

BERMUDA BY AIR

FS13 12 March 1952. First Bermuda-London Souvenir Air Mail Services by British Overseas Air Corporation using a "Stratocruiser" Aircraft: BSAA inaugurated London-Jamaica services on 7 June 1947. After the absorption of BSAA into BOAC (30 July 1949), BOAC reopened the services using their Speedbird "Constellation" fleet on 2 March 1950. On 12 March 1952, BOAC inaugurated service on the London-Newfoundland-Bermuda-Jamaica route using their new Boeing "Stratocruiser" aircraft. Since the "Stratocruiser" is not considered an "advanced" aircraft, and since the route had been flown previously, the souvenir covers are not regarded as being in the first flight cover category. Although privately issued BOAC-inscribed covers were not supplied for the flight, "Flight Covers of Opportunity" prepared by a U.K. aerophilatelic firm and originating from Bermuda are found addressed to England. These souvenir covers are not backstamped, nor were cachets applied to them.



BERMUDA BY AIR

FO50 2-11 December 1953. "Three Power Talks" French Memento Flight Covers: The French aircraft carrying Premier Laniel to the "Three Power Talks" in Bermuda carried a small amount of souvenir covers to commemorate the event. The covers were carried round trip, and are with 2 and 11 December 1953 "AIRPORT D'ORLY" cds'. (8 pieces)



BERMUDA BY AIR

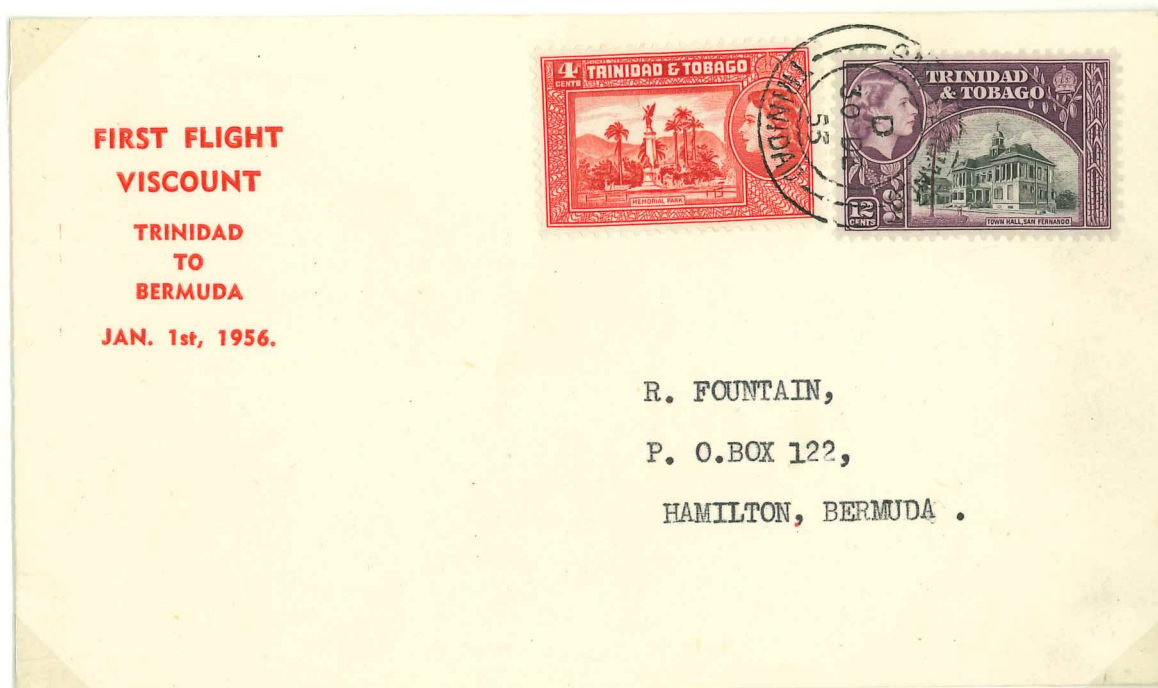
FS14 13 November 1954. Swissair "Amerikaflug" Souvenir Flight Covers: Swissair conducted several special flights (Charterflüge) in the 1950s, one of them calling at Bermuda. On 30 October 1954, the Swissair HB-IBU Douglas DC-6B special flight piloted by A. Tschärner and H. Kuhn departed Zurich for the Shannon-Gander-New York-Niagara Falls-Chicago-San Francisco-Mexico City-Havana-Bermuda-Santa Maria-Zurich round trip route. Souvenir flight covers were dispatched from all the ports of call, those of Bermuda being posted on 13 November 1954. (357 pieces).



BERMUDA BY AIR

FF13 1 – 2 January 1956. First Trinidad and Barbados–Bermuda and Return Air Mail Services by British West Indian Airlines: BWIA introduced an advanced Vickers "Viscount" turboprop (propjet) VP-TBK aircraft on their Trinidad to Bermuda (via Barbados) route on 1 January 1956; the flight was an extension of the Trinidad–Puerto Rico route inaugurated 15 December 1955. BWIA had conducted their first "Viscount" trial flight to Bermuda on 12 November 1955 using the awarded Bermuda–New York route. BWIA provided two different souvenir envelopes for the flights to Bermuda, one each for the mails from Barbados (green imprint) and Trinidad (red imprint); official cachets were not provided in Bermuda for the return flight. The amount of mail flown on any of the flight segments is not recorded officially.

A1. Trinidad –Bermuda (1 January 1956).



BERMUDA BY AIR

FF13 1 - 2 January 1956. First Trinidad and Barbados-Bermuda and Return Air Mail Services by British West Indian Airlines:

A2. Barbados-Bermuda (1 January 1956).

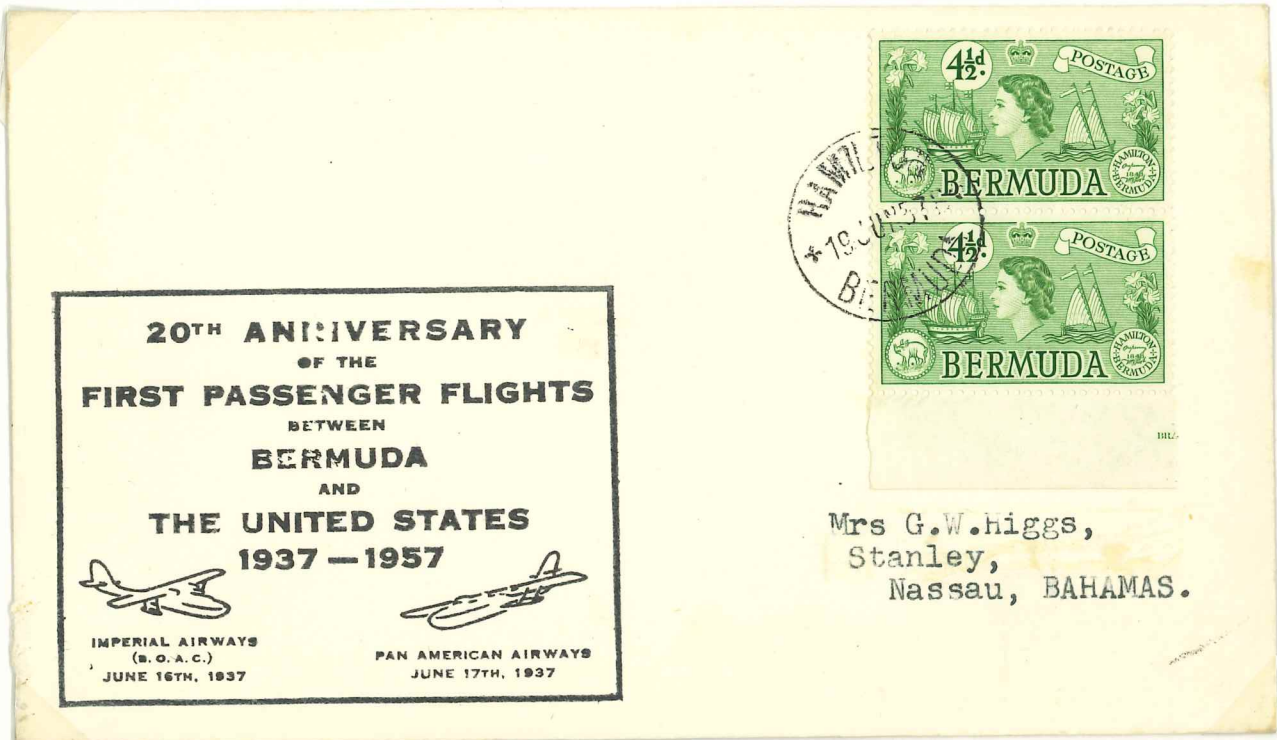


B2. Bermuda-Trinidad (2 January 1956).

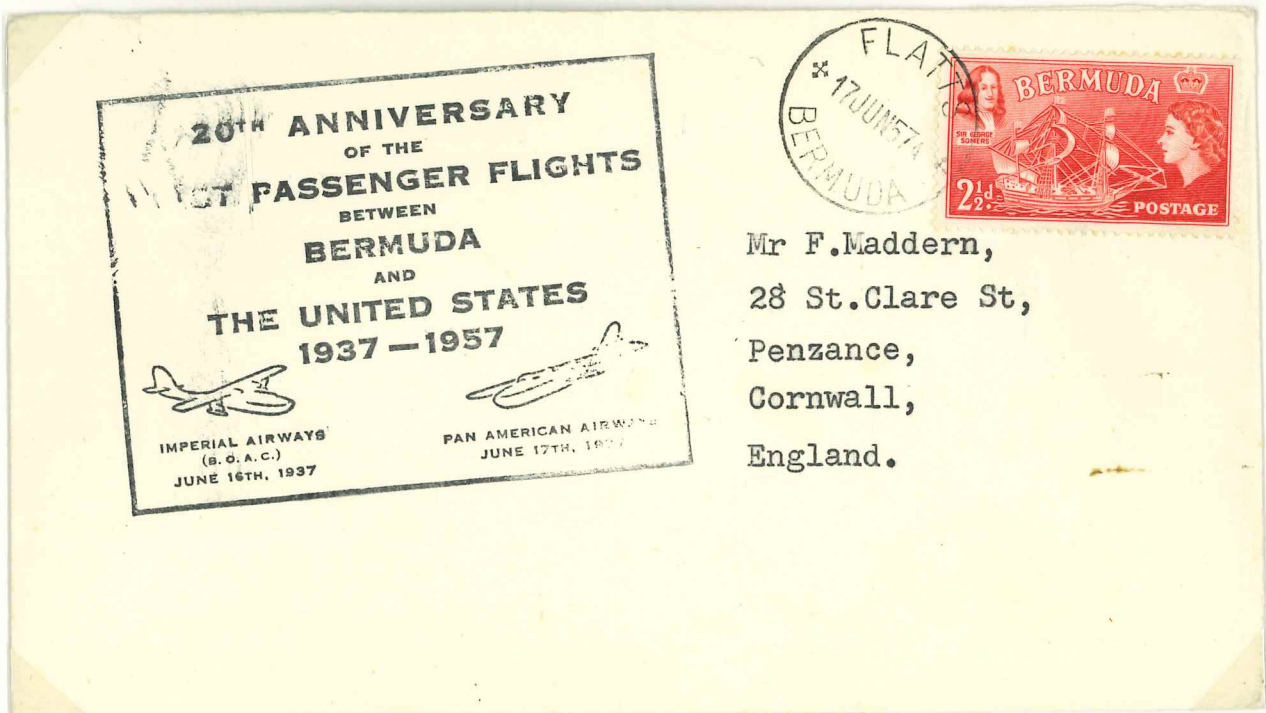


BERMUDA BY AIR

FO53 18 June 1957. 20th Anniversary of the Inauguration of Bermuda–New York Air Mail Services: The 20th Anniversary of the inauguration of the Imperial Airways first flight from Bermuda to New York, and the beginning of the PANAM regularly scheduled passenger service over the same route, occurred on 18 June 1957. Special elaborate cachets were applied to the mails leaving Bermuda to commemorate the event. The cachet read "20TH ANNIVERSARY /FIRST PASSENGER FLIGHTS/ BETWEEN/ BERMUDA/ AND/ THE/ UNITED/ STATES/ 1937– 1957" and pictured the outline of two aircraft, one with the text "IMPERIAL AIRWAYS (BOAC) JUNE 16TH 1937," and the other with "PAN AMERICAN AIRWAYS JUNE 17TH 1937"



Mrs G.W.higgs,
Stanley,
Nassau, BAHAMAS.



Mr F.Maddern,
28 St.Clare St,
Penzance,
Cornwall,
England.

BERMUDA BY AIR

FF15 28 – 30 October 1958. First Bermuda Air Mail Services via the London–Caracas Route by British Overseas Airways Corporation: BOAC introduced a Bristol G-AOVL "Britannia" turboprop (propjet) aircraft on their London–Bermuda–Barbados–Trinidad–Caracas (Venezuela) service on 28 October 1958. The flight left London at 1:00 PM on the 28th, and arrived at Caracas at 10:38 AM on the 29th after three intermediate stops. The first return flight left Caracas at 1:05 PM on the 29th, and arrived in London at 12:40 PM on the 30th after three intermediate stops. BOAC provided imprinted souvenir covers to commemorate the event; the covers were imprinted in various colors for the various destinations. Some covers were properly backstamped at the receiving post office, while others were backstamped with the ticket marker cachet when received at the airline's local office. This was the first BOAC service to South America since they suspended their routes of their own volition in April 1954. The amount of mail flown on any of the flight segments is not recorded officially.

A. Southbound Route: London–Bermuda–Barbados–Trinidad–Caracas (28–29 October 1958).

- A1. London–Bermuda (arrival cachet: 28 October 1958)
- A2. Bermuda–Barbados (29 October 1958 backstamp)
- A3. Bermuda–Trinidad (arrival cachet: 29 October 1958)
- A4. Bermuda–Caracas (29 October 1958 backstamp)

B. Northbound Route: Caracas–Trinidad–Barbados–Bermuda–London (29–30 October 1958).

- B1. Caracas–Bermuda (arrival cachet: 30 October 1958)
- B2. Trinidad–Bermuda (arrival cachet: 30 October 1958)
- B3. Barbados–Bermuda (arrival cachet: 30 October 1958)
- B4. Bermuda–London (arrival cachet: 31 October 1958)

BERMUDA BY AIR

FF15 28 – 30 October 1958. BOAC via the London–Caracas Route:

A1. London–Bermuda (arrival cachet: 28 October 1958)



A2. Bermuda–Barbados (29 October 1958 backstamp)



BERMUDA BY AIR

FF15 28 – 30 October 1958. BOAC via the London–Caracas Route:

A3. Bermuda–Trinidad (arrival cachet: 29 October 1958)



Sales Manager,
B.O.A.C.,
Airways Terminal,
31, Frederick Street,
Port of Spain,
Trinidad,
B.W.I

A4. Bermuda–Caracas (29 October 1958 backstamp)



District Sales Manager, B.O.A.C.,
% B.W.I.A. Ltd.,
Edificio Hotel,
El Conde,
Padre Sierra a Conde,
Apartado 2564,
Caracas,
Venezuela.

BERMUDA BY AIR

FF15 28 – 30 October 1958. BOAC via the London–Caracas Route:

B1. Caracas–Bermuda (arrival cachet: 30 October 1958)



B2. Trinidad–Bermuda (arrival cachet: 30 October 1958)



BERMUDA BY AIR

FF15 28 – 30 October 1958. BOAC via the London–Caracas Route:

B3. Barbados–Bermuda (arrival cachet: 30 October 1958)



B4. Bermuda–London (arrival cachet: 31 October 1958)



BERMUDA BY AIR

FF16 19 December 1959. First New York–Bermuda Air Mail Service by PANAM using Pure Jet Aircraft: The first pure jet service to Bermuda was inaugurated on 19 December 1959, when PANAM flew their newest Boeing 707 aircraft acquisition from New York to Bermuda via the previously-awarded FAM Route 17. Advance publicity announcements were not made for the flight, and no official cachets were provided. However, a group of United Nations philatelists were able to board "Flight Covers of Opportunity" on the inaugural in time for its departure. No covers were authorized for the return carriage to New York.

C. New York (UNPO dispatch)–Bermuda (cachet: turquoise) (1,870 pieces)



BERMUDA BY AIR

FF16 19 December 1959. First New York-Bermuda Air Mail Service by PANAM using Pure Jet Aircraft:

B. New York (AMF dispatch)-Bermuda (80 pieces)



BERMUDA BY AIR

FF17 8 – 11 January 1960. First Bermuda Air Mail Services to Bogota, Colombia, via the London–Caracas Route Extension by BOAC: BOAC extended their London–Caracas services (see FF15) initiated on 28 October 1958 to Bogota, Colombia, on 8 January 1960. Once again, souvenir covers were provided for this new route extension, being similar to those printed for the original flight route. The amount of mail flown on the two flight segments is not recorded officially.

A. Southbound Route: Bermuda–Bogota (9 January 1960 backstamp)



BERMUDA BY AIR

FF18 14 August 1960. First New York–Bermuda Air Mail Service by Eastern Airlines using Pure Jet Aircraft: The original New York–Bermuda route flown by Colonial Airlines was absorbed by Eastern Airlines in 1956; EAL continued to operate the flights between the island and the U.S.A. mainland using conventional aircraft. Thus, first flight covers cannot exist for a New York–Bermuda EAL conventional aircraft carriage, since the Colonial Airlines route was only being continued during the ownership transition. However, when EAL introduced Boeing 707 pure jet service to the route, the carriage was accorded first flight status. An officially unrecorded, but apparently numerous, amount of covers were dispatched from the New York GPO and AMF, and the UNPO, imprinted with the private cachet. Bermuda dispatches were not carried on the return flight.

A. New York (GPO dispatch)–Bermuda (14 August 1960 backstamp) (+30 recorded)



BERMUDA BY AIR

FF18 14 August 1960. First New York-Bermuda Air Mail Service by Eastern Airlines using Pure Jet Aircraft:

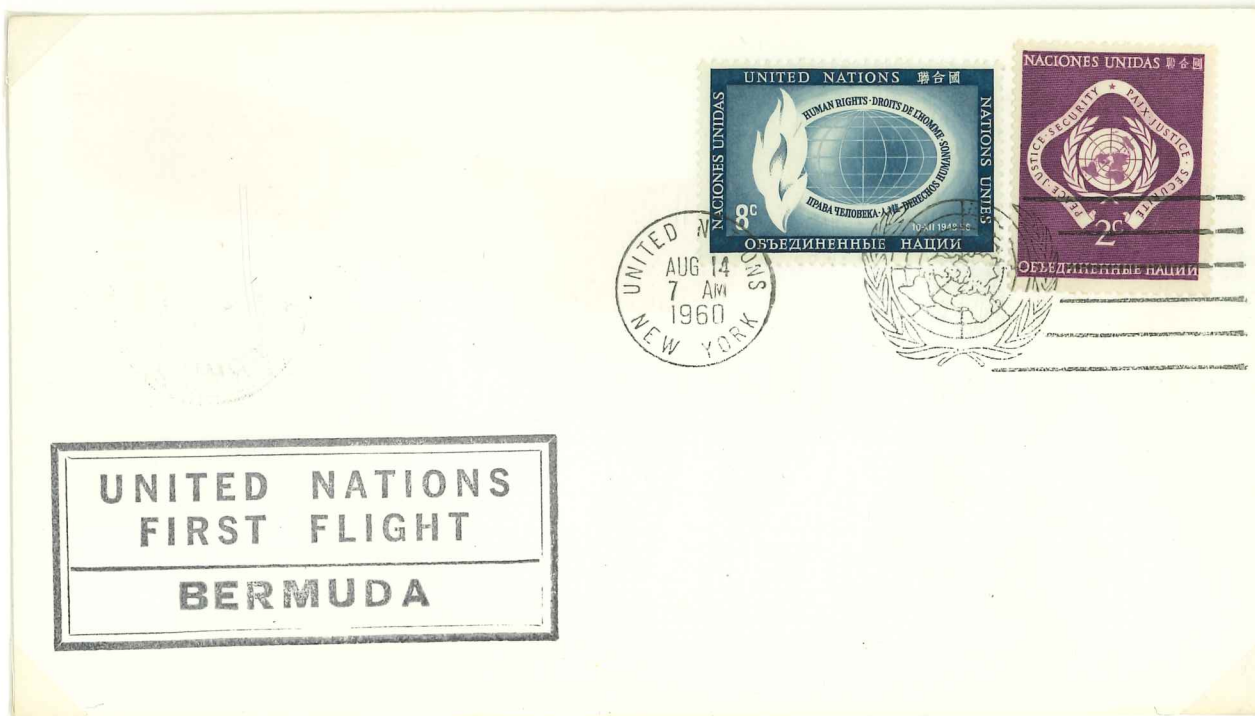
B. New York (AMF Idlewild dispatch)-Bermuda (backstamped) (+50 recorded) Known with and without cachet.



BERMUDA BY AIR

FF18 14 August 1960. First New York-Bermuda Air Mail Service by Eastern Airlines using Pure Jet Aircraft:

C. New York (UNPO dispatch)-Bermuda (backstamped, 1154 pieces) Note two types of cachets.



BERMUDA BY AIR

FF19 5 May 1962. First Bermuda Air Mail Services via the London–Miami Route by Cunard Eagle Airways Ltd.: Cunard Eagle Airways Ltd., jointly based in Bermuda and the Bahamas, inaugurated pure jet services using Boeing 707s on its London–Miami route, via Bermuda and the Bahamas, on 5 May 1962. The airline made arrangements for collectors to secure cacheted covers at all the points along the route except London, where postal regulations did not allow any special philatelic treatment for the flown covers. The mails delivered in Bermuda were backstamped 7 May 1962, two days after their arrival.

- A. Southbound Route: London–Bermuda–Bahamas–Miami.
- 2. Bermuda–Miami (cachet: violet)



BERMUDA BY AIR

FF19 5 May 1962. First Bermuda Air Mail Services via the London-Miami Route by Cunard Eagle Airways Ltd.:

B1a. Miami-Bermuda. Miami (GPO dispatch)-Bermuda (cachet: black, 1,589 pieces).



B1b. Miami (AMF dispatch)-Bermuda (cachet: magenta, 1,100 pieces)



BERMUDA BY AIR

FF20 26 - 28 November 1964. First Bermuda Air Mail Services via the Sydney, Australia-London Route by Qantas, Australia's Airline: Using a long range Boeing 707 jet aircraft, Qantas inaugurated Sydney-London services on 26 November 1964; the Qantas route to London included interim stops at Nadi (Fiji), Papeete (Tahiti, French Polynesia), Mexico City, Nassau (Bahamas), and Bermuda. The return flight from London, starting on 28 November 1964, retraced the stopovers of the northbound flight, with the exception that Acapulco, rather than Mexico City, was used as the Latin American interim stop. Special cachets were applied to mails originating in Sydney on the northbound flight; imprinted souvenir covers were also used at Sydney and other route points for the flights in both directions.

A1. Australia-Bermuda (28 November 1964 backstamp)



A2. Fiji-Bermuda (28 November 1964 backstamp)



BERMUDA BY AIR

FF20 26 - 28 November 1964. First Bermuda Air Mail Services via the Sydney, Australia-London Route by Qantas, Australia's Airline:

A3. Tahiti-Bermuda (28 November 1964 backstamp)

BY AIR MAIL · PAR AVION



**SYDNEY
LONDON
VIA
MEXICO**



SYDNEY
FIJI
TAHITI
MEXICO CITY
NASSAU
BERMUDA
LONDON

LONDON
BERMUDA
NASSAU
MEXICO CITY
ACAPULCO
TAHITI
FIJI
SYDNEY

**INAUGURAL SERVICE
NOVEMBER 1964**

QANTAS

AUSTRALIA'S ROUND-THE-WORLD AIRLINE




POLYNESIE FRANCAISE
2^F

POSTES
RF
POLYNESIE FRANCAISE
17^F

Qantas Empire Airways Limited,
C/- British Overseas Airways Corporation,
Airways House,
59 Front Street,
HAMILTON. BERMUDA.

B3. Bermuda-Tahiti (29 November 1964 backstamp)

BY AIR MAIL · PAR AVION



**SYDNEY
LONDON
VIA
MEXICO**



SYDNEY
FIJI
TAHITI
MEXICO CITY
NASSAU
BERMUDA
LONDON

LONDON
BERMUDA
NASSAU
MEXICO CITY
ACAPULCO
TAHITI
FIJI
SYDNEY

**INAUGURAL SERVICE
NOVEMBER 1964**

QANTAS

AUSTRALIA'S ROUND-THE-WORLD AIRLINE




Bermuda Cottage, c.1705

Postage
1/6

Bermuda

Qantas Empire Airways Limited,
C/- Tasman Empire Airways Limited,
15 Quai Bir-Hackeim,
PAPEETE. TAHITI.

BERMUDA BY AIR

FF20 26 – 28 November 1964. First Bermuda Air Mail Services via the Sydney, Australia–London Route by Qantas, Australia's Airline:

B4. Bermuda-Fiji (30 November 1964 backstamp)



B5. Bermuda–Australia (30 November 1964 backstamp) -not listed in 1st edition.



BERMUDA BY AIR

FF21 2 April 1965. First New York–Bermuda Air Mail Service by British Overseas Airways Corporation using Pure Jet Aircraft: BOAC introduced pure jets for their New York–Bermuda Service on 2 April 1965, the return flight from Bermuda arrived at New York on the same day. The aircraft was a British Air Corporation (BAC) "Super VC-10". Outbound mails to Bermuda were accepted at the New York and United Nations post offices, the former using both machines and manual duplex cds' in similar magnitudes for the postings.

A2. New York (AMF dispatch)–Bermuda (cachet: magenta, 1,741 pieces)



A3. New York (UNPO dispatch)–Bermuda (cachet: green, 2,373 pieces).



BERMUDA BY AIR

FF21 2 April 1965. First New York-Bermuda Air Mail Service by British Overseas Airways Corporation using Pure Jet Aircraft:

B. Westbound Route: Bermuda-New York (cachet: red, 325 pieces)



BERMUDA BY AIR

FF22 14 December 1965. First Toronto and Halifax, Canada-Bermuda and Return Air Mail Services by Air Canada using Pure Jet Aircraft: Air Canada, previously named Trans-Canada Airlines, inaugurated pure jet service between Toronto and Halifax to Bermuda on 14 December 1965, returning to Halifax on the same day. Piloted by Capt. R. W. George, the aircraft flying time from Halifax to Bermuda was 2 hours, 54 minutes. Official cachets were not issued for the service. The return flight covers were backstamped at Halifax, but not at Toronto; Halifax and Toronto each received approximately 25 pieces of philatelic mail.

A2. Halifax-Bermuda



BERMUDA BY AIR

FF22 14 December 1965. First Toronto and Halifax, Canada-Bermuda and Return Air Mail Services by Air Canada using Pure Jet Aircraft:

B1. Bermuda-Halifax (14 December 1965 backstamp, ca. 25 pieces)



B2. Bermuda-Toronto (not backstamped, ca. 25 pieces)



BERMUDA BY AIR

FF23 5 April 1966. First Bermuda–London Air Mail Services via the Mexico City–London Route by BOAC using Pure Jet Aircraft: BOAC introduced pure jet Boeing 707 service on their London to Mexico City service (via Bermuda) in April 1966. Officially, BOAC carried souvenir covers of the imprinted type supplied by the airline between London and Mexico City, and on the return flight to London. However, a small amount of multicolored cachet covers created by a British philatelic firm were also dispatched from Bermuda to London for the return flight departing Bermuda on 5 April 1966. The amount of mail flown on the Bermuda–London flight segment is not recorded officially. (7 recorded)



BERMUDA BY AIR

FF24 28 April - 1 May 1968. First London-Bermuda and Return Air Mail Service by British Eagle International Airlines: BEIA introduced pure jet Boeing 707 service on their London to Bermuda route on 28 April 1968, the return flight from Bermuda leaving 1 May 1968. The airline provided imprinted souvenir covers to both their London and Bermuda offices. Flight covers from London to Bermuda are backstamped with their ticket agent cachet on 29 April 1969, the "1969" entry either being an error on the part of the Hamilton office clerk, or because these cachets reflect usage of a one year validation when used to counterstamp an airline ticket, and the clerk didn't bother to change the year slug. Return flight covers are backstamped with the London cachet (4 May).

B. Eastbound Route: Bermuda-London (arrival cachet. 4 May 1968)



BERMUDA BY AIR

FF24 28 April - 1 May 1968. First London-Bermuda and Return Air Mail Service by British Eagle International Airlines:

A. Eastbound Route: London-Bermuda (arrival cachet 29 April 1969)

BRITISH EAGLE

BY BOEING 707 JET

INAUGURAL FLIGHT TO **BERMUDA**

SECOND CLASS AIR MAIL

CROYDON
5 15 PM
28 APR
1968
SURREY

REMEMBER TO USE POSTCODE

British Eagle International Airlines Ltd
Mercury House, 5th Floor
Front Street
HAMILTON Bermuda

B variety. Somewhat of a mystery, the card below is franked by the indicium from an Bermuda QEII Air Letter. Flown some two months before the First Flight, it is most likely a Test Flight.

