samoa forced PAA to seek a new route. With War clouds gathering the British allowed the USA to use Canton Island jointly with them, as a Pacific flight stopover. France, also allowed the use of the harbor at Noumea, New Caledonia as a second stop.

Outbound Flight

San Francisco - Honolulu	Aug. 22-23
Honolulu - canton Island	Aug. 24
Canton Island - Noumea	Aug. 27 - 28
Noumea - Auckland	Aug. 30

Inbound Flight

Auckland - Noumea	Sept. 2
Noumea - Canton Island	Sept. 4 - 3
Canton Island - Honolulu	Sept. 4
Honolulu - San Francisco	Sept. 5 - 6

Canton Island - USA



The *California Clipper* left San Francisco on Aug. 22. Collectors were precluded from sending mail as postal contracts had not been signed and crew members were discouraged from carrying souvenir mail. PAA station master on Canton Island carved a wooden block cachet which was used on a few covers that were carried back to Honolulu and canceled Sept. 5, 1939. There was no post office at Canton Isl.

December 1939 - May 1941

FAM 14 Schedule Revised.

Service departed San Francisco each Tuesday and arrived Hong Kong following Tuesday.

Typical Flight Record on Orient Route 1939 - 1941

Westbound Departures

<i>San Francisco</i>	<i>Honolulu</i>	<i>Midway</i>	<i>Wake</i>	<i>Guam</i>	<i>Manila</i>	<i>Hong Kong</i>
Tuesday	Thursday	Friday	Sunday	Monday	Tuesday	Tuesday

Eastbound Departures

<i>Hong Kong</i>	<i>Manila</i>	<i>Guam</i>	<i>Wake</i>	<i>Midway</i>	<i>Honolulu</i>	<i>San Francisco</i>
Wednesday	Friday	Saturday	Sunday	Sunday	Monday	Tuesday*

FAM 14 - Eastward.

Macao to USA.

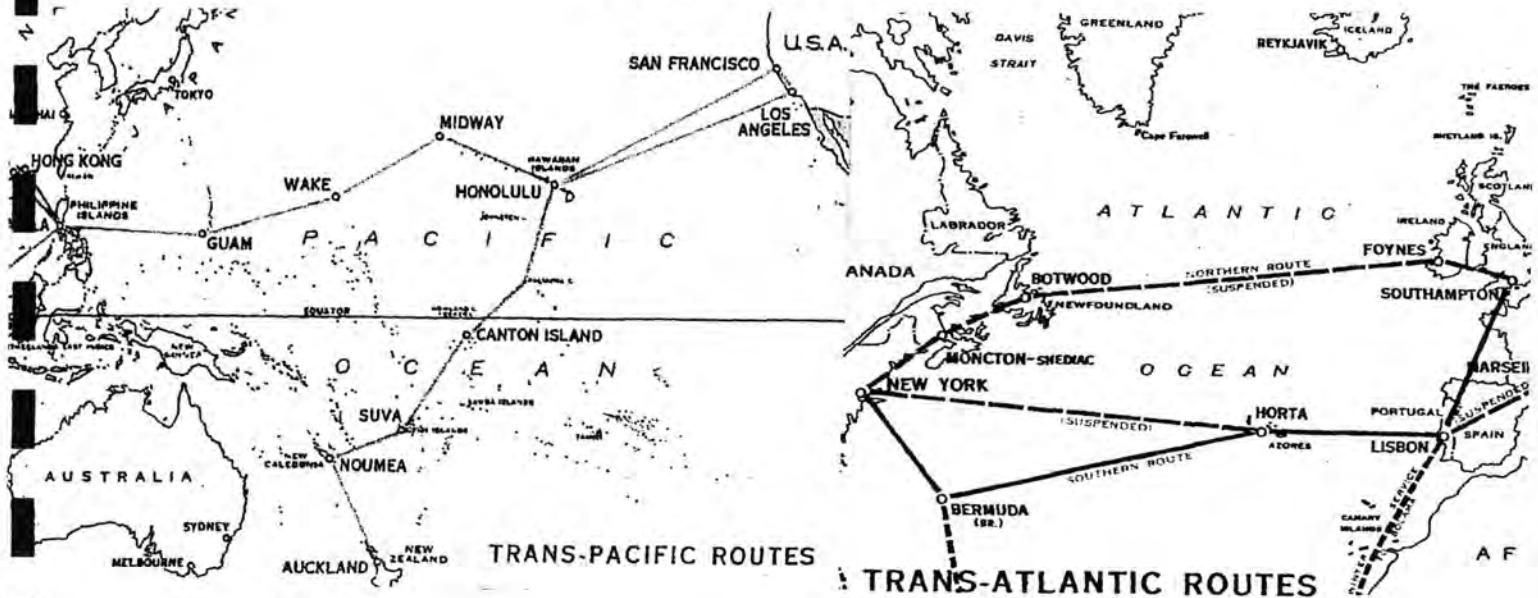


Macao, December 27, 1939 *Philippine Clipper* - Macao to San Francisco. Domestic air to Arizona.
Rate - 3 pataca 90 avos.

Mediterranean Routes Discontinued Due to War.

June 10, 1940 Italy declares war on Great Britain and France effectively closing the Mediterranean region to air traffic. Beginning of airmail on **TWO OCEAN ROUTE**, faster and more certain than the Horseshoe Route" air to South Africa and then surface north to Great Britain. The **TWO OCEAN ROUTE** utilized FAM 18 North Atlantic Pan Am route from New York Eastward and Westward.

Two Ocean Mail Route



FAM 14 - Eastward

June, 1940

China to England.



Letter June 15, 1940, Tientsin, China to Hong Kong. Franked at the Air France rate to England - 50¢ / 20 gms surface - airmail 75c / 5 gms. However, "Diverted to Pan Am via USA owing to suspension of Air France Service" China Clipper to USA - FAM 18 to Lisbon. BOAC to England.

Middle-east Pan Am Connection:

The closure of the Mediterranean Airmail Route to Europe resulted in an immediate increase in airmail carried Trans-Pacific by Pan American to and from the Middle-east and Africa. The volume increased 20 fold in the ensuing 18 months.

Earliest Trans-Pacific Airmail from Palestine



FAM 14 - Eastward

July, 1940

Palestine - USA.



Tel-Aviv, Palestine, July 10, 1940. Sent via BOAC Basra - Karachi - Calcutta - Rangoon - Singapore - Hong Kong. *California Clipper* departed July 23, 1940 to San Francisco - domestic air to NYC.
US Post Office did not accept Westbound mail to the Middle-east until mid-July 1940.

Rate Palestine to USA - 125 mills / 5 gms. .

Pan American flies the South Pacific.

FAM 19: San Francisco / Los Angeles - Auckland.

PAA certificate for South Pacific route granted by CAB on July 7, 1940. Route opened July 12, 1940 with intermediate stops at Honolulu, Canton Island, Noumea. Irregular twice-monthly flights, 5 days to Auckland. Turnaround cycle: 11 days.

Flight Record on South Pacific Route

Westbound Departures -

San Francisco	Honolulu	Canton	Noumea	Auckland
Saturday	Monday	Wednesday	Thursday	Thursday*

Eastbound Departures -

Auckland	Noumea	Canton	Honolulu	San Francisco
Saturday	Sunday	Sunday	Tuesday	Wednesday*

FAM 19 - Westward

July, 1940

USA to New Zealand.



Air Mail

Mr. and Mrs. George F. Barnwell

New Zealand Petroleum Company

Gisborne,

New Zealand



Commercial First Flight cover. Texas, July 9, 1940 to San Francisco.

American Clipper departed July 12, 1940, arrived Auckland, July 18, 1940.

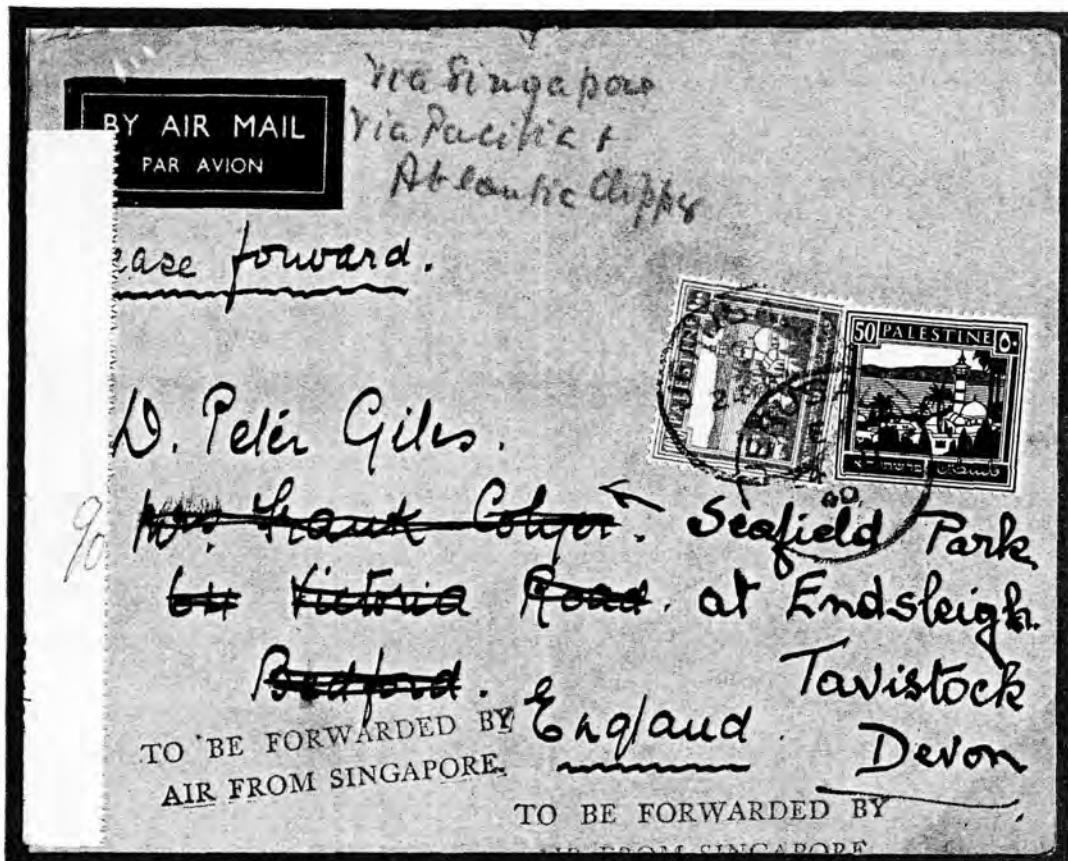
Rate - 50¢ 1/2 oz. The prior rate before FAM 19 opened was 70¢.

Two Ocean Mail

FAM 14 - Eastward

August, 1940

Palestine to England.



Palestine, August 4, 1940 - BOAC Lydda - Basra - Karachi - Calcutta - Rangoon - Singapore - Hong Kong. August 15, 1940 Philippine Clipper to San Francisco. FAM 18 to England, September 5th, 1940.

Rate - 150 mills / 5 gms..

Four examples Palestine to England via Pacific reported to date.

KNILM Charters - A Connection with Pan Am - Manila

May 1940 to October 1941, The Royal Netherlands Indies Airways (KNILM) provided 36 charter flights Soerabaja - or Batavia - Manila direct. Without landing rights at Manila, charters with fictitious sponsors used.

FAM 14 - Eastward

September, 1940

Neatherland East Indies to USA.



DOOR CENSUUR GEOPEND



DEI - USA Singaradja, Bali - Sept. 23, 1940. Soerabaja, Java-Sept. 24. **KNILM Flight 10** Sept. 29 to Manila. *American Clipper* departed Manila Oct. 7. - USA Oct. 19. Rate - 15c/20 gms - airmail 65c / 5 gms.

FAM 14 - Eastward

September, 1940

India to Brazil.

Delhi, India - BOAC to Hong Kong. September 9, 1940 *Philippine Clipper* to San Francisco. Domestic to Miami. Pan Am FAM 6 to San Paulo, Brazil. Letter arrived September 21, 1940. Rate - 33 1/2 anna.



BY AIR MAIL
=====

MESSRS -

OSCAR BANDLER,

Caixa Postal 3193,

New Address:

ZAMIR & CO.,
IMPORT-EXPORT,
• LAL KUAN ROAD.

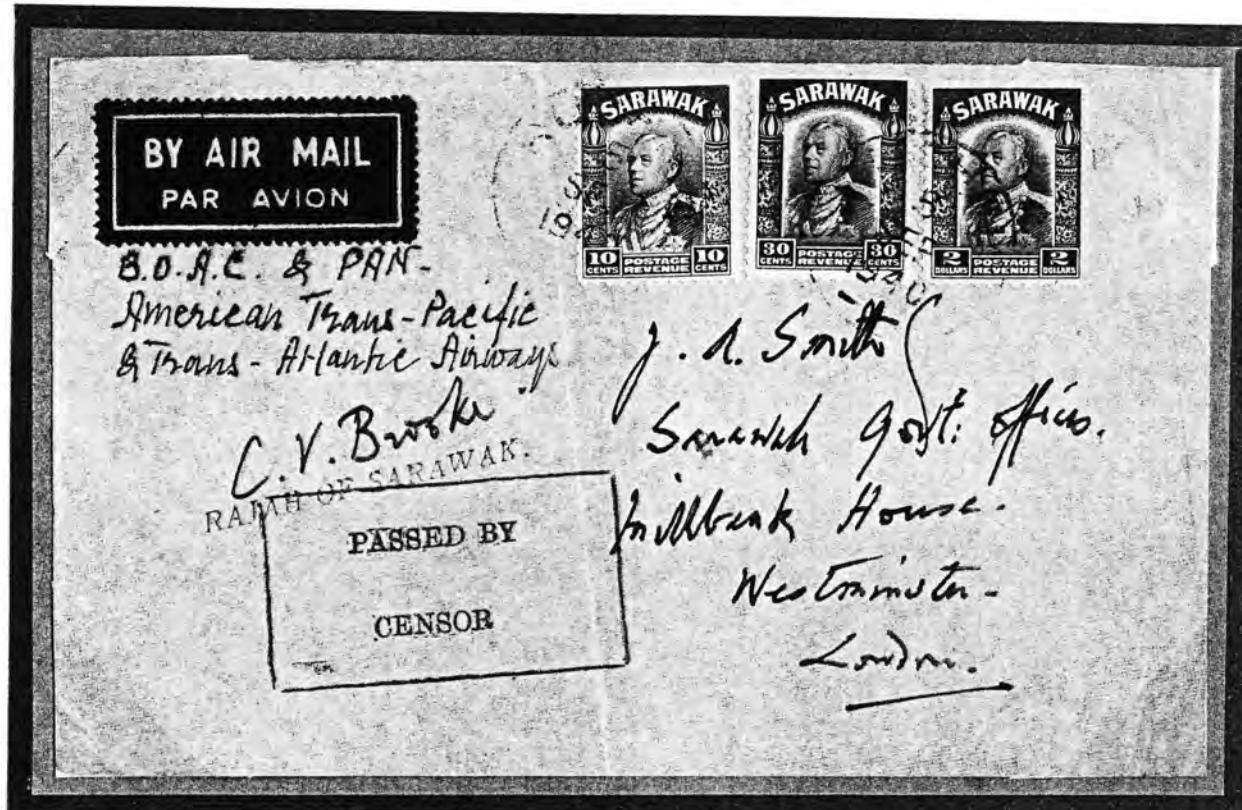
S A O P A U L O ,

(Brasil).

FAM 14 - Eastward

September, 1940

Sarawak via USA to England



September 5, 1940, letter Kuching, Sarawak, **Rajah of Sarawak**, to his representative in London.
Surface to Singapore. BOAC to Hong Kong. *Philippine Clipper*, September 12, 1940 to USA.

