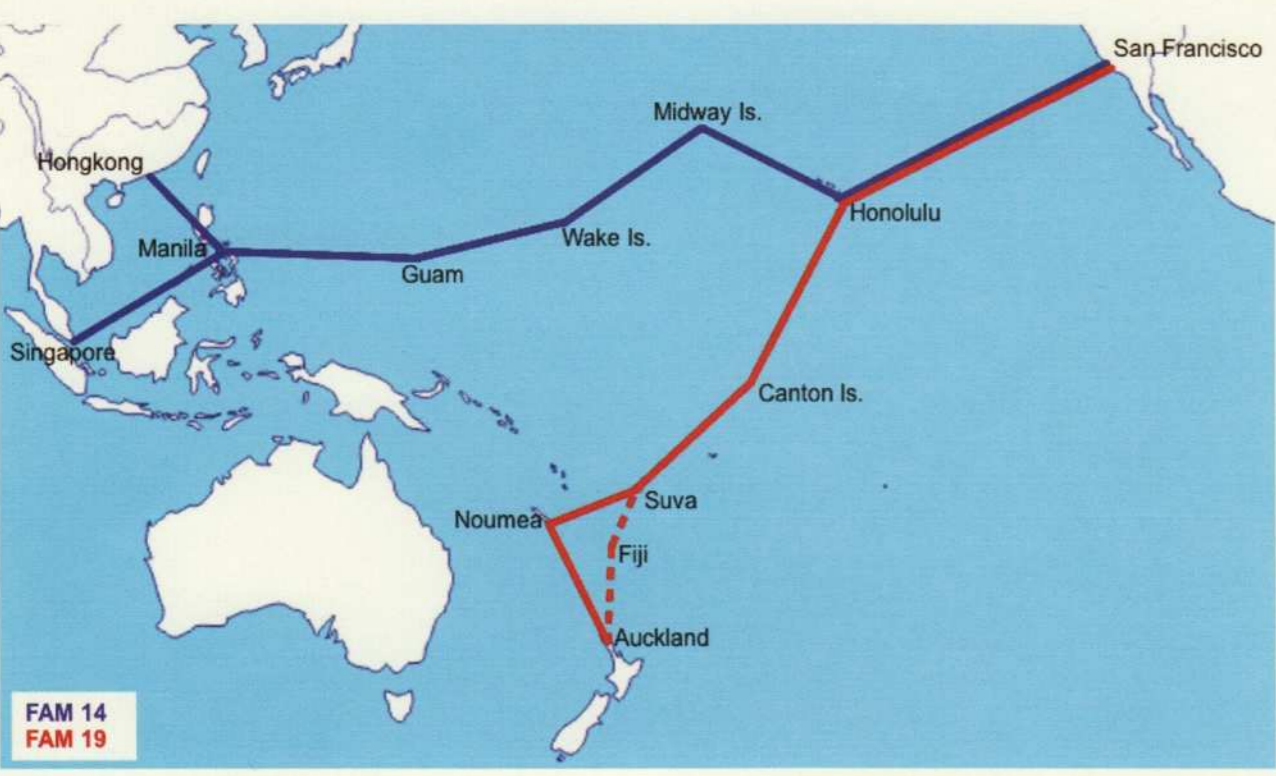


TRANS-PACIFIC AIRMAIL SERVICES 1935-1941



Introduction - Before Pan American Airways (PAA) Pacific Clipper Service began in November of 1935, there was no airmail route over the Pacific Ocean. This first Pacific airmail route was designated FAM 14 (Foreign Air Mail route 14).

In July of 1940, Pan Am opened a "Southern Route" from San Francisco to Auckland, New Zealand. This route was designated FAM 19. There was now trans-Pacific airmail service to the Orient and to the South Pacific - including New Zealand and Australia.

When Italy entered the war in June of 1940, all existing airmail routes over the Mediterranean were effectively closed. This created the need for an "alternate safe route" to connect countries in Western Europe with nations in Asia, the Middle East, Africa, Australia, and New Zealand. From the start of World War II until the Japanese attack on Pearl Harbor on December 7, 1941, the Pacific Clipper service connected businesses and people from a vast number of nations on six continents.

Because the service was expensive, covers are often franked with high face value stamps, otherwise seldom seen on cover.

The aim of the collection - This collection presents the development of the airmail services based on PAA trans-Pacific routes until the Japanese attack on Pearl Harbor on December 7, 1941.

Plan

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1. FOREIGN AIR MAIL ROUTE NO. 14

1.1. Pre-inaugural history

Lack of progress in efforts to establish trans-Atlantic service during the early 1930s led Pan American Airways (PAA) to turn to the Pacific. The Pacific Division was established at Alameda, on San Francisco Bay, for the purpose of opening a mid-Pacific air route to China.

Four astonishingly successful survey flights were conducted between April and October 1935; to Hawaii 16-23.4, to Midway 12-22.4, to Wake 9-29.8, and to Guam 5-24.10.



Route: 1) From San Francisco to Honolulu (the first survey flight). Hawaii by airmail. 2) From Honolulu to San Francisco by sea.
Rate: 1) Domestic airmail rate 6¢ per oz. 2) Domestic letter rate 3¢ per oz.

1.2. Inaugural service San Francisco - Manila 22.11.1935

PAA inaugurated Trans-Pacific Ocean flights in 22 November 1935 between Manila and San Francisco, by way of Honolulu, Wake Island (no postal service), Midway Island (no postal service) and Guam (no postal service).