British Eagle
707-138B flight
London to Bermuda

flight no. EG 317E

date# 25 FEBRUARY, 1968

Aircraft G-AVZZ

Captain W. McCASH, A.F.M.
British Eagle 707
London/Bermuda

Bermuda
McCASH
CAPTAIN

via airmail

POSTAGE 6d
BERMUDA

TO::
Larry Baxter, A. S. C. A. P.
Director - Aeronautics
Office - 385 Main Street
East Haven, Conn. U.S.A.

BERMUDA BY AIR

FF25 14 March 1969. First Boston-Bermuda and Return Air Mail Service by Northeast Airlines: NEAL, a U.S.A. regional carrier, inaugurated first flight service between Boston and Bermuda on 14 March 1969; for the first time, PANAM encountered direct competition on this lucrative route. The service was designated FAM Route 48 by the USPOD, and was accorded official cachet service; the return mails on the same day received an identical cachet, with the exception that the directional legend was reversed.

A1. Boston (GPO dispatch)-Bermuda (cachet: magenta, 1,554 pieces)



BERMUDA BY AIR

FF25 14 March 1969. First Boston-Bermuda and Return Air Mail Service by Northeast Airlines:

A2. Boston (AMF dispatch)-Bermuda (cachet: gray blue, 3,048 pieces)



B. Westbound Route: Bermuda-Boston (cachet: azure blue, 1,140 pieces)



BERMUDA BY AIR

FF26 27 April 1969. First Chicago-Bermuda Air Mail Services by Eastern Airlines: EAL inaugurated flights from Chicago and Detroit to Bermuda on 27 April 1969, the mails being carried on this service being designated as part of FAM Route 33 by the USPOD. The airline did not attempt to secure philatelic treatment for the mails carried on the inaugural flight from the two U.S. cities, but the Chicago AMF post office agreed to forward first flight covers in combination with commercially-carried mails if the souvenir covers were addressed to Bermuda. Since the announcement was made at a very late date, only a few "Flight Covers of Opportunity", organized by Chicagoan (Evanston, IL) Dr. Perham C. Nahl, were placed aboard the flight at Chicago (covers were not dispatched from Detroit). Duplex cds manual cancels were employed at both the Chicago GPO (AM designation) and AMF (PM designation) post offices. The majority of the hurriedly-prepared aerophilatelic covers were somehow lost in transit at Bermuda, and of the 54 carried, less than half have been recorded. Cachets were not applied to any of the covers, and backstamps were not applied in Bermuda. However, the Chicago AMF formally certified that these covers were carried on the inaugural flight.

B. Chicago (AMF dispatch)-Bermuda (54 pieces)



BERMUDA BY AIR

FO64 1 August 1970. First New York–Bermuda Air Mail Service by PANAM using Boeing 747

Aircraft: PANAM inaugurated pure jet aircraft service on the New York–Bermuda route on 1 August 1970 using a Boeing 747 aircraft. Since the flight does not represent usage of new advanced or pure jet (previously introduced, see FF16) aircraft, the mails are considered to be a memento carriage, with PANAM applying private cachets to the dispatched covers.

B. Bermuda–New York
blue cachet



BERMUDA BY AIR

FO64 1 August 1970. First New York-Bermuda Air Mail Service by PANAM using Boeing 747 Aircraft: PANAM inaugurated pure jet aircraft service on the New York-Bermuda route on 1 August 1970 using a Boeing 747 aircraft. Since the flight does not represent usage of new advanced or pure jet (previously introduced, see FF16) aircraft, the mails are considered to be a memento carriage, with PANAM applying private cachets to the dispatched covers.

B. Bermuda-New York violet cachet



BERMUDA BY AIR

FO64 1 August 1970. First New York-Bermuda Air Mail Service by PANAM using Boeing Aircraft: PANAM inaugurated pure jet aircraft service on the New York-Bermuda route on 1 August 1970 using a Boeing 747 aircraft. Since the flight does not represent usage of new advanced or pure jet (previously introduced, see FF16) aircraft, the mails are considered to be a memento carriage, with PANAM applying private cachets to the dispatched covers.

B. Bermuda-New York red cachet



BERMUDA BY AIR

FF27 1 May 1973. First Miami-Bermuda and Return Air Mail Service by Eastern Airlines via the Southeast U.S.A. Route: EAL inaugurated a circuitous Miami-Bermuda flight via FAM Route 33 on 1 May 1973. The plane departed Miami via Orlando and Atlanta to Newark on a direct northbound route, then flew southeast for the Bermuda leg; Daytona Beach, Florida, replaced Orlando on the return flight. Official cachets were applied to the mails, as this was the first instance of a domestic carrier servicing Bermuda directly from the southeast U.S.A., bypassing New York. Flight covers dispatched from Bermuda are postmarked "1972" in error.

A1. Miami (GPO dispatch)-Bermuda (cachet: blue, 827 pieces)



A2. Miami (AMF dispatch)-Bermuda (cachet: magenta, 466 pieces)



BERMUDA BY AIR

FF27 1 May 1973. First Miami-Bermuda and Return Air Mail Service by Eastern Airlines via the Southeast U.S.A. Route:

A3. Orlando (GPO dispatch)-Bermuda (cachet: green, 730 pieces)



A4. Atlanta (GPO dispatch)-Bermuda (cachet: blue, 567 pieces)



BERMUDA BY AIR

FF27 1 May 1973. First Miami-Bermuda and Return Air Mail Service by Eastern Airlines via the Southeast U.S.A. Route:

A5. Atlanta (AMF dispatch)-Bermuda (cachet: black, 704 pieces)



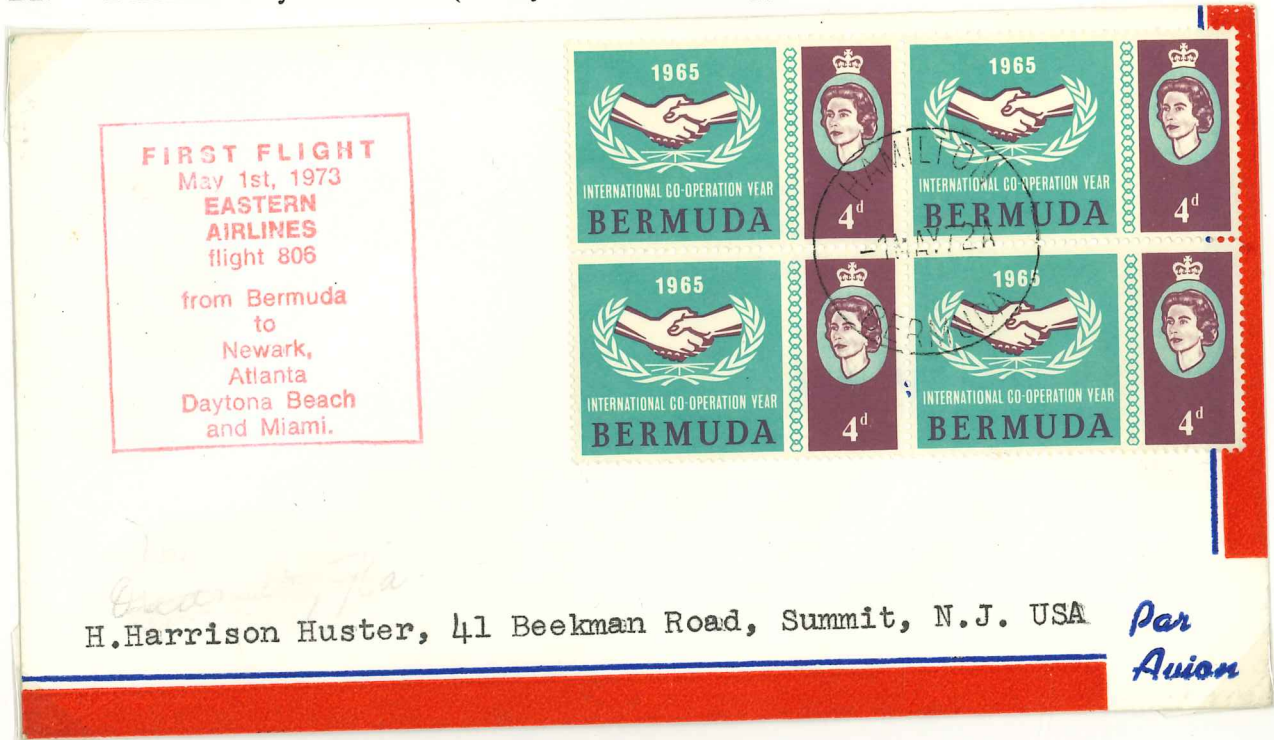
B1. Bermuda-Southeastern U.S.A. (cachet: red, it is believed that ca. 100 pieces were dispatched from Bermuda to each route point). Bermuda-Atlanta (2 May 1973 backstamp)



BERMUDA BY AIR

FF27 1 May 1973. First Miami-Bermuda and Return Air Mail Service by Eastern Airlines via the Southeast U.S.A. Route:

B2. Bermuda-Daytona Beach (1 May 1973 backstamp)



B3. Bermuda-Miami (1 May 1973 backstamp)

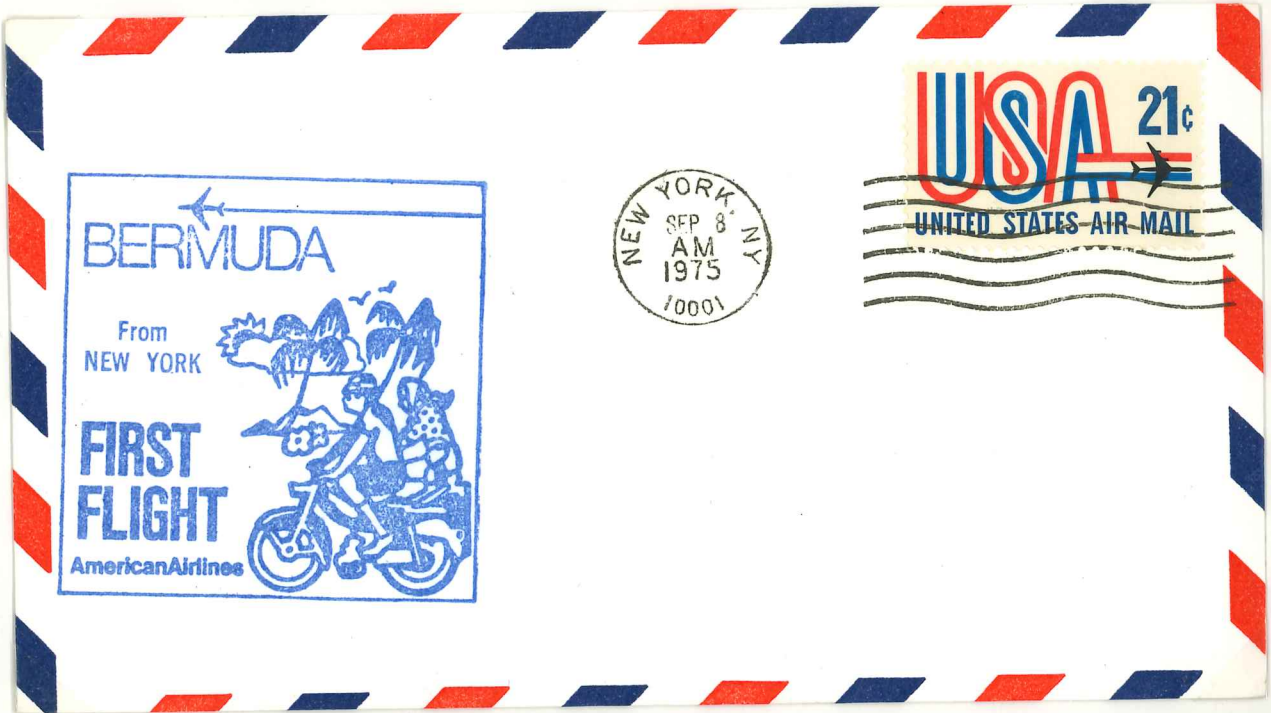


1972 backstamp "Goof by Lucy Eaton (per GAU)

BERMUDA BY AIR

FF28 8 September 1975. First Northeast U.S.A.–Bermuda and Return Air Mail Services by American Airlines: AAL and PANAM agreed to a U.S. CAB-approved route exchange enabling the former to serve Bermuda and other Caribbean destinations along FAM Route 26. AAL flew separate flights from New York, Boston and Philadelphia via Newark to Bermuda on 8 September 1975, securing similar cachets (different destination legends) for each of the domestic flight legs.

A1. New York (GPO dispatch)–Bermuda (cachet: blue, 1,128 pieces)



A2. New York (AMF dispatch)–Bermuda (cachet: magenta, 1,210 pieces)



BERMUDA BY AIR

FF28 8 September 1975. First Northeast U.S.A.-Bermuda and Return Air Mail Services by American Airlines:

A3. New York (UNPO dispatch)-Bermuda (cachet: blue green, 1,792 pieces)



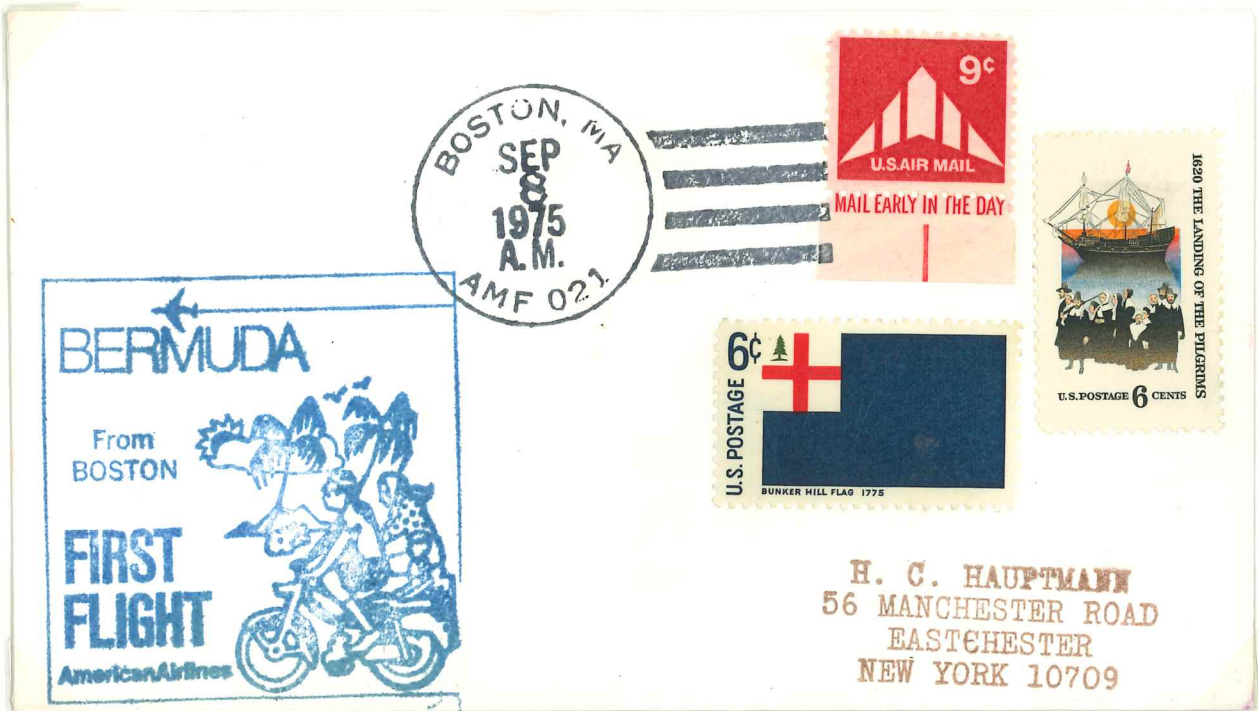
A4. Boston (GPO dispatch)-Bermuda (cachet: red, 989 pieces)



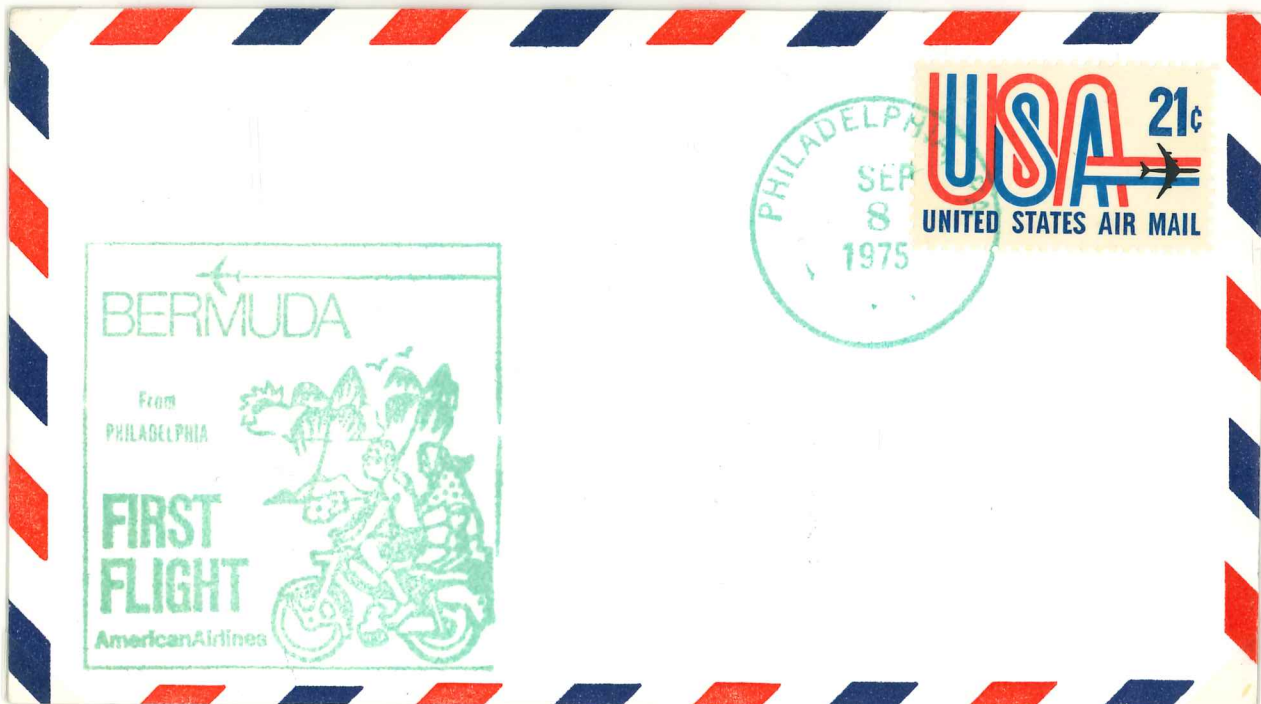
BERMUDA BY AIR

FF28 8 September 1975. First Northeast U.S.A.-Bermuda and Return Air Mail Services by American Airlines:

A5. Boston (AMF dispatch)-Bermuda (cachet: blue, 1,265 pieces)



A6. Philadelphia (GPO dispatch)-Bermuda (cachet: green, 1,015 pieces)



BERMUDA BY AIR

FF28 8 September 1975. First Northeast U.S.A.–Bermuda and Return Air Mail Services by American Airlines:

A7. Philadelphia (AMF dispatch)–Bermuda (cachet: magenta, 1,270 pieces)



A8. Newark (GPO dispatch)–Bermuda (cachet: purple, 977 pieces)



BERMUDA BY AIR

FF28 8 September 1975. First Northeast U.S.A.–Bermuda and Return Air Mail Services by American Airlines:

A9. Newark (AMF dispatch)–Bermuda (cachet: green, 1,132 pieces)



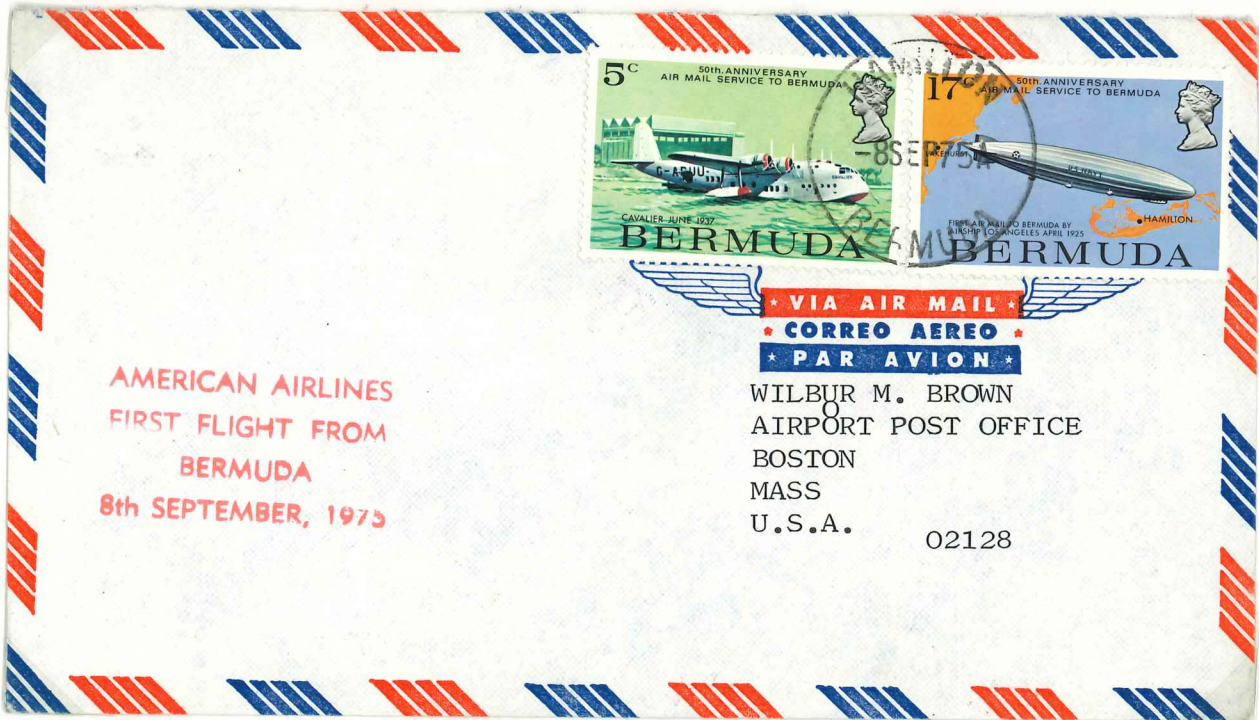
B1. Bermuda–New York (cachet: red) (340 pieces)



BERMUDA BY AIR

FF28 8 September 1975. First Northeast U.S.A.-Bermuda and Return Air Mail Services by American Airlines:

B2. Bermuda-Boston (66 pieces)



B3. Bermuda-Philadelphia (210 pieces)



BERMUDA BY AIR

FF28 8 September 1975. First Northeast U.S.A.-Bermuda and Return Air Mail Services by American Airlines:

B4. Bermuda-Newark (190 pieces)



BERMUDA BY AIR



FO66 18 September 1975. 50th Anniversary of the 1925 USS Los Angeles Flights to Bermuda: ZEPPEX '75 commemorated the 50th anniversary of the pioneer airship flight by issuing a specially-cacheted cover. Bermuda-origin covers are canceled at Hamilton on 18 September, "Bermuda Day" at the Brookfield, Illinois exhibition..

BERMUDA BY AIR

FO69 18-19 June 1987. 50th Anniversary of the 1937 Inaugural Flights from Bermuda: Souvenir covers were dispatched from Bermuda to the U.S.A. to commemorate the anniversaries of the 1937 flights of the Imperial Airways RMA Cavalier and PANAM Bermuda Clipper. The covers are canceled at Hamilton on 18 June 1987 and were returned to Bermuda, receiving arrival cachet handstamps from the respective airlines' ticketing offices.

A. 17 November 1937 inaugural flight of the Bermuda Clipper, carried on PANAM Flight No. 133 from Bermuda to New York on 18 June 1987; same date arrival cachet



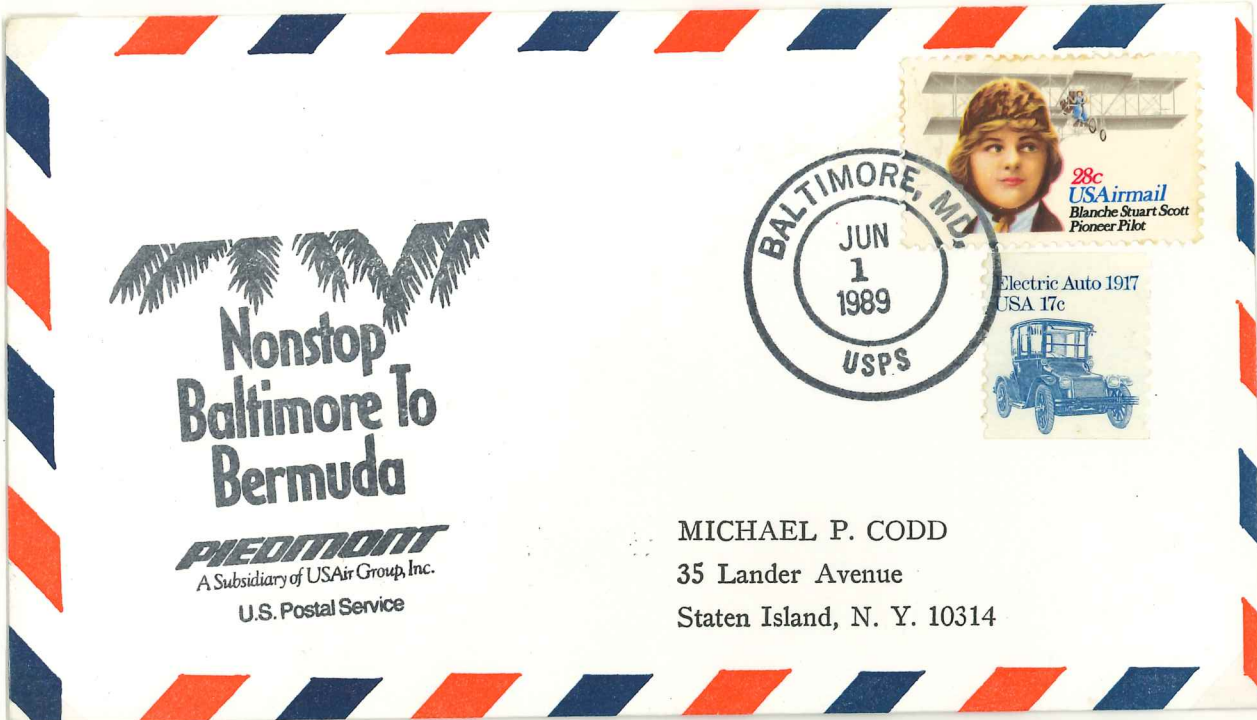
B. 16 June 1937 inaugural flight of RMA Cavalier, carried on British Airways Flight No. 265 from Bermuda to New York on 19 June 1987, same date arrival cachet



BERMUDA BY AIR

FF31 1 June 1989. First Baltimore–Bermuda and Return Air Mail Services by Piedmont Airlines: Piedmont Airlines inaugurated daily direct Baltimore–Bermuda services on 1 June 1989 using a Boeing 727-200 aircraft; Piedmont was subsequently purchased by USAir, who continued the route under the Flight No. 446 designation. The USPS and Bermuda post offices both provided official cachets to commemorate the event.