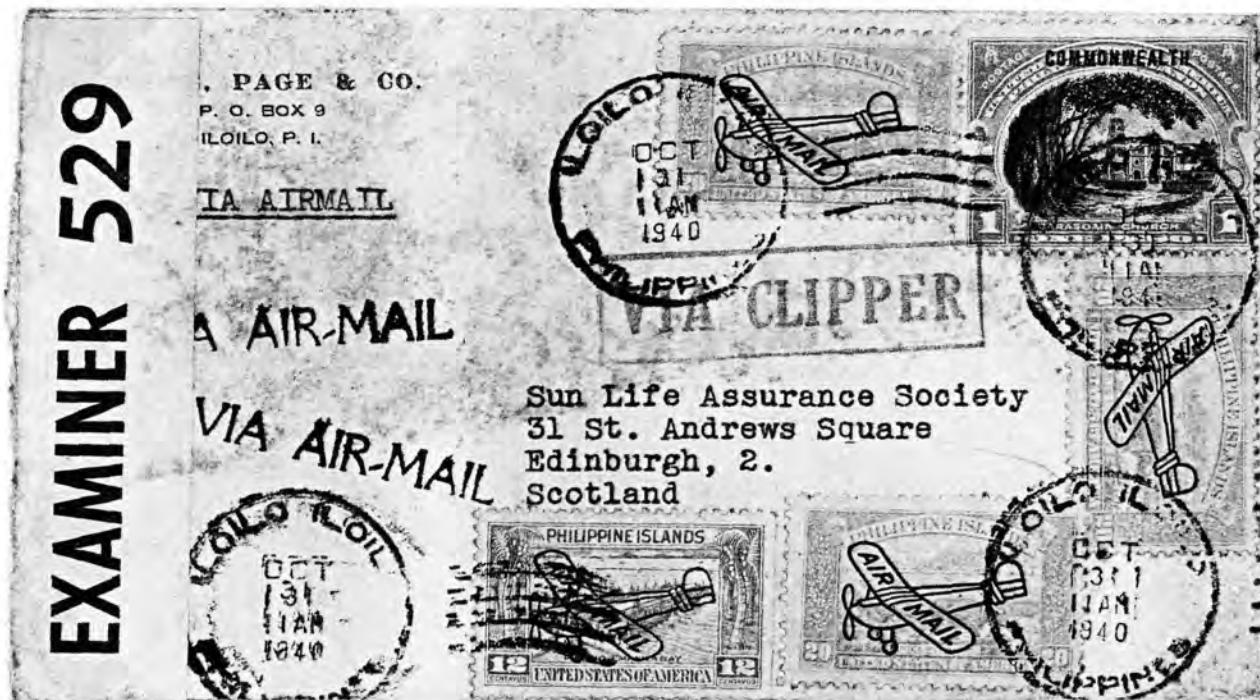
FAM 18 to England.

Rate - \$2.40

Only reported example of Trans-pacific - Transatlantic mail from Sarawak.

FAM 14 - Eastward

October, 1940 Philippines Islands to Scotland

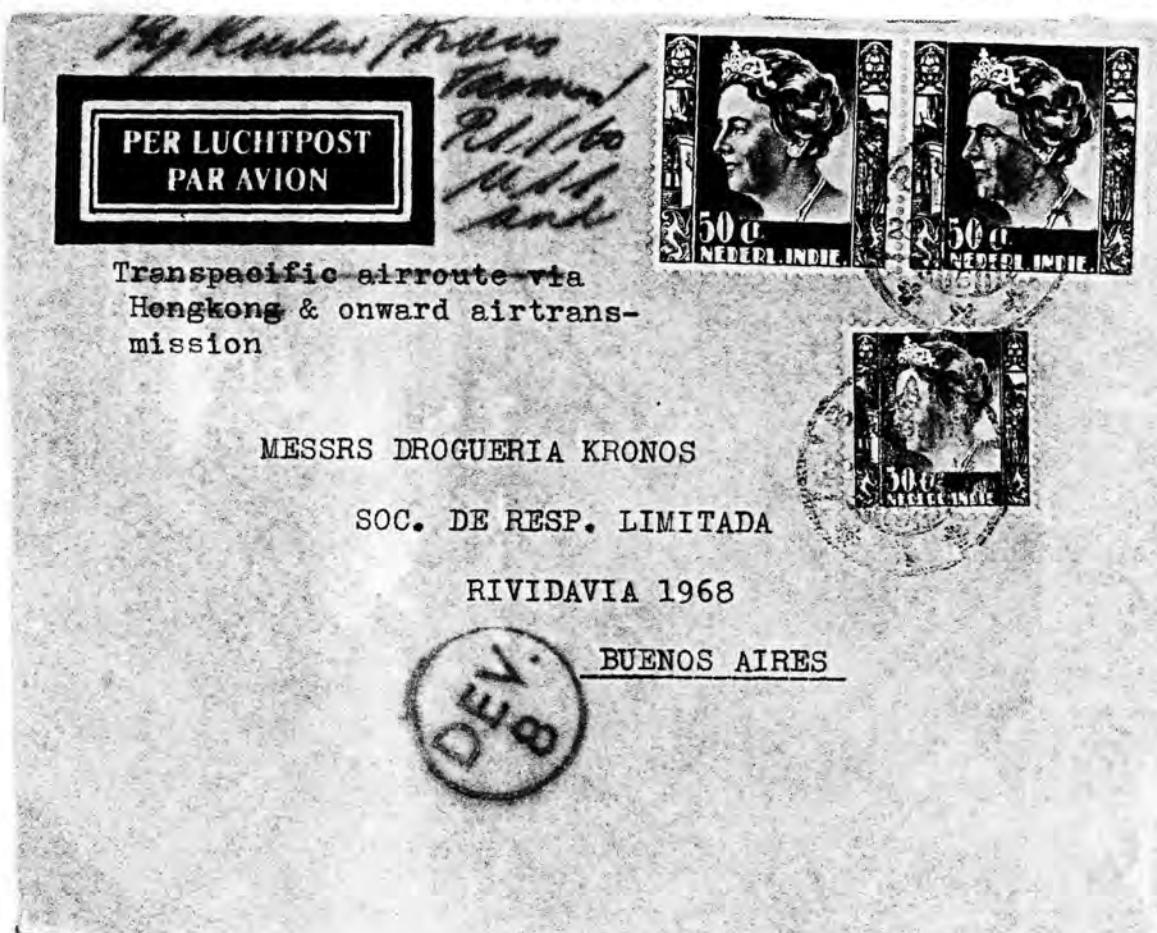


Iloilo, Philippines Oct. 3, 1940 - domestic air to Manila. American Clipper departed Manila, October 10. 1940 - San Francisco, Oct. 19. NYC FAM 18 to Lisbon. BOAC to London. Rate 1 peso 72c.

FAM 14 - Eastward

October, 1940

NEI to Argentina.



Batavia, NEI, October 29, 1940. KNILM air charter to Manila. Honolulu Clipper to San Francisco. Domestic air to Miami. FAM 6 - 10 to Buenos Aires, Argentina. Rate - Surface 15 c - Air 1 gulden 15c.

CNAC Connection - "over the hump" Rangoon - Chungking - Hong Kong.

With the closure of the BOAC route Singapore - Hong Kong, CNAC developed a route Burma - China to Hong Kong on October 10, 1940.

Route - Rangoon to Hong Kong



CNAC route Rangoon to Hong Kong and return - stops in Chungking and Kunming.
Connected with Pan Am Orient Route in Hong Kong.

FAM Eastward

November, 1940

Burma



Social Security Board

San Francisco, California
United States of America



Rangoon, Burma, November 7, 1940. CNAC to Hong Kong. China Clipper departed November 12, 1940, to San Francisco.

Rates

July 1940 to July 31, 1941 - Uniform rate - 69 anna / 1/2 oz.
August 1, 1941 to Dec. 7, 1941 - Uniform rate - 60 anna / 1/2 oz.

FAM 14 - Eastward

November, 1940

Macao to Ecuador.

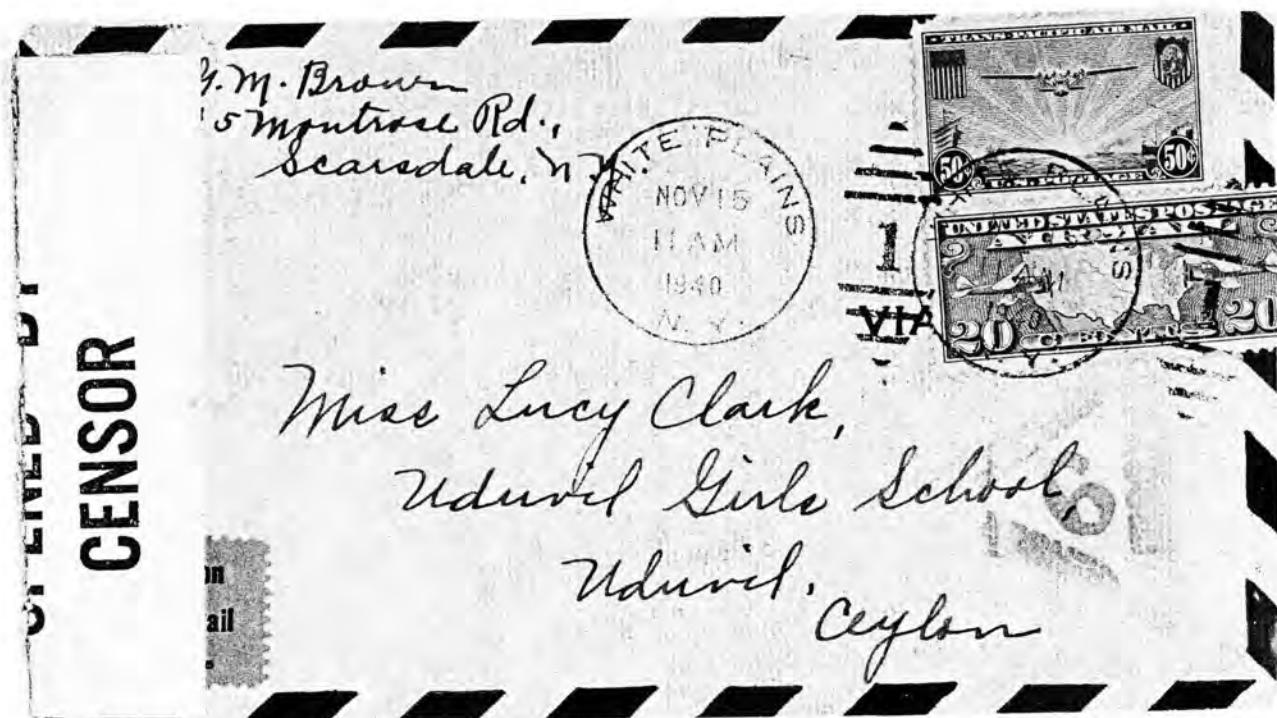


November 22, 1940, Macao, *Philippine Clipper* to San Francisco . It may or
may not have been sent via air to Ecuador. Rate - 3 pataca 90 avos.

FAM 14

November, 1940

USA to Ceylon.



White Plains, New York, Nov. 15, 1940. *Honolulu Clipper* departed San Francisco, Nov. 22, 1940, arrived Hong Kong, December 1, 1940. Surface to Singapore. BOAC to Calcutta. TATA to Colombo, Ceylon.

Pan Am Connections to Africa and Middle-east.

The closing of the Mediterranean air routes June 10, 1940 severely limited and delayed the flow of airmail to the Americas and Europe. The new route FAM 22 from the USA to Africa was not initiated until Dec. 7, 1941, and on a regular basis until April 1942. The fastest route, but most expensive was Trans-Pacific.

During this period the volume of mail carried by Pan American Airways increased 20 fold.

Transit Locations with BOAC and TEAL

BOAC and KLM provided the connection between Asia and Africa for airmail entering or exiting the Pan American Trans-Pacific system. Red dots indicate the transit points. The BOAC-Teal connection provided a transit point for Auckland, New Zealand.



FAM 14 - Westward

November, 1940

USA - Madagascar.



New York, Nov. 1, 1940. San Francisco China Clipper departed Nov. 5 - Hong Kong, Nov. 13, 1940
Surface to Singapore - BOAC to Cairo - Lourenzo Marques Dec. 7. surface to Madagascar, arrived March
6, 1941. Rate - 85¢ / 1/2 oz. The rate changed to 90¢ November 1, 1940.

FAM 14 - Eastward

December, 1940

China to Switzerland.



Dec. 6, 1940, Shanghai, surface to Hong Kong. *Philippine Clipper* departed Dec. 17, 1940 - arrived San Francisco, December 25. FAM 18 to Lisbon. Air or surface to Olten, Switzerland. Aqua Circular "Air Transit 6" Two Ocean Mail. Rate - surface 50c- Reg. - 50c air \$5.65 / 5 gms X 3 = \$17.95.

FAM 14 - Westward

December, 1940

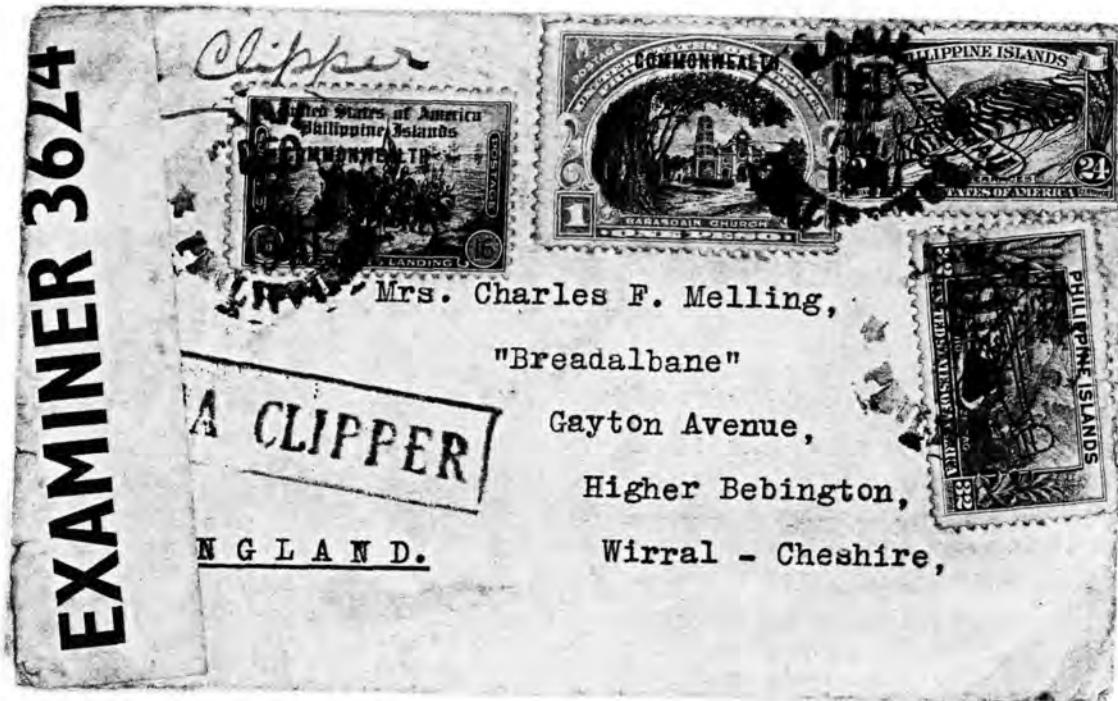
Portugal to China.



Lisbon, December 22, 1940. FAM 18 to NYC. Domestic air to San Francisco. *Philippine Clipper* to Hong Kong. "Air Transit 2" applied and sent by surface to Shanghai, China. Rate - \$1.75 surface per 20 gms - airmail surcharge \$6 / 5 gms X 2 = \$13.75. Two Ocean Mail.

FAM 14 - Eastward

December, 1940 Philippine Islands to England.



California Clipper departed Manila, December 17, 1940 arrived San Francisco, December 20, 1940.
FAM 18 to Lisbon. BOAC to England. Rate -1 Peso 72c. Two Ocean Mail.

FAm 14 - Westward

December, 1940

England to Hong Kong.



England, December 16, 1940 - FAM 18 to NYC. Philippine Clipper departed San Francisco, Jan 4, 1941
arrived Hong Kong, January, 11, 1941. Rate - 5 shilling. Two Ocean Mail.

FAM 14 - Eastward

January, 1941

NEI to England.



KNILM charter flight #14 departed Batavia, Jan. 11, 1941, Manila, Jan. 11. *Philippine Clipper* departed Jan. 13, 1941 - arrived San Francisco, Jan. 18, 1941. FAM 18 to Lisbon - BOAC to England.
Rate - surface 15c / 20 gms - air 85c X 2 - registration 20c = 2.05 gulden. (Two Ocean Mail)

FAm 14 - Eastward

January, 1941

Philippine Islands to Holland.



* California Clipper Manila, Jan. 10, 1941 - San Francisco, Jan. 15, 1941 . FAM 18 to Lisbon. DHL to Frankfurt, Germany - train to Holland. Rate - 1.72 peso. (two 6c stamp on back). (Two ocean Mail)

FAM 19 - Eastward

January, 1941

Australia to Falkland Islands.



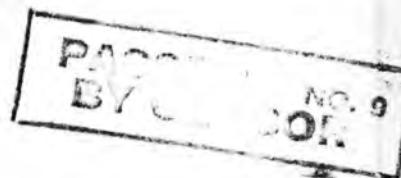
Jan. 10, 1941, Stanthorpe, Queensland - Censored Brisbane. TEAL to New Zealand. American Clipper departed Auckland, New Zealand, Jan. 17, 1941, arrived San Francisco, Jan. 25, 1941. Domestic air to Miami. Pan Am FAm 6 - 10 to Buenos Aires. Surface to Falkland Islands, arrived Stanley, March 13, 1941.

FAM 14 - Westward

February, 1941

USA - Tanganyika.

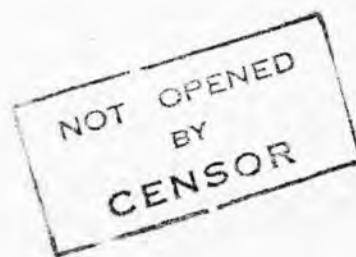
Post Office Box 495
Church Street Station
New York, N. Y., U. S. A.