Route: FAM 14 flight No 1 from San Francisco to Honolulu. Rate: Airmail 1 kg ½ oz: 25¢

1.3. Postage rates up to 20.4.1937

The postage rate for the U.S. and its territories was 25¢ per leg, a leg being defined as a route segment that had post offices at each end: San Francisco - Honolulu - Guam and Guam - Manila, Philippine Islands (Manila) postage rates were: to Guam 50 centavos, to the territory of Hawaii 1 peso and to the U.S. 1 peso 50 centavos.



Route: FAM 9 flight No 169 from Manila to San Francisco, then to Yonkers. Rate: Airmail: Pesos 1.50

1.4. Extension to Macao and Hongkong

On 21 April 1937 the route was extended to Macao and Hong Kong, where connections were made with the China National Aviation Corporation (CNAC) and Imperial Airways.



Route: FAM 14 flight No 169 to USA; domestic transport to Utica. Rate: Airmail Hong Kong - San Francisco ½-1 oz: HK\$5.60



Route: FAM 14 flight No 52 via Manila to USA. Rate: Macao - San Francisco ½ oz: Patakas 3.05

1.4. Extension to Macao and Hongkong

The connection with CNAC provided a connection between the Trans-Pacific route and the principal cities of central and southern China.



Route: Shanghai - Hong Kong - USA 20.4.1937. Rate: UPU letters ½ oz: 4.25 + registration fee 4.25 + air fee by air throughout via national air lines to Hong Kong and then to USA \$ 1.20 = \$ 1.70

1.5. Main destinations and reduced rates

New rates, effective 21.4.1937, are tabulated below:

Weight	Honolulu	Manila	Guam	Macao	HK
per half ounce	0.20	0.40	0.50	0.50	0.70
per half ounce	0.20	0.30	0.30	0.30	0.50
per half ounce	0.20	0.20	0.20	0.20	0.30
per 15 grams	0.60	0.60	0.60	0.60	0.85
per 15 grams	0.60	0.60	0.60	0.60	0.55
per 15 grams	0.60	0.60	0.60	0.60	0.35
per half ounce	1.80	1.80	1.80	1.80	2.80
per half ounce	1.80	1.80	1.80	1.80	1.80
per half ounce	1.80	1.80	1.80	1.80	1.00

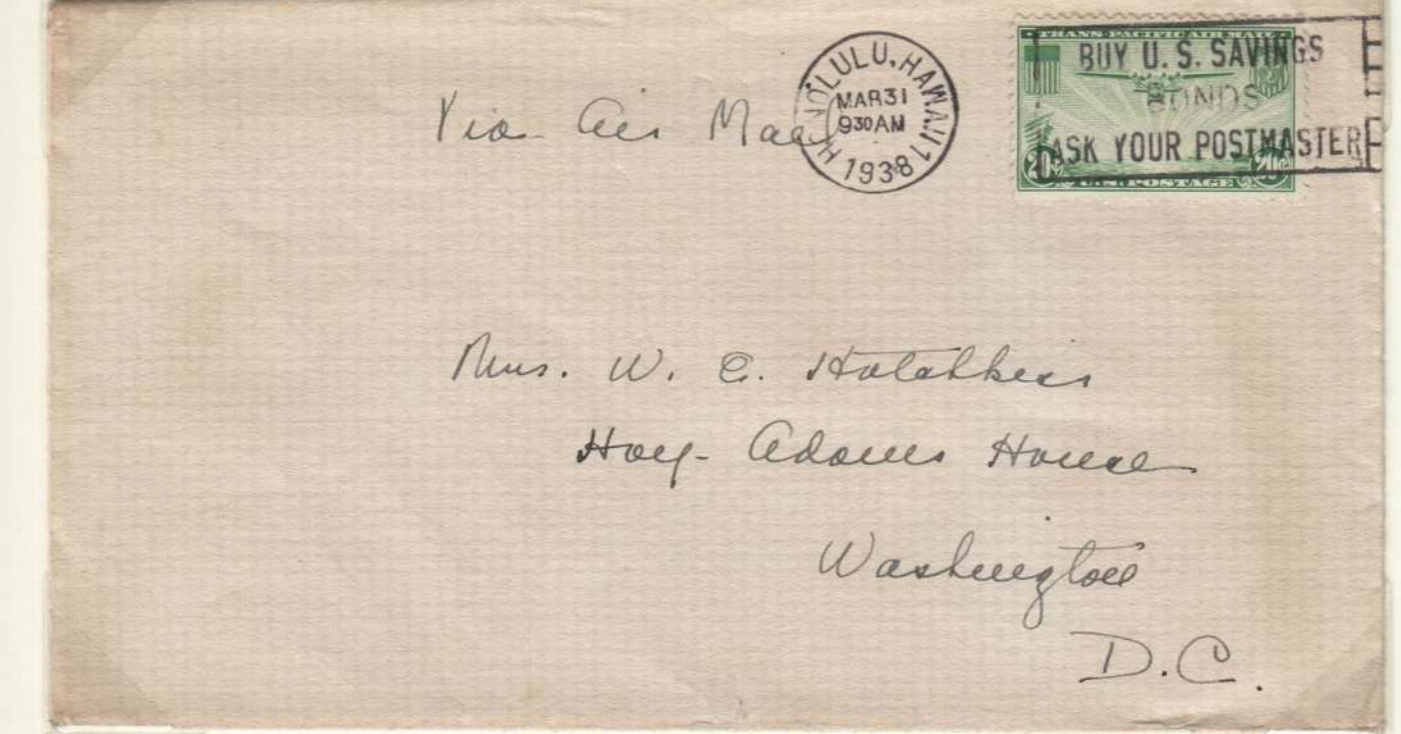
Route: Domestic transport from Pasadena to San Francisco. FAM 14 flight No 117 to Manila 6.8.1938. Rate: Airmail San Francisco - Manila ½-1 oz: \$ 1.00