A1. Baltimore (GPO dispatch)–Bermuda



MICHAEL P. CODD
35 Lander Avenue
Staten Island, N. Y. 10314

A2. Baltimore (AMF dispatch)–Bermuda

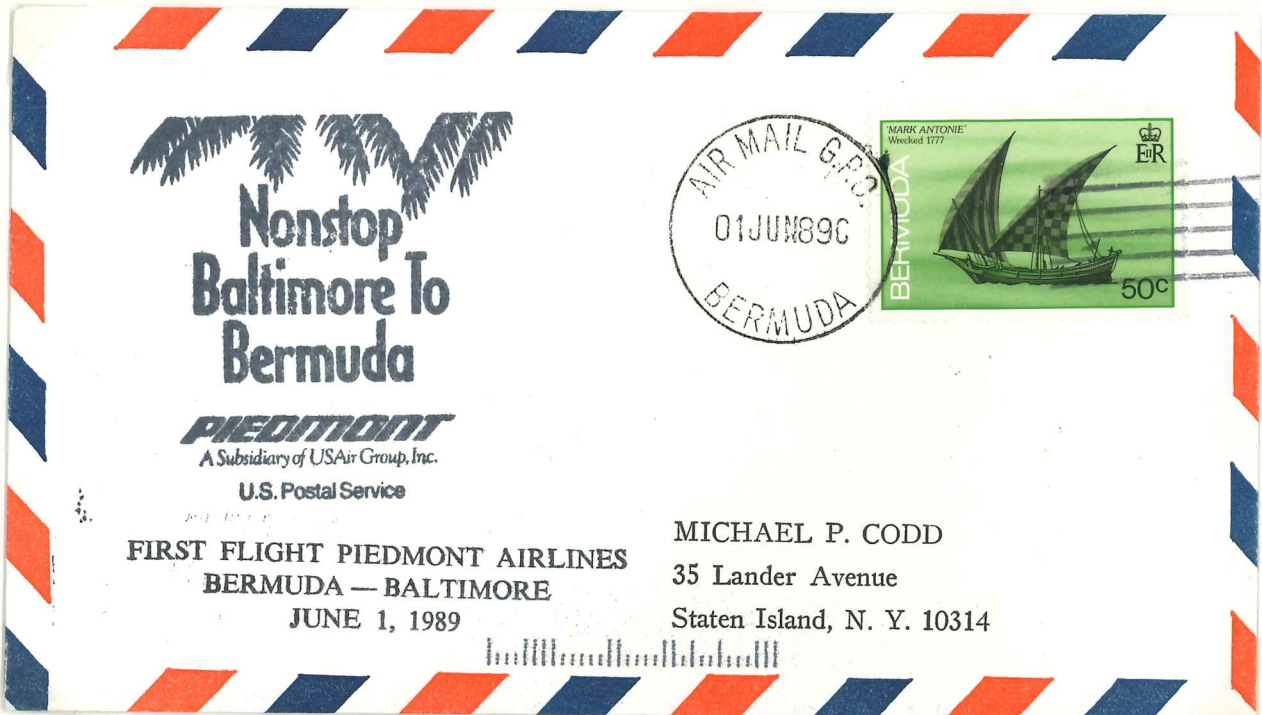


MICHAEL P. CODD
35 Lander Avenue
Staten Island, N. Y. 10314

BERMUDA BY AIR

FF31 1 June 1989. First Baltimore-Bermuda and Return Air Mail Services by Piedmont Airlines:

B. Westbound Route: Bermuda-Baltimore (270 pieces)



BERMUDA BY AIR

FF32 10 April 1991. First Washington, D.C.–Bermuda and Return Air Mail Service by United Airlines: UAL inaugurated daily direct Washington, D.C.–Bermuda services on 10 April 1991 using a Boeing 737-300 aircraft. The plane was on the ground in Bermuda for 1½ hours; all the mails were removed, and round trip flight covers were returned on the same day. Mails carried to Bermuda were imprinted with red USPS cachets, and were backstamped with the new "AIR MAIL A.M.F./ BERMUDA" cds. Privately cacheted covers were also carried, the official cachets being applied to their reverse.

A1. Washington, D.C. (GPO dispatch)–Bermuda (504 pieces)



A2. Washington, D.C. (AMF dispatch)–Bermuda (400 pieces)
a. Single-ring duplex cds (black with date in blue)



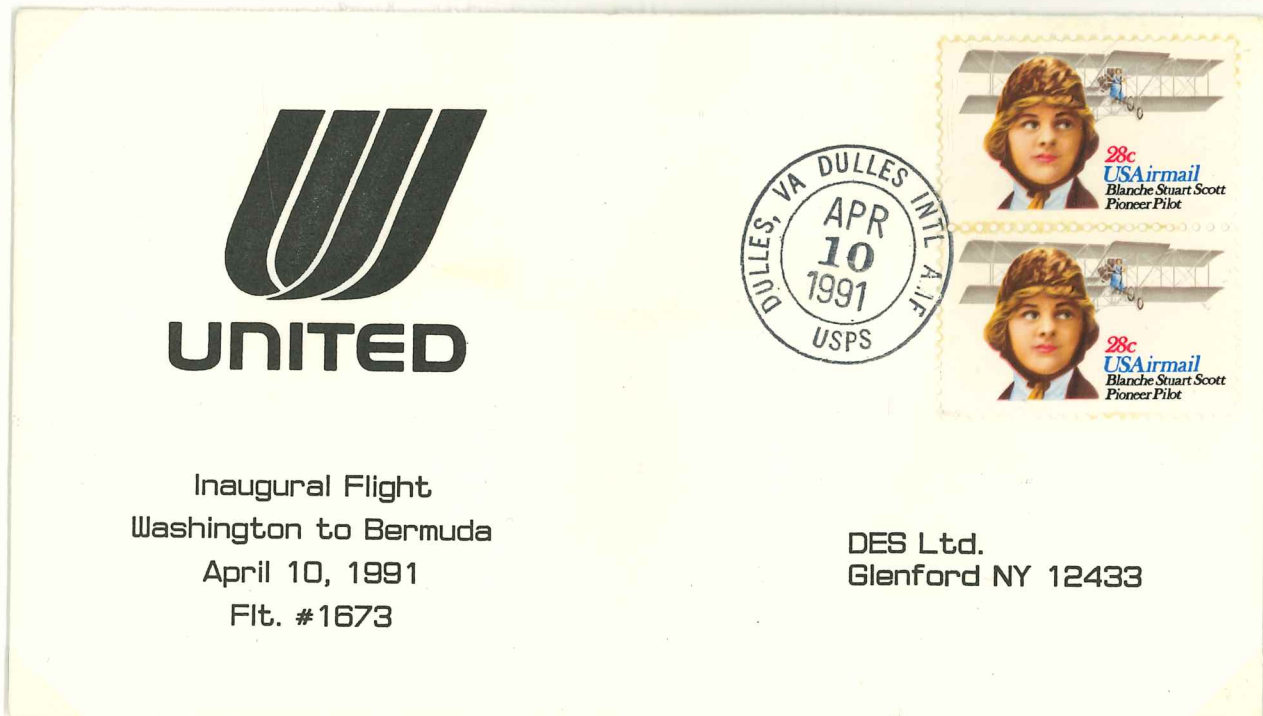
BERMUDA BY AIR

FF32 10 April 1991. First Washington, D.C.–Bermuda and Return Air Mail Service by United Airlines:

- B1. Eastbound Route: Washington, D.C.(AMF dispatch)–Bermuda (private cachet with official cachet on reverse). St. David's, Bermuda receiving cds.
 - a. Single-ring duplex cds (black with date in blue, 4 pieces)



- B1b. Double-ring cds (black, 8 pieces)



BERMUDA BY AIR

FF32 10 April 1991. First Washington, D.C.–Bermuda and Return Air Mail Service by United Airlines:

- B1. Eastbound Route: Washington, D.C.(AMF dispatch)–Bermuda (private cachet with official cachet on reverse). St. David's, Bermuda receiving cds.
 - a. Single-ring duplex cds (black with date in blue, 4 pieces), different cachet.



- B1b. Double-ring cds (black, 8 pieces), very few were signed.



BERMUDA BY AIR

FF32 10 April 1991. First Washington, D.C.–Bermuda and Return Air Mail Service by United Airlines:

- A2. Eastbound Route: Washington, D.C. (AMF dispatch)–Bermuda (400 pieces).
- b. Double-ring cds (black)



- B2. Eastbound Route: Washington, D.C. AMF –Bermuda (private cachet with official cachet on reverse). St. David's, Bermuda receiving cds, original dispatch from Glenford, N.Y.
- c. Glenford, NY, AMF (Flushing) dispatch, double-ring cds (black) backstamp (5 pieces)



BERMUDA BY AIR

FF32 10 April 1991. First Washington, D.C.-Bermuda and Return Air Mail Service by United Airlines:

C. Westbound Route: Bermuda-Washington, D.C. (Official dispatches, no cachets. The Official USPS cachet was received by the Bermuda P.O. the day previous to the flight, and since the text included USPS nomenclature, its usage was declined). (50 pieces)



Inaugural Flight
Bermuda to Washington
April 10, 1991
Flt. #1674



DES Ltd.
Glenford NY 12433

D. Westbound Route: Bermuda-Washington, D.C. (Private cachet. 10 April 1991 St. David's, Bermuda dispatch cds). (Less than 10 pieces dispatched; none reported delivered) This is possibly the only one delivered - has official cachet on reverse and Washington AMF April 10 datestamp. Stamps are bogus.



Inaugural Flight
Bermuda to Washington
April 10, 1991
Flt. #1674



DES Ltd.
Glenford NY 12433

BERMUDA BY AIR

FS18 15 May 1991. First Detroit-Bermuda and Return Flight Services by Northwest Airlines: NWAL inaugurated daily Detroit to Bermuda via Boston services, but did not have a USPS license to transport mails. An onboard collector provided covers with "BOARDING PASS" imprints to all the passengers; these hand-carried, private origin, mails to Bermuda may or may not be backstamped, and those backstamped can evidence hand-back receiving cds' from any office. Another group of privately-carried covers were prepared for other U.S.A. cities, for the return trip.

A3. Boston (AMF dispatch)-Bermuda (25 pieces)



B2. Bermuda-Detroit (45 pieces)



BERMUDA BY AIR

FS18 15 May 1991. First Detroit-Bermuda and Return Flight Services by Northwest Airlines:

A1. Eastbound Route: Detroit (AMF dispatch)-Bermuda (217 pieces)



A2. Boston (GPO dispatch)-Bermuda (29 pieces)



BERMUDA BY AIR

FS18 15 May 1991. First Detroit-Bermuda and Return Flight Services by Northwest Airlines:

A1 var. Eastbound Route: Detroit (AMF dispatch)-Bermuda (217 pieces)
Cover used as boarding pass, handstamped on reverse "DOCS OK"



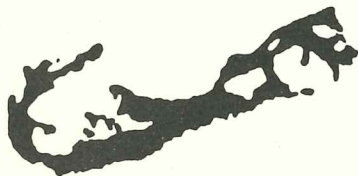
NORTHWEST AIRLINES

Inaugural Flight

Flight NW 380

May 15, 1991

Detroit/Boston/Bermuda



48212
BOARDING PASS

DES Ltd.
Glenford NY 12433

BERMUDA BY AIR

FS18 15 May 1991. First Detroit-Bermuda and Return Flight Services by Northwest Airlines:

C1. Round Trip Flight Covers (refranked with Bermuda postage) Detroit (AMF)-Bermuda-Detroit (AMF) (15 pieces)



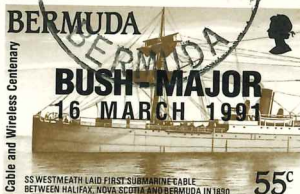
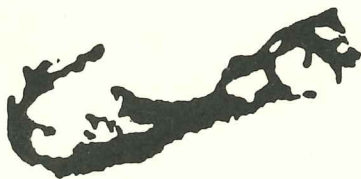
NORTHWEST AIRLINES

Inaugural Flight

Flights NW 380 - 391

May 15, 1991

**Detroit/Boston/Bermuda
Bermuda/Boston/Detroit**



DES Ltd.
Glenford NY 12433

BERMUDA BY AIR

FF34 4 April 1993. First Boston, MA–Bermuda and Return Air Mail Services by USAir: USAir inaugurated direct daily Boston–Bermuda passages on 4 April 1993 using a Boeing 727-200 aircraft. USAir was the second U.S.A. airline to inaugurate services to Bermuda within two years; NWAL began services on 14 April 1991 (see FF10), but the philatelic mails prepared for that flight are regarded as souvenir covers rather than first flight covers, since they represent a previous EAL route serviced by the NWAL takeover airline after the former's bankruptcy. The USAir flight was not publicized through the USPS, but alert collectors noted a Boston newspaper advertisement, confirmed that the flight was authorized to transport the U.S. mails, and organized first flight covers for the inaugural service. No official cachets were applied at either terminal.

A1. Boston (GPO dispatch)–Bermuda (32 pieces, backstamped 5 April.)



A2. Boston (AMF dispatch)–Bermuda (14 pieces, backstamped 5 April.)



BERMUDA BY AIR

FF34 4 April 1993. First Boston, MA-Bermuda and Return Air Mail Services by USAir:

B. Westbound Route: Bermuda-Boston (backstamped 4 April) (75 pieces).



BERMUDA BY AIR

FF35 2 May 1995. First Bermuda–Dominican Republic and Germany Air Mail Services by Condor Airlines: Condor Airlines (Condor Flugdienst G.m.b.H.), a subsidiary of Lufthansa German airlines, inaugurated charter flight service to Bermuda on 2 May 1995. The flight departed from Frankfurt, arrived at Bermuda and laying over for a couple of hours, then departed for Santo Domingo, Dominican Republic; the flight returned directly to Germany, bypassing Bermuda. Being a charter flight, the German postal authorities did not allow the carriage of mails to Bermuda or the Dominican Republic. However, the Bermuda Post Office authorized the carriage of mails on the outgoing Condor Airlines flights; the flight covers were posted without cachets.

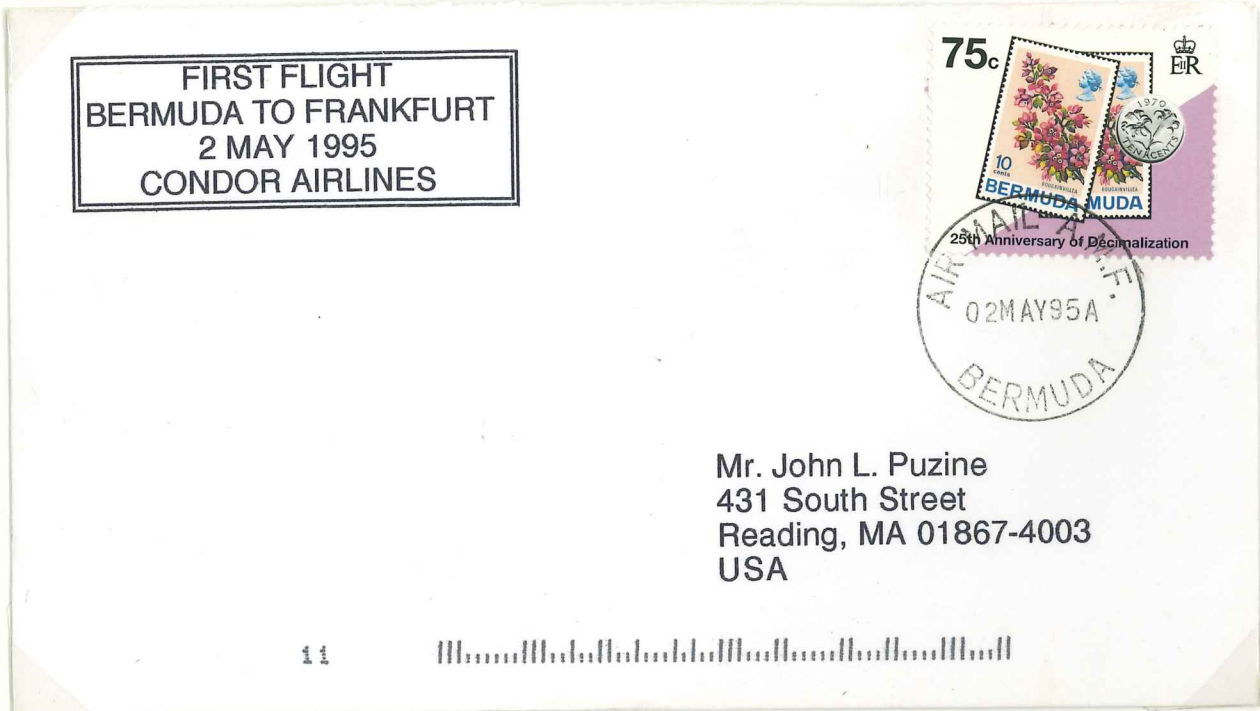
A. Bermuda–Santo Domingo, Dominican Republic (not backstamped) (22 pieces)



BERMUDA BY AIR

FF35 2 May 1995. First Bermuda–Dominican Republic and Germany Air Mail Services by Condor Airlines:

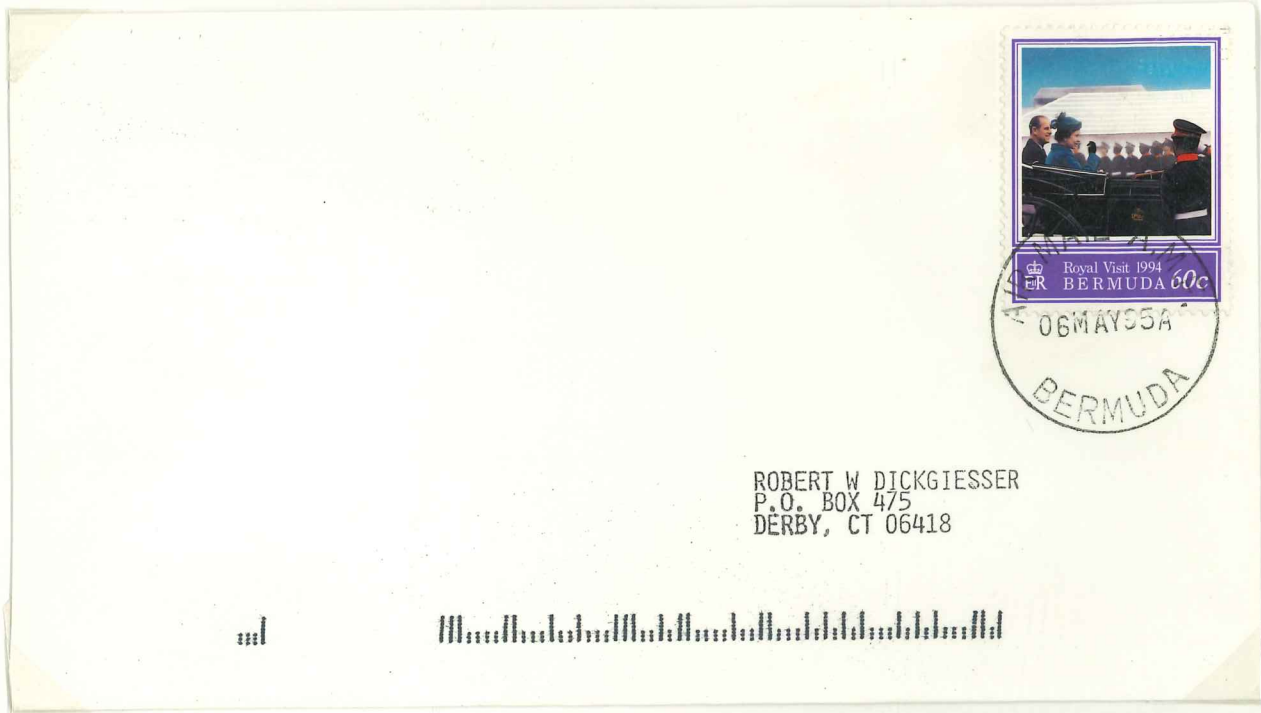
B. Bermuda–Frankfurt, Germany (not backstamped) (53 pieces)



BERMUDA BY AIR

FF36 7 May 1995. First Chicago–Bermuda Services via the Charlotte, NC–Bermuda Route Extension by USAir: USAir inaugurated direct Charlotte–Bermuda passages on 1 May 1992 (see FF33), extending these services from Chicago on 7 May 1995; the airline is licensed by the USPS to carry the mails to Bermuda. First flight covers originating in Chicago are canceled "APR 7" (rather than "MAY 7") in error; the flight covers were posted without cachets.

B. Bermuda–Chicago canceled 6 May (backstamped 7 May) (45 pieces)



BERMUDA BY AIR

FF37 25 May 1995. First Chicago and Newark, NJ–Bermuda Services by Kiwi Airlines: Kiwi Airlines, a regularly scheduled airline headquartered at (and flying from) Chicago's Midway Airport, originally programmed the inauguration of Chicago–Bermuda services via Newark for 4 May; for various reasons, the inaugural flight was postponed until 25 May. Kiwi Airlines is not USPS-licensed to carry mails to Bermuda, but USPS officials granted permission for the forwarding of philatelic pouch mail for the inaugural flight; the Bermuda P.O. authorized the carriage of the mails for the Kiwi Airlines flights departing the island. The flight covers were posted without cachets.

A1. Eastbound Routes: Chicago (AMF)–Bermuda. (35 pieces)

FIRST FLIGHT
KIWI AIRLINES
MAY 25, 1995
CHICAGO TO BERMUDA

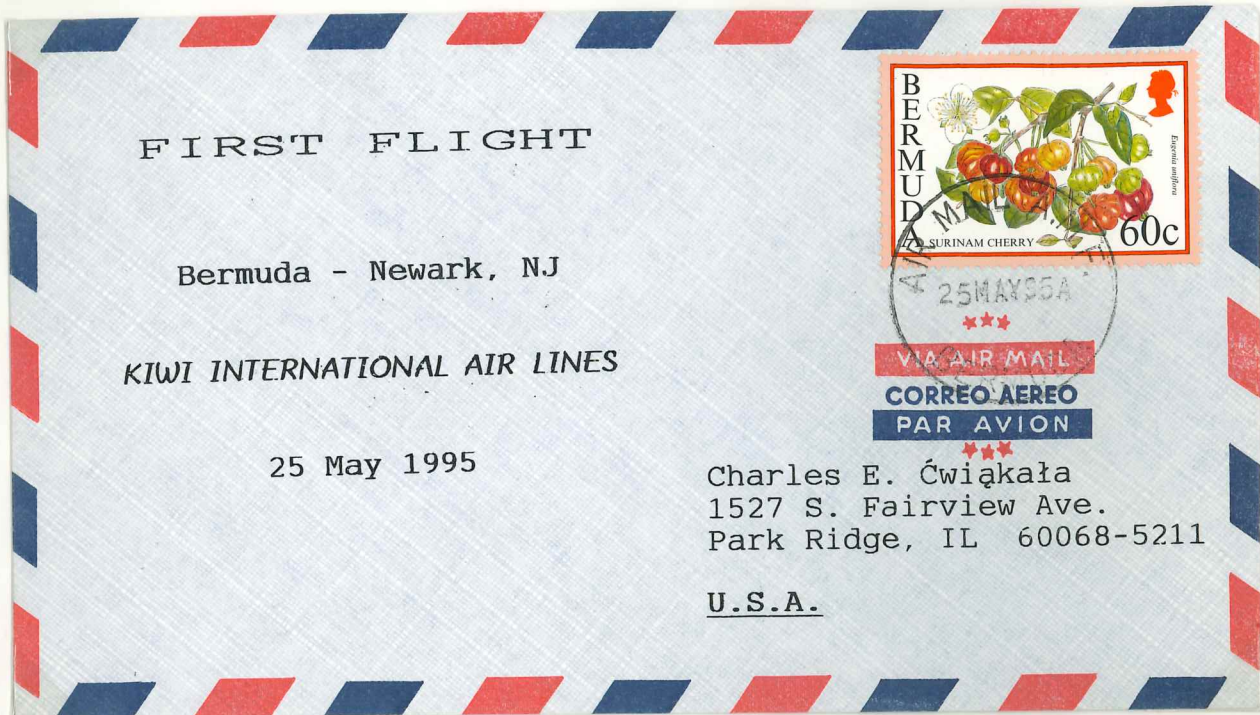


Mr. John L. Puzine
431 South Street
Reading, MA 01867-4003
USA

BERMUDA BY AIR

FF37 25 May 1995. First Chicago and Newark, NJ-Bermuda Services by Kiwi Airlines:

B1. Westbound Routes: Bermuda-Newark, NJ (not backstamped) (7 pieces)



B2. Bermuda-Chicago (not backstamped) (50 pieces)



BERMUDA BY AIR

Luggage Labels

FE-L1 (1930s): Imperial Airways, RMA Cavalier (147x89mm)



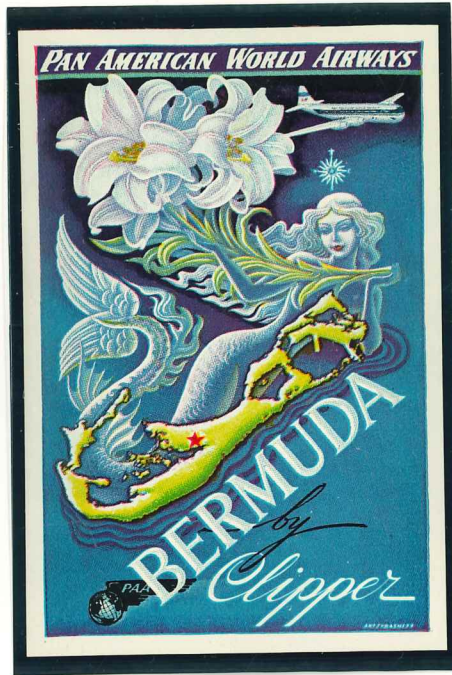
FE-L2 (1940s): Pan American Airways (97mm diameter)



BERMUDA BY AIR

Luggage Labels

FE-L3 (1940s): Pan American Airways (55x84mm)



FE-L4 (1940s): Pan American Airways (oval 138x85mm) (red, white, and blue; text: "BERMUDA/PAA[PANAM emblem]/PAN AMERICAN AIRWAYS SYSTEM")

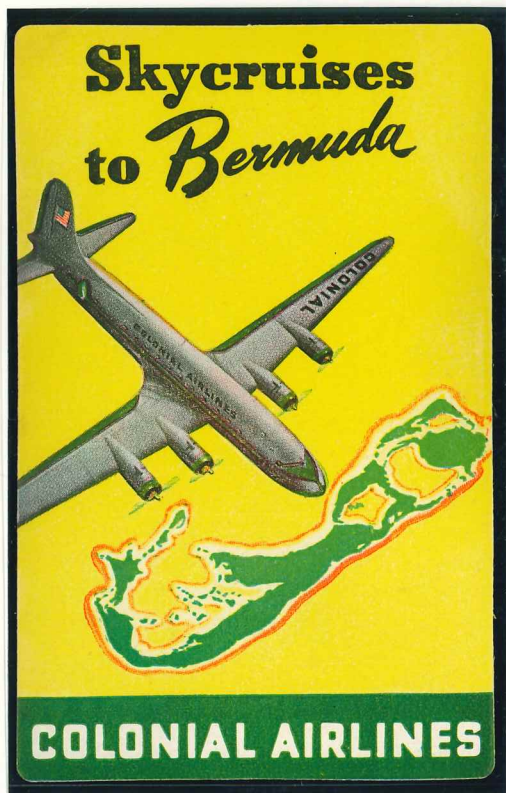


BERMUDA BY AIR

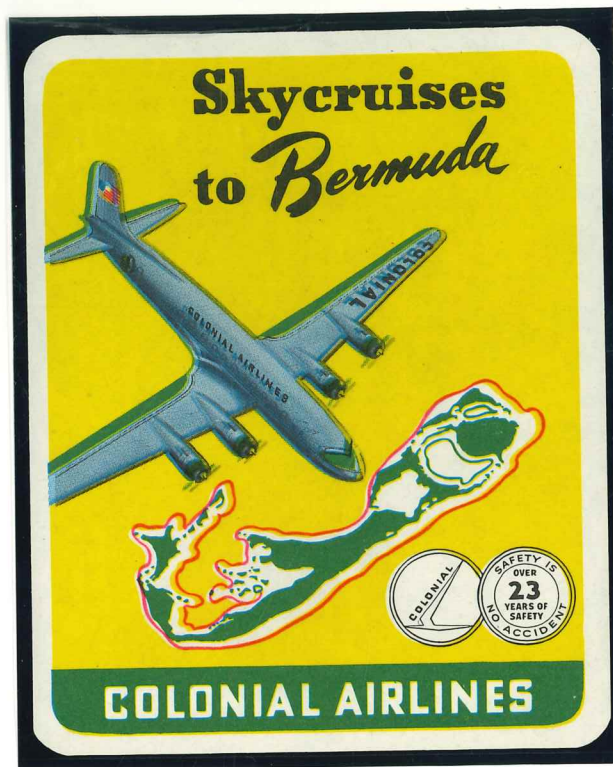
Luggage Labels

FE-L5 (1940s): Colonial Airlines (multicolor; text: "Skycruises/ to Bermuda/ /COLONIAL AIRLINES" with airplane over map of Bermuda outlined in red).