BARCLAYS BANK D.C. & O.

DAR ES SALAAM

TANGANYIKA TERRITORY



NYC Feb. 1, 1941 - Domestic air to San Francisco. *China Clipper*, Feb. 4 to Hong Kong. Feb. 19 surface to Singapore - BOAC to Karachi - Cairo - Khartoum - arrival Dar es Salem, March 17, 1941.
Rate - 85c / 1/2 oz Three times rate = \$2.25 AV2 - Type 5 - used at Hong Kong.

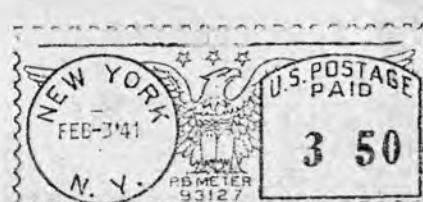
FAM 14 - Westward

February, 1941

USA - Egypt.

After 5 days return to
MA TEXAS OIL COMPANY, LTD.,
130 East 43rd Street
New York, N.Y.

VIA TRANSPACIFIC ROUTE



VIA AIR MAIL

Societe California Texas des Petroles, S.A.E.

P. O. Box 242

Alexandria, Egypt

ter Ex-30

SHIP Mr. E. R. Wilson

NYC Feb. 3, 1941 - Domestic air to San Francisco. *California Clipper* departed Feb. 15 - Hong Kong, Feb. 22. Surface Singapore - BOAC to Cairo - arrived Alexandria, March 16, 1941. Rate - 70c X 5 = \$3.50.

FAM 19 - Eastward

February, 1941

Australia to USA.

By Clipper Air Mail via New Zealand

NUR DIE ADRESSE AUF DIESER SEITE S
L'INDIRIZZO SOLTANTO SULLA QUESTA



PRISONER OF WAR SERVICE

Billing Stamp Company

151-14 85th Avenue

Jamaica - W. Y.

U. S. A.

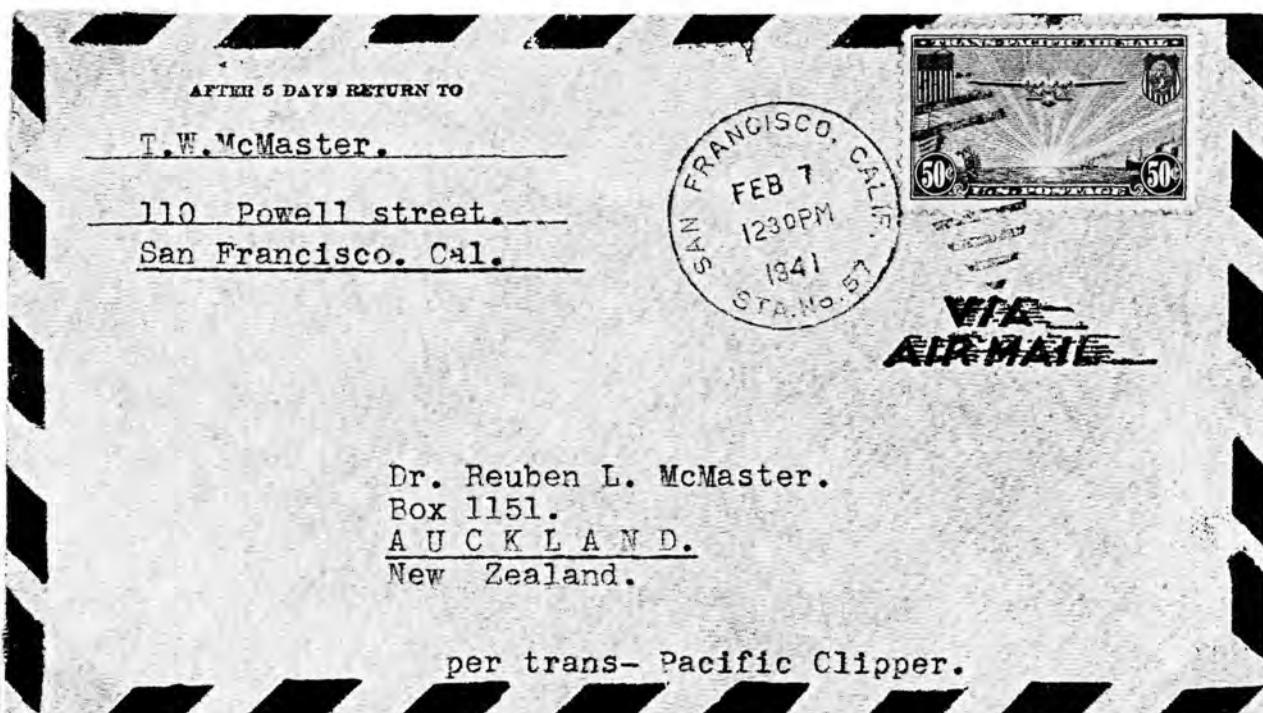
Sidney, January 31, 1941. TEAL to Auckland. California Clipper departed February 2, 1941 to San Francisco arrived February 6, 1941. Domestic air to NYC. Rate - 4 shilling. Prisoner of War Mail.

Delayed Flight:

FAM 19 - Westward

February, 1941

USA - New Zealand.

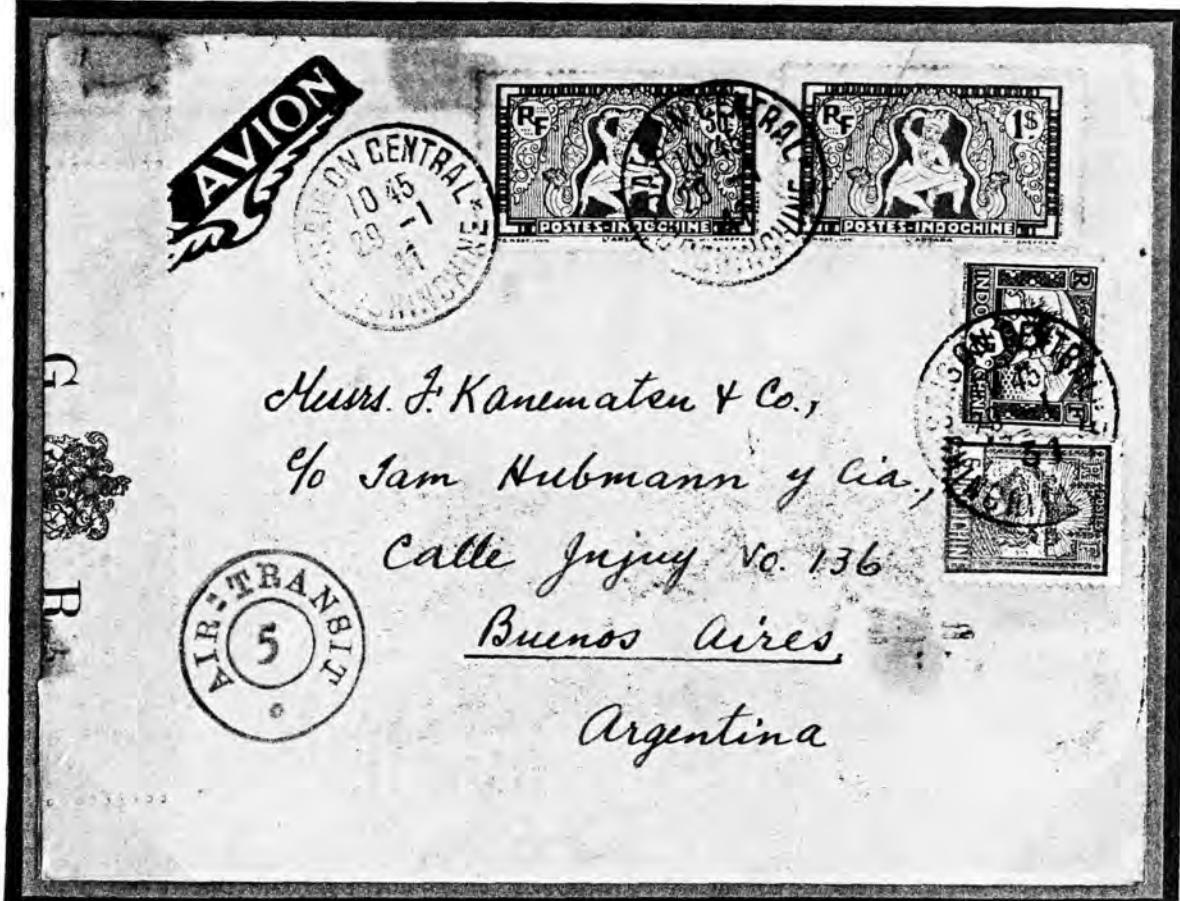


Feb. 7, 1941. Honolulu Clipper delayed 4 days because of bad weather in San Francisco, Feb. 12, 1941, departed, one day Hawaii, 9 days at Canton Island. At Noumea, New Caledonia plane was again delayed due to an outbreak of **BUBONIC PLAGUE**. Arrived Auckland, Feb. 28, 1941. Rate 50¢ / 1/2 oz.

FAM 14 -Eastward

February, 1941

Indochina to Argentina.



Saigon, Jan. 29, 1941 - Surface to Hong Kong. *China Clipper* Feb. 17, to San Francisco. Domestic air to Miami. FAM 6 - 10 to Buenos Aires, arrived March 22, 1941. Aqua "Air Transit 5" Hong Kong. Rate - \$1.70

FAM 14 - Eastward

February, 1941

Belgium Congo to USA.

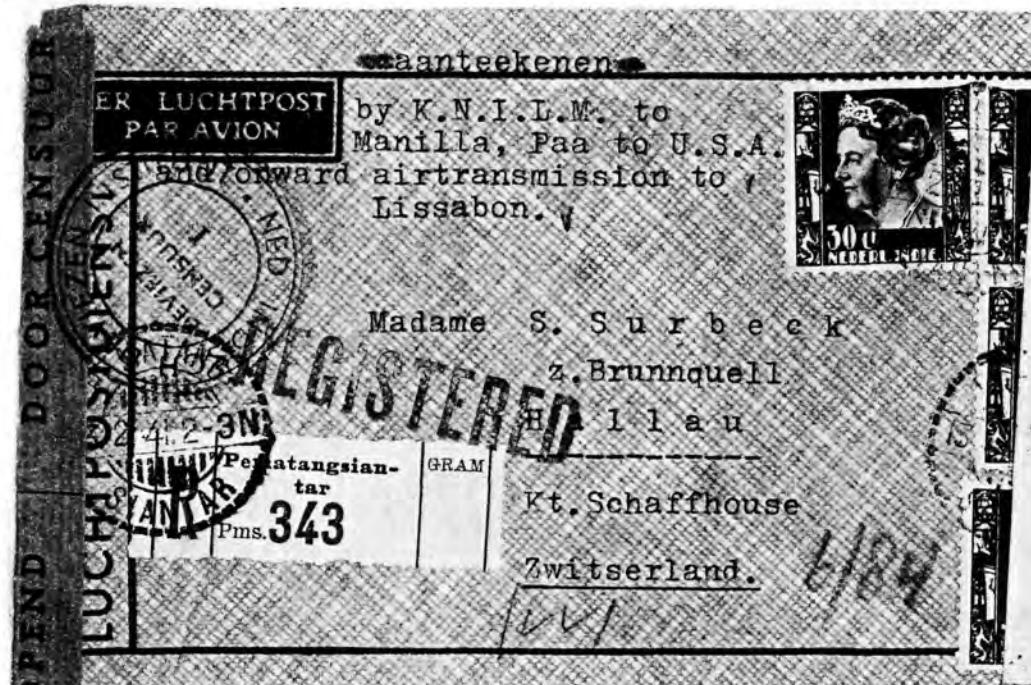


Leopoldville, February 11, 1941 - Kampala, February 21, 1941 - BOAC to Cairo - Karachi - Singapore. Surface to Hong Kong. *Honolulu Clipper* left March 29, - Hawaii, April 3 - San Francisco April 7, 1941. Rate - 30 Fr. - registration 75c

FAM 14 - Eastward

February, 1941

NEI to Switzerland



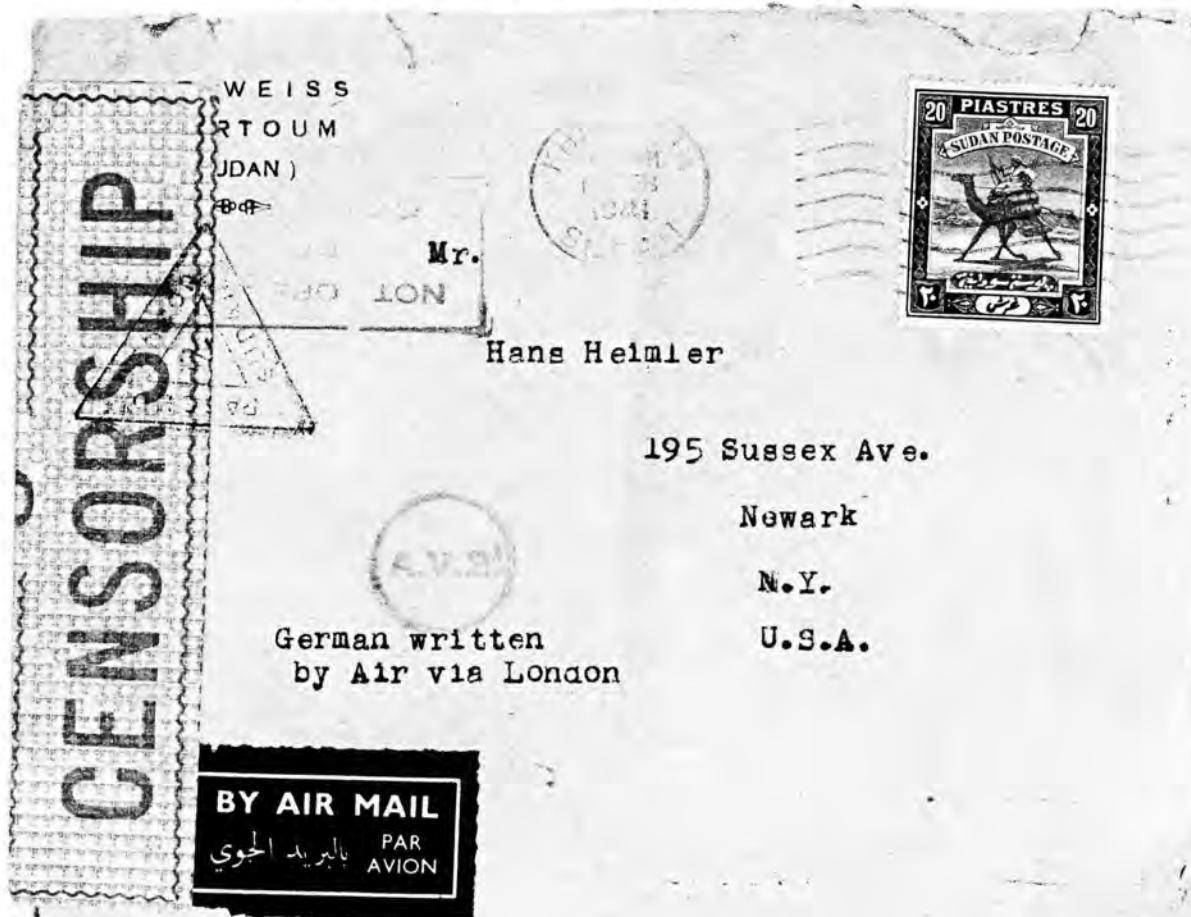
Pematangsiantas, Sumatra, Feb. 13, 1941. KNILM charter 318 to Manila. *China Clipper* Feb. 18 to San Francisco, arrived Feb. 26. FAM 18 to Lisbon, Bermuda "1683" censor. Rail to Switzerland, arrived March 21, 1941. Rate - Surface 15¢ / 20 gms - airmail 85¢ / 5 gms - reg. 20¢ = 1.20 gl. (Two Ocean Mail)

FAM 14 -- Eastward

February, 1941

Sudan to USA.

Khartoum, Feb. 13, 1941. Directed to go via London, sent via Pacific. Route - BOAC Khartoum - Cairo - Lydda - Basra - Karachi - Singapore. Surface to Hong Kong. *Philippine Clipper* departed March 1, 1941, San Francisco, March 17, 1941 (delayed mechanical difficulty Guam). "AV2" marking of Hong Kong proved the Pacific Route. Rate - 20 Piaster air via London.