1.5. Main destinations and reduced rates



Route: FAM 14 flight No 156 from Manila to San Francisco 12.8.1939; domestic transport to Oakland. Rate: Airmail Manila - San Francisco ½ oz: Pesos 1.00

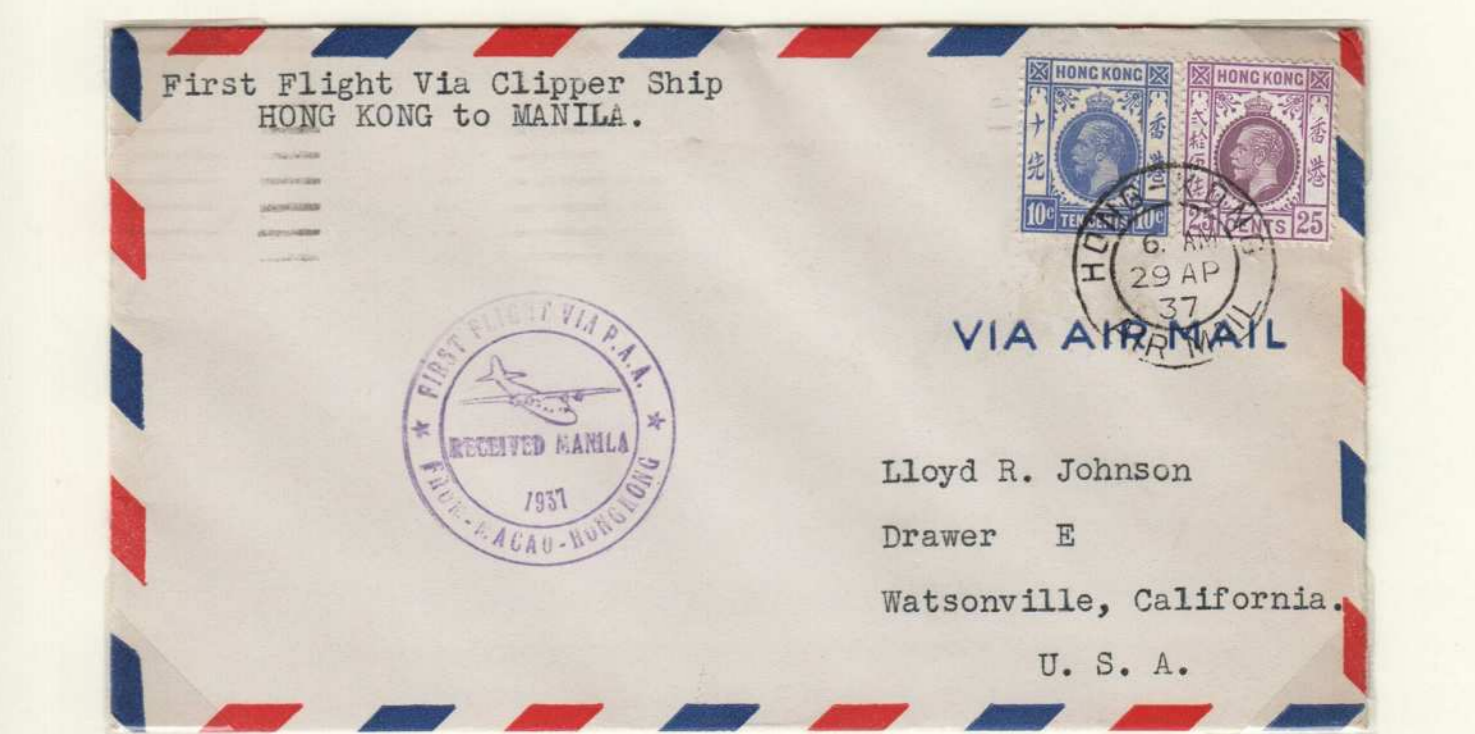


Route: FAM 14 flight No 107 to San Francisco; domestic transport from Pasadena to San Francisco. Rate: Airmail Honolulu - San Francisco ½ oz: \$0.20

1.5. Main destinations and reduced rates



Route: FAM 14 flight No 190 from Hong Kong to San Francisco; domestic transport to Boston. Rate: Airmail Hong Kong - San Francisco ½ oz: HK\$ 2.80



Route: FAM 14 flight No 52 from Hong Kong to Manila (4.4.1937); to USA by sea. Rate: Airmail Hong Kong - Manila ½ oz: HK\$0.35

1.6. Secondary destinations

Postal rates were also published for the following countries: Japan, Indochina, Straits Settlements, Siam, India, Dutch East India, Australia and New Zealand.



Route: Domestic transport from Buffalo to San Francisco. FAM 14 flight No 228 to Hong Kong. CNAC to Rangoon; BOAC to Karachi; TATA to Colombo. Rate: Airmail USA - Ceylon ½ oz: 70¢



Route: Batavia to Manila by KNLM; FAM 14 flight No 247 to USA. Rate: UPU letter 20g: 15¢ + Air fee 5g: 60¢ = \$1.15

1.7. Extension from Manila To Singapore

On 3 May 1941, after several survey flights, PAA added an extension from Manila to Singapore on the Trans-Pacific route. The new route connected with BOAC and KLM at Singapore, providing through air service from the U.S. to India, the Dutch East Indies, etc.



Route: FAM 14 flight No 247 from Singapore to Guam. Rate: Malay - Guam ½ oz: 55¢

2. FOREIGN AIR MAIL ROUTE NO. 19

2.1. Pre-inaugural history

Planning for PAA's airmail route to New Zealand began in 1935, but in early 1937 no progress had been made. The first survey flight, Honolulu - New Zealand via Pago Pago, was made 23.3-9.4.1937, second 23.12.1937-3.1.1938 and third 9-11.1.1938. The U.S. Post Office announced in December 1939 that mail could be sent to Hawaii by air, and then by ship each fourth Wednesday, to Australia and New Zealand.