A. (1940s): no "Safety" emblem (63x100mm)



B1. (1950s): with "Safety" emblem - Wheaties reprint (70x89mm)



FE-L6 (1950s): Colonial Airlines (121x81mm) (green and cream; text: "SHIPPED VIA/ [Colonial Airlines emblem]/ COLONIAL AIRLINES/ CANADA·USA·BERMUDA")



BERMUDA BY AIR

Luggage Labels

FE-unlisted British Airways (148x88)

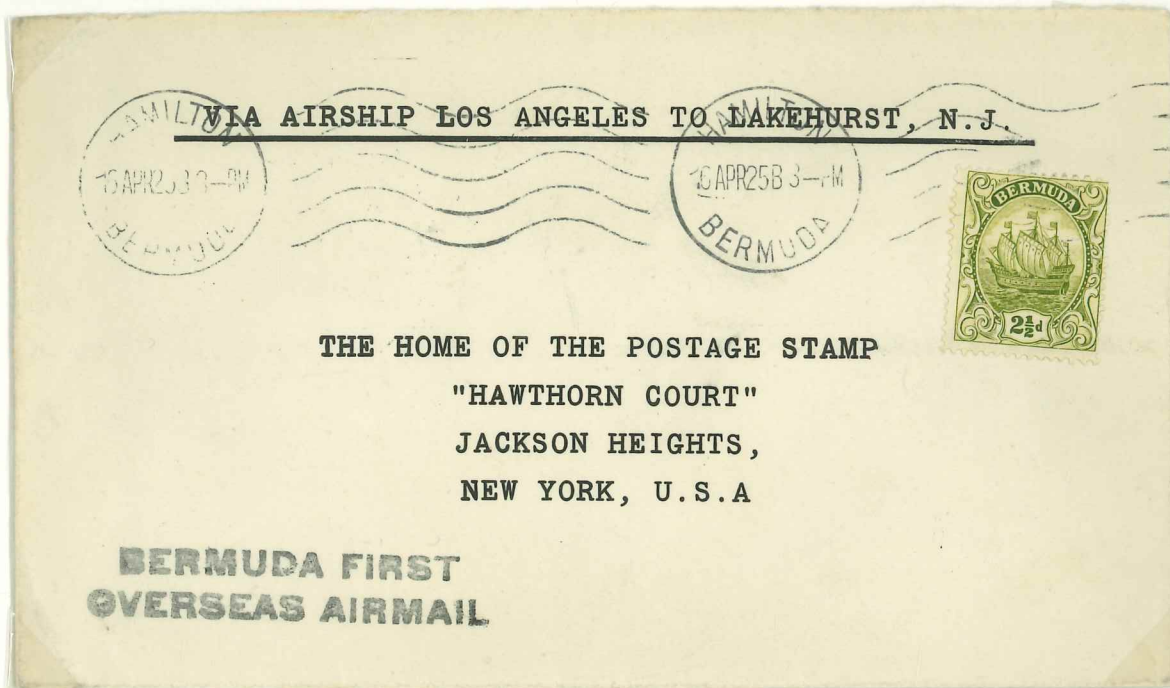


BERMUDA BY AIR

FS4 21 - 24 April 1925. Second Special Flight of the Airship USS Los Angeles:

B. Westbound Route: Bermuda-Lakehurst, New Jersey. Most souvenir and commercial covers posted from the USS Patoka are additionally handstamped with the trapezoidally-framed "AIR MAIL/VIA/USS LOS ANGELES" airship's cachet.

1a. Two-line Black cachet.



1b. Two-line Mauve cachet. Scarce commercial use.



BERMUDA BY AIR

FS4 21 – 24 April 1925. Second Special Flight of the Airship USS Los Angeles: The second Lakehurst–Bermuda flight began on April 1925, with the same type of "Air Mail Service" duplex cds canceling the adhesives as was used as a cachet for the previous flight. Flight covers can be found canceled as early as 15 April, since the flight was originally scheduled to depart on the 16th. The return flight to Lakehurst began on 23 April, with some of the Bermuda dispatch covers being canceled as early as the 16th. Two types of handstamp cachets were applied to the Bermuda dispatches, the three-line being the scarcer. A small number of covers were dispatched from Bermuda using U.S. postage canceled aboard the USS Patoka mooring ship.

A-Bvar. Round Trip - unlisted. Backstamps New York 2-23-1925 (two types), Hamilton 15 APR 25, New York 4-24-1925 and New York (Sta. Y) APR 25 1925. Probably missed the 20-21 February flight, went by boat. Arrived and backstamped in Hamilton and then flown via the USS Los Angeles back to New York. Note there is the Bermuda handstamp, but no Bermuda stamps.



BERMUDA BY AIR

FS4 21 - 24 April 1925. Second Special Flight of the Airship USS Los Angeles:

B. Westbound Route: Bermuda-Lakehurst, New Jersey. Official Copy of Official Correspondence between Officials of Bermuda and New York re the Los Angeles flight, with Hamilton cds and three-line cachet.

COPY OF ORIGINAL

AIR MAIL
SERVICE
BERMUDA

P. O.—No. 1

F.

Post Office of Bermuda.

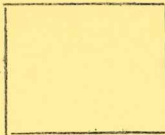
Correspondence with the Office

at *Lakehurst*

Stamp of
Despatching Office.



Stamp of
Receiving Office.



VERIFICATION CERTIFICATE.

For the correction and verification of errors and irregularities of every kind noticed in the Mails from the Office at
for the office at Bermuda.

From **Cerebral Postmaster & Staff Bermuda.**

Despatch of 192 . at { a.m. / p.m. }

To **The Postmaster & Staff New York City.**

ERRORS OR IRREGULARITIES.

Failure of Mail, Failure of Registered Articles, or of Letter Bill, Mail damaged, torn or in bad condition, etc.

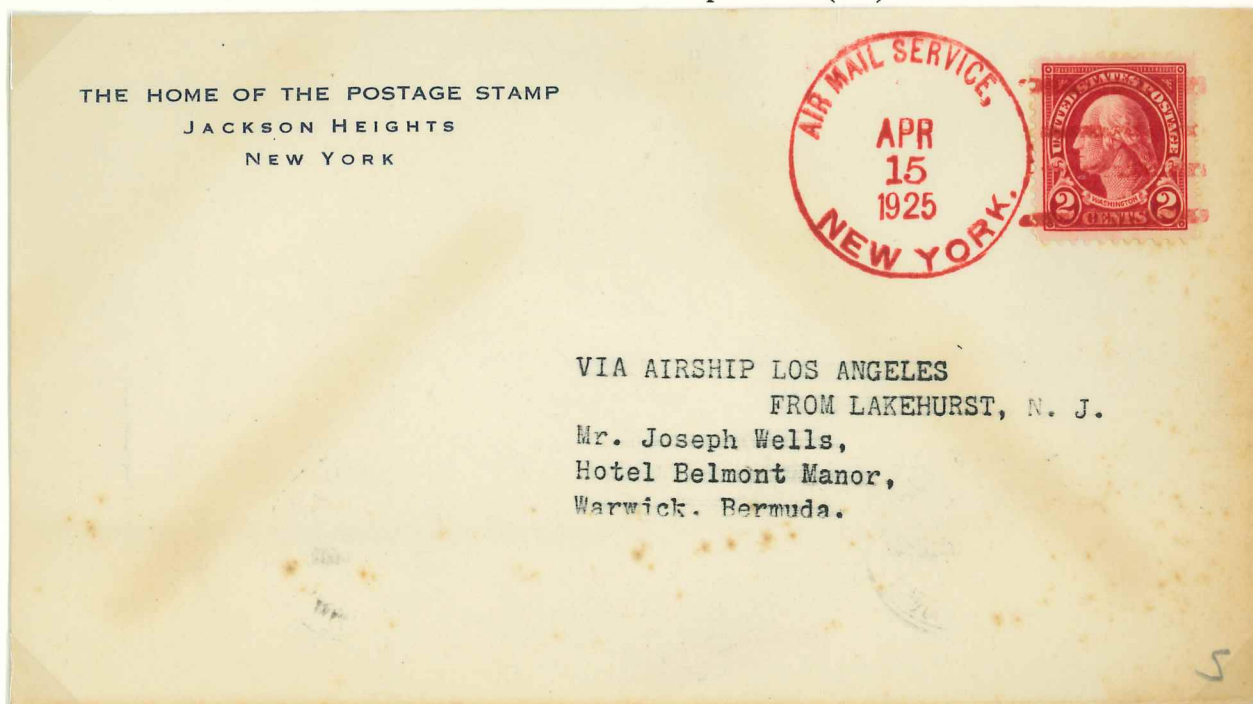
I am forwarding by the U.S. Air Ship Los Angeles, the first Aerial Overseas Mail, ever despatched from Bermuda to a foreign country, and convey to you, my felicitations, at the great event. *Lakehurst*
I trust that a regular communication, will bring our two English Speaking Peoples, within the radius of a few hours may at no distant date be inaugurated.

This Bulletin is sent in duplicate, so that a copy may be retained for Official record in both offices.

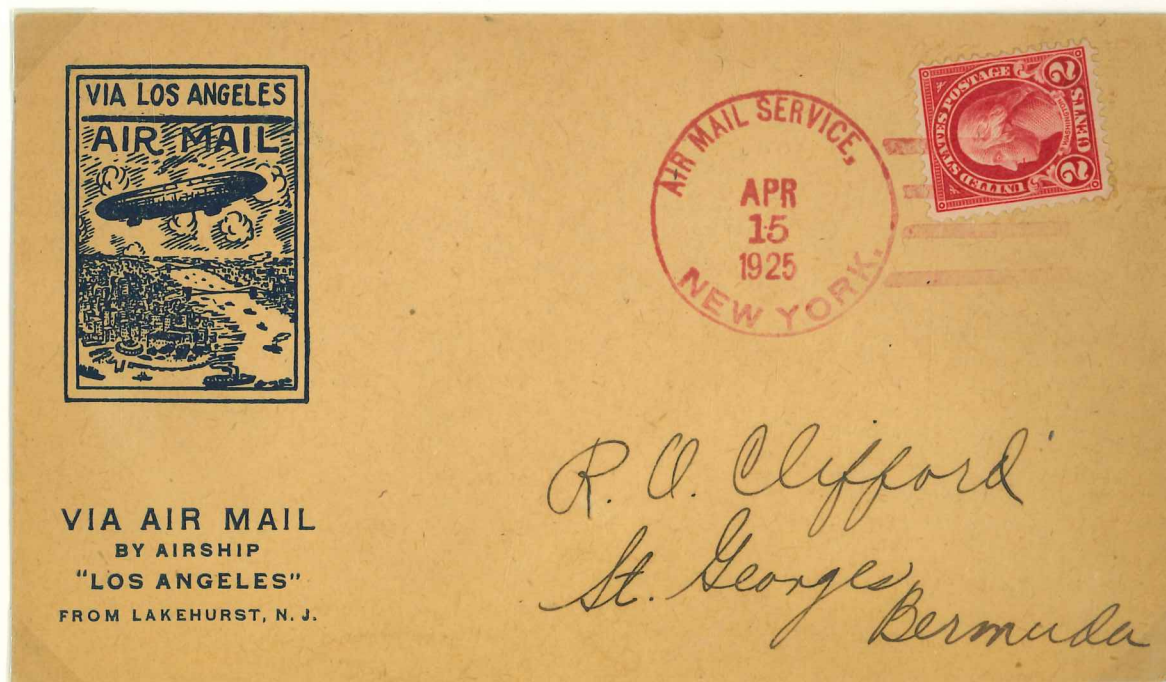
BERMUDA BY AIR

FS4 21 – 24 April 1925. **Second Special Flight of the Airship USS Los Angeles:** The second Lakehurst–Bermuda flight began on April 1925, with the same type of "Air Mail Service" duplex cds canceling the adhesives as was used as a cachet for the previous flight. Flight covers can be found canceled as early as 15 April, since the flight was originally scheduled to depart on the 16th. The return flight to Lakehurst began on 23 April, with some of the Bermuda dispatch covers being canceled as early as the 16th. Two types of handstamp cachets were applied to the Bermuda dispatches, the three-line being the scarcer. A small number of covers were dispatched from Bermuda using U.S. postage canceled aboard the USS Patoka mooring ship.

- A. Eastbound Route: Lakehurst, New Jersey–Bermuda
1. New York "AIR MAIL SERVICE" duplex cds (red)



- A1. With cachet.



BERMUDA BY AIR

FS4 21 - 24 April 1925. Second Special Flight of the Airship USS Los Angeles:

A1a. Eastbound Route: Lakehurst, New Jersey-Bermuda. New York "AIR MAIL SERVICE" duplex cds (red), with cds dated April 17.



A1b. Eastbound Route: Lakehurst, New Jersey-Bermuda. New York "AIR MAIL SERVICE" duplex cds (red), with cds dated April 18.



BERMUDA BY AIR

FS4 21 - 24 April 1925. Second Special Flight of the Airship USS Los Angeles:

B. Westbound Route: Bermuda-Lakehurst, New Jersey. Most souvenir and commercial covers posted from the USS Patoka are additionally handstamped with the trapezoidally-framed "AIR MAIL/VIA/USS LOS ANGELES" airship's cachet.

1a. Two-line Black cachet. Unusual registered use (backstamped New York 24 April) and forwarded to England.

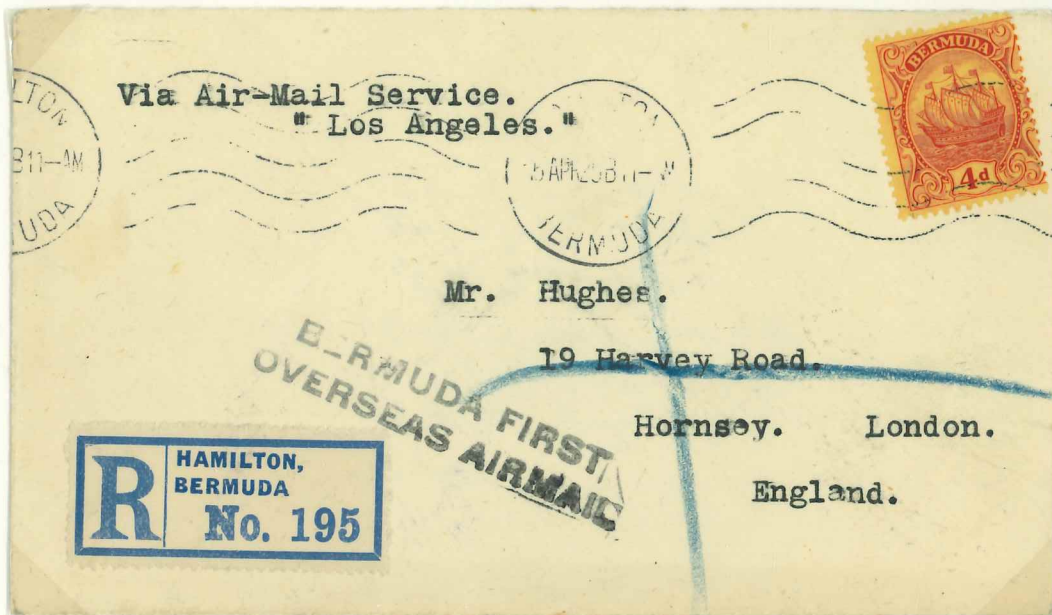


Photo post card of the "Los Angeles" moored to the special mooring mast of the U.S. Navy ship "Patoka." Notes on reverse: "Although the weather was rough & boisterous the airship manoeuvred & descended to the mooring vessel with little difficulty, a most interesting sight."

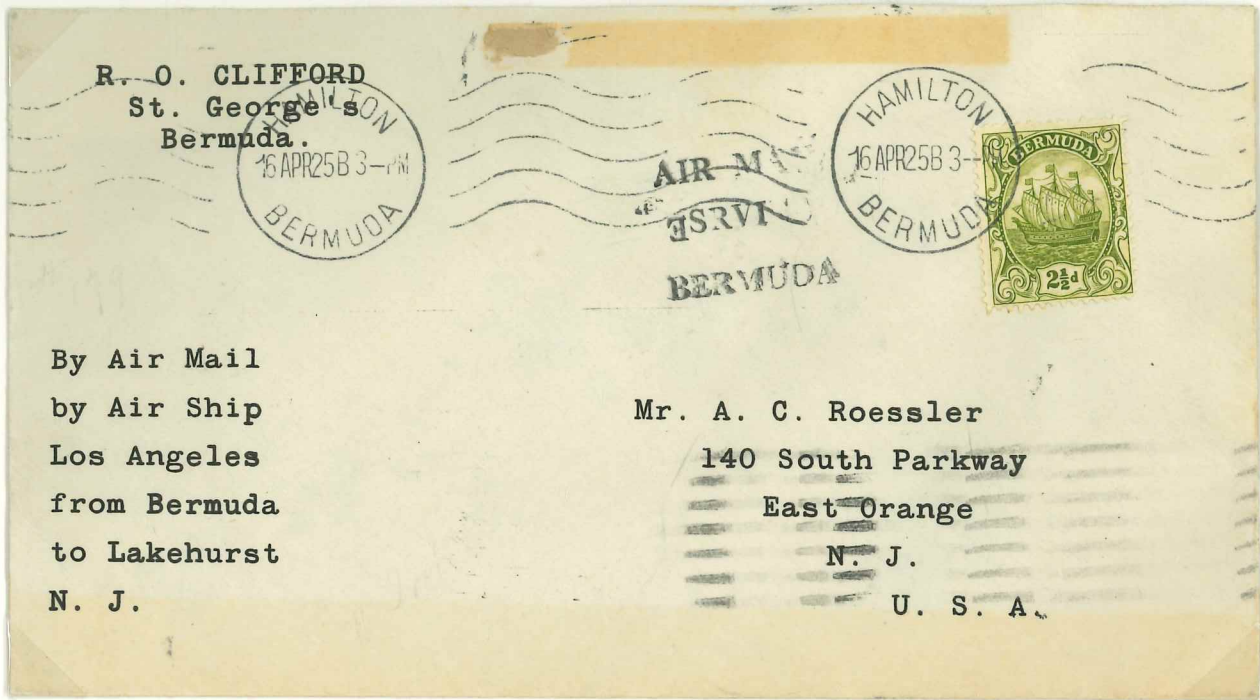


BERMUDA BY AIR

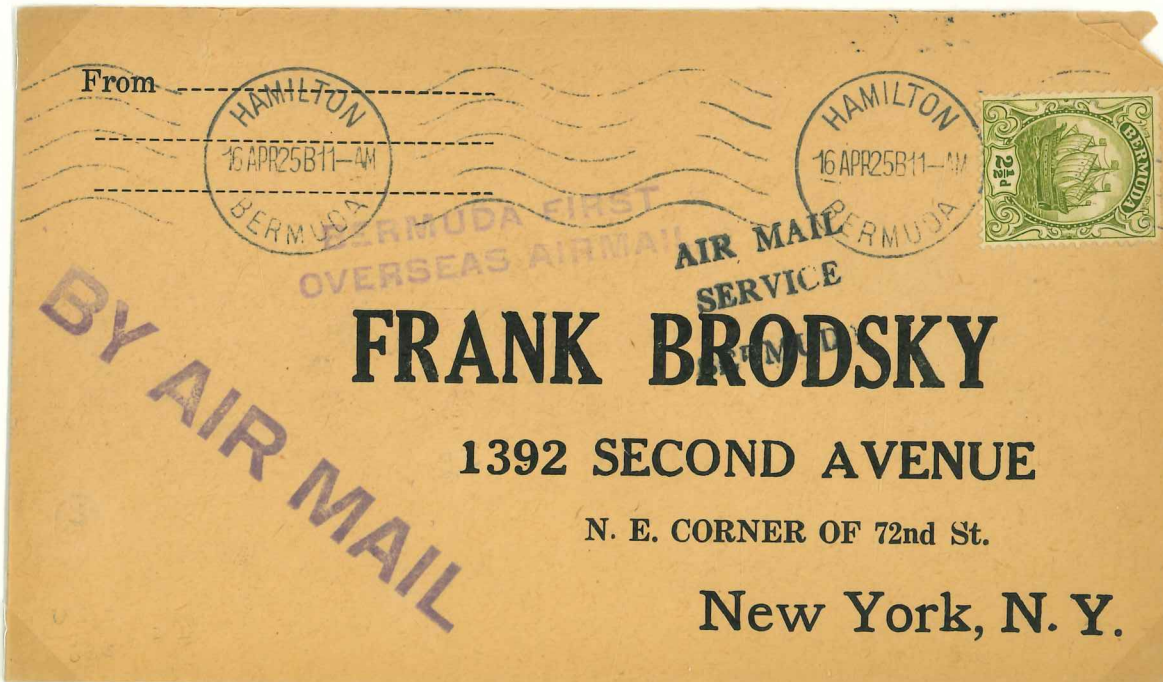
FS4 21 - 24 April 1925. Second Special Flight of the Airship USS Los Angeles:

B. Westbound Route: Bermuda-Lakehurst, New Jersey.

2a. ERROR: Three-line cachet (black) "SE" of "SERVICE" inverted and reversed.



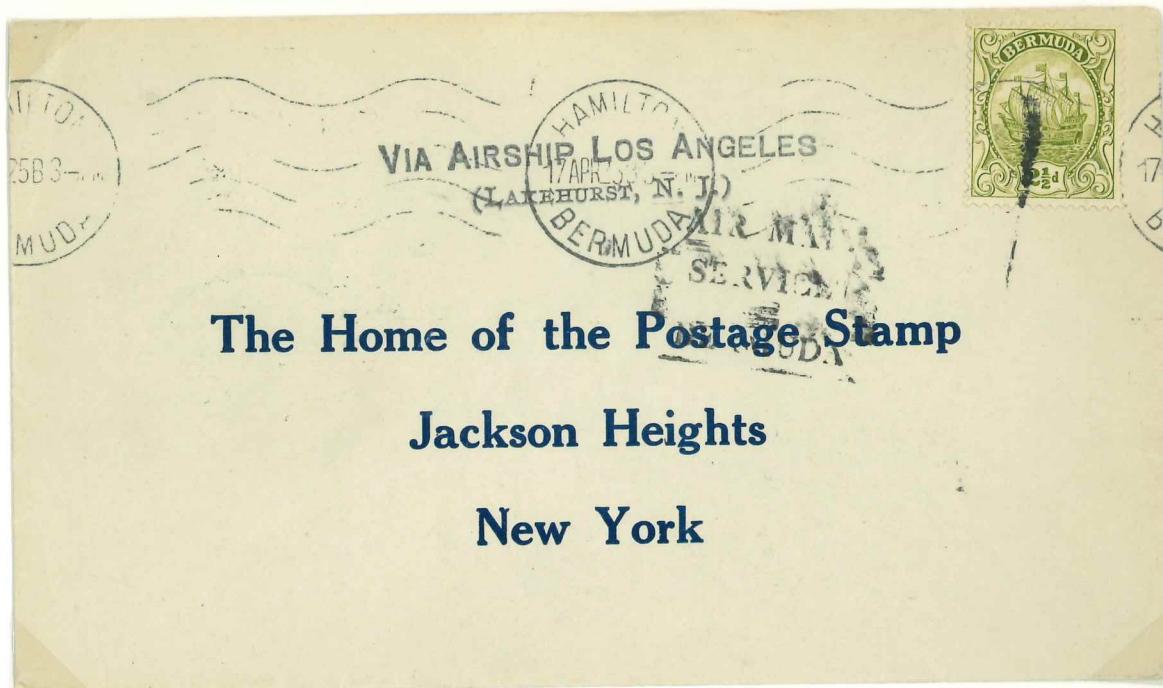
3var. Both two-line and three-line cachets, but two-line is in mauve (unlisted.)



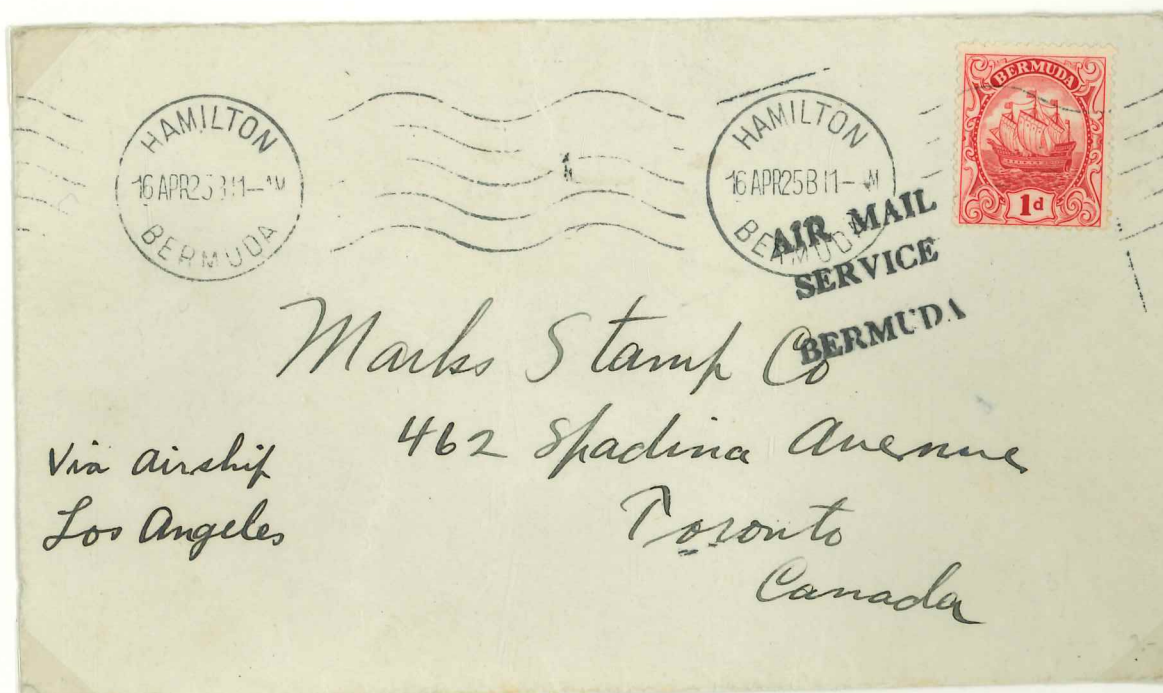
BERMUDA BY AIR

FS4 21 - 24 April 1925. Second Special Flight of the Airship USS Los Angeles:

- B. Westbound Route: Bermuda-Lakehurst, New Jersey.
2. Three-line cachet (black) - with unusual "Via Airship Los Angeles/(Lakehurst, N.J.) handstamp.



2. Three-line cachet (black) - 1d. franking to Canada. Cheapest airmail franking?



BERMUDA BY AIR

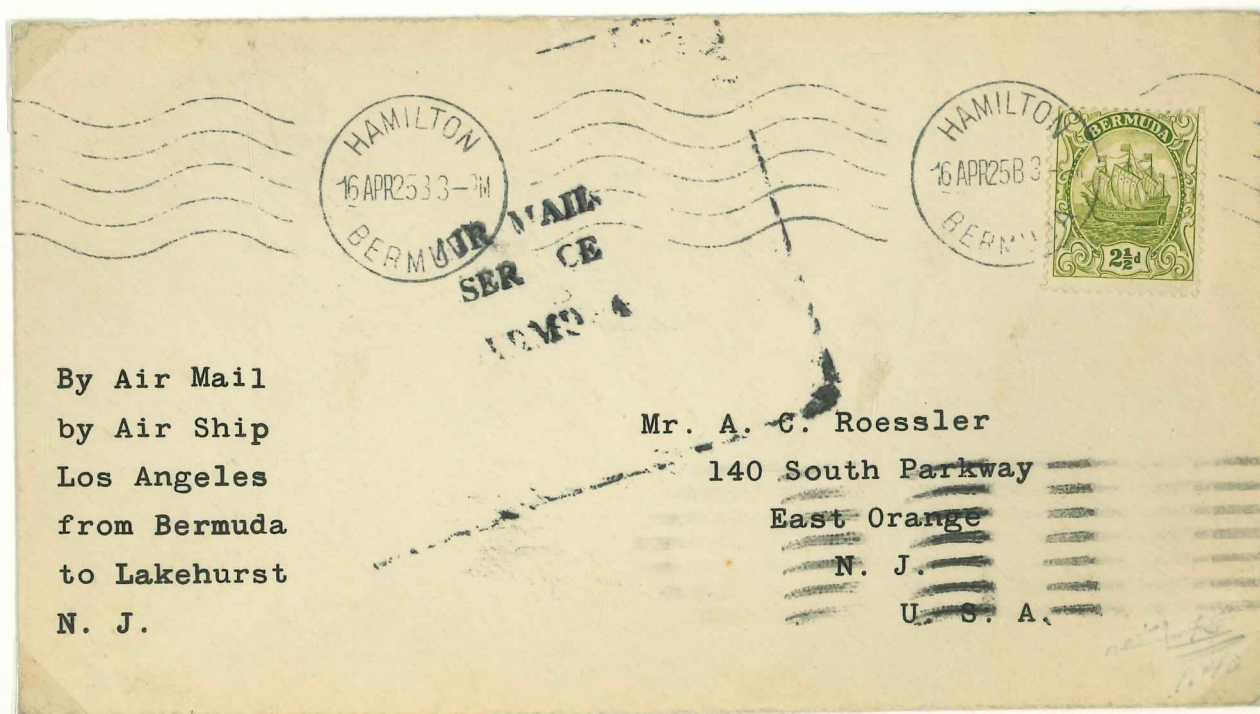
FS4 21 - 24 April 1925. Second Special Flight of the Airship USS Los Angeles:

B. Westbound Route: Bermuda-Lakehurst, New Jersey. Most souvenir and commercial covers posted from the USS Patoka are additionally handstamped with the trapezoidally-framed "AIR MAIL/VIA/USS LOS ANGELES" airship's cachet.