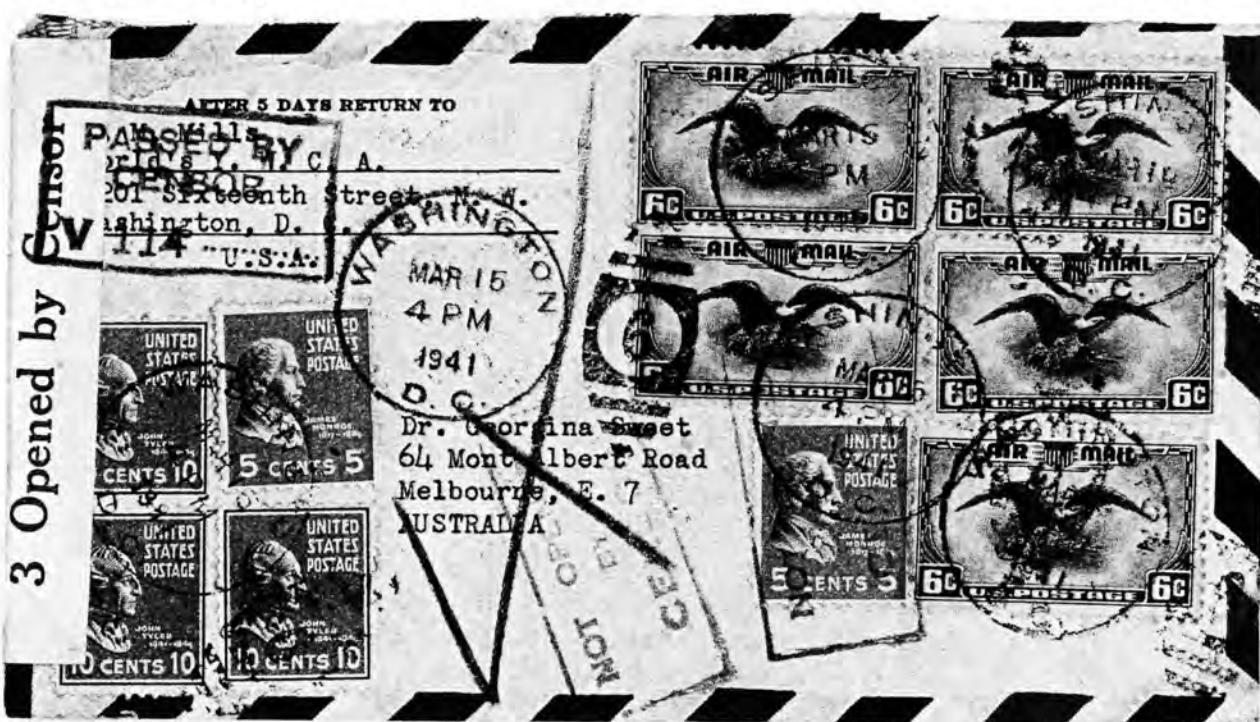


South Pacific Route Interruption - Feb. 23, 1941 last flight until - March 25

FAM 14 - Westward

March, 1941

USA to Australia via Hong Kong



Washington, D.C., March 16, 1941. Departed San Francisco, March 25, *Honolulu Clipper* arrived Hong Kong, April 1. Surface to Singapore - BOAC to Australia. Engine trouble had disabled *California Clipper*.

FAM 14 - Eastward

March, 1941

India to Argentina.

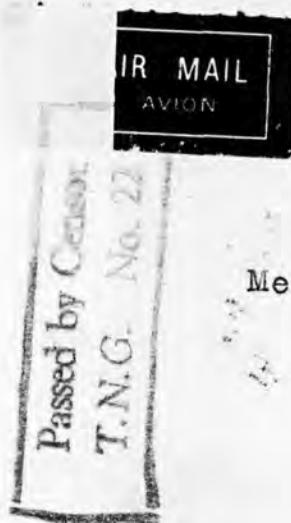
March 17, 1941 Bombay, India. BOAC - Rangoon - CNAC to Hong Kong . *China Clipper* to San Francisco, Air to Miami. FAM 6 - 10 to Buenos Aires, Argentina. Rate - Air 40 anna - surface 3 1/2 anna - reg. 3 anna.



FAM 19 - Eastward

April, 1941

Papua-New Guinea to USA.



Messrs. Sauerman Bros. Inc.

CHICAGO.

U. S. A.

HONOLULU CLIPPER

Alamaua, New Guinea, April 1, 1941. Carpenter airlines to Sidney. TEAL to New Zealand. Honolulu Clipper departed April 4, 1941 for San Francisco. Domestic to Chicago, arrived April 13, 1941. Rate - 4 shilling.

FAM 14 - Westward

April, 1941 USA - Greece - USA (Around the World)



Reg. letter Detroit, April 2, 1941. San Francisco, Honolulu Clipper departed April 8, 1941 to Hong Kong. BOAC to Basra - rail or MISR to Istanbul and Greece. Mail taken by Germans and returned via Switzerland - Frankfurt - DLH to Lisbon - FAM 18 to NYC - "RETURN TO SENDER SERVICE SUSPENDER" - Detroit, Dec. 3, 1941. Rate - 70c airmail - reg. 15c - A.R. 5c = 90c.

FAM 19 - Eastward

April, 1941

Bahrain to USA.

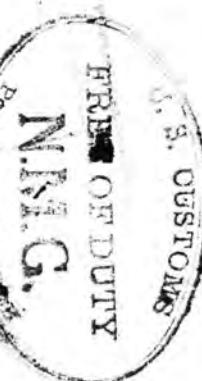
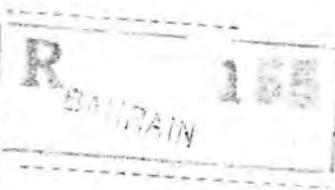
DK/223 & DK/222.

**REGISTERED
AIR MAIL.**

Via Pan American - Son - Farnham - San Francisco - 1000

N. E. Baker Esq.,
c/o Near East Development Corporation,
Room 2611,
26, Broadway,
New York, N.Y.
U. S. A.

JEWUM CONCESSIONS LIMITED.
BAHRAIN.



REGISTERED

OPEN

CENSOR

4X rate registered letter - BOAC - Karachi - Singapore - Sidney. TEAL to Auckland. American Clipper departed New Zealand, April 1, 1941 arrived San Francisco April 5, 1941.

FAM 14 - Westward

April, 1941

USA to Syria.

China Clipper departed April 13, 1941
San Francisco - Hong Kong April 21, 41.
Surface - Singapore. BOAC to Calcutta
Karachi - Lyda - Beirut. Held in "Post
restante" and "Non reclame". Postage due - Lebanon 1p and 50c. Letter was
returned November 23, 1941. By this
time the return could not be completed
by air. "SERVICE SUSPENDED".

Rate - 70c / 1/2 oz.



May 1941 - September 1941

FAM 14 Revised last Stage to Singapore.

April 29, 1941 Pan Am received certification to add Singapore as termination of Route. The First Flight departed May 3, 1941 and replaced Hong Kong as terminal of FAM 14 on alternate weeks.

FAM 14 - Westward

May, 1941

Midway to Singapore.



May 5, 1941 California Clipper 50c rate-Singapore. Without advance notice, few First Flight Covers exist.

FAM 14 - Eastward

May, 1941

Singapore to USA.

Singapore, May 10, 1941 - First Flight eastward California Clipper, arrived - San Francisco May 20, 1941.
Rate - \$1.50 Letter under franked 5c.



Mr. N. V. Carlson,
6215, Manoa Street,
Oakland, California,
U.S.A.

Via California Clipper.

FAM 14 -Westward

May, 1941

USA to Ceylon.

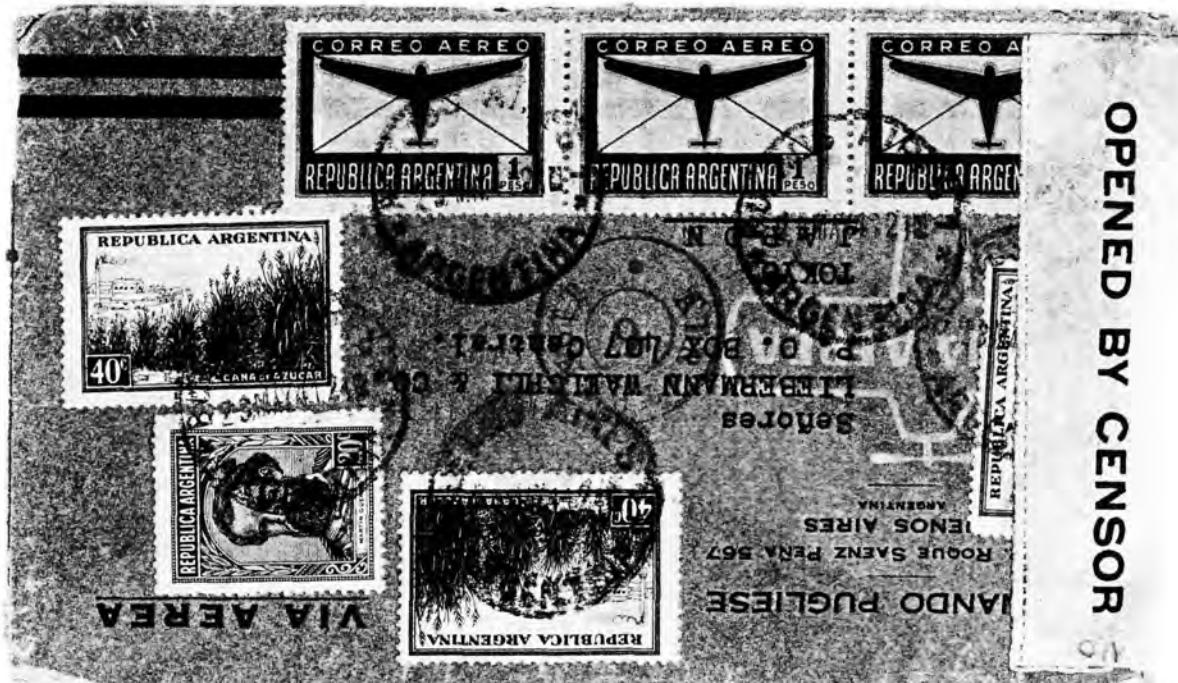


White Plains, NY May 17, 1941. *California Clipper* departed San Francisco, May 21 to Singapore arrived May 28. BOAC - Calcutta. TATA to Ceylon. Rate - 70¢ / 1/2 oz.

FAM 14 - Westward

May, 1941

Argentina to Japan.



May 22, 1941, Buenos Aires via FAM 6 - 10 to Miami. May 27, 1941 *Philippine Clipper* departed to Hong Kong. Surface to Japan. Circular "Air Transit 6"- censor resealing tape of Hong Kong.
Rate - 4.40 Peso.

FAM 14 - Eastward

May, 1941

Turkey to USA.

(Only example reported to date)

LIBRERİ HAŞET

TÜRKİYE ŞUBESİ

469, İstiklal Caddesi - Beyoğlu
İSTANBUL
Telefon: 44918
Posta kutusu 2219

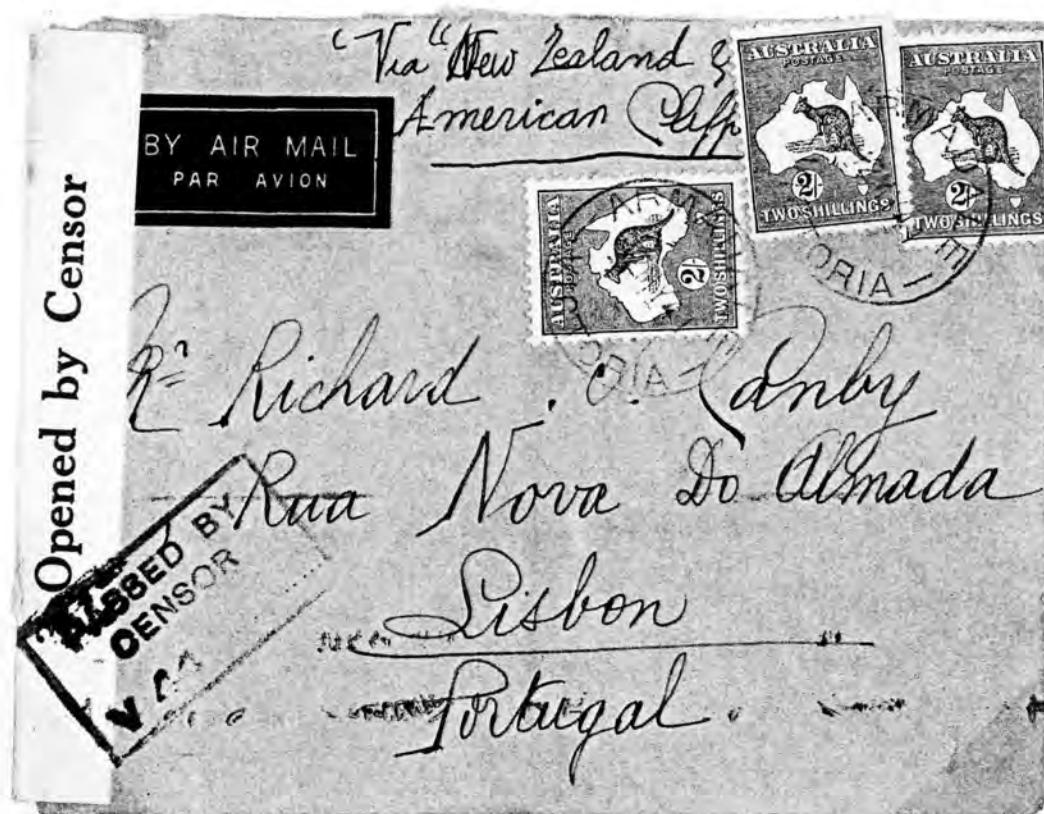


Letter Beyoglu, Turkey, April 30, 1941 directed to go via "Lisbon". However, at Istanbul April 3, mail clerks sent most expedient route, MIRA Airline to Lydda. BOAC to Karachi - Singapore - surface to Hong Kong. Honolulu Clipper departed May 17, 1941. California, May 21. Rate - surface 10K / 10 gms - airmail surcharge of 122k - registration of 17 k = 149 k Open letter officially sealed San Pedro. The War tax 2K charge not applied. It didn't begin until May 31, 1941.

FAM 19 - Eastward

May, 1941

Australia to Portugal.



Australia, May 12, 1941 - TEAL to Auckland. *Honolulu Clipper* departed May 18, to San Francisco. Domestic to NYC. FAM 18 to Lisbon, arrived May 30, 1941. Rate - 6 shilling. (Two Ocean Mail)

FAM 14 - Westward

May, 1941

Mexico to Palestine.



May 17, 1941, Mexico City. Pan Am FAM 5 to USA. May 21, 1941 *California Clipper* departed to Singapore. BOAC to Bangkok, Karachi, Lydia, Palestine. Rate - 1 Peso 10c

FAM 14 - Eastward

May, 1941

Philippine Islands to Sweden.

By Clipper via
USA and Atlantic.



U.S. During Eng.
~~Castilleja, get it~~
M.D. "Postdirektion"
~~Appelviken Gävle.~~
Sweden Europe

EXAMINER 4443

Manila, May 18, 1941 - China Clipper to San Francisco. Domestic to NYC. FAM 18 to Lisbon. BOAC or KLM to England. Courier flight to Sweden. Rate - 1.72 Peso / 1/2 oz.

FAM 14 - Eastward

May, 1941

Netherland Indies to Brazil.

Per K.N.I.L.M./trans Tasman/P.A.A. to U.S.A.
and onward airtransmission.



DROEKAOLEH CEN



MESSRS. B E R K H O U T & C I A. L T D A.