Route: From New Zealand to Honolulu 3.1.1938 (the second survey flight); to Clare, Canada by sea. Rate: Airmail New Zealand - Honolulu ½ oz: 35¢

2.2. Inaugural Service San Francisco To Auckland

On 12 July 1940 PAA began a new route from the U.S. to New Zealand. The route proceeded west to Hawaii, using the FAA base at Pearl Harbor for a refueling stop. From Pearl Harbor, the original route proceeded to Canton Island, to Noumea, New Caledonia, and then to the PAA terminal at Auckland, New Zealand.



Route: FAM 19 flight No 1 from Honolulu to Canton Island 14.7.1940. Rate: Airmail Honolulu - Canton Island ½ oz: 41¢

2.3. Australia connection

There was connection between Auckland and Sydney operated by TEAL.



Route: FAM 19 flight Noumea (New Caledonia) to Auckland; to Sydney by TEAL. Rate: New Caledonia - New Zealand 10g: 7Fr

2.4. Addition of Suva

In August 1940, the British authorities suggested that Suva in the Fiji Islands be used as a stop-over on the South Pacific route instead of Noumea, because of uncertainty about the status of New Caledonia following the French Surrender in June 1940. On 30.10.1941, Suva also became a re-fueling stop in addition to Noumea.



Route: FAM 19 flight No 35 from Suva to San Francisco 17.1.1941. Rate: Airmail Fiji - USA ½ oz: 2s10d

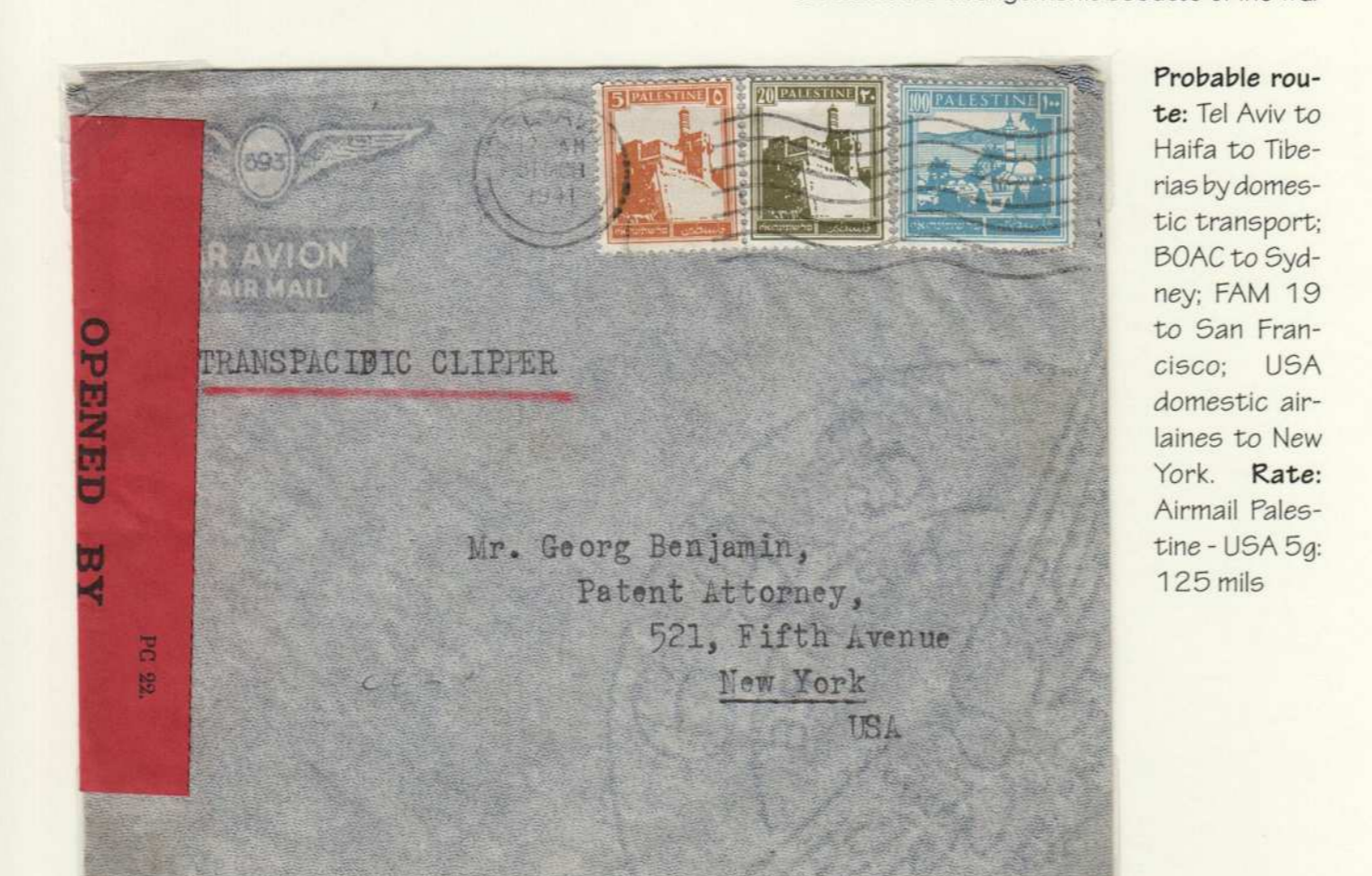
3. ALTERNATIVE ARRANGEMENTS BECAUSE OF THE WAR

The Mediterranean sea routes were closed in June 1940 by Italy's entry into the war. The Trans-Pacific route of PAA was, for several months, the only air route from the Middle East and Asia to Europe - or vice versa - until both the Honshu Route and the West African Coast routes were established and in full operation. Also some air mail from the Middle East to U.S. was sent eastward across the Pacific, not across the Atlantic.