2. Three-line cachet (black) - a scarce cover with strike this good.



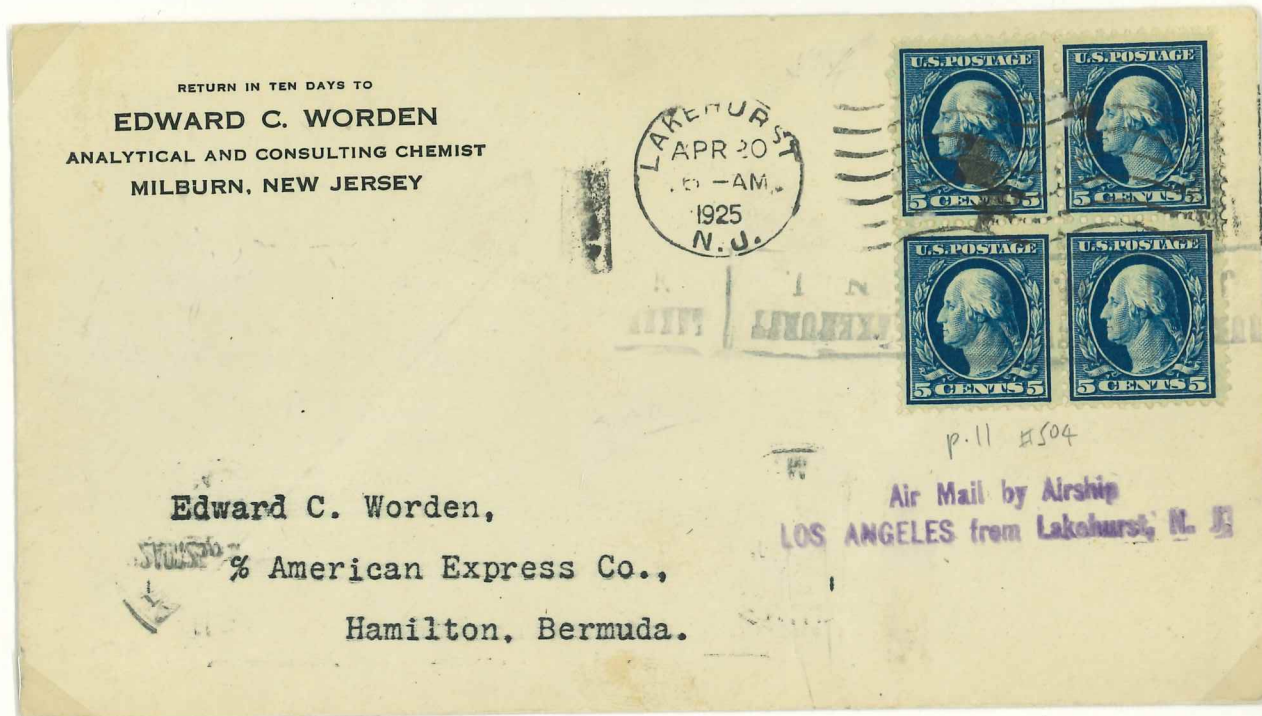
2. Three-line cachet (black) - normal strike of cachet.



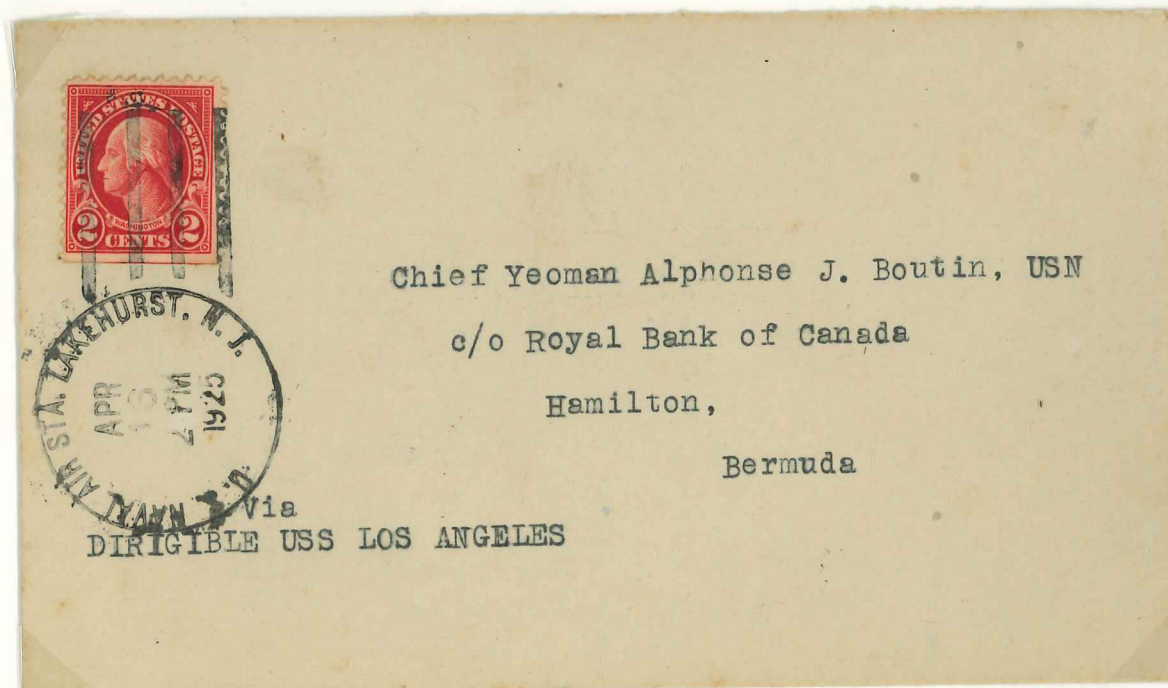
BERMUDA BY AIR

- A. Eastbound Route: Lakehurst, New Jersey-Bermuda.
- 2. Lakehurst postmarks
- a. "LAKEHURST/N.J." duplex cds machine cancel

Note faint inverted and boxed Lakehurst cancel in addition to the machine cancel.



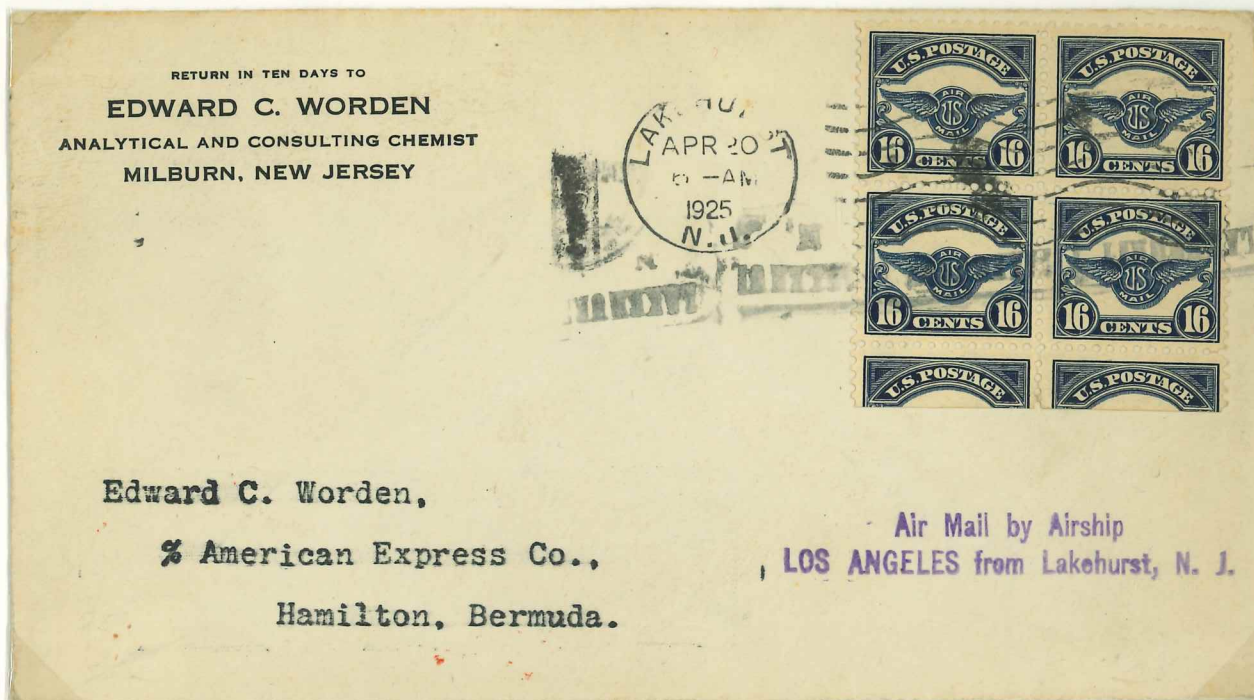
- b. "U.S. NAVAL AIR STA. LAKEHURST. N.J." duplex cds manual cancel.



BERMUDA BY AIR

FS4 21 - 24 April 1925. Second Special Flight of the Airship USS Los Angeles:

A2c. Eastbound Route: Lakehurst, New Jersey-Bermuda. Lakehurst machine and Lakehurst USNS postmarks. Note very excessive and unusual franking.

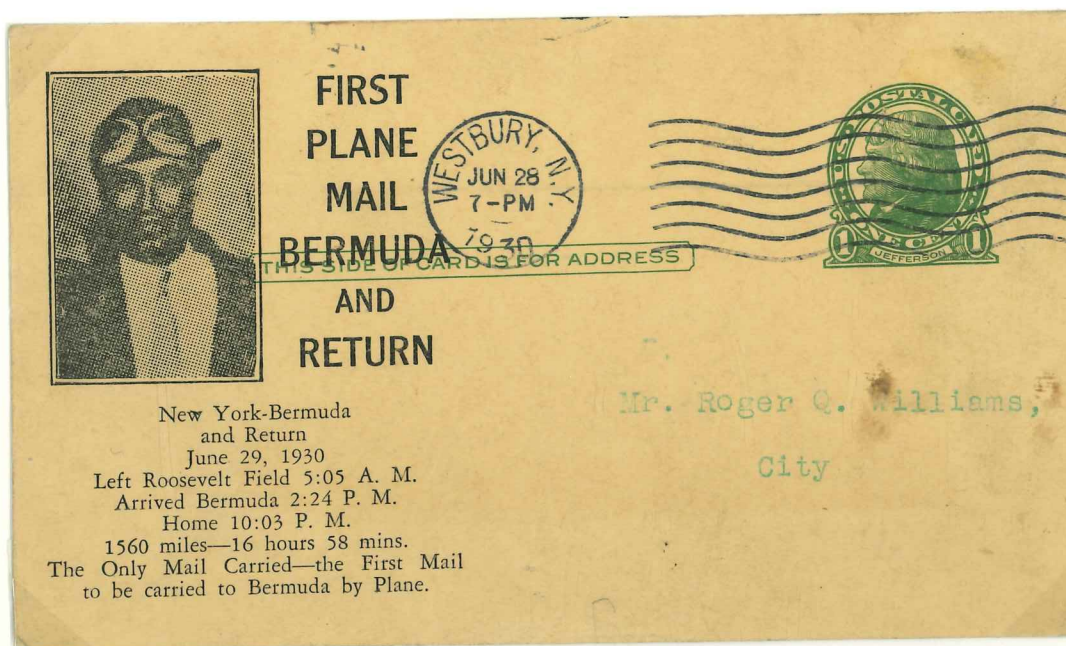


BERMUDA BY AIR

FS7 29 - 30 June 1930. The First New York-Bermuda and Return Souvenir Flight Mail:

On 29 June 1930, the first nonstop New York to Bermuda and return flight was completed by Roger Q. Williams (pilot), Capt. J. Errol Boyd (relief pilot) and Harry P. Connor, USN (navigator); the 1,560 mile round trip route was flown in 16 hours and 58 minutes. The crew flew a Bellanca monoplane, christened the Miss Columbia, which already had crossed the Atlantic in June 1927, and was destined to do so once more in October 1930. Although the flight did not land in Bermuda, a bag of mail, primarily postal cards, was dropped over Hamilton. The mails were canceled at Westbury, New York, on 28 June 1930, and bear a cachet announcing "FIRST/PLANE/MAIL/BERMUDA/AND/RETURN". The mails were returned to the States via ship, and were further imprinted with an additional explanatory cachet by the originator of the flight mails, the philatelically notorious A. C. Roessler, creating the first of the Bermuda "Flight Covers of Opportunity." Some of the souvenir flight postal cards were further autographed by Williams and his crew; the amount of mail flown is not recorded. The mail bag also contained a few cable originals (postal telegraphs), which were presumably handled by Bermuda Cable & Wireless; surviving recorded examples include one sent to Dr. James H. Kimball of the U.S. Weather Bureau congratulating him on the accurate weather forecast, and one sent to Frank Tichenor (of Aero Digest Magazine, New York), the latter "Collect Bermuda Cable" being signed by the crew.

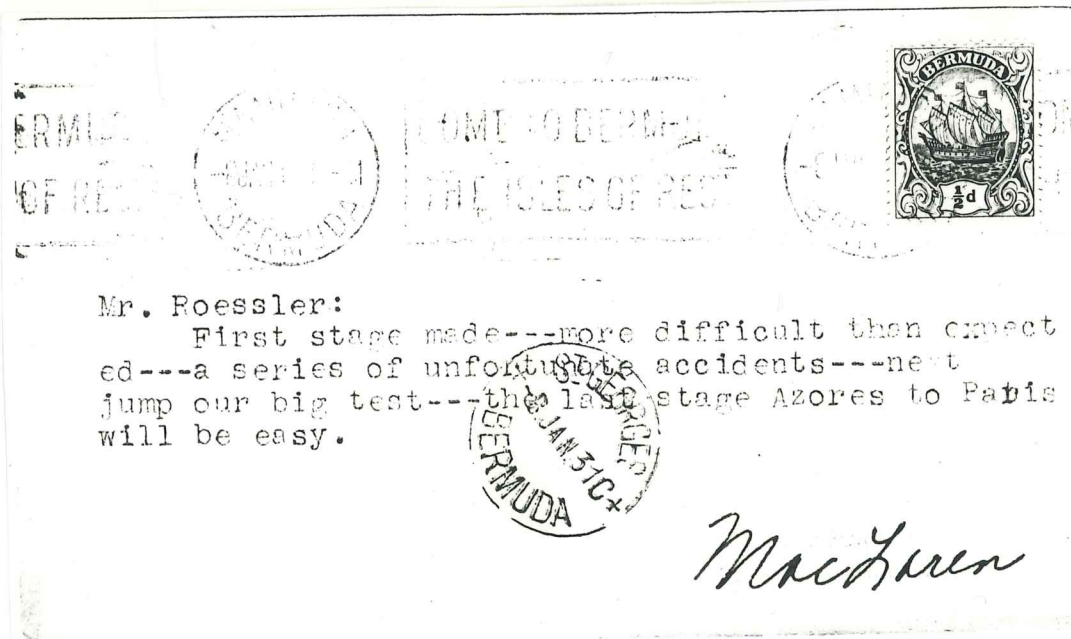
B. Flight postal card or cover to Bermuda autographed by the Miss Columbia crew (3 recorded)



BERMUDA BY AIR

FS9 7 January 1931. First Transatlantic Commercial Flight Attempt Mail: Mrs. Beryl Hart and U.S.A. Lt. William S. MacLaren attempted the first transatlantic flight on 7 January 1931; their plane, christened the Tradewind, was to fly from New York to Paris via Bermuda and the Azores. The two fliers completed the first leg of the flight to Bermuda, rested for three days, then embarked for the Azores; they never arrived at Horta, and no trace of them was ever found. Covers and postal cards from the first leg of the trip, New York to Bermuda, are canceled at East Orange, New Jersey, on 3 January (the starting date of the flight, it being postponed due to sextant problems and bad weather). The covers and postal cards delivered to Bermuda were refranked with Bermuda postage (½d for postal cards, 1d for letters), were with Hamilton or St. George's (or both) cds' dated 8 January 1931, and were returned to the States via surface mail. All recorded postal cards include a contemporary apparently posthumously applied prophetic text (by Roessler?), normally carefully spaced to circumvent touching the Bermudian postal markings. The amount of mail flown is not officially recorded.

A. Flight postal card (with prophetic typewritten text) (39 recorded)



BERMUDA BY AIR

FS9 7 January 1931. First Transatlantic Commercial Flight Attempt Mail:

B. Flight postal card or cover (without prophetic typewritten text) (7 recorded)

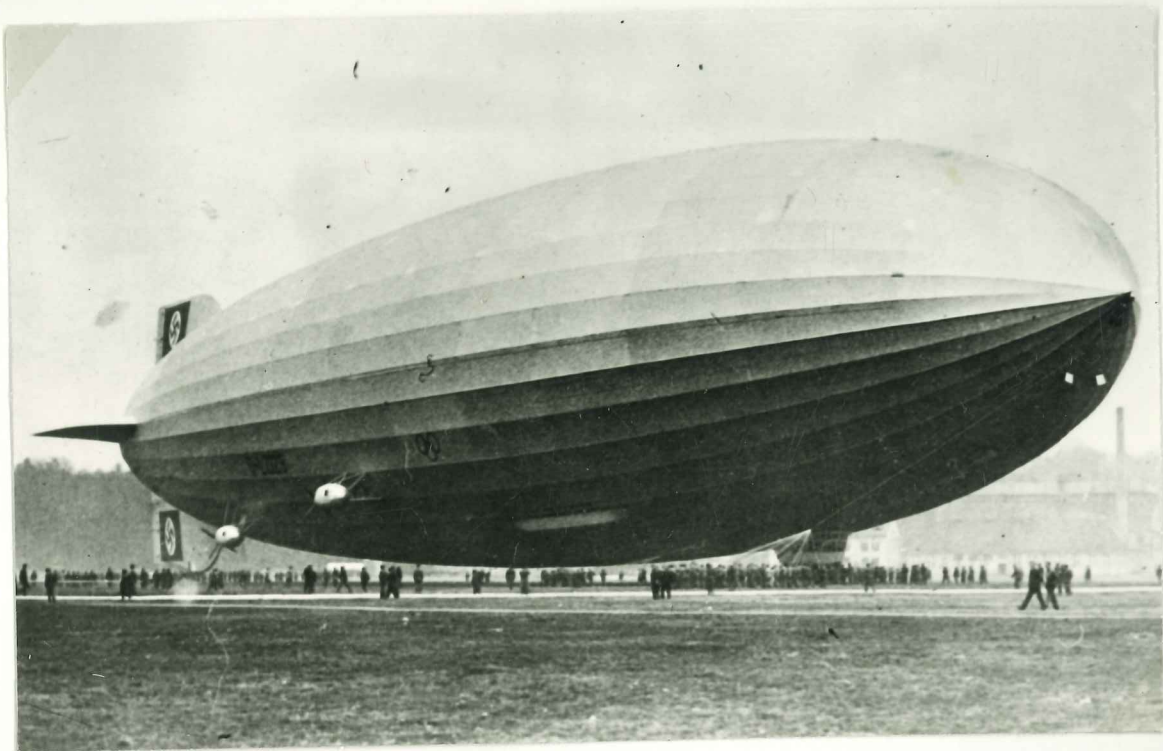


Photo of airplane "Tradewind:"

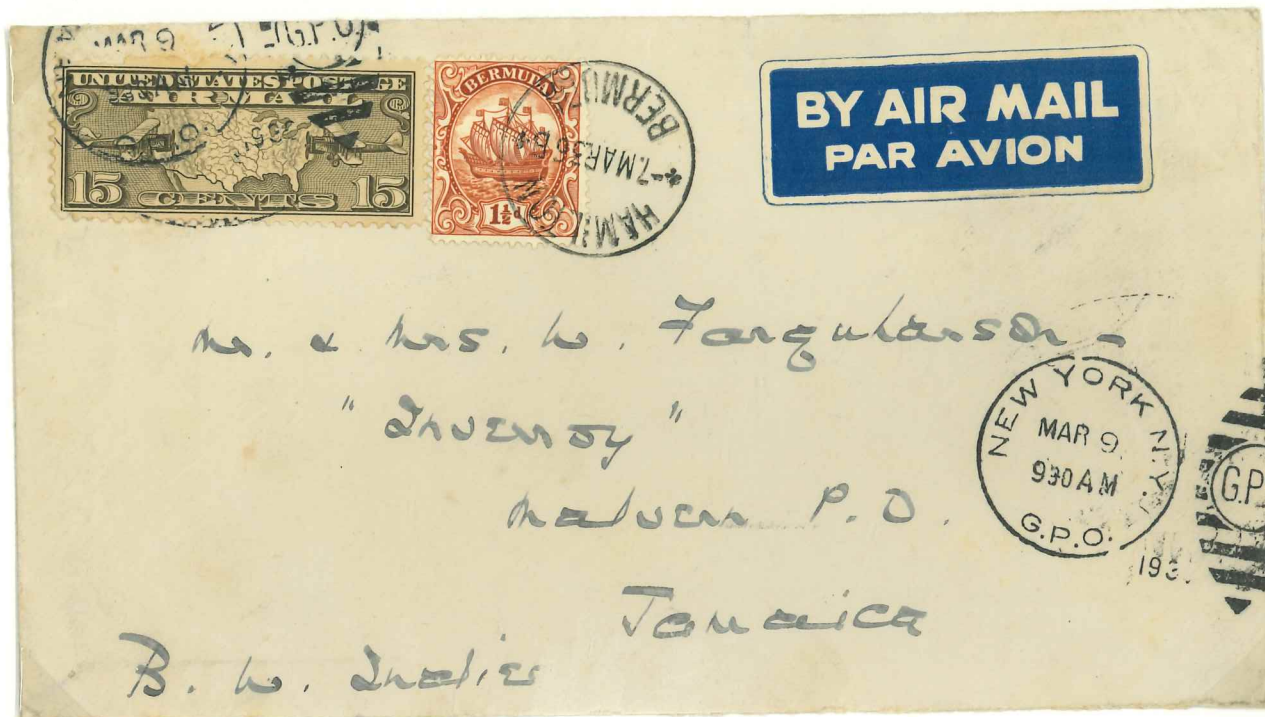


BERMUDA BY AIR

FS10 6 – 14 May 1936. First Airship Hindenburg (LZ-129) North American Flight; Return Flight Bermuda Dispatches: Top photo shows the relative size of the Hindenburg. The bottom photo shows the disaster at Lakehurst, May 18, 1937, annotated in German on reverse.



BERMUDA BY AIR



FA1 1915 (also earlier, and later). Acceptance of the Bermuda Mails for Carriage Within the U.S.A. Special Delivery and/or Within (and Outside) the U.S.A. Airmail Networks Using Mixed Bermuda-U.S.A. Frankings: USPOD regulations allowed the carriage of international mails within the U.S.A. special delivery and/or air mail systems if the mails were franked with the proper U.S.A. postage in addition to the postage of the country of origin. Bermuda-origin postings utilizing these services had to bear both Bermudian and the proper U.S.A. adhesives. These U.S.A. postal services were normally utilized by those familiar with the USPOD regulations, but by the 1930s, certain shops in Hamilton, which were under license to sell Bermuda stamps, also sold U.S. stamps to those customers requesting them.

C. Mixed Franking for Carriage of Bermuda-Origin mails Through the U.S.A. to Foreign Destinations by Air Mail Services.

14. 2 December 1930 – On: to Jamaica via FAM Route 5 Extension (Rate: 10¢ per half ounce)

BERMUDA BY AIR

FA10 24 – 26 September 1939. First Acceptance of Azores Souvenir Mails to Bermuda via the PANAM U.S.A. to Europe "Southern Route": Similar to the 10 September 1939 unofficial acceptance of mails from Portugal to Bermuda via New York (see FA8), the PANAM "Clipper" delivered unofficial mail to Bermuda from the Azores leg of the route. The flight covers included a private cachet, were canceled at Horta on 24 September 1939, and were delivered to Bermuda on the 26th (26 September 1939 Hamilton backstamp).

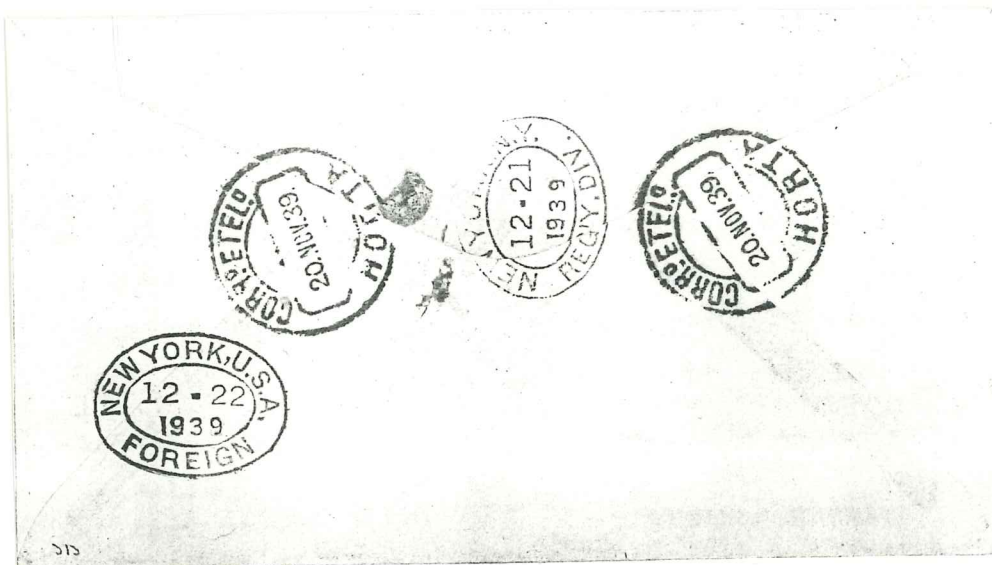
B. Round trip flight cover: Azores–Bermuda–Azores (2 recorded)



BERMUDA BY AIR

FA11 19 November 1939. First Acceptance of Bermuda Mails to Europe via the Direct Eastbound Service of the PANAM U.S.A. to Europe "Southern Route": On 19 November 1939, the first dispatch of mail from Bermuda was accepted for eastbound carriage via FAM Route 18 on the U.S.A. to Europe route. The postings were originally scheduled to depart from Hamilton via the PANAM NC 18605 Dixie Clipper on 16 November, but inclement weather postponed the flight to the 19th. As small as the volumes being carried were, it is accepted by aerophilatelists that even smaller amounts of the mails were destined to be of a collectible nature. Official cachets were not applied to the flight segment mails.

A. Bermuda-Azores (backstamped 20 November 1939, 2-1/2 lbs. of mail carried, ca. 80-95 pieces)



BERMUDA BY AIR

FS11 25 May – 12 June 1937. Imperial Airways and Pan American Airways Survey Flights between New York and Bermuda (see FF1, FF2); Privately Carried Mails: The first survey flights between Bermuda and Port Washington, New York, were initiated simultaneously by Imperial Airways and PANAM. The Imperial Airways G-ADUU RMA Cavalier flying boat flew to New York on 25 May 1937, returning to Bermuda on the 26th. The PANAM NC 16736 Bermuda Clipper flying boat flew to Bermuda on the 25th, returning to New York on the 26th. Further trial flights were conducted on the 5th, 8th, and 12th of June. Although privately-carried flight covers possibly exist for all the runs, only a cover for the 8 June westbound trip has been recorded. Survey flight cover status is confirmed if the posting and receiving cancels are of the same date, or one day later, at the most.

B3. Westbound Survey Flights by Imperial Airways, Bermuda–New York using the G-ADUU RMA Cavalier on 8 June 1937 (returning on 9th, Pilot Capt. William Neville-Cumming) (1 survey flight cover recorded: carried by First Officer Neil Richardson)



BERMUDA BY AIR

FA4 16 June 1937. Acceptance of the First Official Bermuda–New York Regular Air Mail Services by Imperial Airways for Delivery to the FAM Routes 6 & 10 Ports-of-Call (see FF1): The inauguration of direct air mail services between Bermuda and New York on 16 June 1937 allowed a quicker carriage of the mails between the island and the politically, economically and culturally affiliated British Caribbean area. The first commercial flight of the RMA Cavalier carried small amounts of mail accepted for the first carriages to the area; the mails were delivered to New York, transported to the FAM Route 6 & 10 northern terminus (Miami), and were entered into the FAM mail streams. Apparently, the mails destined for the route points were forwarded on a staggered basis, as the backstamps do not necessarily indicate that they were all forwarded on the same day. All the acceptance covers are with the standard RMA Cavalier cachet illustrated in the FF1 listing.