CAIXA POSTAL NO. 3898

R I O D E J A N E I R O (BRAZIL)

BY KNILM to Manila/P.A.A. to
U.S.A. & onward airtransmission

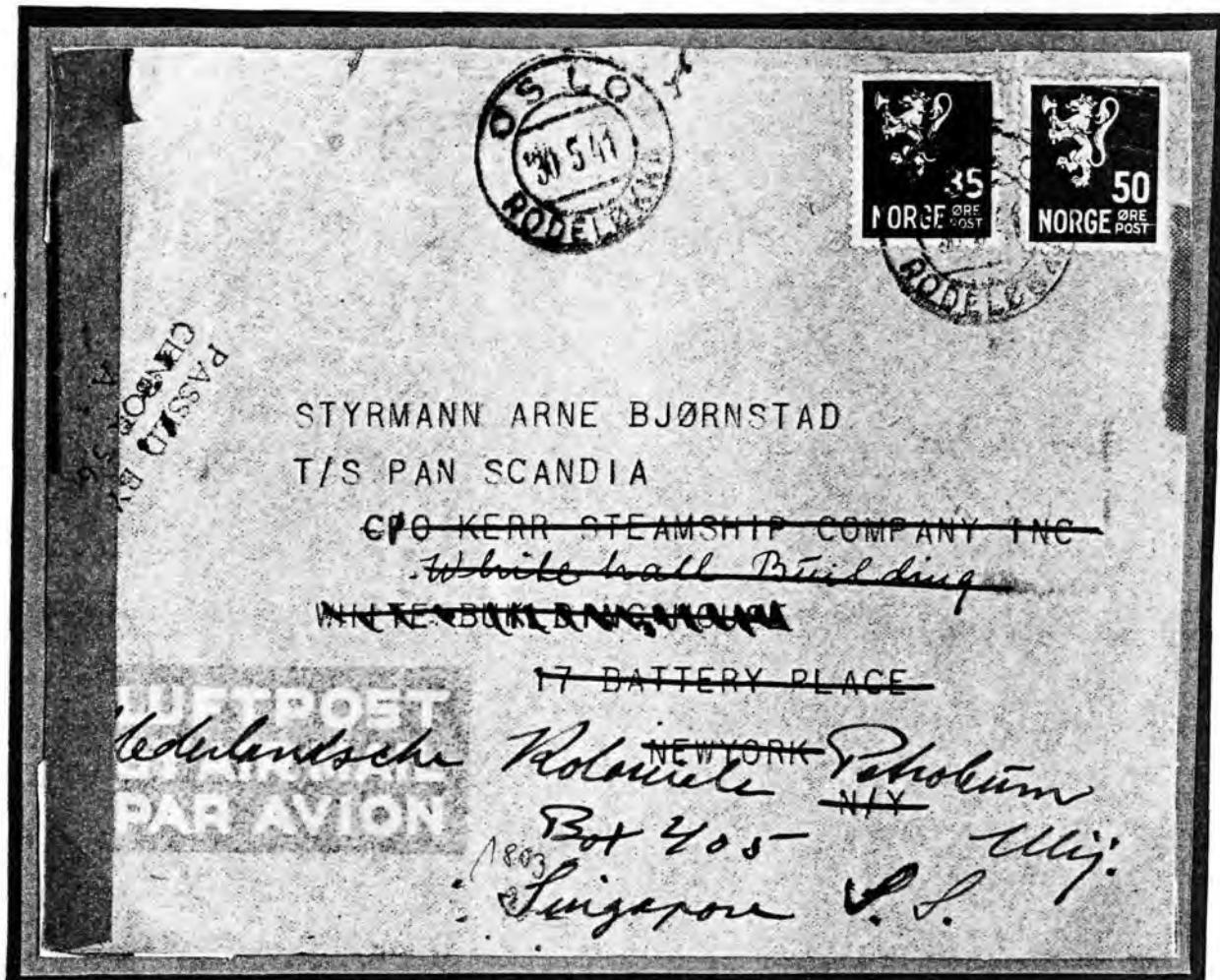
V. BANDOENGSCHE
KININFABRIEK
BANDOENG, JAVA



Bondoeng, Java, May 20, 1941. KNILM charter to Manila. California Clipper May 31, 1941 to USA.
Domestic air to Miami. FAM 6 - 10 to Brazil. Rate - 2.15 Gulden.

FAM 14 - Westward

June, 1941 Occupied Norway to Singapore.



Oslo, Norway, June 30, 1941 - DLH Frankfurt - Lisbon. FAM 18 - NYC. Domestic air to San Francisco. Anzac Clipper July 15, 1941 to Singapore. Rate - 85 ore. (Two ocean Mail)

FAM 14 - Eastward

June, 1941

China to France.

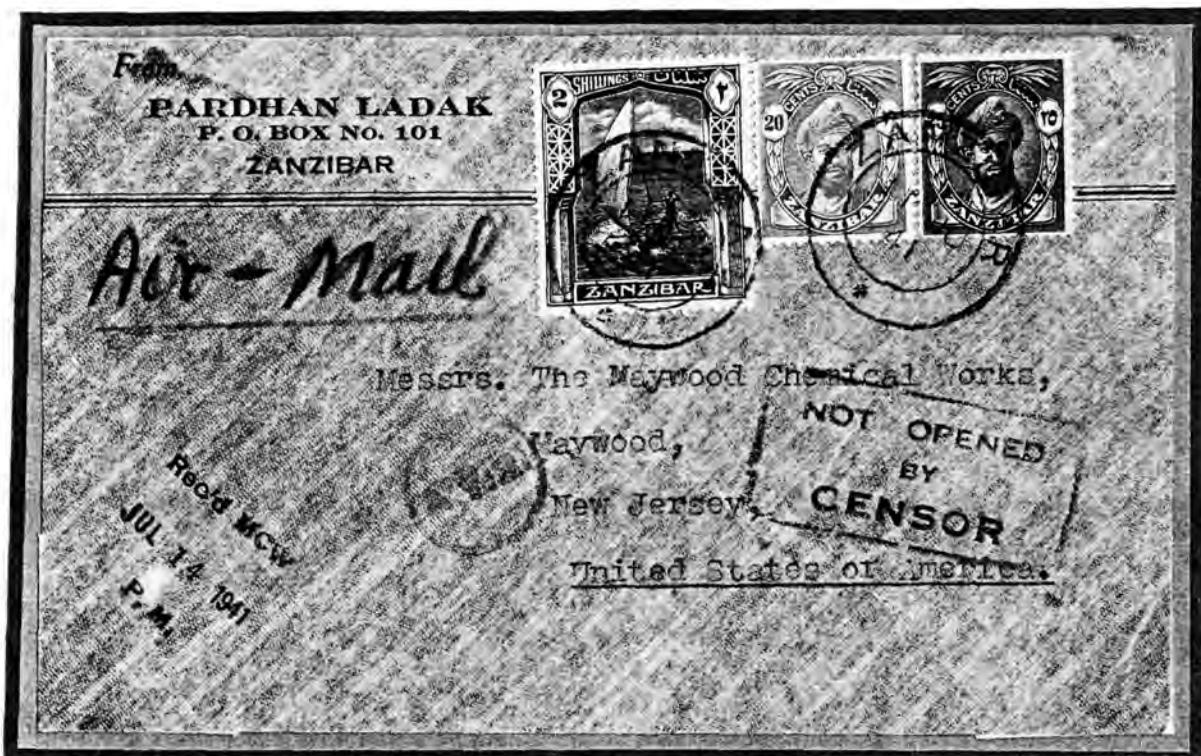


June 6, 1941, surface to Hong Kong. China Clipper departed June 17, 1941. FAM 18 to Lisbon. Surface to France. Rate - surface 50¢ - air \$5.40 = \$5.90. "Air Transit 3" of Hong Kong. (Two Ocean Mail)

FAM 14 - Eastward

June, 1941

Zanzibar to USA.

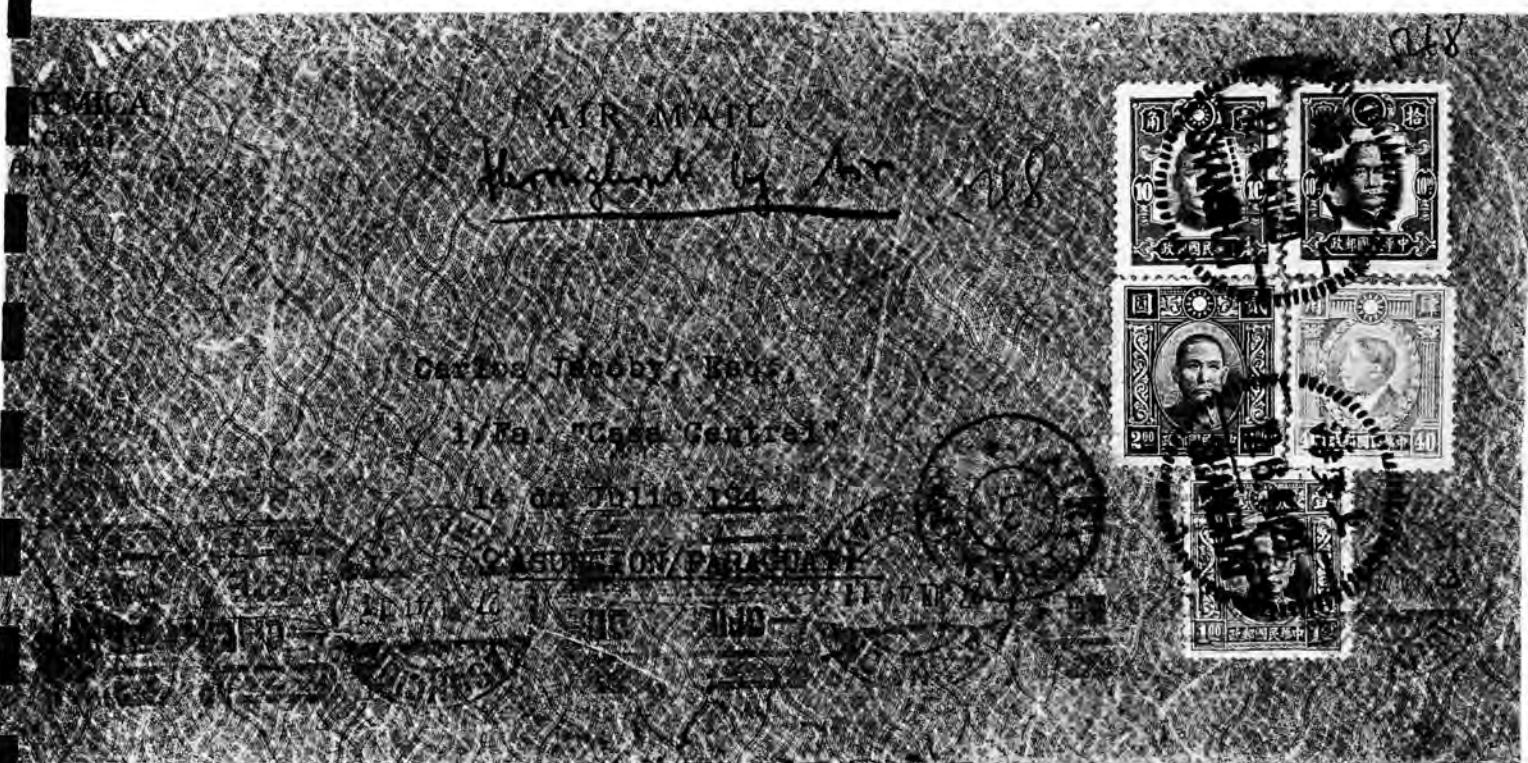


Zanzibar, June 11, 1941 - BOAC to Dar es Salem - Khartoum - Cairo - Basra - Karachi - Hong Kong. AV2 marking of Hong Kong. Departed June 26, 1941 *California Clipper* arrived San Francisco, July 12, 1941. Rate - 2.45 shilling.

FAM 14 - Eastward

June, 1941

China to Paraguay.



Shanghai, June 12, 1941. Surface to Hong Kong. *California Clipper* USA. Air to Miami. FAM 5 to Canal Zone. Panagra to Lima - Santiago - Asuncion, arrived July 27, 1941. Rate - Surface 50¢ / 20 gms - airmail surcharge \$6.50 X 2 / 5 gms - \$13.00 for total of \$13.50. Circular "Air Transit 3" of Hong Kong.

FAM 14 - Westward

June, 1941

USA - Natal Union of South Africa.



Maywood, California, June 9, 1941. China Clipper San Francisco, June 10 arrived Hong Kong, June 17. surface to Singapore. BOAC - Calcutta - Cairo - Khartoum - Durban. Rate - 95¢ / 1/2 oz.

FAM 14 - Westward

June, 1941

Barbados - Indochina - Barbados.



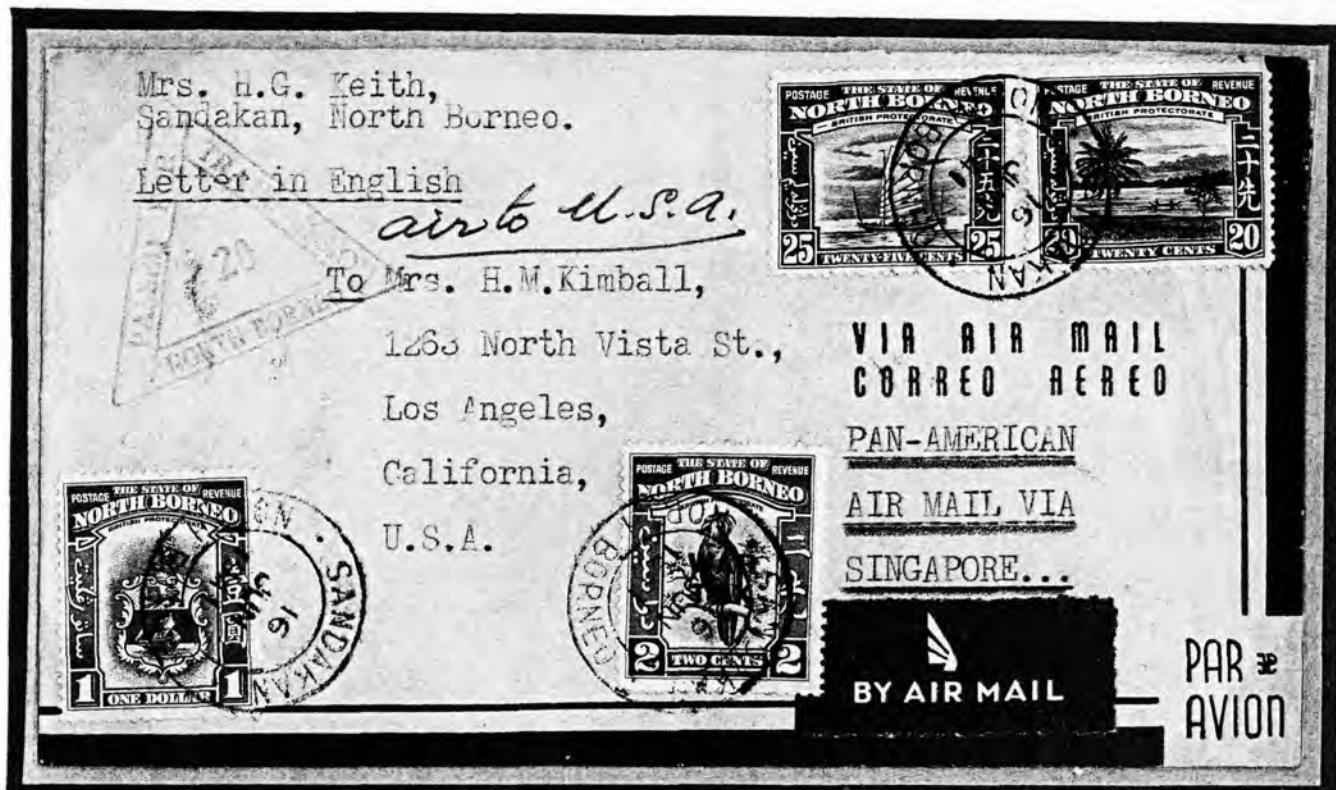
Barbados, June 3, 1941 - British West Indies Airways to Trinidad. FAM 22 to USA. San Francisco June 9, 1941. China Clipper to Hong Kong June 17, 1941. Surface to Saigon arrived June 28, 1941. Letter returned July 12 via Anzac Clipper - Hawaii July 27 - NYC July 30.

Rate - Barbados 5/6 to Indochina - reg. 3d. Return \$3.06.

FAM 14 - Eastward

June, 1941

North Borneo to USA.



Sandakan, North Borneo, June 16, 1941 sent surface to Singapore. *California Clipper* departed June 27, 1941 - arrived San Francisco, July 5, 1941. Rate \$1.45 - war tax 2¢ = \$1.47.

FAM 14 - Eastward

June, 1941

Palestine to Brazil.



Tel Aviv, Palestine, June 19, 1941. Surface to Lydda - BOAC to Singapore. *Philippine Clipper* to San Francisco. Domestic to Miami. FAM 6 - 10 to Rio de Janeiro.
Rate - 175 mills / 5 gms.

FAM 19 - Eastward

July, 1941

New Caledonia to France.

July 10, 1941 American Clipper departed for San Francisco. Domestic air to NYC. FAM 18 via Lisbon to Vichy, France. (Two Ocean Mail) Rate - 29 Fr.