Route: Domestic transport from Delhi to Calcutta; BOAC Horseshoe route to Bangkok; IA feeder service to Hong Kong 9.8.1940; FAM 19 flight No 209 to San Francisco; domestic transport to New York to England by sea. Rate: Registration fee 3A + Imperial letter 1 oz: 28¢ + air fee to UK by sea from New York ½ oz: 2KBA = 2K13½A

3. Alternative arrangements because of the war



Route: Melbourne to Auckland by TEAL; FAM 19 flight to San Francisco; to New York by USA domestic airlines; FAM 18 flight to Lisbon; to England by BOAC. Rate: Australia - England ½ oz: 5s10d



Route: China domestic airlines from Shanghai to Hong Kong. FAM 14 to San Francisco; USA domestic airlines to New York. FAM 18 to Lisbon; BOAC to England. Rate: UPU letters ½-1 oz: \$ 1.00 + registration 50¢ + air mail China - Hong Kong - USA ½-1 oz: \$ 4.30 + air mail USA - Europe ½-1 oz: \$ 0.60; in all \$ 5.90

3. Alternative arrangements because of the war

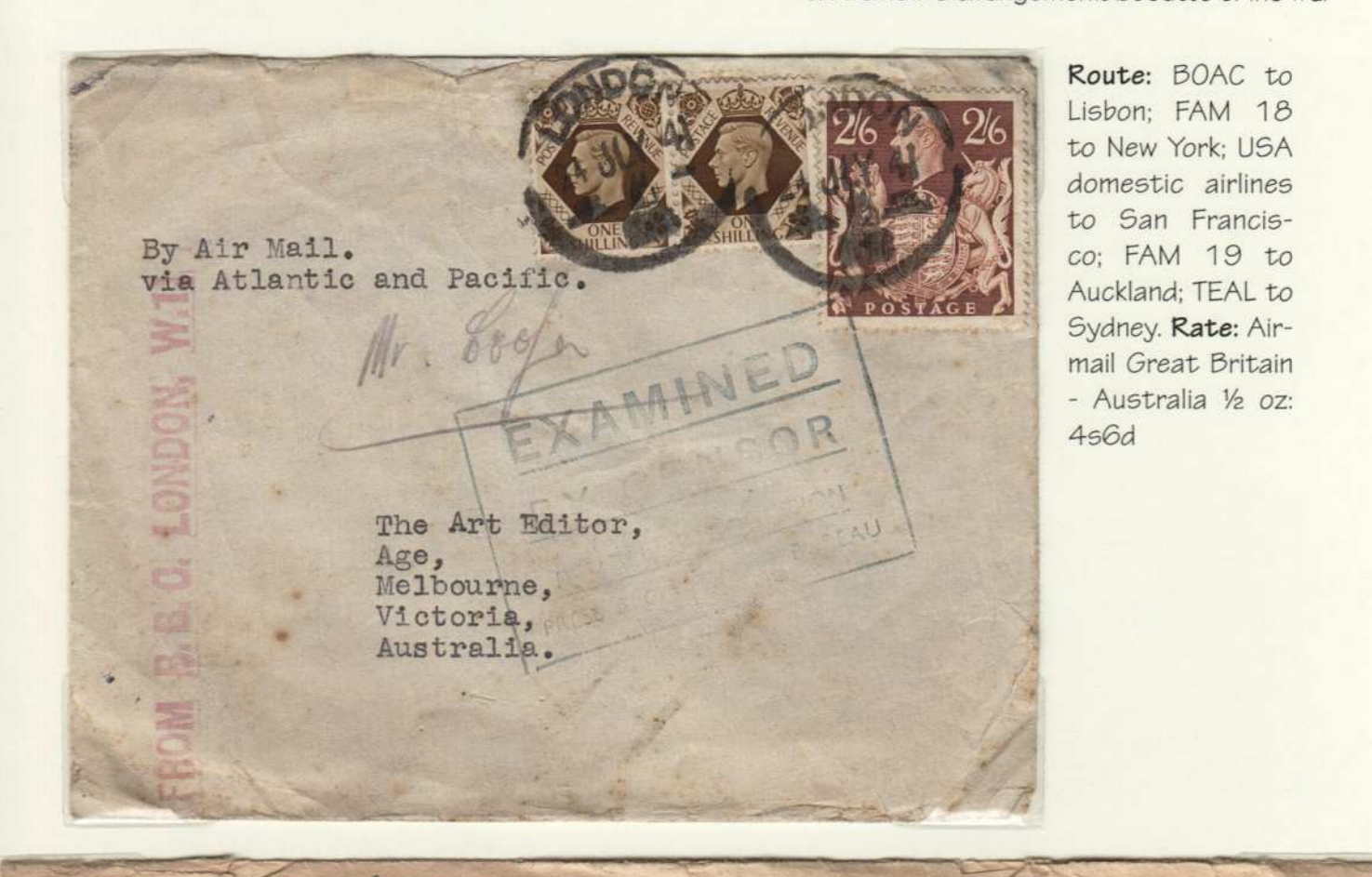


Route: Netherlands India to Sydney by KNLM; to Auckland by TEAL; FAM 19 flight to USA; FAM 18 to Lisbon; to England by BOAC. Rate: UPU letters 20g: 15¢ + Air fee (via New Zealand) 5g: 85¢ = \$1.00