A2. Southbound Services: Bermuda–New York–Miami–FAM Routes 6 & 10 Points. Bermuda–Jamaica (5 recorded)



BERMUDA BY AIR



FA5 16 March 1938. Acceptance of Commonwealth (and other) Mails for Carriage on the First Official Baltimore-Bermuda Service (see FF3): As a courtesy, the USPO accepted mails other than those destined to originate in Baltimore for the first PANAM flight to Bermuda from that city. Covers thus received were normally backstamped with the Baltimore duplex cds to document the transit. In many cases, and as officially required, the foreign dispatch was supplemented with U.S.A. postage, although this ruling was overlooked in many cases by USPOD personnel if foreign covers did not include the franking.

B1. Great Britain dispatch.

BERMUDA BY AIR



FA6 8 - 9 June 1939. First Acceptance of British Mails to and from Bermuda via the PANAM U.S.A. to Europe "Southern Route": The official first flight from the U.S.A. to Europe via the "Southern Route" (New York-Azores-Lisbon, Portugal-Marseilles, France), designated FAM Route 18 by the USPOD, occurred on 20 May 1939. On that day, the flight left New York for Marseilles, returning via the same route on 27 May. Mail to points beyond Marseilles were dispatched via regular connecting service in Europe. Authorization for Bermudian acceptance mails was given on 31 May 1939, and on 9 June the first British mail to and from Bermuda was boarded for carriage on the "Southern Route", being transported by the PANAM NC 18605 Dixie Clipper. The British dispatch covers for Bermuda were delivered to the New York terminal, then were forwarded to Bermuda via the next connecting PANAM "Clipper" flight. These covers each had one (e.g. Bermuda) or more (e.g. Great Britain) privately-applied cachets, but not all the mail carried on the flight was impressed with these cachets. The amount of mail flown is not recorded officially, but Bermuda-bound examples are plentiful.

A. Great Britain Dispatch Mail to Bermuda (8 June 1939) (18 recorded)

BERMUDA BY AIR



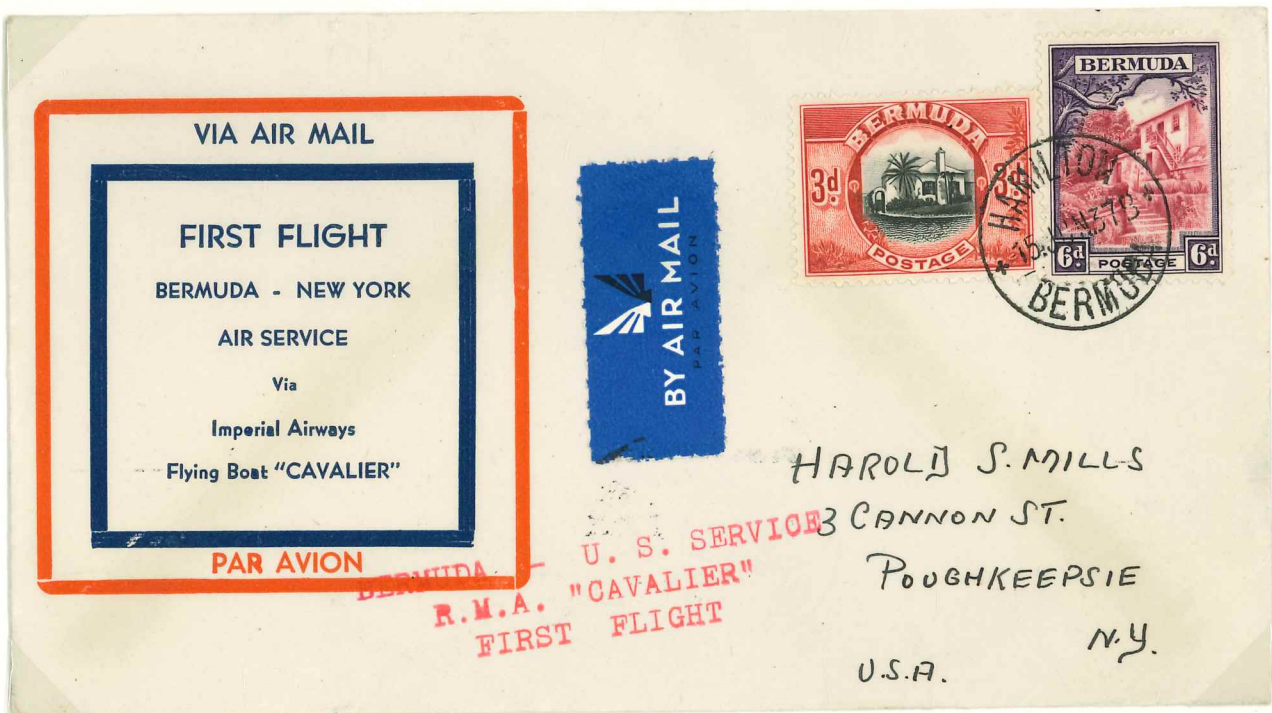
FA6 8 – 9 June 1939. First Acceptance of British Mails to and from Bermuda via the PANAM U.S.A. to Europe "Southern Route": The official first flight from the U.S.A. to Europe via the "Southern Route" (New York–Azores–Lisbon, Portugal–Marseilles, France), designated FAM Route 18 by the USPOD, occurred on 20 May 1939. On that day, the flight left New York for Marseilles, returning via the same route on 27 May. Mail to points beyond Marseilles were dispatched via regular connecting service in Europe. Authorization for Bermudian acceptance mails was given on 31 May 1939, and on 9 June the first British mail to and from Bermuda was boarded for carriage on the "Southern Route", being transported by the PANAM NC 18605 Dixie Clipper. The British dispatch covers for Bermuda were delivered to the New York terminal, then were forwarded to Bermuda via the next connecting PANAM "Clipper" flight. These covers each had one (e.g. Bermuda) or more (e.g. Great Britain) privately-applied cachets, but not all the mail carried on the flight was impressed with these cachets. The amount of mail flown is not recorded officially, but Bermuda-bound examples are plentiful.

B. Bermuda Dispatch Mail to Great Britain (9 June 1939 cds) no cachet (5 recorded)

BERMUDA BY AIR

FF1 16 June 1937. First Official Bermuda–New York Air Mail Service by Imperial Airways: The long-awaited and well-publicized British-owned Imperial Airways official first flight over the U.S.A. government-designated FAM Route 17 (later integrated into FAM Route 18) from Hamilton to New York was inaugurated on 16 June 1937. On that day, the G-ADUU RMA Cavalier flying boat, piloted by Capt. William Neville-Cumming, flew the route to New York; the Cavalier continued transport on this route until 21 January 1939, when it was lost at sea while en route from New York to Bermuda. The volume of mail carried on the inaugural flight was large, the actual amount differing according to the competent authority being consulted. According to traditional references, the volume of mail was ca. 1200–1450 pieces, while contemporary accounts record ca. 8000–9500 pieces, and even up to more than 10,000 pieces! Given the relatively common status of the representative flight covers, the amount flown were most likely closer to the reported higher volumes (see FA4).

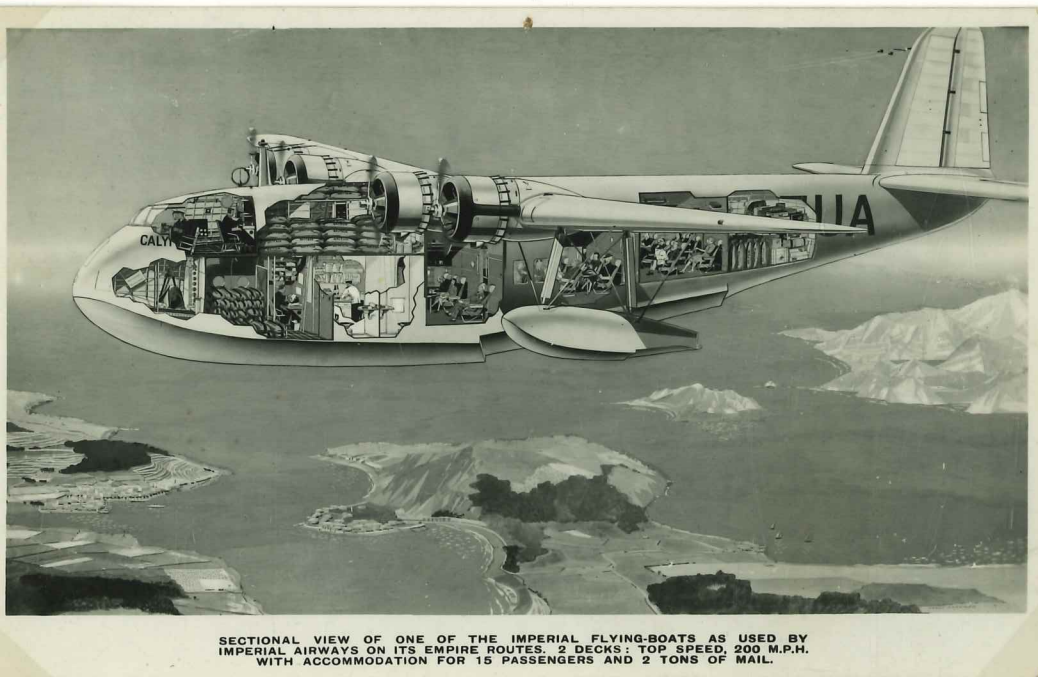
A. Red cachet



BERMUDA BY AIR

FF1 16 June 1937. First Official Bermuda–New York Air Mail Service by Imperial Airways:

Photos of the Imperial airways R.M.A. Cavalier (G-ADUU):



IMPERIAL AIRWAYS (BERMUDA) LTD.

INCORPORATED IN ENGLAND

AIR PORT, DARRELL'S ISLAND
REID STREET, HAMILTON
BERMUDA

P.O. Box No. 526 Hamilton

Telephone connection.

Telegrams: Airways and Flying, Bermuda

Codes: BENTLEY'S & I.A.T.A.

16th March, 1938.

Sir,

Yet another landmark in the history of aerial transport has been reached today with the introduction of the airmail service across the Atlantic Ocean from U. S. A. to Bermuda.

The U.S.A. "Bermuda Clipper" of Pan American Airways leaves Baltimore this morning, the 16th of March carrying the first Trans-Atlantic Mail from the United States of America to Bermuda. On behalf of Imperial Airways (Bermuda) Ltd. who as you know operate the air service between Bermuda and U. S. A. jointly with Pan American Airways, I take this opportunity of extending through you our thanks for the warm reception which has been given to us in the New World.

The mail and passenger service between Bermuda and U. S. A. was inaugurated on the 16th June, 1937, and on that date the Royal Mail Aircraft "Cavalier" of Imperial Airways first instituted the carriage of mail over the North Atlantic Ocean from Bermuda to New York.

Both the R.M.A. "Cavalier" and the U.S.A. "Bermuda Clipper," giant four engined flying boats fly regularly over the route four times a week from each terminal, reducing to a little over five hours a journey that previously took days.

The highest degree of comfort and safety as well as speed is provided on the aircraft and these factors have been largely responsible for the great measure of success with which the service has been attended.

The opportunity that has been afforded my Company in this modern era of transport to bind ever closer the spirit of good will between nations has always been a deep source of gratification to us and I am indeed happy to send you our greetings on this historical occasion.

Yours sincerely,

W. Armstrong,
Manager.
per *W.A.*

BERMUDA BY AIR

FF1 16 June 1937. First Official Bermuda–New York Air Mail Service by Imperial Airways:

A. Red cachet. To Canada.

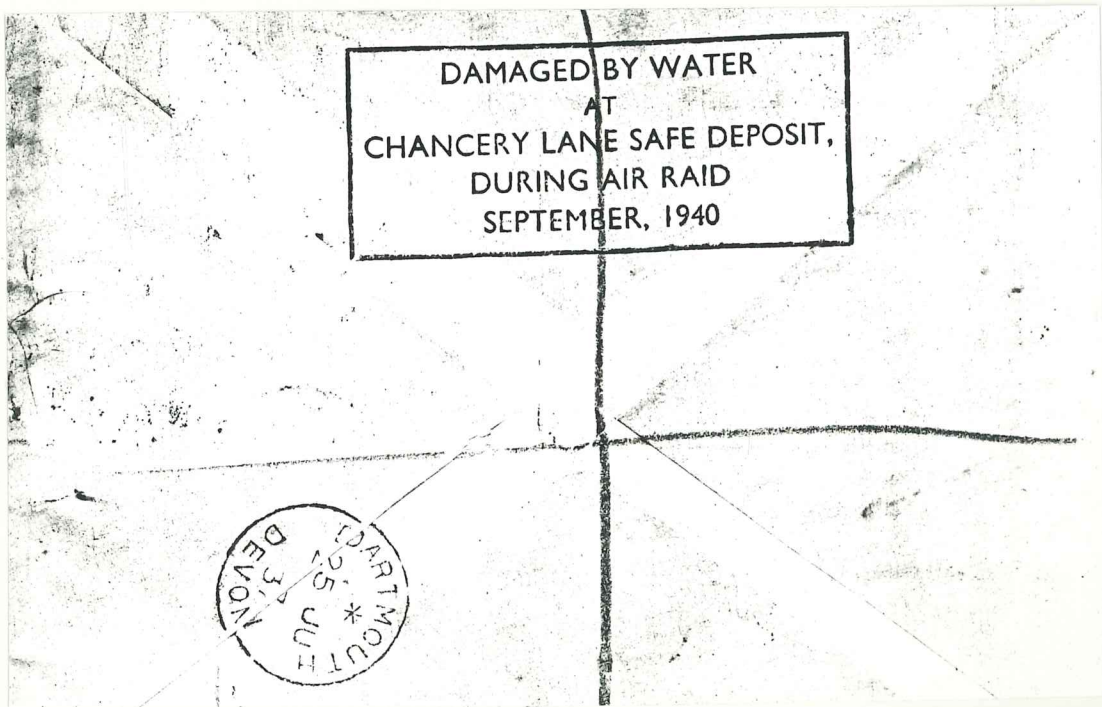


Scarce registered. *cachet on reverse*



BERMUDA BY AIR

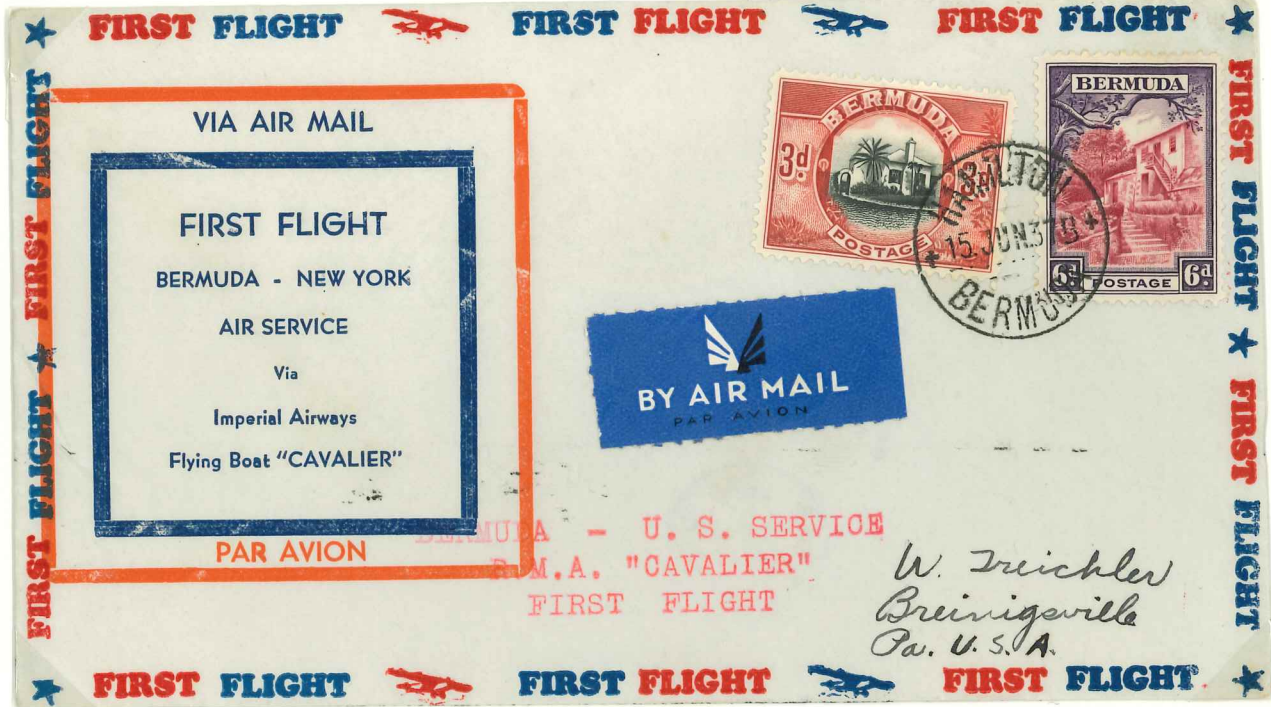
FF1 16 June 1937. First Official Bermuda-New York Air Mail Service by Imperial Airways: Damaged by water during air raid, September 1940.



BERMUDA BY AIR

FF1 16 June 1937. First Official Bermuda-New York Air Mail Service by Imperial Airways:

A. Red cachet. Different cachet.



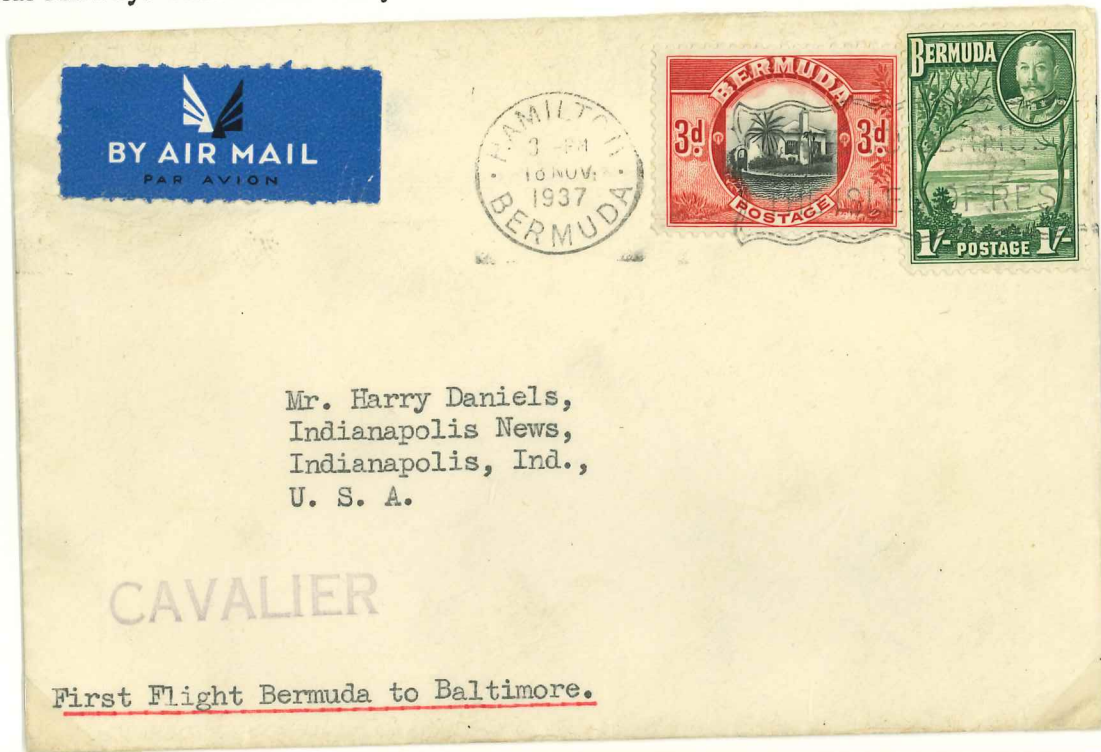
Different cachet.



BERMUDA BY AIR

FF1 16 June 1937. First Official Bermuda-New York Air Mail Service by Imperial Airways:

Imperial Airways official stationery news release:



IMPERIAL AIRWAYS (BERMUDA) LTD

INCORPORATED IN ENGLAND

AIR PORT, DARRELL'S ISLAND
BERMUDA

P. O. Box No. 526 Hamilton
Telephone connection.
Telegrams: Airways, Bermuda
Codes: BENTLEY'S & I.A.T.A.

13th November, 1937.

Sir,

We take the liberty of addressing you through the medium of this letter, sent to you by the first Atlantic Air Mail to Baltimore, and to send you greetings.

You know, of course, that together with Pan American Airways, Imperial Airways have been operating an Air Service between Bermuda and New York but, be-

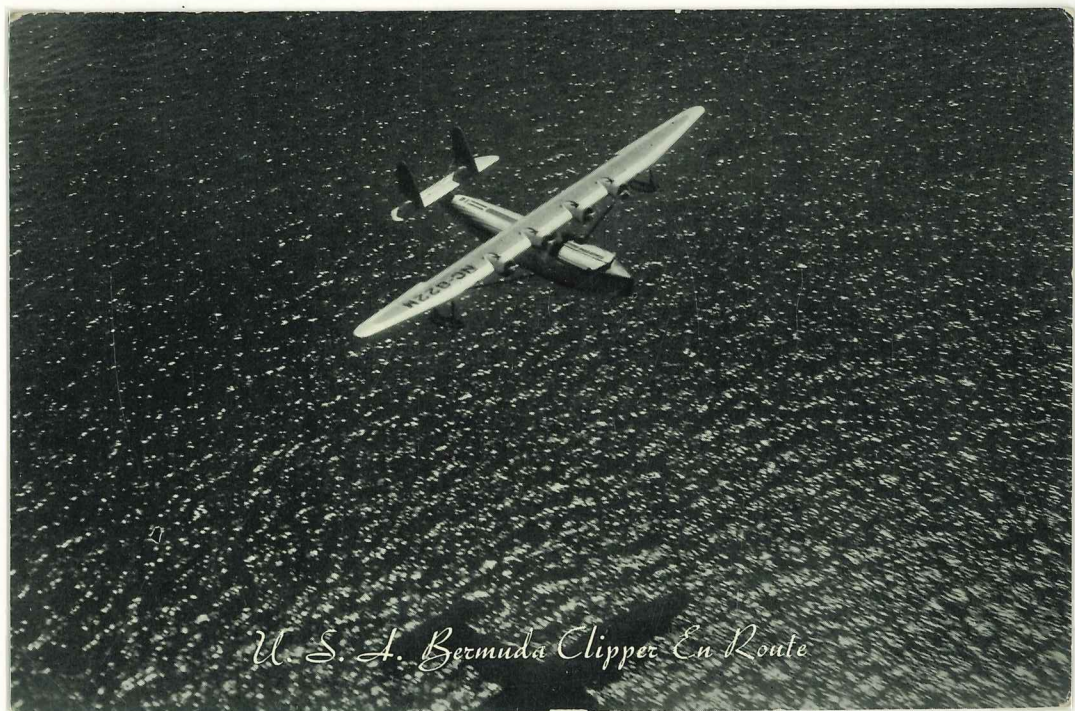
BERMUDA BY AIR

FF1var. 21 June 1937. Second Official Bermuda–New York Air Mail Service by Imperial Airways: The long-awaited and well-publicized British-owned Imperial Airways official first flight over the U.S.A. government-designated FAM Route 17 (later integrated into FAM Route 18) from Hamilton to New York was inaugurated on 16 June 1937. What was almost completely ignored was the second flight from Bermuda on June 21st. This is the only recorded cover from that forgotten flight.



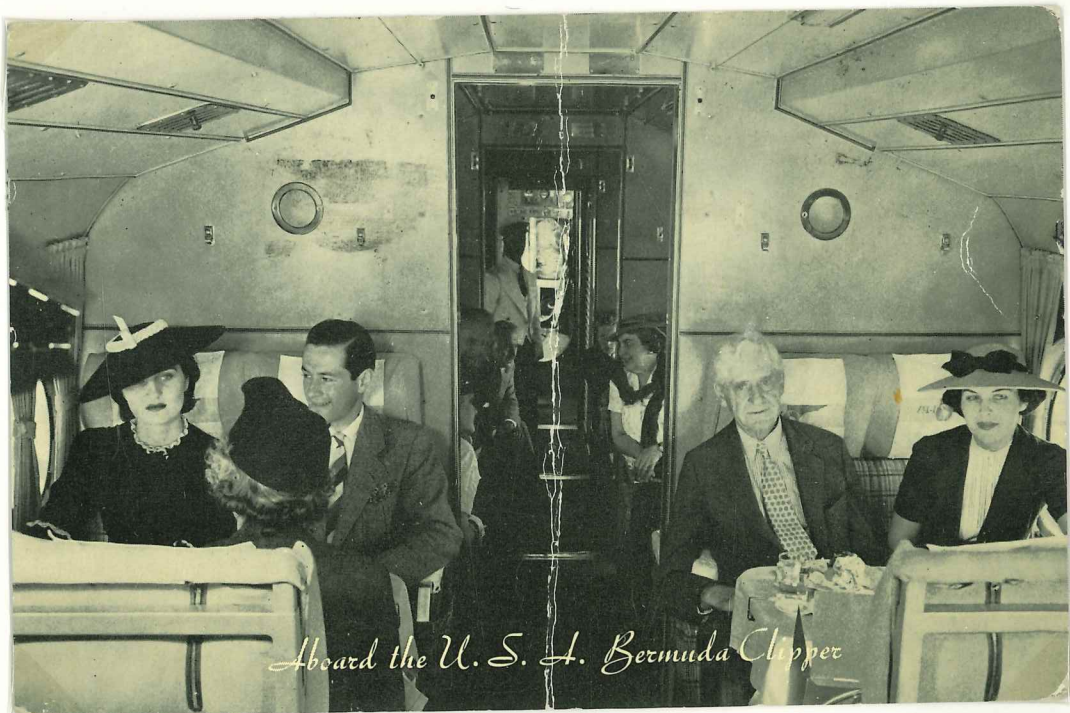
BERMUDA BY AIR

FF3 16 - 17 March 1938. First Official Baltimore-Bermuda and Return Regular Air Mail Service by PANAM: Capt. R.O.D. Sullivan piloted the PANAM Bermuda Clipper. Here are some picture post cards of the craft.



BERMUDA BY AIR

FF3 16 - 17 March 1938. First Official Baltimore-Bermuda and Return Regular Air Mail Service by PANAM: Capt. R.O.D. Sullivan piloted the PANAM Bermuda Clipper. Here are some picture post cards of the craft.



BERMUDA BY AIR

FF3 16 - 17 March 1938. First Official Baltimore-Bermuda and Return Regular Air Mail Service by PANAM:

C. Round Trip Flight Cover: Baltimore-Bermuda-Baltimore with Montreal Mar 15 origin. How did it get from Montreal to Baltimore in less than a day?



BERMUDA BY AIR

FF3 16 - 17 March 1938. First Official Baltimore-Bermuda and Return Regular Air Mail Service by PANAM:

A1. Baltimore-Bermuda. Baltimore machine cancel.



BERMUDA BY AIR

FF3 16 - 17 March 1938. First Official Baltimore-Bermuda and Return Regular Air Mail Service by PANAM:

A1. Baltimore-Bermuda. Baltimore machine cancel.