FAM 19 - Eastward

July, 1941

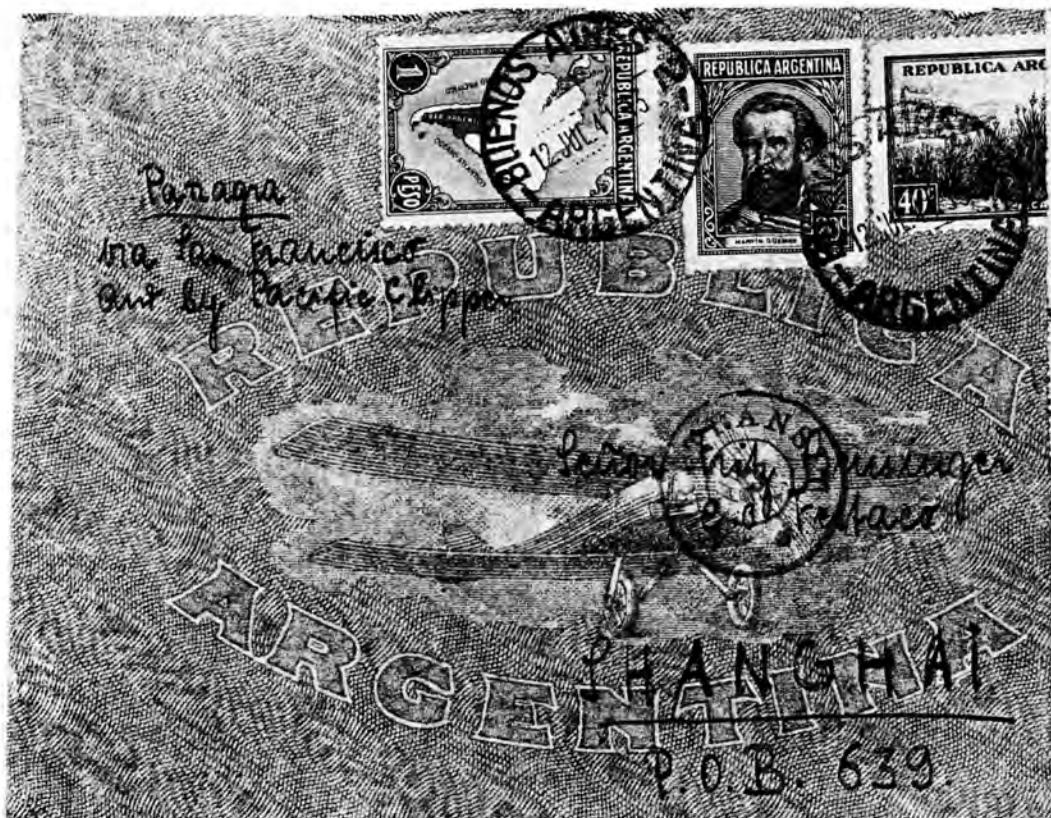
New Caledonia to England.

New Caledonia, July 3, 1941- American Clipper departed July 10, 1941. (The plane was delayed due to engine trouble and weather) arrived San Francisco, July 17, 1941. FAM 18 to Lisbon, BOAC to England. (Two Ocean Mail) Rate - surface 2.5 Fr. X2 = 5 Fr. - airmail surcharge 34 Fr. = 39 Fr.

FAM 14 - Westward

July, 1941

Argentina to China.

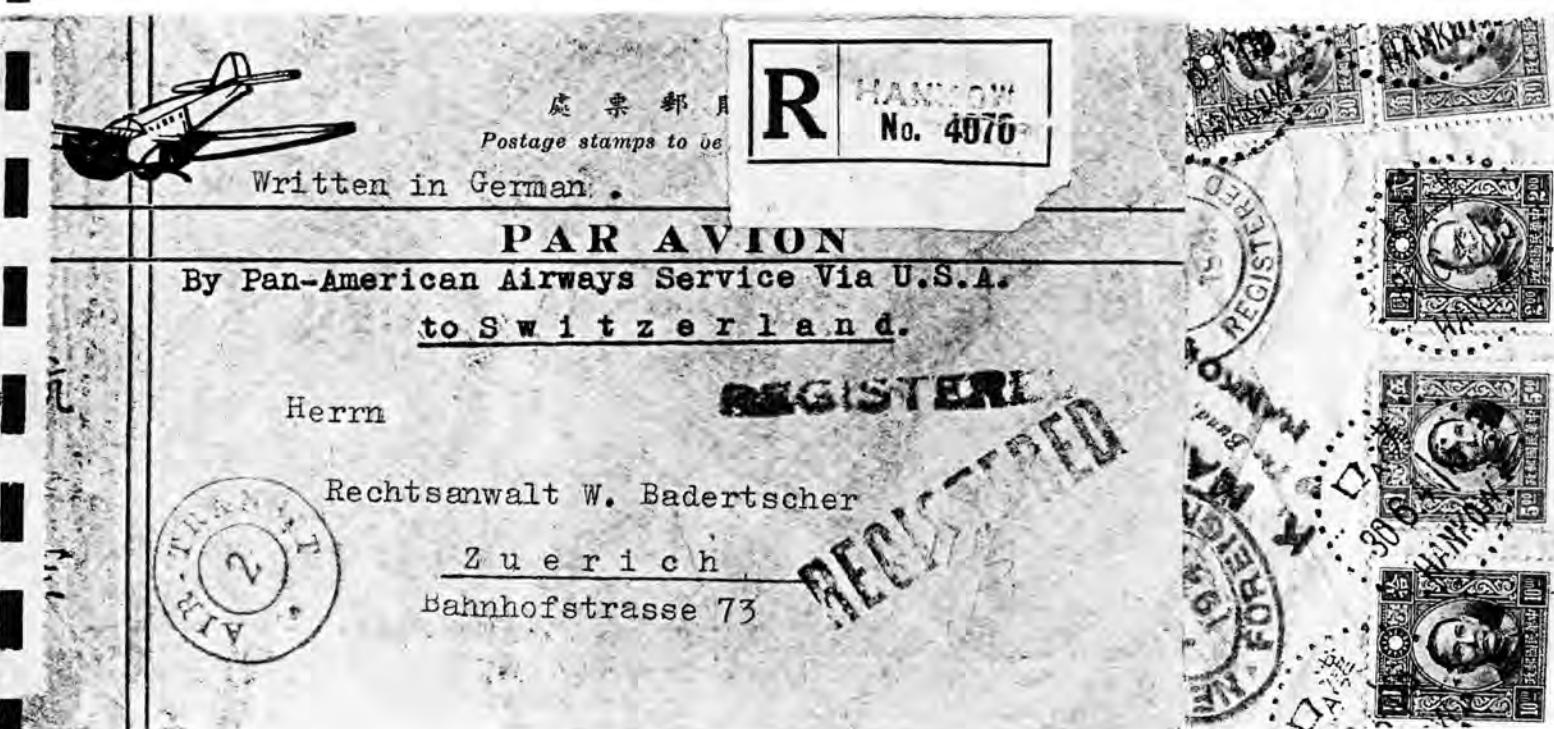


July 12, 1941, Buenos Aires - Panagra - Santiago - Lima - Cristabol - Miami. Air to San Francisco. Anzac Clipper to Hong Kong. Surface to Shanghai. Purple "Air Transit 6" of Hong Kong. Rate - 1.60 Peso.

FAM 14 - Eastward

July, 1941

China to Switzerland.

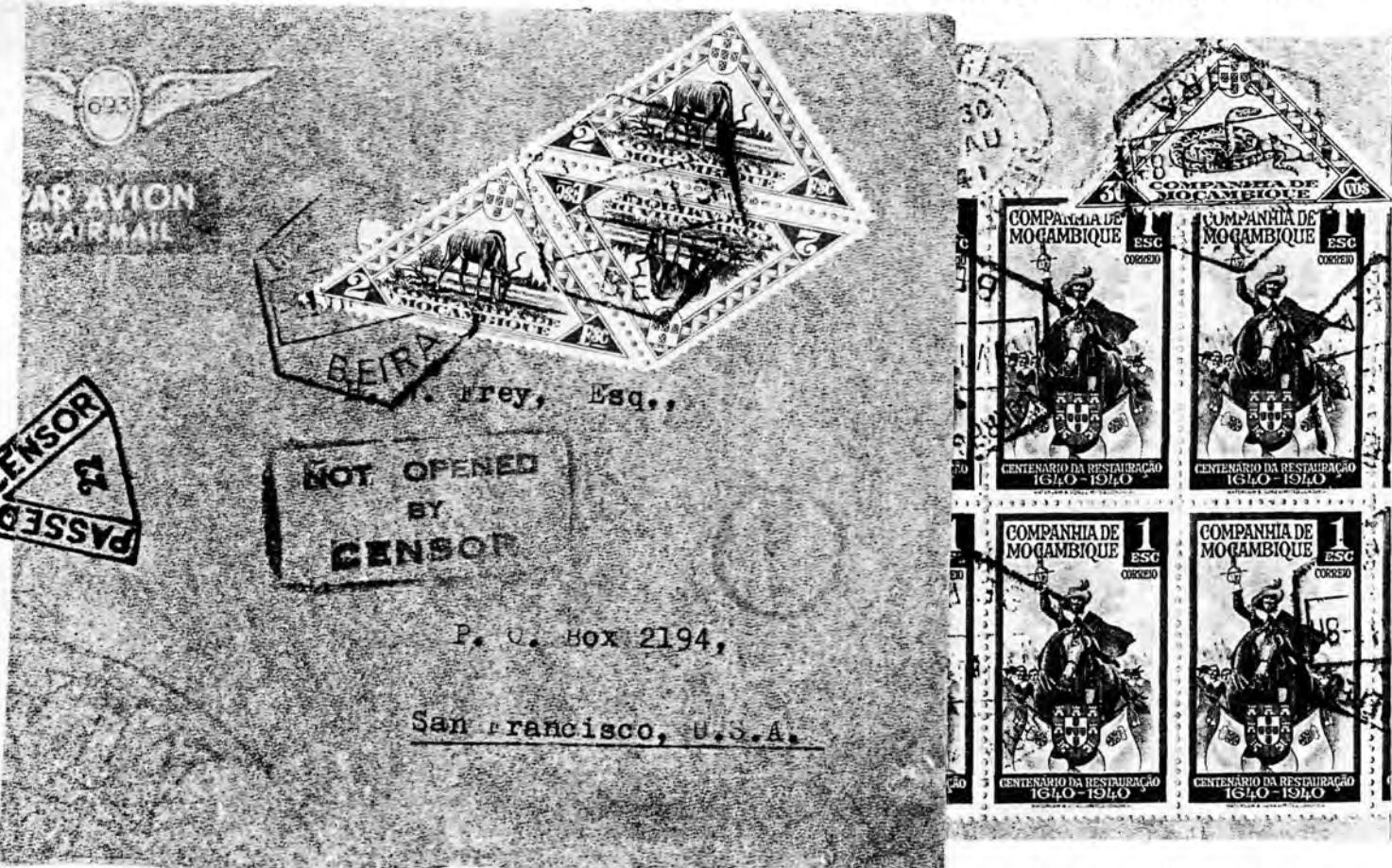


Hankow, China June 30, - surface to Hong Kong. *China Clipper* July 16 to San Francisco, arrived July 22. Air to NYC. FAM 18 to Lisbon. Surface to Zurich - Aug. 2, 1941. *Circular Air Transit 2* of Hong Kong. Rate - surface 50¢ / 20 gms - air \$5.65 X 3 = \$16.95 - reg. 50¢ = total \$17.95. (Two Ocean mail)

FAM 14 - Eastward

July, 1941

Mozambique Company to USA.

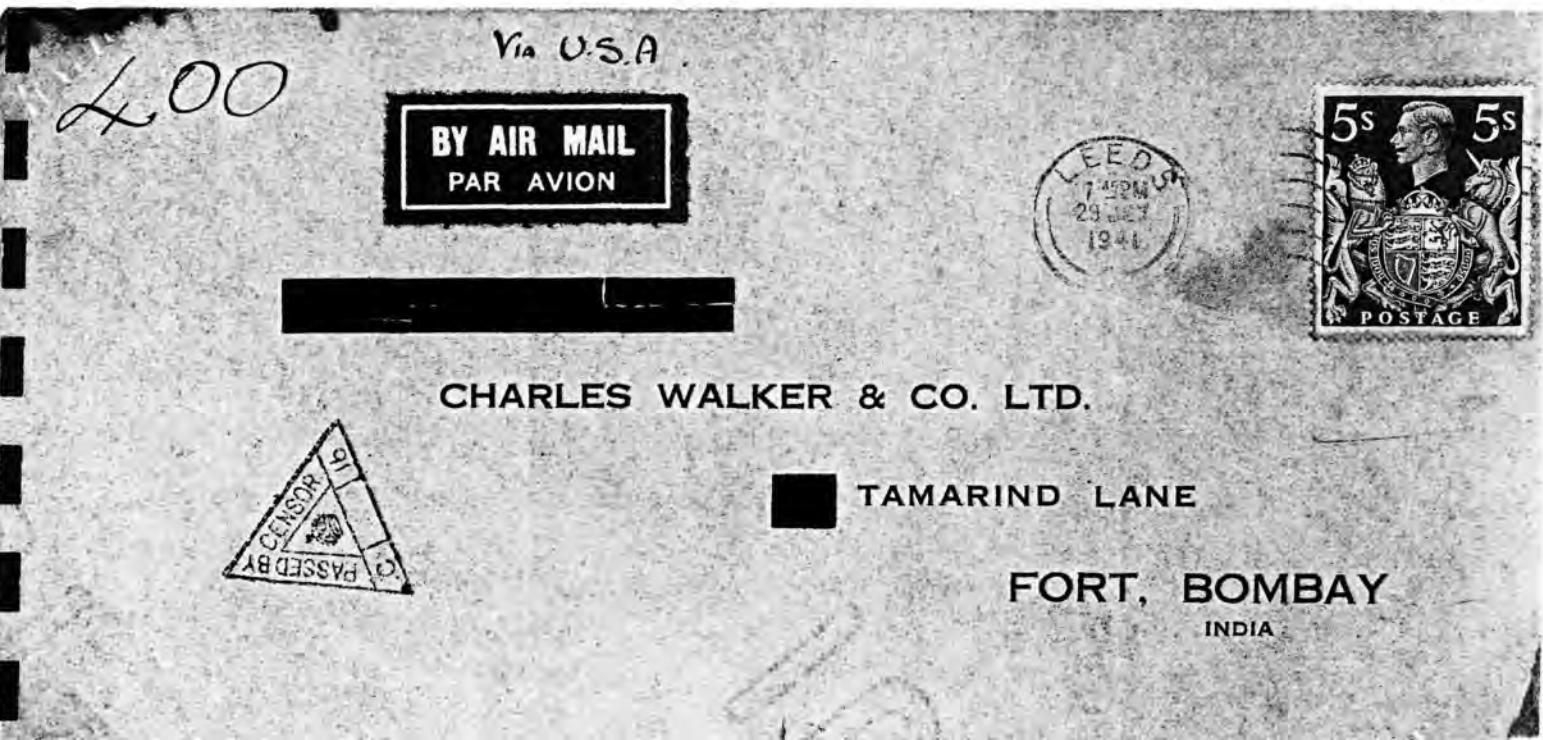


Beira, Mozambique July 11, 1941.- BOAC Beira - Mombassa - Khartoum - Cairo - Lydda - Basra - Karachi - Calcutta - Rangoon - Hong Kong. *Philippine Clipper* to San Francisco August 13, 1941. AV2 Hong Kong. Rate - 14.30 Esc.

FAM 14 - Westward

August, 1941

England to India.



Leeds, England, July 29, 1941 - FAm 18 to USA. August 18, *Anzac Clipper* to Hong Kong. CNAC to Rangoon. BOAC to Calcutta. Domestic air to Bombay, India. Rate - 5 shilling / 1/2 oz.

FAM 19 - Westward

August, 1941

Peru to Palestine.



Lima, Peru, August 3, 1941 - Panagra Cali, Colombia - Miami. domestic to San Francisco. California Clipper departed August 7, 1941 to Auckland arrived August 12, 1941. TEAL to Sidney. BOAC to Singapore - Calcutta - Basra - Lydda arrived Haifa, August 31, 1941. Rate - 2 sol.65c.

FAM 14 - Eastward

August, 1941 Philippine Island to Argentina.