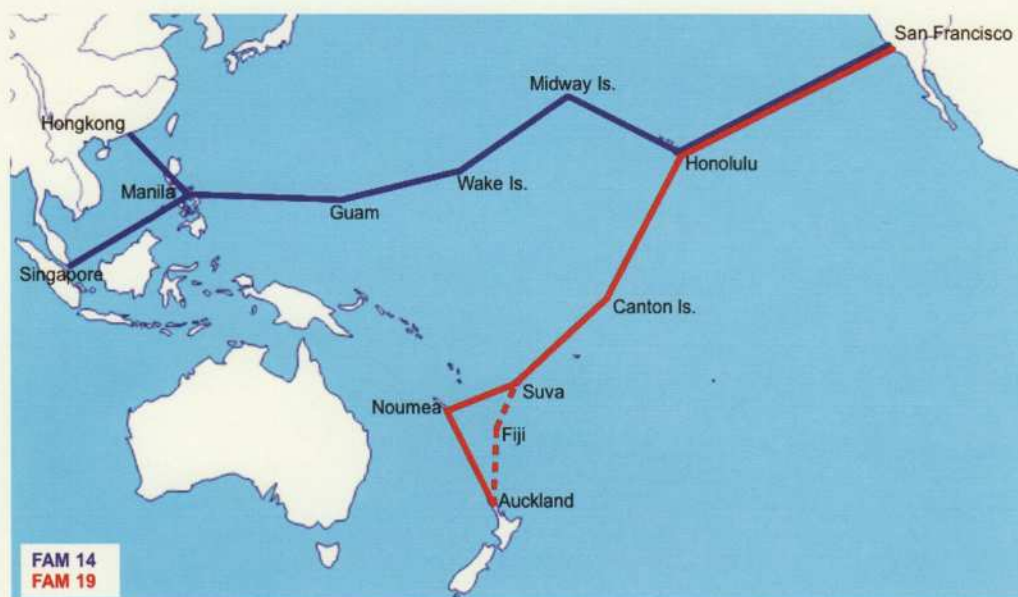
Route: BOAC to Lisbon; FAM 18 to New York; USA domestic airlines to San Francisco; FAM 19 to Auckland; TEAL to Sydney; Great Britain - Australia ½ oz: 46d

3. Alternative arrangements because of the war



Probable route: Brazzaville to Bangui by surface; via Stanleyville to Juba by SABENA; via Cairo to Sydney by BOAC Horseshoe Route; to Auckland by TEAL; FAM 19 flight to USA

TRANSPACIFIC AIRMAIL SERVICES 1935-1941



Introduction – Before Pan American Airways (PAA) Pacific Clipper Service began in November of 1935, there was no airmail route over the Pacific Ocean. This first Pacific air route was designated FAM 14 (Foreign Air Mail route 14).

In July of 1940, Pan Am opened a "Southern Route" from San Francisco to Auckland, New Zealand. This route was designated FAM 19. There was now trans-pacific airmail service to the Orient and to the South Pacific - including New Zealand and Australia.

When Italy entered the war in June of 1940, all existing airmail routes over the Mediterranean were effectively closed. This created the need for an "alternate safe route" to connect countries in Western Europe with nations in Asia, the Middle East, Africa, Australia, and New Zealand. From the start of World War II until the Japanese attack on Pearl Harbor on December 7, 1941, the Pacific Clipper service connected businesses and people from a vast number of nations on six continents.

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The aim of the collection – This collection presents the development of the airmail services based on PAA transpacific routes until the Japanese attack on Pearl Harbor on December 7, 1941.

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1. FOREIGN AIR MAIL ROUTE NO. 14

1.1. Pre-inaugural history

Lack of progress in efforts to establish trans-Atlantic service during the early 1930s led Pan American Airways (PAA) to turn to the Pacific. The Pacific Division was established at Alameda, on San Francisco Bay, for the purpose of opening a mid-Pacific air route to China.

Four astonishingly successful survey flights were conducted between April and October 1935: to Hawaii 16.-23.4., to Midway 12.-22.6., to Wake 9.-29.8. and to Guam 5.-24.10.



Route: 1) From San Francisco to Honolulu (the first survey flight). Hawaii by airmail. 2) From Honolulu to San Francisco by sea.

Rate: 1) Domestic airmail rate 6¢ per oz. 2) Domestic letter rate 3¢ per oz.

1.2. Inaugural service San Francisco – Manila 22.11.1935

PAA inaugurated Trans-Pacific Ocean flights in 22 November 1935 between Manila and San Francisco, by way of Honolulu, Wake Island (no postal service), Midway Island (no postal service) and Guam (no postal service).



Route: FAM 14 flight No 1 from San Francisco to Honolulu. **Rate:** Airmail 1 leg ½ oz: 25¢

1.3. Postage rates up to 20.4.1937

The postage rate for the U.S. and its territories was 25¢ per leg, a leg being defined as a route segment that had post office as each end: San Francisco – Honolulu, Honolulu – Guam and Guam – Manila. Philippine Islands (Manila) postage rates were: to Guam 50 centavos, to the territory of Hawaii 1 peso and to the U.S. 1 peso 50 centavos.



Route: FAM 9 flight No 169 from Manila to San Francisco; then to Yonkers. **Rate:** Airmail: Pesos 1.50

1.4. Extension to Macao and Hongkong

On 21 April 1937 the route was extended to Macao and Hong Kong, where connections were made with the China National Aviation Corporation (CNAC) and Imperial Airways.