BERMUDA BY AIR

FF3 16 - 17 March 1938. First Official Baltimore-Bermuda and Return Regular Air Mail Service by PANAM:

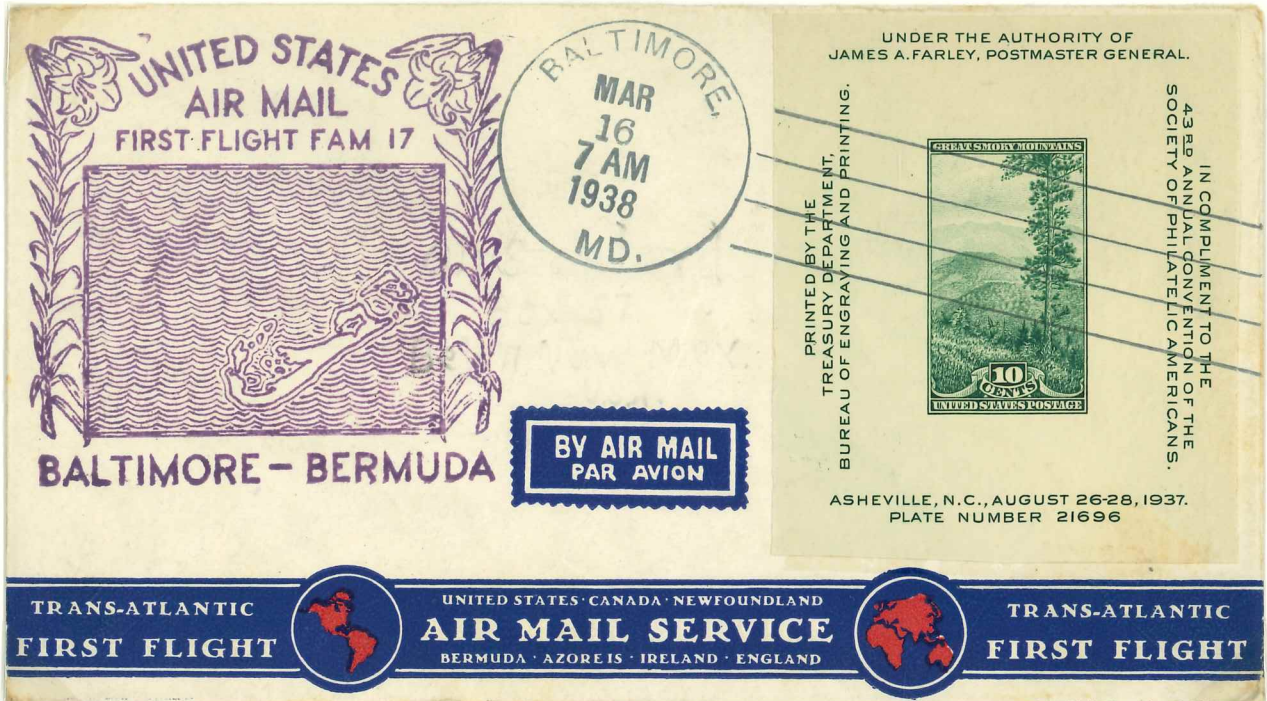
A1. Baltimore-Bermuda originating in Montreal.



BERMUDA BY AIR

FF3 16 - 17 March 1938. First Official Baltimore-Bermuda and Return Regular Air Mail Service by PANAM:

A2. Baltimore-Bermuda. Baltimore duplex cds manual cancel.



BERMUDA BY AIR

FF3 16 - 17 March 1938. First Official Baltimore-Bermuda and Return Regular Air Mail Service by PANAM:

A3a. ERROR: Date slug in Hamilton, Bermuda cds backstamp with "1936" (not 1938), signed by pilot.



BERMUDA BY AIR

FF3 16 – 17 March 1938. First Official Baltimore–Bermuda and Return Regular Air Mail Service by PANAM:

B. Westbound Route: Bermuda–Baltimore (17 March 1938 backstamp)



BERMUDA BY AIR

FF3 16 - 17 March 1938. First Official Baltimore-Bermuda and Return Regular Air Mail Service by PANAM: Capt. R.O.D. Sullivan piloted the PANAM Bermuda Clipper. Here are some picture post cards of the craft.



BERMUDA BY AIR

FF5 6 - 7 April 1938. First Port Washington, New York-Bermuda and Return Regular Air Mail Service by PANAM: With the advent of the Spring of 1938 and the accompanying warmer weather and better flying conditions in the northern climates, the home base of the PANAM NC 16736 Bermuda Clipper was changed once again, this time to Port Washington, on Long Island, in New York. To commemorate the event, PANAM carried small amounts of mail to and from Bermuda (Pilot: Capt. Harold Gray) for the new terminal. Most flight covers to Bermuda are found with an unofficial cachet or an explanatory imprint issued on legal-size covers by the Port Washington Chamber of Commerce, while return flight covers are impressed with a privately-applied two-line cachet. Some flight covers are postmarked 5 April 1938 from East Orange, NJ, obviously being products created by A. C. Roessler. The number of covers for each flight leg was not recorded officially, but the amount of flown mails appears to be small.

A. Eastbound Route: Port Washington-Bermuda. This must have missed the 19 March 1938 Imperial Airways flight and gone PANAM.



BERMUDA BY AIR

FF5 6 - 7 April 1938. First Port Washington, New York-Bermuda and Return Regular Air Mail Service by PANAM:

A. Eastbound Route: Port Washington-Bermuda. With four-line cachet.



B. Westbound Route: Bermuda-Port Washington. With two-line cachet.



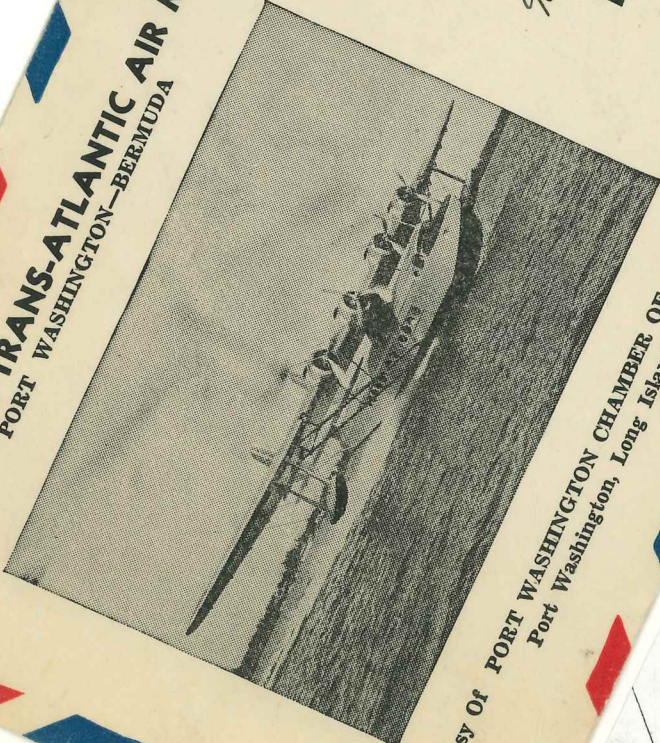
BERMUDA BY AIR

FF5 6 - 7 April 1938. First
Port Washington, New York-
Bermuda and Return Regular
Air Mail Service by PANAM:

C. Round Trip Flight
Cover: Port Washington-
Bermuda-Port Washington.



FIRST U.S. TRANS-ATLANTIC AIR MAIL
PORT WASHINGTON-BERMUDA



Courtesy of PORT WASHINGTON CHAMBER OF COMMERCE
Port Washington, Long Island
Long Is

Long Is
% **POSTMASTER**
Hamilton, Bermuda

April 6th, 1938

PORT WASHINGTON, N.Y.
APR 6
6-AM
1938

UNDER THE AUTHORITY OF
JAMES A. FARLEY, POSTMASTER GENERAL.
4326
PRINTED BY THE
BUREAU OF ENGRAVING AND PRINTING,
TREASURY DEPARTMENT,
WASHINGTON, D. C.



IN COMPLIMENT TO THE
1938 ANNUAL CONVENTION OF THE
SOCIETY OF PHILATELIC AMERICANS.
ASHEVILLE, N.C., AUGUST, 26-28, 1937.
PLATE NUMBER 21696

PORT WASHINGTON, N.Y.
APR 11
1938
RECEIVED

HAMILTON
BERMUDA



BERMUDA BY AIR

FF5 6 - 7 April 1938. First Port Washington, New York-Bermuda and Return Regular Air Mail Service by PANAM:

D1. Foreign dispatches: Montreal Canada-Hamilton (not backstamped, 2 recorded)



BERMUDA BY AIR

FF3 16 - 17 March 1938. First Official Baltimore-Bermuda and Return Regular Air Mail Service by PANAM:

A1. Baltimore-Bermuda. Baltimore machine cancel.



BERMUDA BY AIR

FF3 16 - 17 March 1938. First Official Baltimore-Bermuda and Return Regular Air Mail Service by PANAM:

A1. Baltimore-Bermuda. Baltimore machine cancel.



BERMUDA BY AIR

FF3 16 - 17 March 1938. First Official Baltimore-Bermuda and Return Regular Air Mail Service by PANAM:

A1. Baltimore-Bermuda. Baltimore machine cancel.



BERMUDA BY AIR

FF3 16 - 17 March 1938. First Official Baltimore-Bermuda and Return Regular Air Mail Service by PANAM:

C. Round Trip Flight Cover: Baltimore-Bermuda-Baltimore

Note the type Tb postage due handstamp. The sender properly franked the letter with 10¢ U.S. for the flight to Bermuda. As it was to be returned and not having any Bermuda postage, it was marked postage due. Someone affixed a Bermuda 2-1/2d stamp which covered the surface rate to the U.S. As it was returned airmail which should have cost 9d, a postage due of 6-1/2d was required.



BERMUDA BY AIR

FF3 16 - 17 March 1938. First Official Baltimore-Bermuda and Return Regular Air Mail Service by PANAM:

- A. Eastbound Route: Baltimore-Bermuda (cachet: magenta, 71,113 pieces).
2. Baltimore duplex cds manual cancel



3. ERROR: Date slug in Hamilton, Bermuda cds backstamp with "1936" (not 1938)



BERMUDA BY AIR

FF3 16 - 17 March 1938. First Official Baltimore-Bermuda and Return Regular Air Mail Service by PANAM:

A. Baltimore-Bermuda.

Note two different types of Baltimore handstamps and what appears to be excessive postage.



BERMUDA BY AIR

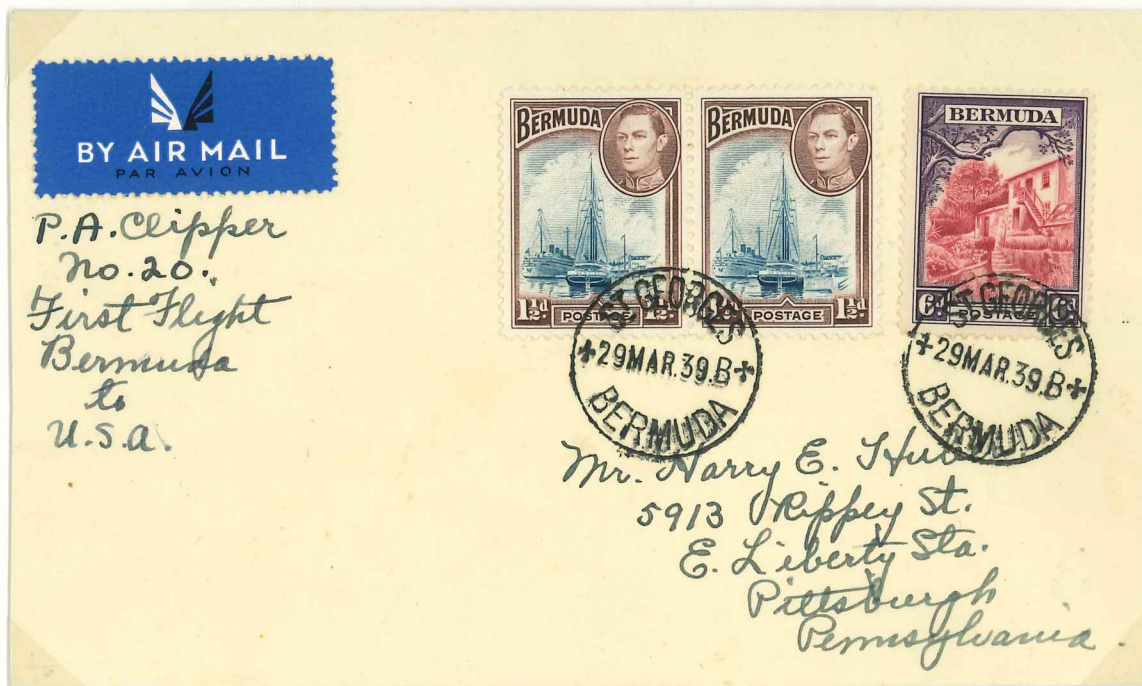
FF3 16 – 17 March 1938. First Official Baltimore–Bermuda and Return Regular Air Mail Service by PANAM: The first official flight from Baltimore to Bermuda took place on 16 March 1938. Piloted by Capt. R.O.D. Sullivan, the PANAM NC 16736 Bermuda Clipper flew to Hamilton carrying a large volume of mail to commemorate the event, many of the covers with various privately-imprinted explanatory cachets. The return flight left the following day carrying a much smaller amount of mail, some of it unofficially cacheted "BERMUDA CLIPPER/PAN AMERICA AIRWAYS COMPANY". The New York–Bermuda–New York and Baltimore–Bermuda– Baltimore services were designated as FAM Route 17 by the USPOD, currently part of the FAM Route 18.

- A. Eastbound Route: Baltimore–Bermuda (cachet: magenta, 71,113 pieces).
1. Baltimore duplex cds machine cancel



BERMUDA BY AIR

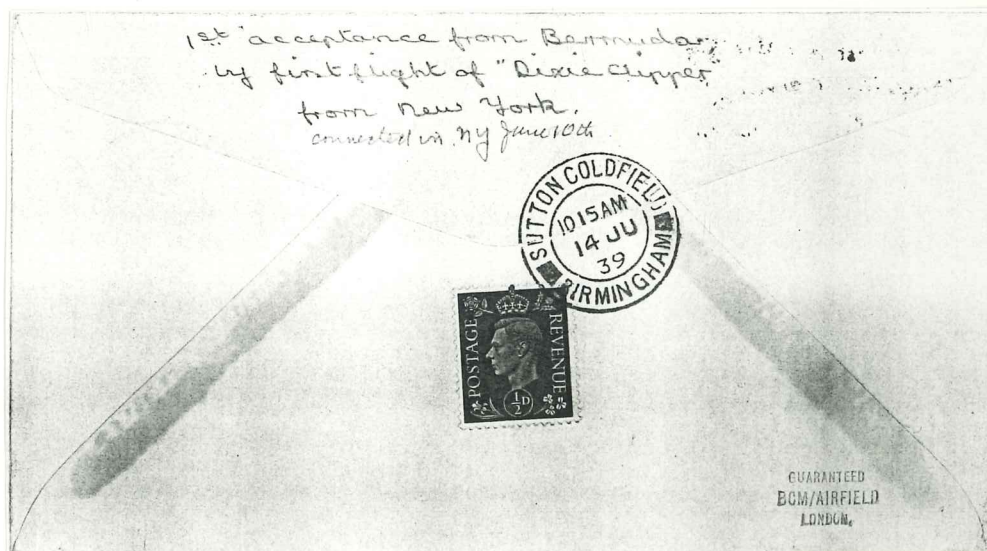
FO8 29 March 1939. Memento PANAM Boeing 314 Clipper Flight Covers: PANAM introduced a new, larger aircraft type on the Bermuda-U.S.A. services on 29 March 1939. Boeing constructed twelve of the Model 314 flying boats, several being assigned to Bermuda services by PANAM (NC18606 American Clipper, NC18604 Atlantic Clipper, NC 18605 Dixie Clipper and NC18603 Yankee Clipper) and BOAC, who changed the U.S.A. government registration numbers to those of the U.K. (NC18608[G-AGCB] Bangor, NC18607[G-AGCA] Berwick and NC18610 [G-AGBZ] Bristol). The inaugural PANAM event piloted by Capt. R.O.D. Sullivan is commemorated with memento covers announcing usage of the Boeing 314 Clipper No. 20.



BERMUDA BY AIR

FA6 8 - 9 June 1939. First Acceptance of British Mails to and from Bermuda via the PANAM U.S.A. to Europe "Southern Route": The official first flight from the U.S.A. to Europe via the "Southern Route" (New York-Azores-Lisbon, Portugal-Marseilles, France), designated FAM Route 18 by the USPOD, occurred on 20 May 1939. On that day, the flight left New York for Marseilles, returning via the same route on 27 May. Mail to points beyond Marseilles were dispatched via regular connecting service in Europe. Authorization for Bermudian acceptance mails was given on 31 May 1939, and on 9 June the first British mail to and from Bermuda was boarded for carriage on the "Southern Route", being transported by the PANAM NC 18605 Dixie Clipper. The British dispatch covers for Bermuda were delivered to the New York terminal, then were forwarded to Bermuda via the next connecting PANAM "Clipper" flight. These covers each had one (e.g. Bermuda) or more (e.g. Great Britain) privately-applied cachets, but not all the mail carried on the flight was impressed with these cachets. The amount of mail flown is not recorded officially, but Bermuda-bound examples are plentiful.

B. Bermuda Dispatch Mail to Great Britain (9 June 1939 cds) no cachet (5 recorded)



BERMUDA BY AIR



FA7 24 June 1939. First Acceptance of British Mails from and to Bermuda via the PANAM U.S.A.-Europe "Northern Route": The official first flight from the U.S.A. to Europe via the "Northern Route" (New York- Shediac, New Brunswick- Botwood, Newfoundland- Foynes, Ireland- Southampton, England) occurred on 24 June 1939; the service was also designated as FAM Route 18 by the USPOD. The Bermuda mails were officially accepted for the "Northern Route" transmittance to Great Britain on 21 June 1939, being connected at New York; for some unexplained reasons, the elaborate cachet prepared for the flight covers departing New York and delivered from Bermuda were not applied to the Bermuda mails. British mails for dispatch to Bermuda were accepted for the return flight departing Southampton on 30 June 1939, arriving in New York on July 1st; the Bermuda-destined return flight arriving in New York on July 1st; the Bermuda-destined return flight British dispatch covers are found postmarked as early as 27 June 1939. The amount of mail flown is not recorded officially; the bulk apparently was nonphilatelic.

A. Bermuda dispatch mail to Great Britain (13 recorded)

BERMUDA BY AIR

FA7 24 June 1939. First Acceptance of British Mails from and to Bermuda via the PANAM U.S.A.-Europe "Northern Route": The official first flight from the U.S.A. to Europe via the "Northern Route" (New York-Shediac, New Brunswick-Botwood, Newfoundland-Foynes, Ireland-Southampton, England) occurred on 24 June 1939; the service was also designated as FAM Route 18 by the USPOD. The Bermuda mails were officially accepted for the "Northern Route" transmittance to Great Britain on 21 June 1939, being connected at New York; for some unexplained reasons, the elaborate cachet prepared for the flight covers departing New York and delivered from Bermuda were not applied to the Bermuda mails. British mails for dispatch to Bermuda were accepted for the return flight departing Southampton on 30 June 1939, arriving in New York on July 1st; the Bermuda-destined return flight arriving in New York on July 1st; the Bermuda-destined return flight British dispatch covers are found postmarked as early as 27 June 1939. The amount of mail flown is not recorded officially; the bulk apparently was nonphilatelic.

B. Great Britain dispatch mail to Bermuda (cities recorded: Eastbourne, Edinburgh, Liverpool, London, Portsmouth, Southampton, Sutton Coldfield) (21 recorded)



BERMUDA BY AIR

FA6 8 - 9 June 1939. First Acceptance of British Mails to and from Bermuda via the PANAM U.S.A. to Europe "Southern Route":

B. Bermuda Dispatch Mail to Great Britain (9 June 1939 cds) no cachet (5 recorded)
Contents of previous cover.

My Atlantic Trip In Dixie Clipper

By A Woman Passenger

DIXIE CLIPPER, giant 6,000 horse-power-engined flying-boat, made history last night when she landed at Lisbon from Horta, Azores, 24 hours to the minute after leaving New York with the first load of fare-paying passengers ever to cross the Atlantic by air except in a dirigible.

While a crew of 12 ran the great "ship," six women and 16 men in her luxuriously-appointed lounge and staterooms ate a perfectly-prepared dinner of chicken and asparagus, played bridge, wrote letters to the folks back at home, and slept 8,000 feet above the sea.

Mrs. Sherman Post Haight, of New York, gave the first description of the journey to the News Chronicle over the long-distance phone a few minutes after landing.

"AS FOR COMFORT—MY!"

"Most of the way we were above clouds shot through with moonlight," she said

"It was unbelievably beautiful and as for comfort—my—can you imagine travelling from America to Europe in 24 hours and feeling as fresh at the end of it as thought you'd been a 20-minute car ride?"

"That's just how it was. There was less noise than in a big liner—a real cure for anyone feeling overworked who wanted a day's perfect peace.

"I booked my passage in 1931, so I had to wait nearly eight years.

The Dixie Clipper took off from Port Washington, Long Island, at 8.12 p.m. B.S.T. on Wednesday. She is due at Marseilles this afternoon.

The commander, 46-years-old Captain R. O. D. Sullivan, pioneer of Atlantic air routes, said over the phone: "We flew at 8,000 feet in daylight and 10,000 in darkness. The journey was without incident. We were in touch with land by radio all the way."

BERMUDA BY AIR

FO12 5 – 11 August 1939. Memento Imperial Airways "Northern Route" Europe-U.S.A. Flight Covers: The first official acceptance of the British mails from and to Bermuda via the U.S.A. to Europe "Northern Route" was inaugurated by PANAM on 24 June 1939 (see FA7). International airlines used this route because of the comprehensive maintenance facilities at the New Brunswick, Newfoundland and Ireland airports, with Imperial Airways initiating services on the route during August 1939. First flight covers for the Imperial Airways route initiation commemorate their new services between the Southampton and New York terminals. Covers to the New York terminal for this flight addressed to recipients outside of the U.S.A. (recorded: Bermuda, Barbados, British Guiana, Canada, Cuba, Jamaica) are considered "Destination Flight covers," those posted to Bermuda being backstamped at Hamilton or St. George's on 10 August 1939, denoting a four day surface voyage from the U.S.A. (6 August 1939 backstamps). Similarly, covers are found dispatched from Bermuda for the service, being franked with 9d (Canadian addresses) or 2/- (U.K. addresses) postage; all examined covers were prepared by the contemporary St. George's ubiquitous Bermudian postal historian, Mrs. A. Booker. The Bermuda-origin covers are canceled at St. George's on 5 August 1939, were transported by surface to New York to connect with the 10 August 1939 Imperial Airways departure via the "Northern Route," and are backstamped at the various recipient British cities on 11 or 12 August 1939.

- B. Bermuda dispatch mails from the New York terminal.
- 2. To Great Britain (4 recorded)



BERMUDA BY AIR

FA9 13-19 September 1939. First Acceptance Mails to and from Bermuda and New York via the PANAM U.S.A. to Europe "Southern Route": On 13 September 1939, the PANAM NC 18606 American Clipper, en route from New York to Lisbon via the "Southern Route," delivered a large volume of mail to Bermuda, the first to be delivered by this service. On 19 September, PANAM carried the first mails on this "Southern Route" from Bermuda to New York; although the volume of mail was relatively large, few of the covers were of a philatelically-retentional nature. Official cachets were not applied to either of the flight segment mails.

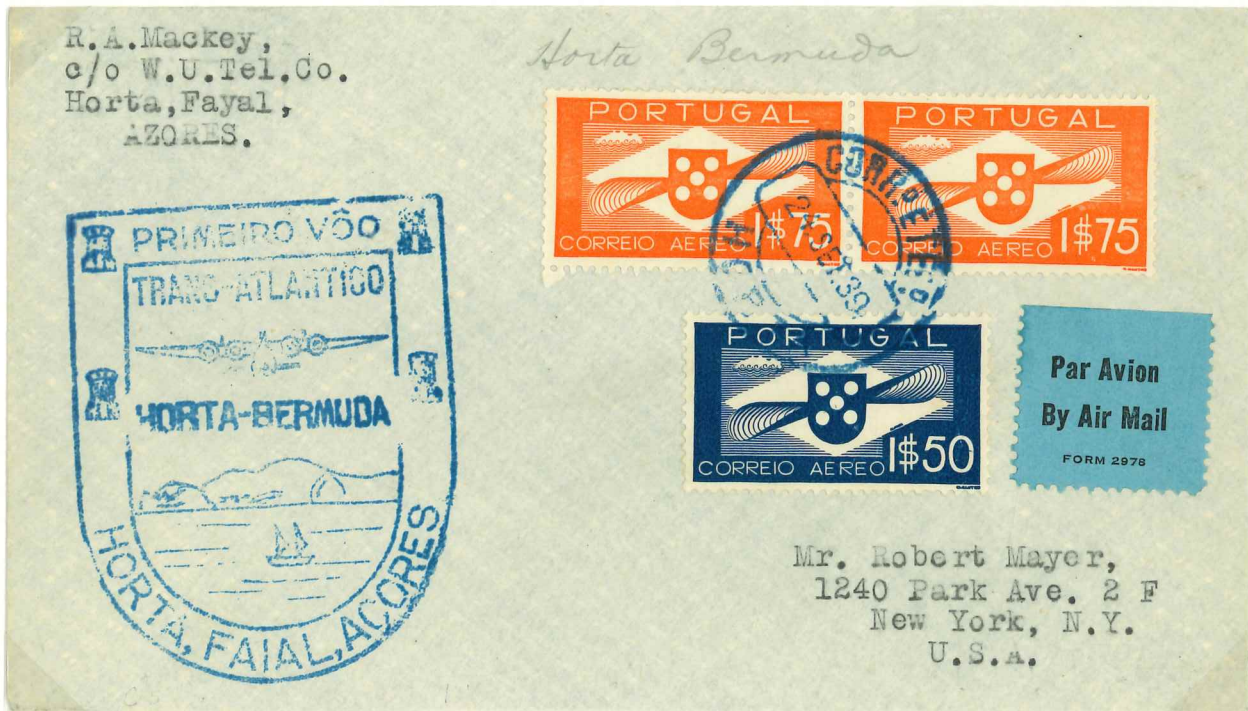
A. Eastbound route: New York-Bermuda (ca. 700 pieces)



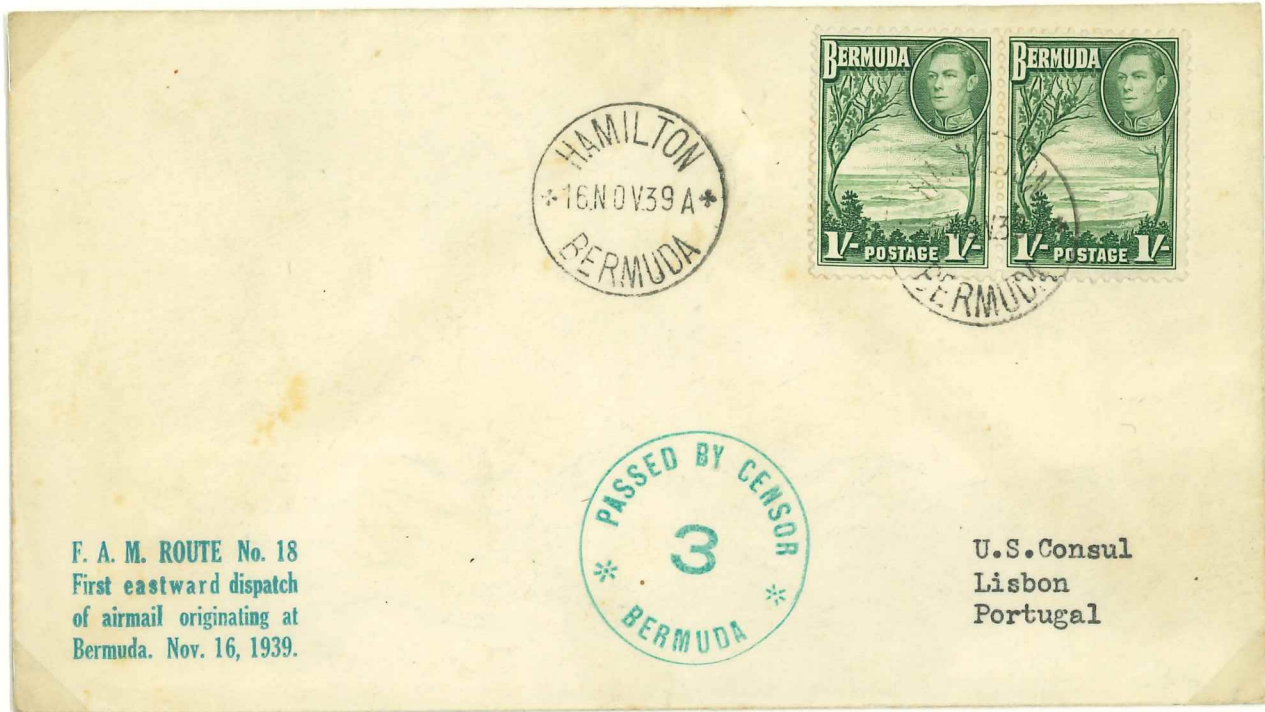
BERMUDA BY AIR

FA10 24 – 26 September 1939. First Acceptance of Azores Souvenir Mails to Bermuda via the PANAM U.S.A. to Europe "Southern Route": Similar to the 10 September 1939 unofficial acceptance of mails from Portugal to Bermuda via New York (see FA8), the PANAM "Clipper" delivered unofficial mail to Bermuda from the Azores leg of the route. The flight covers included a private cachet, were canceled at Horta on 24 September 1939, and were delivered to Bermuda on the 26th (26 September 1939 Hamilton backstamp).