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DEVELOPMENT CO., INC.
EL HOGAR FILIPINO BLDG.
MANILA, P. I.
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Messrs. Kanematsu Rioplatense, Sec. de Resp. Ltda.
Calle Piedras No. 113
Buenos Aires, Argentina, South America

VIA CLIPPER

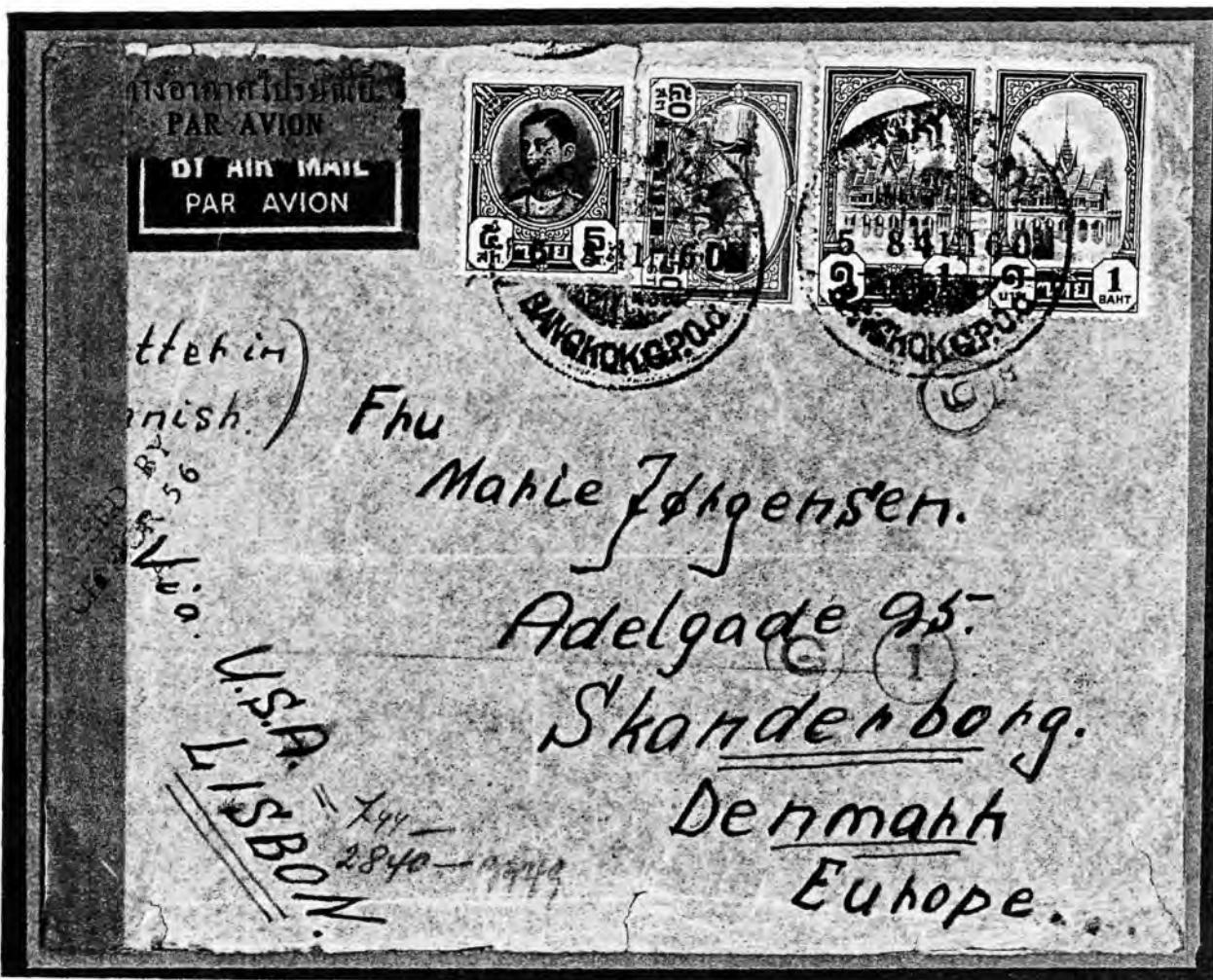
Manila, August 5, 1941 Honolulu Clipper August 8, 1941, to San Francisco. Domestic air to Miami.
FAM 6 - 10 to Buenos Aires, Argentina. Rate - surface 12c - airmail 2.06 peso = 2.18 peso.

FAM 14 - Eastward

August, 1941

Thailand to Denmark.

Bangkok, August 5, 1941, BOAC or KLM to Singapore. Departed Hong Kong *China Clipper* August 18, 1941 to San Francisco. Arrived August 26, 1941. Domestic air to NYC. FAM 18 via Atlantic Clipper to Lisbon. Lufthansa to Frankfurt and Copenhagen.



Rate - 2.55 baht up to 5 gms. via USA and TransAtlantic airmail service.
(4.95 baht / 10 gms, 7.50 baht / 20 gms)

FAM Eastward

August, 1941

China to Brazil.



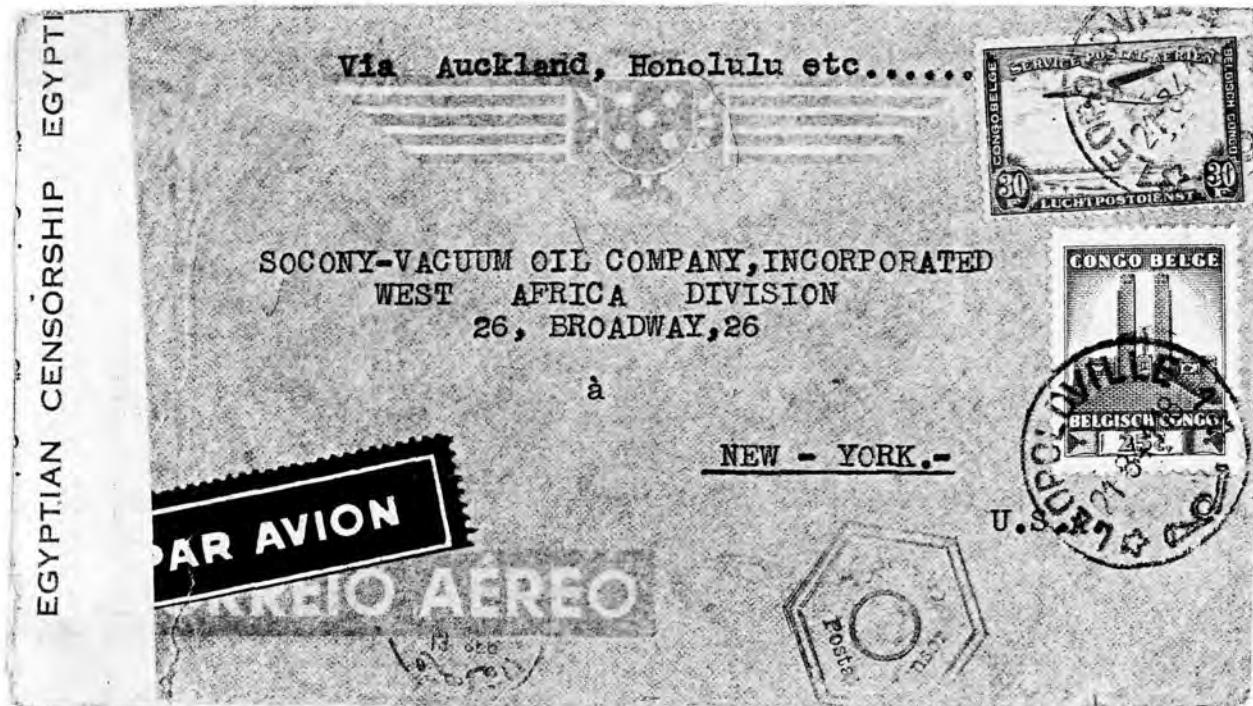
Surface Shanghai to Hong Kong. August 9, 1941 departed Pan Am Clipper Honolulu to Manila. August 10, 1941 arrived San Francisco August 17, 1941. Domestic air to Miami. FAM 10 to Rio de Janeiro arrived August 26, 1941. Hong Kong "Air Transit 2" marking.

Rate - Surface 50c / 20 gms X 4 = \$2.00. Airmail surcharge \$6.00 / 5 gms X 15 = \$90.00 registration 50¢ for total \$92.50.

FAM 19 - Eastward

August, 1941

Belgium Congo to USA.



Leopoldville, August 21, 1941 - SABENA to Cairo. BOAC Lydda - Karachi - Singapore - Sidney. TEAL - New Zealand. California Clipper August 31, 1941 to San Francisco. Domestic air to NYC. Rate - 30 Fr. 25

FAM 14 - Westward

August, 1941

Suriname to Dutch East Indies.

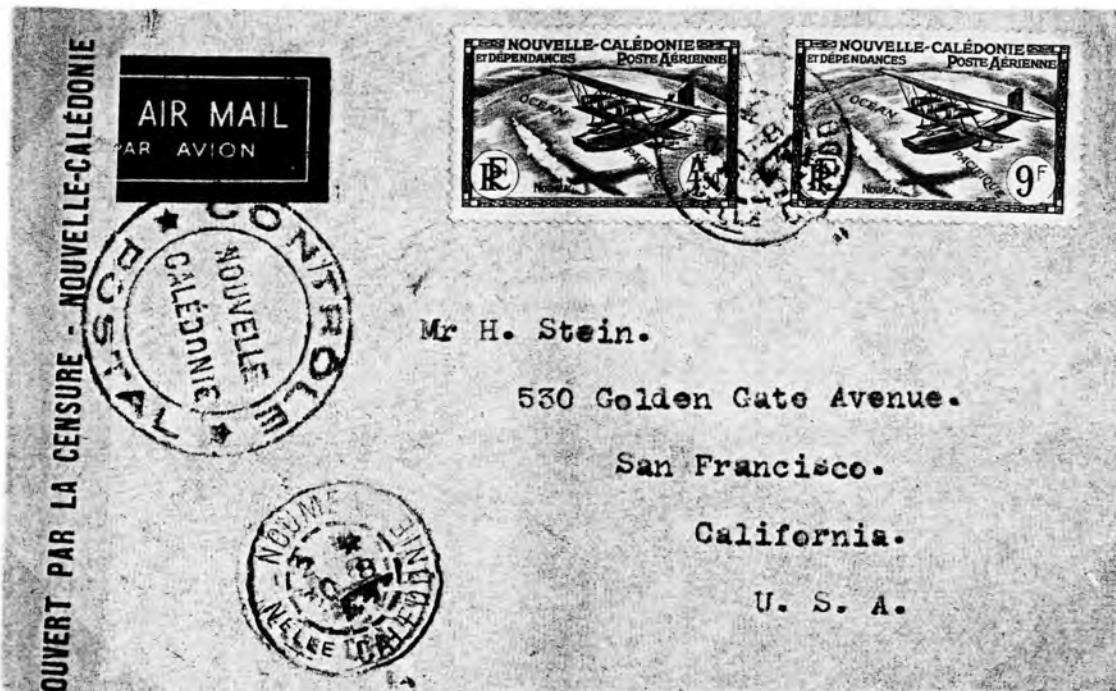


Paramaribo, Suriname August 30, 1941 FAM 6 - 10 to Miami. Domestic to San Francisco. China Clipper departed Sept. 4, 1941 - Manila Sept. 16, 1941 - Batavia Sept. 19, 1941. Rate - 1.32 1/2 gulden.

FAM 19 - Eastward

August, 1941

New Caledonia to USA.

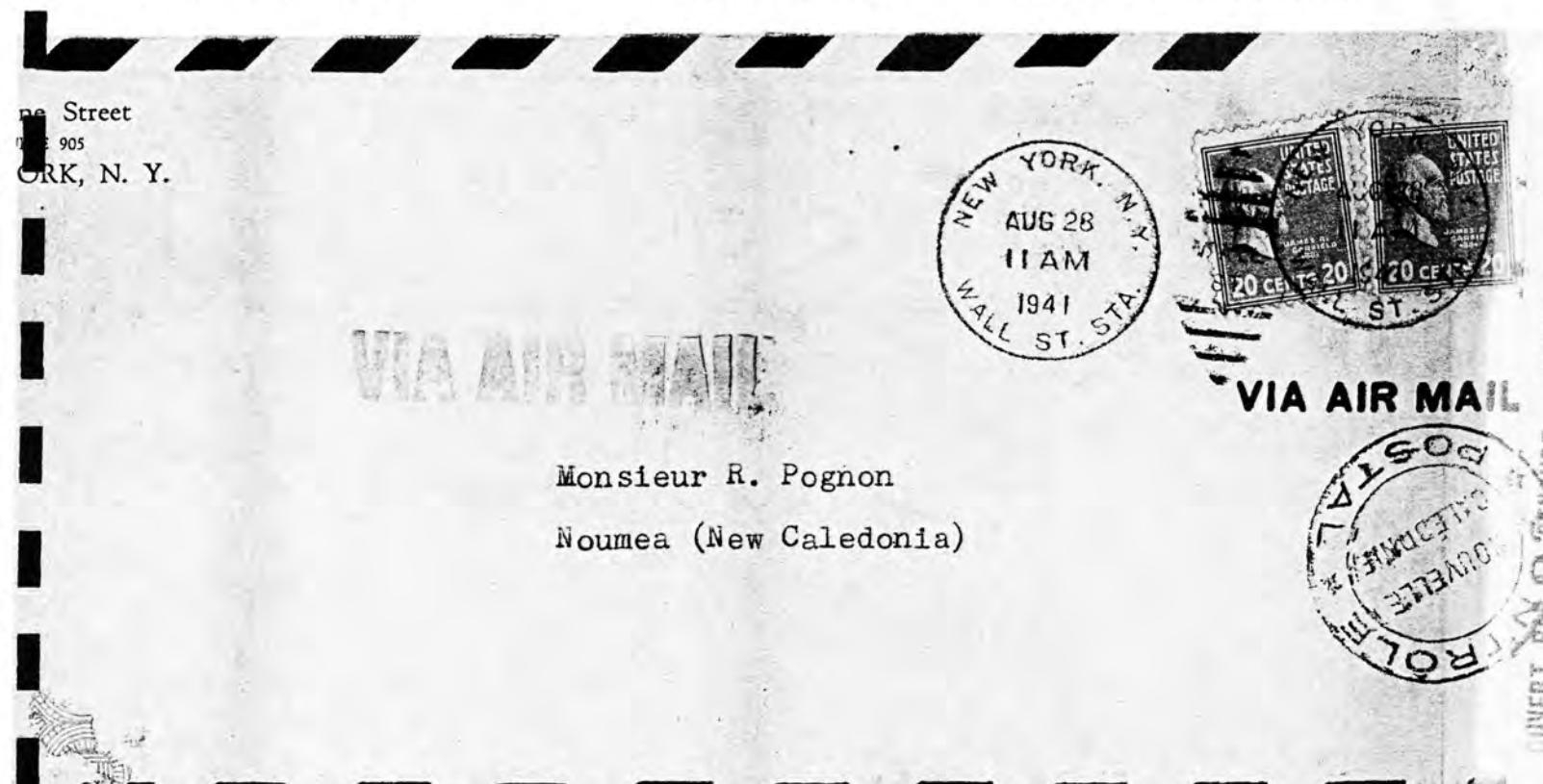


Noumea, New Caledonia, August 30, 1941. *California Clipper* arrived San Francisco, September 5, 1941.
Rate - surface 2.50 Fr. - air surcharge 10.5 Fr. = 13 Fr.

FAM - 19 Westward

September, 1941

USA to New Caledonia.



NYC to San Francisco. Anzac Clipper departed Sept. 8, 1941 - arrived Noumea, New Caledonia ,
September 13, 1941. Commercial mail to New Caledonia from the USA is very rare.

Rate - 40c / 1/2 oz.

September 1941 - December 1941

FAM 14 Weekly Service to Hong Kong Resumed.

Weekly service restored from Hong Kong by restarting shuttle service from Manila to Hong Kong.

FAM 14 -Westward

September, 1941

USA to Hong Kong.

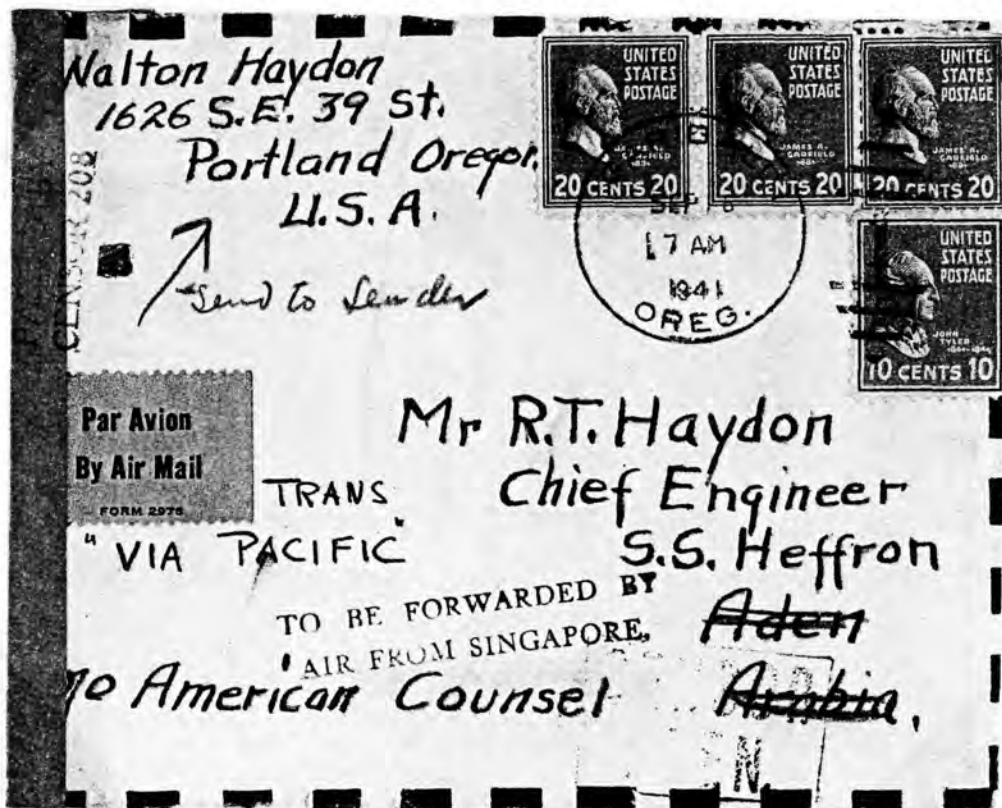


San Francisco. *China Clipper* departed Sept. 4, 1941 (engine trouble Hawaii) arrived Sept. 17, 1941.