Route: FAM 14 flight No 169 to USA; domestic transport to Utica. **Rate:** Airmail Hong Kong - San Francisco ½-1 oz: HK\$ 5.60



Route: FAM 14 flight No 52 via Manila to USA. **Rate:** Macao - San Francisco ½ oz: Patakas 3.05

1.4. Extension to Macao and Hongkong

The connection with CNAC provided a connection between the Trans-Pacific route and the principal cities of central and southern China.



Route: Shanghai - Hong Kong - USA
Rate: UPU letters ½ oz. + \$25 + registration fee \$25 + air fee by air throughout via national air lines to Hong Kong and then to USA \$1.20 = \$1.70

1.5. Main destinations and reduced rates

New rates, effective 21.4.1937, are tabulated below.

	Weight	currency	SF	Honolulu	Guam	Manila	Macao	HK
San Francisco	per half ounce	USD	-	0.20	0.40	0.50	0.70	0.70
Honolulu	per half ounce	USD	0.20	-	0.20	0.30	0.50	0.50
Guam	per half ounce	USD	0.40	0.20	-	0.10	0.30	0.30
Manila	per 15 grams	Pesos	1.00	0.60	0.20	-	0.52	0.52
Macao	per 15 grams	Patakas	3.05	2.00	1.00	0.50	-	0.35
Hong Kong	per half ounce	HK dollars	2.80	1.80	0.80	0.35	-	-

Route: Domestic transport from Pasadena to San Francisco; FAM 14 flight No 117 to Manila 6.8.1938. **Rate:** Airmail San Francisco - Manila ½-1 oz.: \$ 1.00





Route: FAM 14 flight No 156 from Manila to San Francisco 12.8.1939; domestic transport to Oakland. **Rate:** Airmail Manila - San Francisco ½ oz: Pesos 1.00



Route: FAM 14 flight No 107 to San Francisco; domestic transport from Pasadena to San Francisco. **Rate:** Airmail Honolulu - San Francisco ½ oz.: \$0.20



Route: FAM 14 flight No 190 from Hong Kong to San Francisco; domestic transport to Boston. **Rate:** Airmail Hong Kong - San Francisco ½ oz: HK\$ 2.80



Route: FAM 14 flight No 52 from Hong Kong to Manila (4.4.1937); to USA by sea. **Rate:** Airmail Hong Kong - Manila ½ oz: HK\$0.35

1.6. Secondary destinations

Postal rates were also published for the following countries: Japan, Indochina, Straits Settlements, Siam, India, Dutch East India, Australia and New Zealand.



Probable route: Domestic transport from Buffalo to San Francisco; FAM 14 flight No 228 to Hong Kong; CNAC to Rangoon; BOAC to Karachi; TATA to Colombo. **Rate:** Airmail USA - Ceylon ½ oz: 70¢



Route: Batavia to Manila by KNILM; FAM 14 flight No 247 to USA. **Rate:** UPU letter 20g: 15c + Air fee 5g: 80c = G1,15

1.7. Extension from Manila To Singapore

On 3 May 1941, after several survey flights, PAA added an extension from Manila to Singapore on the Trans-Pacific route.

The new route connected with BOAC and KLM at Singapore, providing through air service from the U.S to India, the Dutch East Indies, etc.



Route: FAM 14 flight No 247 from Singapore to Guam. Rate: Malay - Guam ½ oz: 55c

2. FOREIGN AIR MAIL ROUTE NO. 19

2.1. Pre-inaugural history

Planning for PAA's airmail route to New Zealand began in 1935, but in early 1937 no progress had been made. The first survey flight, Honolulu - New Zealand via Pago Pago, was made 23.3.-9.4.1937, second 23.12.1937-3.1.1938 and third 9.-11.1.1938.

The U.S. Post Office announced in December 1939 that mail could be sent to Hawaii by air, and then by ship each fourth Wednesday, to Australia and New Zealand.



Route: From New Zealand to Honolulu 3.1.1938 (the second survey flight); to Clare, Canada by sea.
Rate: Airmail New Zealand - Honolulu ½ oz: 3s

2.2. Inaugural Service San Francisco To Auckland

On 12 July 1940 PAA began a new route from the U.S. to New Zealand. The route proceeded west to Hawaii, using the PAA base at Pearl Harbor for a refueling stop. From Pearl Harbor, the original route proceeded to Canton Island, to Noumea, New Caledonia, and then to the PAA terminal at Auckland, New Zealand.



Route: FAM 19 flight No 1 from Honolulu to Canton Island 14.7.1940. **Rate:** Airmail Honolulu - Canton Island ½ oz: \$ 10

2.3. Australia connection

There was connection between Auckland and Sydney operated by TEAL.

Route: FAM 19 flight Noumea (New Caledonia) to Auckland; to Sydney by TEAL.
Rate: New Caledonia - New Zealand 10g; 7Fr



2.4. Addition of Suva

In August 1940, the British authorities suggested that Suva in the Fiji Islands be used as a stop-over on the South Pacific route instead of Noumea, because of uncertainty about the status of New Caledonia following the French Surrender in June 1940. On 30.10.1941, Suva also became a refueling stop in addition to Noumea.