FAm 14 - Westward

September, 1941

USA - Aden.



Portland, Oregon, Sept. 6, 1941. *Philippine Clipper* departed Sept. 9, 1941 - Singapore Sept. 17, 1941.
BOAC - Karachi - Cairo - Aden. Returned to USA same route. Rate - 70¢.

FAM 14 - Westward

September, 1941

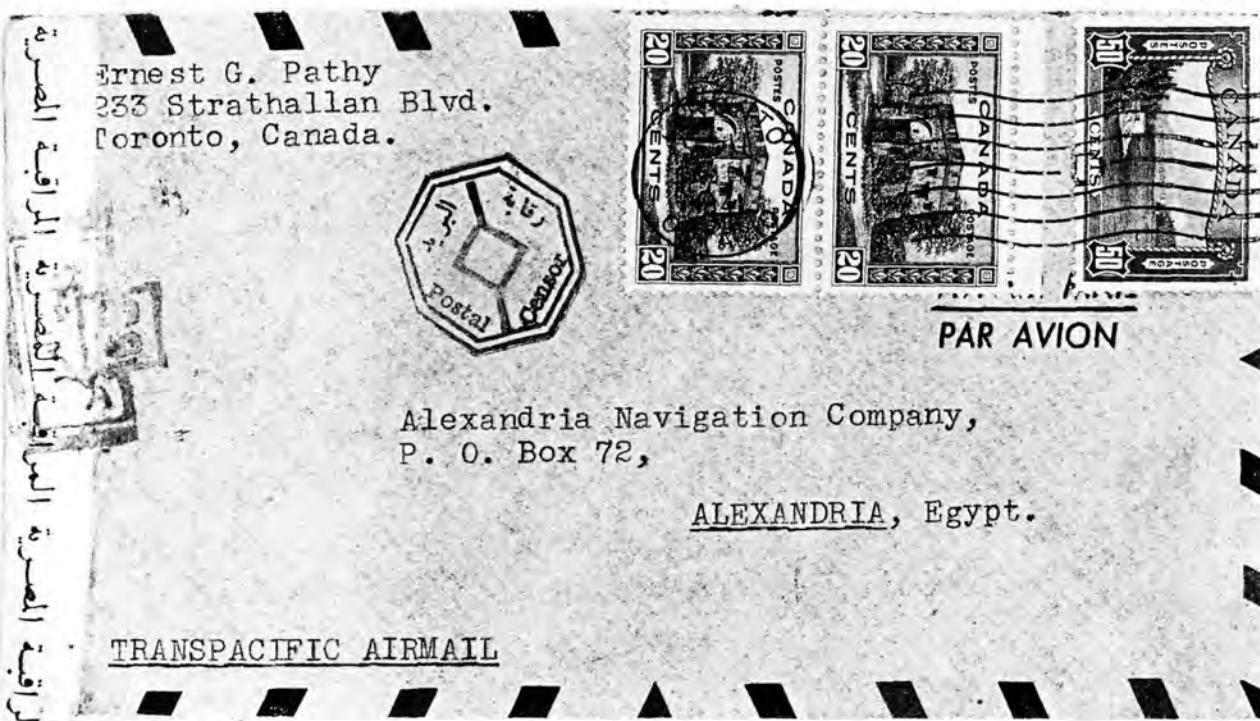
Norway to Hawaii.



FAM 14 - Westward

September, 1941

Canada to Egypt.



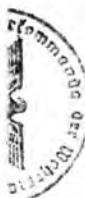
FAM 14 - Westward

September, 1941

USA to Greece.

Geöffnet

Air Mail
in Clipper



Mr. and Mrs. Gorham P. Stevens
c/o The American School of Classical
Studies

Athens

Greece

232103/2

Sept. 5, 1941 Sent via the Pacific - 70c rate - "Service Suspended" returned via Germany, Dec. 1, 1941.

FAM 14 - Eastward

September, 1941

Thailand to Switzerland.



Bangkok, September 6, 1941 - BOAC to Singapore. Philippine Clipper to San Francisco, Sept. 29, 1941.
FAM14 to Lisbon, Oct. 3 - train to Switzerland. Rate - 2.45 baht X2 - reg. 20 baht = 5.10 baht.

FAM 19 - Eastward

October, 1941

Kuwait to Venezuela.



Kuwait surface to Basrah, Iraq - Oct. 7, 1941 - BOAC Karachi - Singapore - Pan Am California Clipper departed Oct. 22 - arrived Miami, Nov. 6 - FAM 5 to Venezuela. Rate - Airmail 150 fils - reg. 20 fils = 170 fils.

FAM 19 - Eastward

October, 1941

Papua-New Guinea to England.



Port Moresby, Papua, Oct. 22, 1941. Carpenter International Air to Cairns, Australia. QUANTAS to Sidney. TEAL to New Zealand. Pacific Clipper, Oct. 25, 1941 to San Francisco - Sea post - England. Rate - 3 / 11.

FAM 14 - Westward

November, 1941

USA to Mozambique.

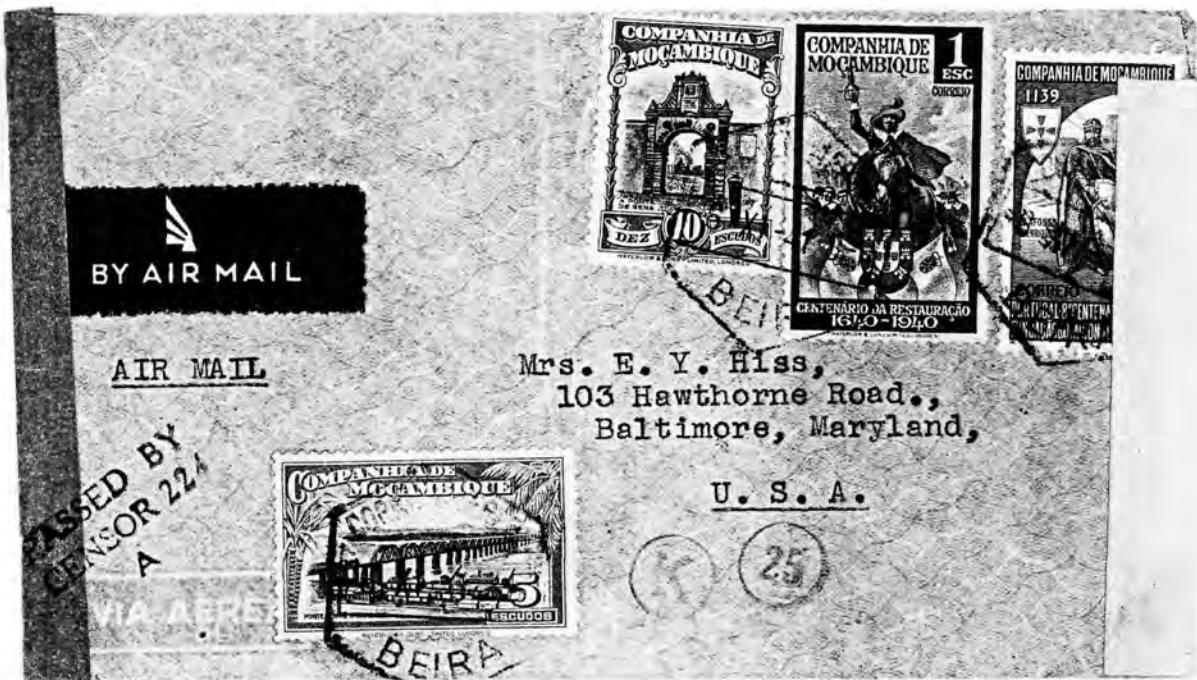


New York City, November 4, 1941 - returned for additional postage Nov. 5. Domestic air to San Francisco. American Clipper departed Nov. 8 - Singapore Nov. 15, 1941. BOAC to Cairo - Khartoum - Mombassa - Beira - Lourenço Marques, Mozambique. Rate - c1.10 / 1/2 oz. (July 17, 1941 to Dec. 1, 1941).

FAM 14 - Eastward

November, 1941

Mozambique Company to USA.



Beira, Mozambique, November 6, 1941 - Route as above. Placed on last flight of the *China Clipper* that departed Singapore, November 29, 1941. Rate - 17.75 escudos.

Shuttle Service Hong Kong -Manila.

A shuttle service Manila and Hong Kong started October 17, 1941 as the Clipper from USA flew directly to Singapore. Thus Hong Kong Clipper II- flew Hong Kong - Manila Route providing connections to USA.

FAM 14 - Eastward

November, 1941

China to French Guiana.



Shanghai, Nov. 6, 1941. Surface to Hong Kong. *Hong Kong Clipper* to Manila. *China Clipper* Manila - to San Francisco. Miami to Port of Spain, Trinidad - Belem - French Guiana." **Air Transit 5 "** Rate - \$11.80

FAM 14 Westward

November, 1941

USA to Turkey.

New York, November 7, 1941. Anzac Clipper arrived Singapore, Nov. 21, 1941. BOAC to Karachi - Lydda - Adana. MISR to Istanbul. Arrived Dec. 8, 1941 on day after Pearl Harbor . Rate - 70¢ / 1/2 oz.



Mr. ARTIN HAYRABEDIAN

Mahmudy Caddesi

(A) 11

Galata #100

Istanbul
Turkey

FAM 19 Addition of Suva, Fiji.

Authorization for inclusion of Suva, Fiji, as intermediate point on South Pacific Route between Canton Island and Noumea New Caledonia was granted October 16, 1941. This breakup of the 2,000 mile leg between Canton Island - New Caledonia allowed refueling, and therefore increased payload

First Flight - San Francisco to Suva, Fiji

FAM 19 - Westward

November, 1941

Hawaii to Fiji.



Letter from Midway Island, canceled Honolulu, Hawaii, November 7, where mail was placed on *Pacific Clipper* for its first flight to Suva, Fiji, arriving November 9, 1941. 30¢ rate Midway to Fiji / 1/2 oz.

Typical Flight Record on South Pacific Route - Late 1941

Westbound Departures.

San Francisco	Honolulu	Canton	Suva	Noumea	Auckland
Saturday	Monday	Tuesday	Thursday	Friday	Friday*

Eastbound Departure.

Auckland	Noumea	Suva	Canton	Honolulu	San Francisco
Saturday	Sunday	Monday	Monday	Tuesday	Thursday*

LAST WESTBOUND FLIGHTS

FAM 14 - Westward

November, 1941

USA to Ceylon.

UENSOUK

Par Avion
By Air Mail
FORM 2976



Miss Lucy Clark,
Kandy Girls School
Kandy,
Ceylon

China Clipper left San Francisco, Nov. 19, 1941 - Singapore, Nov. 29. BOAC - TATA to Ceylon. 70c

FAM 19 - Westward

November, 1941

USA to Gold Coast.



Mr. John D. Johnson,
The Texas Overseas Co.
Accra,
Gold Coast,
West Africa.

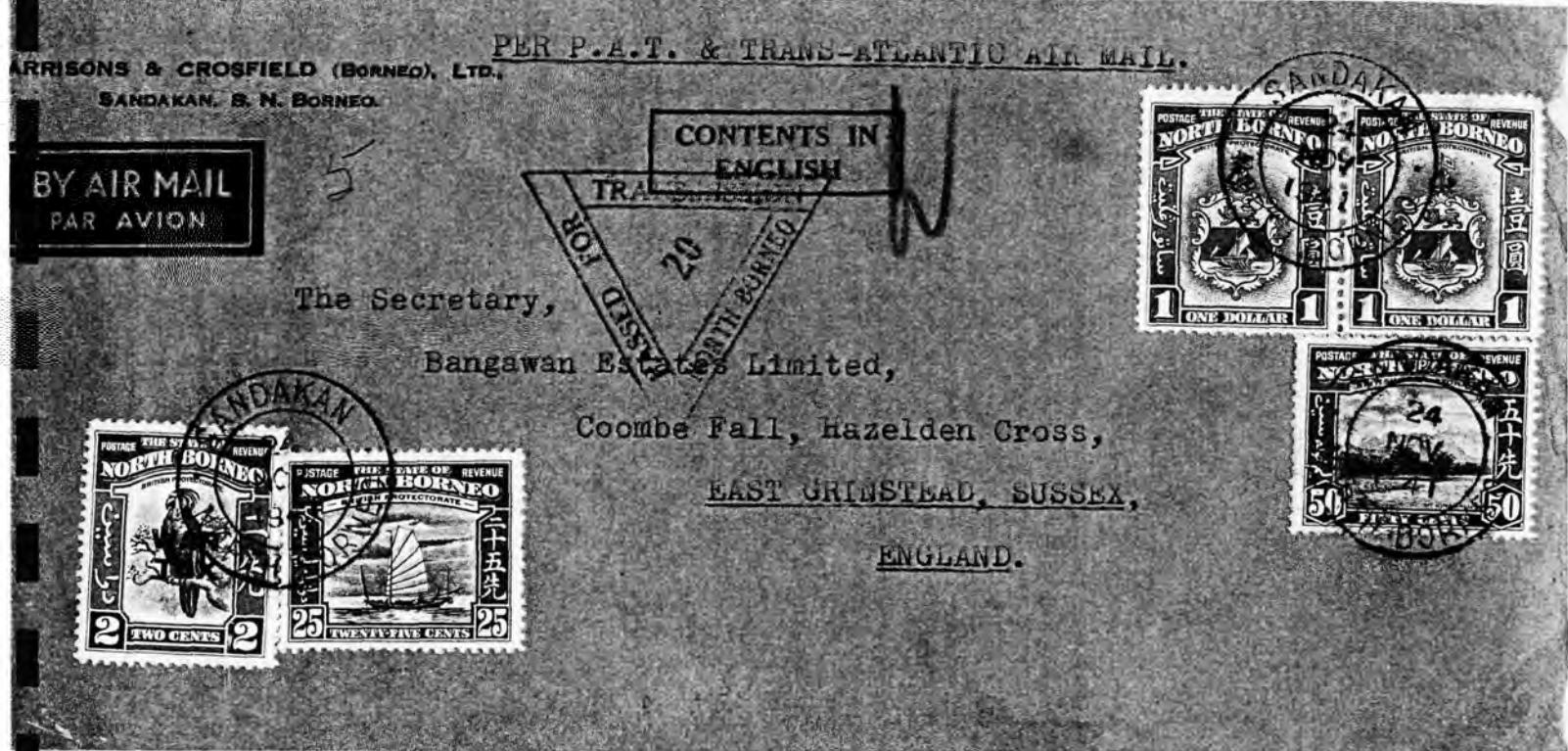
Pacific Clipper left for Auckland, Dec. 2, 1941. It arrived December 9, 1941. Because of the war, the *Pacific Clipper* flew Eastward to USA with out mail. The mail was forwarded surface to Africa. Rate 70c.

Last Eastward Flights.

FAM 14 - Eastward

November, 1941

North Borneo to England.



Sandakan, North Borneo, Nov. 24, 1941 to Singapore. Pan Am *China Clipper* departed Nov. 29, 1941 to San Francisco. Domestic air to USA. FAM 18 to England. Rate - \$2.77. (Two Ocean Mail)

FAM 14 - Eastward

November, 1941

Mozambique Company to USA.



Beira, Mozambique, November 26, 1941 - BOAC to Singapore. *China Clipper* November 29, 1941 to USA. Rate - 3 escudo 30.

Last Eastbound Fights

California Clipper left Auckland, New Zealand, November 25, arrived San Francisco November 30, 1941.

FAM 19 - Eastward

November, 1941

MEF to Canada.



MEF Nov. 18, 1941. BOAC Cairo - Singapore - Sidney. TEAL to New Zealand. *California Clipper* to San Francisco. Domestic air to Canada. Rate - 1 shilling for British Servicemen.

FAM 19 - Eastward

November, 1941

New Zealand to England.



Auckland, New Zealand, Nov. 20, 1941 sent on *California Clipper* to San Francisco. Domestic air to NYC. FAM 18 to Lisbon. BOAC to England. Rate 5 shilling 9d. (Two Ocean Mail)

"Missed the Last Flight"

Lebanon - USA



Beirut, Lebanon, Nov. 20, 1941. Surface to Lydda. BOAC - Karachi - Calcutta - Rangoon - Singapore - Sidney. Surface to USA arrived San Francisco, Feb. 6, 1941.. Washington, D.C. arrived Feb. 8, 1941.

USA - Russia



Letter routed "Trans-Pacific Route" and sent after route was closed. Sent at 70¢ rate - FAM 22 via Cairo - Baghdad - surface to Russia.

Suspended Service - Dec. 1 - Dec. 28, 1941

England - Singapore



MRS GOETZEE

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REURNED TO SEN.
SERVICE SUSPENDED
SHANGHAI



Argentina
to China

China

BY AIR MAIL

U.S.A.
6 JAN
1942



England - Australia

Mrs R. Laurie
No 3 Flat, Rappelle
89 Addison St
Elwood
Melbourne
Australia