Route: FAM 19 flight No 35 from Suva to San Francisco 17.11.1941. **Rate:** Airmail Fiji - USA ½ oz: 2s10d

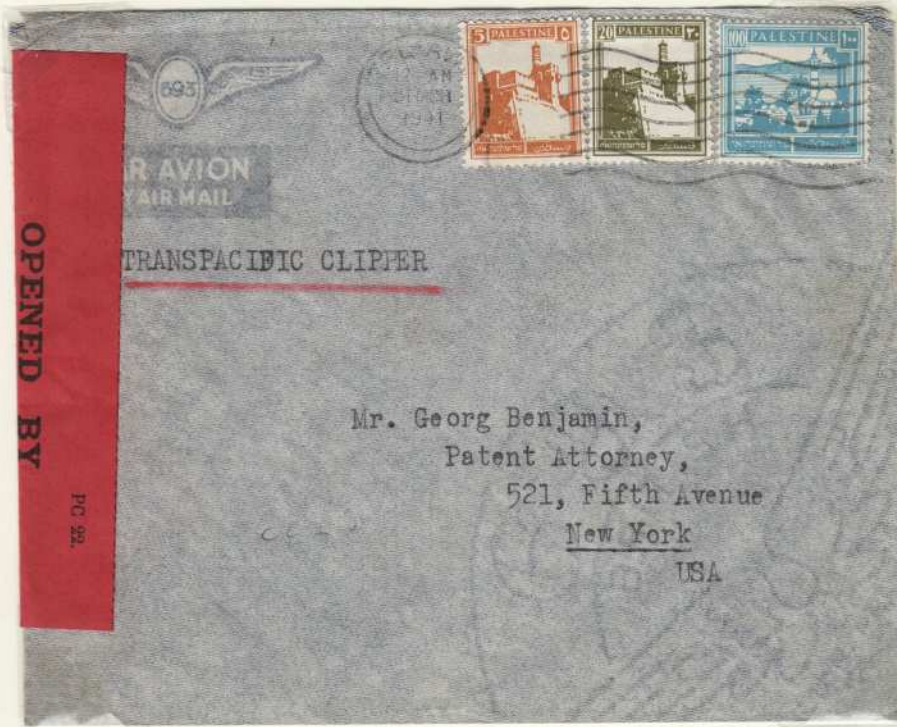
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The Mediterranean sea routes were closed in June 1940 by Italy's entry into the war. The Trans-Pacific route of PAA was, for several months, the only all air route from the Middle East and Asia to Europe – or vice versa – until both the Horseshoe Route and the West African Coast routes were established and in full operation. Also some air mail from the Middle East to U.S. was sent eastward across the Pacific, not across the Atlantic.



Route: Domestic transport from Delhi to Calcuta; BOAC Horseshoe route to Bangkok; IA feeder service to Hong Kong 9.8.1940; FAM 19 flight No 209 to San Francisco; domestic transport to New York; to England by sea. **Rate:** Registration fee: 3A + imperial letter 1 oz: 2½A + air fee to UK by sea from New York ½ oz: 2R8A = 2R13½A

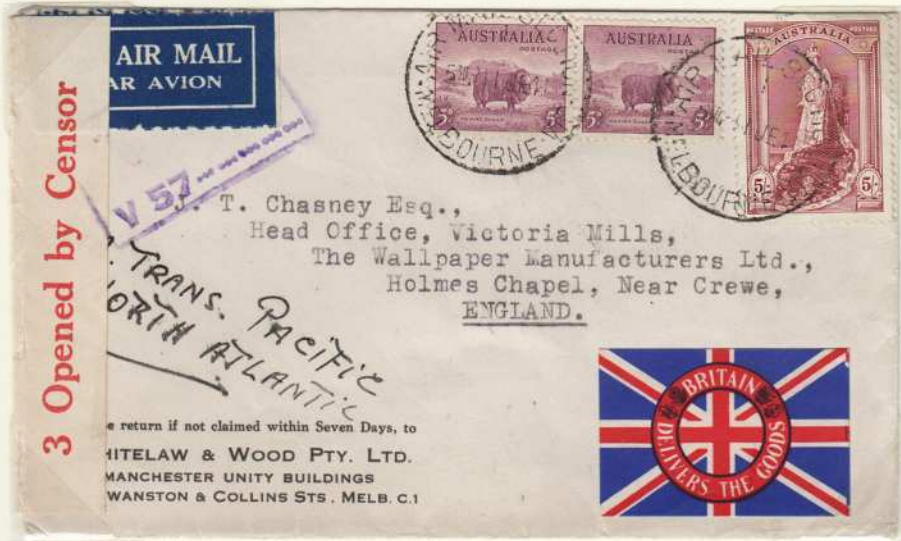
3. Alternative arrangements because of the war



Probable route: Tel Aviv to Haifa to Tiberias by domestic transport; BOAC to Sydney; FAM 19 to San Francisco; USA domestic airlines to New York. **Rate:** Airmail Palestine - USA 5g; 125 mils



Route: China domestic airlines from Shanghai to Hong Kong; FAM 14 to San Francisco; USA domestic airlines to New York; FAM 18 to Lisbon; BOAC to England. **Rate:** UPU letters ½-1 oz: \$ 1.00 + registration: 50 c + air mail China - Hong Kong - USA ½-1 oz: \$ 4.30 + air mail USA - Europe ½-1 oz: \$ 0.60; in all \$ 5.90



Route: Melbourne to Auckland by TEAL; FAM 19 flight to San Francisco; to New York by USA domestic airlines; FAM 18 flight to Lisbon; to England by BOAC. **Rate:** Australia - England ½ oz: 5s10d



Route: Netherlands Indie to Sydney by KNILM; to Auckland by TEAL; FAM 19 flight to USA; FAM 18 to Lisbon; to England by BOAC. **Rate:** UPU letters 20g; 15c + Air fee (via New Zealand) 5g; 85c = G1,00

3. Alternative arrangements because of the war



Route: BOAC to Lisbon; FAM 18 to New York; USA domestic airlines to San Francisco; FAM 19 to Auckland; TEAL to Sydney. **Rate:** Air-mail Great Britain - Australia ½ oz: 4s6d



Probable route: Brazzaville to Bangui by surface; via Stanleyville to Juba by SABENA; via Cairo to Sydney by BOAC Horseshoe Route; to Auckland by TEAL; FAM 19 flight to USA.