A. Azores-Bermuda (5 recorded)



BERMUDA BY AIR



FA11 19 November 1939. First Acceptance of Bermuda Mails to Europe via the Direct Eastbound Service of the PANAM U.S.A. to Europe "Southern Route": On 19 November 1939, the first dispatch of mail from Bermuda was accepted for eastbound carriage via FAM Route 18 on the U.S.A. to Europe route. The postings were originally scheduled to depart from Hamilton via the PANAM NC 18605 Dixie Clipper on 16 November, but inclement weather postponed the flight to the 19th. As small as the volumes being carried were, it is accepted by aerophilatelists that even smaller amounts of the mails were destined to be of a collectible nature. Official cachets were not applied to the flight segment mails.

B. Bermuda–Lisbon, Portugal (20 November 1939, 1 lb. 2 oz. of mail carried, ca. 36–43 pieces)

BERMUDA BY AIR

FA12 21 November 1939. First Acceptance of Bermuda Mails to the U.S.A. via the Direct Westbound Service of the PANAM Europe to U.S.A. "Southern Route": On 21 November 1939, the first dispatch of mail from Bermuda was accepted for westbound carriage via FAM Route 18 on the Europe to U.S.A. route, the PANAM "Clipper" landing at the Port Washington, New York, marine airport. Official cachets were not applied to the mails, which introduced usage of the first 1/- airmail rate to the U.S.A. (5 recorded)

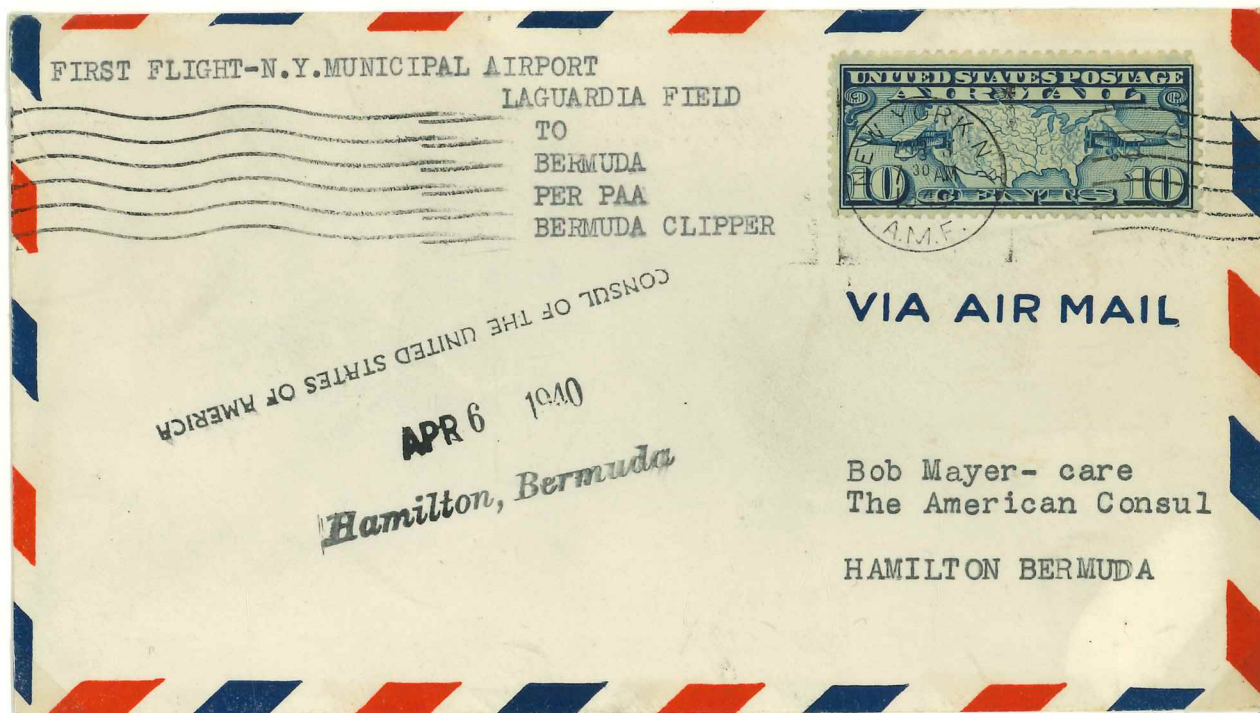


Ulrich notes that this is the only one of more than 100 received by Fidelity Stamp postmarked 20 Nov 1939, not 21 Nov!

BERMUDA BY AIR

FF7 1 - 3 April 1940. First New York (La Guardia Marine Air Terminal)-Bermuda Air Mail Service by PANAM: PANAM transferred their transatlantic operations to the new La Guardia Marine Air Terminal effective 1 April 1940 (refer to 26 March 1940 PANAM letter, above); the airfield was formerly named "North Beach Airport." The first Bermuda westbound dispatches to La Guardia occurred on the 1st April date, all of the postings apparently being of a commercial nature. The first La Guardia postal dispatches to Bermuda occurred on 3 April, the mails being carried by a PANAM "Clipper" piloted by Capt. A. E. LaPorte on this new FAM route 17 dispatch point. Although the majority of the eastbound mails were of a commercial nature, a number of "Flight Covers of Opportunity" was created by alert collectors for carriage to the island.

- B. Eastbound Route (3 April 1940): New York (La Guardia Marine Air Terminal)-Bermuda (22 pounds, 12 ounces mail carried, ca. 710-820 pieces)
2. New York (AMF dispatch)-Bermuda (13 recorded)



BERMUDA BY AIR

FF8 5 September 1946. First Bermuda Service via the Jamaica-London Route by British South American Airways: BSAA inaugurated a biweekly service to London via Bermuda on 5 September 1946 using an Avro Tudor-4 aircraft christened Speed Man. Only small amounts of mail were carried from Jamaica, primarily to England. A special cachet was issued to commemorate the event; unless Registered, none of the mail was backstamped.

A. Jamaica-Bermuda (cachet: purple, blue; ca. 48-57 pieces)



BERMUDA BY AIR

FF8 5 September 1946. First Bermuda Service via the Jamaica-London Route by British South American Airways: BSAA inaugurated a biweekly service to London via Bermuda on 5 September 1946 using an Avro Tudor-4 aircraft christened Speed Man. Only small amounts of mail were carried from Jamaica, primarily to England. A special cachet was issued to commemorate the event; unless Registered, none of the mail was backstamped.

A. Jamaica-Bermuda (cachet: purple, blue; ca. 48-57 pieces)



Actually - complete leg - unlisted. Show Check

BERMUDA BY AIR

FO31 1 November 1946. PANAM "Test Flights" Utilizing 10c Postage Rates: New international U.S.A. air mail postage rates were established 1 November 1946, the rate for South and Central American, and Caribbean countries, including Bermuda, being 10c/oz. On this date, PANAM flew very large quantities of mail, including round trip covers, to the various countries on its route system in order to "test" delivery with the reduced mail rates; the covers were re-franked in the destination countries. These system test covers are not cacheted, but bear contemporary markings on their face to note the significance of the flight. Though the number of test flight covers flown to Bermuda are not recorded officially, the round-trip air mail test covers are relatively abundant.



BERMUDA BY AIR

FF9 22 - 24 March 1947. First Boston and Washington, D.C.-Bermuda and Return Air Mail Service by PANAM: During March 1947, and in addition to dispatches from New York (La Guardia), PANAM inaugurated commercial services from Washington, D.C. and Boston to Bermuda and other overseas cities via the FAM Route 18. Although this new service to Bermuda was officially sanctioned by the U.S. CAB, the certification was temporarily withdrawn with the explanation that it was "inadvertently issued". Official cachets were not applied to these mails; a number of covers being carried were impressed with a souvenir-type cachet supplied by PANAM. Small amounts of mail were carried from the U.S.A. dispatch points, while the amounts of mail dispatched from Bermuda to the two cities are not recorded officially. Although likely, flight covers from Bermuda representing this service and destined for the European cities on the route have not been recorded.

- A. Eastbound Route: Boston and Washington, D.C.-Bermuda.
1. Boston (GPO dispatch)-Bermuda (121 pieces, 22 March 1947 backstamp)



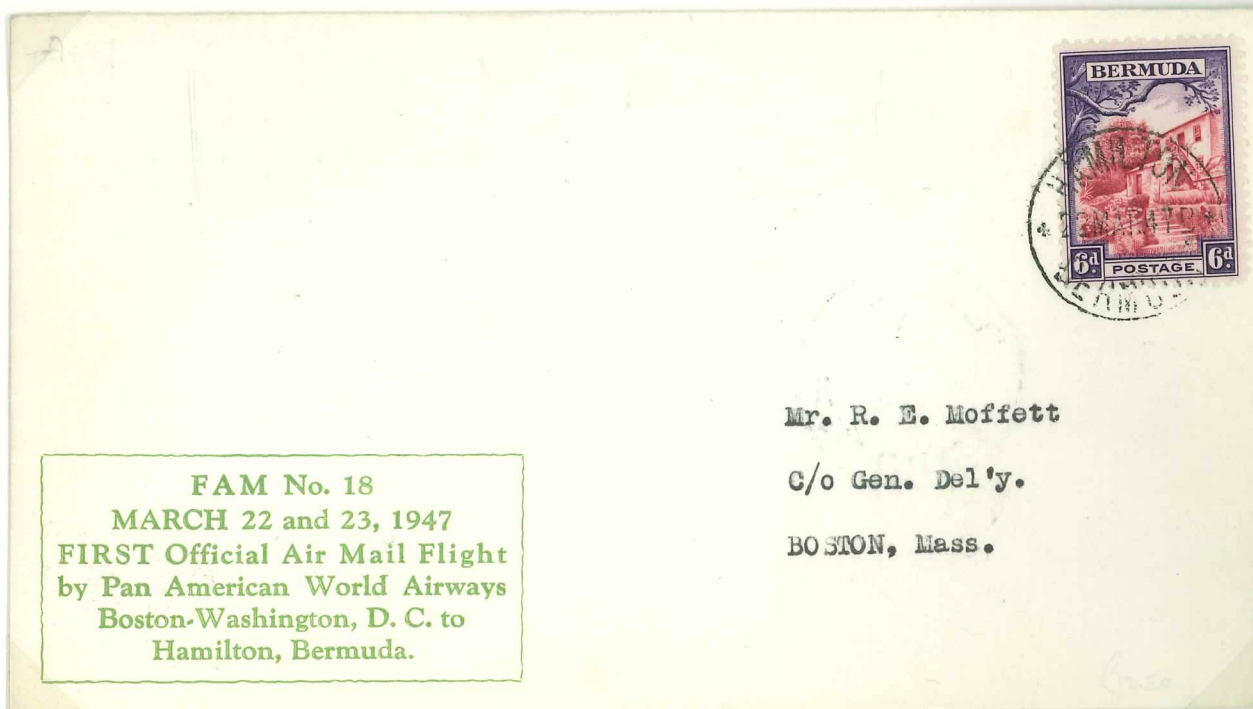
BERMUDA BY AIR

FF9 22 - 24 March 1947. First Boston and Washington, D.C.-Bermuda and Return Air Mail Service by PANAM:

- A. Eastbound Route: Boston and Washington, D.C.-Bermuda.
3. Washington, D.C. (GPO dispatch)-Bermuda (130 pieces, 24 March 1947 backstamp)



- C. Westbound Route: Bermuda-Boston and Washington, D.C.
1. Bermuda-Boston (24 March 1947 backstamp)



BERMUDA BY AIR

FF9 22 - 24 March 1947. First Boston and Washington, D.C.-Bermuda and Return Air Mail Service by PANAM:

C2. Bermuda-Washington, D.C. (24 March 1947 backstamp)



BERMUDA BY AIR

FF10 1 August 1947. First Washington, D.C. and New York–Bermuda and Return Air Mail Service by Colonial Airlines: Fifteen months after Colonial Airlines was awarded the New York and Washington, D.C. routes by the U.S. CAB (May 1946), this international carrier finally initiated official first flights on 1 August 1947; the service was designated by the USPOD as FAM Route 33. The inbound flight from Washington was the first to arrive in Bermuda, returning after its arrival. The inbound flight from New York arrived somewhat later than the Washington flight, not returning to New York until the late hours of the evening. Colonial Airlines continued flying these routes until 1959, at which time Eastern Airlines acquired the company. EAL continued the route, breaking the monopoly held by PANAM and BOAC for this service. Due to the EAL bankruptcy, the EAL route from Boston to Bermuda was assigned to NWAL effective 14 April 1991.

- A. Eastbound Routes: Washington, D.C. and New York–Bermuda.
1. Washington, D.C. (GPO dispatch)–Bermuda (cachet: blue, 2,718 pieces)



BERMUDA BY AIR

FF10 1 August 1947. First Washington, D.C. and New York-Bermuda and Return Air Mail Service by Colonial Airlines:

- A. Eastbound Routes: Washington, D.C. and New York-Bermuda.
1. Washington, D.C. (GPO dispatch)-Bermuda (cachet: blue, 2,718 pieces) - unusual on aerogram.



2. Washington, D.C. (AMF dispatch)-Bermuda (cachet: purple, 2,235 pieces)



BERMUDA BY AIR

FF10 1 August 1947. First Washington, D.C. and New York-Bermuda and Return Air Mail Service by Colonial Airlines:

- A3. New York-Bermuda.
 - a. New York "Morgan Station" dispatch (cachet: green, 3,253 pieces).
 - x. Duplex cds machine cancel



- y. Duplex cds manual cancel



BERMUDA BY AIR

FF10 1 August 1947. First Washington, D.C. and New York-Bermuda and Return Air Mail Service by Colonial Airlines:

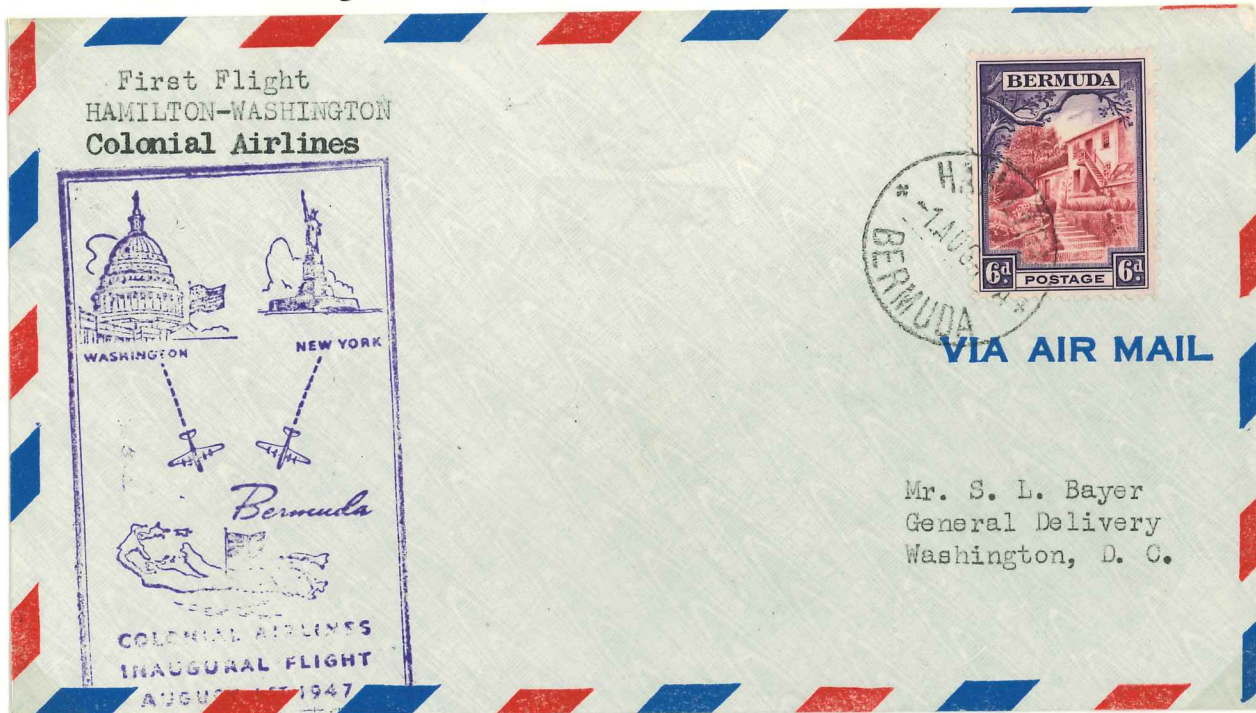
- A3. New York-Bermuda.
- b. New York AMF dispatch (cachet: magenta, 2,462 pieces)



BERMUDA BY AIR

FF10 1 August 1947. First Washington, D.C. and New York-Bermuda and Return Air Mail Service by Colonial Airlines:

- B. Westbound Routes: Bermuda-Washington, D.C. and New York.
- 1. Bermuda-Washington, D.C.(1 August 1947 backstamp)



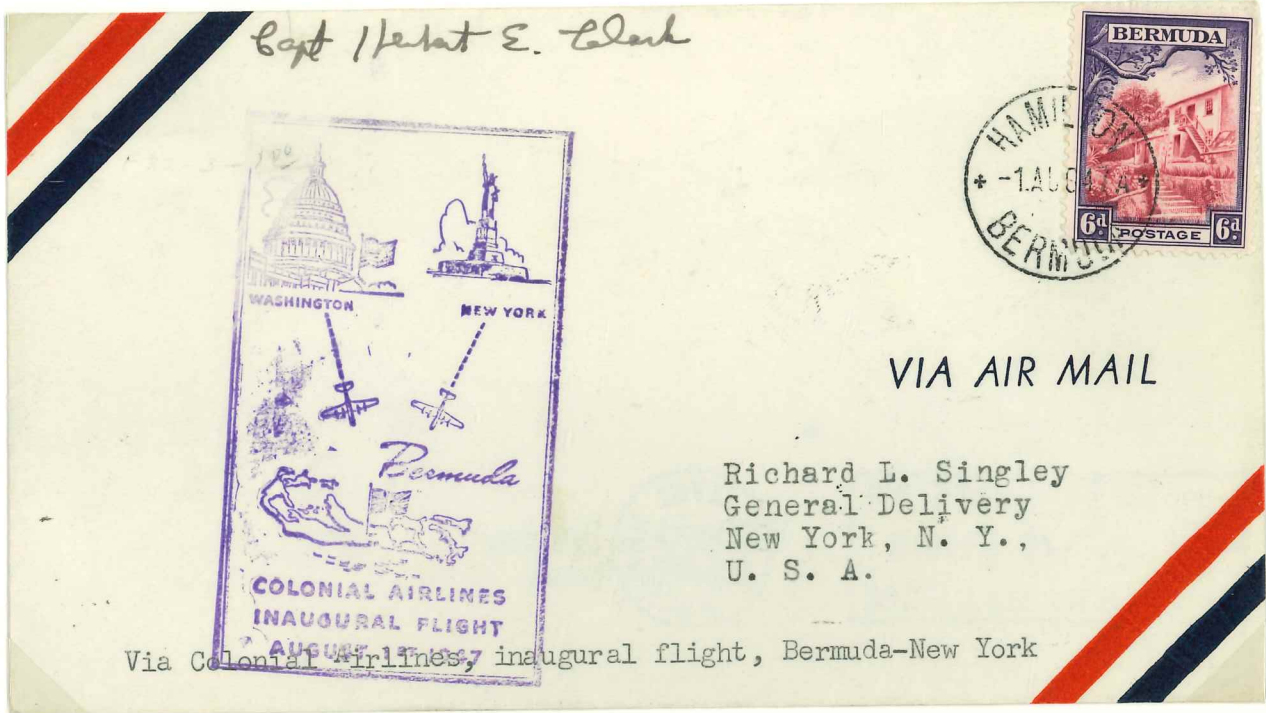
- 2. Bermuda-New York (2 August 1947 backstamp)



BERMUDA BY AIR

FF10 1 August 1947. First Washington, D.C. and New York-Bermuda and Return Air Mail Service by Colonial Airlines:

B2var. Westbound Routes: Bermuda- New York. Signed by pilot, scarce.



Via Colonial Airlines, inaugural flight, Bermuda-New York

B2var. Bermuda- New York. With AIR MAIL handstamp.



First Flight Colonial Airlines August 1st.1947

UNL. 16 March 1948 First Air Parcel Post to Bermuda. Colonial Airlines flight 100 left Laguardia Field on March 16, 1948 with the first carriage of Air Parcel Post to Bermuda. Fourteen parcels were carried of which one went to Ted Sayre, Editor of the Royal Gazette, and three or four others to Colonial Airlines officials, also collectors. This is one of eight that may or may not have been saved. March 15th was the Official Announcement Day and no Air Parcels were accepted until that date. The first flight to Bermuda was Colonial's at 11 am March 16, 1948. TWA had a flight to Europe that left at 10 am March 16, 1948 but Colonial's was the first such service to Bermuda. All such parcels had to be Bound Over Seas - to Europe, Bermuda or Africa. (per Larry Nixon -Colonial Airlines March 31 as recorded by George Ulrich Jr.)

BERMUDA BY AIR



Par Avion
By Air Mail
FORM 2978

If parcel is to be delivered to another address in country of destination, sender must complete section "A," and strike out all of sections "B," "C," "D," "E," "F," "G," "H," "I," "J," "K," "L," "M," "N," "O," "P," "Q," "R," "S," "T," "U," "V," "W," "X," "Y," "Z," "AA," "AB," "AC," "AD," "AE," "AF," "AG," "AH," "AI," "AJ," "AK," "AL," "AM," "AN," "AO," "AP," "AQ," "AR," "AS," "AT," "AU," "AV," "AW," "AX," "AY," "AZ," "BA," "BB," "BC," "BD," "BE," "BF," "BG," "BH," "BI," "BJ," "BK," "BL," "BM," "BN," "BO," "BP," "BQ," "BR," "BS," "BT," "BU," "BV," "BW," "BX," "BY," "BZ," "CA," "CB," "CC," "CD," "CE," "CF," "CG," "CH," "CI," "CJ," "CK," "CL," "CM," "CN," "CO," "CP," "CQ," "CR," "CS," "CT," "CU," "CV," "CW," "CX," "CY," "CZ," "DA," "DB," "DC," "DD," "DE," "DF," "DG," "DH," "DI," "DJ," "DK," "DL," "DM," "DN," "DO," "DP," "DQ," "DR," "DS," "DT," "DU," "DV," "DW," "DX," "DY," "DZ," "EA," "EB," "EC," "ED," "EE," "EF," "EG," "EH," "EI," "EJ," "EK," "EL," "EM," "EN," "EO," "EP," "EQ," "ER," "ES," "ET," "EU," "EV," "EW," "EX," "EY," "EZ," "FA," "FB," "FC," "FD," "FE," "FF," "FG," "FH," "FI," "FJ," "FK," "FL," "FM," "FN," "FO," "FP," "FQ," "FR," "FS," "FT," "FU," "FV," "FW," "FX," "FY," "FZ," "GA," "GB," "GC," "GD," "GE," "GF," "GG," "GH," "GI," "GJ," "GK," "GL," "GM," "GN," "GO," "GP," "GQ," "GR," "GS," "GT," "GU," "GV," "GW," "GX," "GY," "GZ," "HA," "HB," "HC," "HD," "HE," "HF," "HG," "HH," "HI," "HJ," "HK," "HL," "HM," "HN," "HO," "HP," "HQ," "HR," "HS," "HT," "HU," "HV," "HW," "HX," "HY," "HZ," "IA," "IB," "IC," "ID," "IE," "IF," "IG," "IH," "II," "IJ," "IK," "IL," "IM," "IN," "IO," "IP," "IQ," "IR," "IS," "IT," "IU," "IV," "IW," "IX," "IY," "IZ," "JA," "JB," "JC," "JD," "JE," "JF," "JG," "JH," "JI," "JJ," "JK," "JL," "JM," "JN," "JO," "JP," "JQ," "JR," "JS," "JT," "JU," "JV," "JW," "JX," "JY," "JZ," "KA," "KB," "KC," "KD," "KE," "KF," "KG," "KH," "KI," "KJ," "KK," "KL," "KM," "KN," "KO," "KP," "KQ," "KR," "KS," "KT," "KU," "KV," "KW," "KX," "KY," "KZ," "LA," "LB," "LC," "LD," "LE," "LF," "LG," "LH," "LI," "LJ," "LK," "LL," "LM," "LN," "LO," "LP," "LQ," "LR," "LS," "LT," "LU," "LV," "LW," "LX," "LY," "LZ," "MA," "MB," "MC," "MD," "ME," "MF," "MG," "MH," "MI," "MJ," "MK," "ML," "MN," "MO," "MP," "MQ," "MR," "MS," "MT," "MU," "MV," "MW," "MX," "MY," "MZ," "NA," "NB," "NC," "ND," "NE," "NF," "NG," "NH," "NI," "NJ," "NK," "NL," "NM," "NN," "NO," "NP," "NQ," "NR," "NS," "NT," "NU," "NV," "NW," "NX," "NY," "NZ," "OA," "OB," "OC," "OD," "OE," "OF," "OG," "OH," "OI," "OJ," "OK," "OL," "OM," "ON," "OO," "OP," "OQ," "OR," "OS," "OT," "OU," "OV," "OW," "OX," "OY," "OZ," "PA," "PB," "PC," "PD," "PE," "PF," "PG," "PH," "PI," "PJ," "PK," "PL," "PM," "PN," "PO," "PP," "PQ," "PR," "PS," "PT," "PU," "PV," "PW," "PX," "PY," "PZ," "QA," "QB," "QC," "QD," "QE," "QF," "QG," "QH," "QI," "QJ," "QK," "QL," "QM," "QN," "QO," "QP," "QQ," "QR," "QS," "QT," "QU," "QV," "QW," "QX," "QY," "QZ," "RA," "RB," "RC," "RD," "RE," "RF," "RG," "RH," "RI," "RJ," "RK," "RL," "RM," "RN," "RO," "RP," "RQ," "RR," "RS," "RT," "RU," "RV," "RW," "RX," "RY," "RZ," "SA," "SB," "SC," "SD," "SE," "SF," "SG," "SH," "SI," "SJ," "SK," "SL," "SM," "SN," "SO," "SP," "SQ," "SR," "SS," "ST," "SU," "SV," "SW," "SX," "SY," "SZ," "TA," "TB," "TC," "TD," "TE," "TF," "TG," "TH," "TI," "TJ," "TK," "TL," "TM," "TN," "TO," "TP," "TQ," "TR," "TS," "TT," "TU," "TV," "TW," "TX," "TY," "TZ," "UA," "UB," "UC," "UD," "UE," "UF," "UG," "UH," "UI," "UJ," "UK," "UL," "UM," "UN," "UO," "UP," "UQ," "UR," "US," "UT," "UU," "UV," "UW," "UX," "UY," "UZ," "VA," "VB," "VC," "VD," "VE," "VF," "VG," "VH," "VI," "VJ," "VK," "VL," "VM," "VN," "VO," "VP," "VQ," "VR," "VS," "VT," "VU," "VV," "VW," "VX," "VY," "VZ," "WA," "WB," "WC," "WD," "WE," "WF," "WG," "WH," "WI," "WJ," "WK," "WL," "WM," "WN," "WO," "WP," "WQ," "WR," "WS," "WT," "WU," "WV," "WW," "WX," "WY," "WZ," "XA," "XB," "XC," "XD," "XE," "XF," "XG," "XH," "XI," "XJ," "XK," "XL," "XM," "XN," "XO," "XP," "XQ," "XR," "XS," "XT," "XU," "XV," "XW," "XX," "XY," "XZ," "YA," "YB," "YC," "YD," "YE," "YF," "YG," "YH," "YI," "YJ," "YK," "YL," "YM," "YN," "YO," "YP," "YQ," "YR," "YS," "YT," "YU," "YV," "YW," "YX," "YZ," "ZA," "ZB," "ZC," "ZD," "ZE," "ZF," "ZG," "ZH," "ZI," "ZJ," "ZK," "ZL," "ZM," "ZN," "ZO," "ZP," "ZQ," "ZR," "ZS," "ZT," "ZU," "ZV," "ZW," "ZX," "ZY," "ZZ."

INTERNATIONAL PARCEL POST

Colis Postal International
INSTRUCTIONS GIVEN BY SENDER
Dispositions de l'Expéditeur

If undeliverable as addressed:
Au cas de non-livraison:

Deliver to. (*Le colis doit être livré à*):

Abandon. (*Abandon du colis*).

Return to sender. Return charges guaranteed.
Le colis doit être renvoyé à l'expéditeur, qui s'engage à payer les frais de retour.

Larry A. Nixon
(Sender's signature—*Signature de l'expéditeur*)

GPO 16-3338

(To be filled out by accepting clerk)

WEIGHT

----- lbs.

2 OZS.

POSTAGE

\$ 76

CLERK'S INITIALS

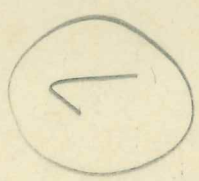
FORM 2922

FROM Mr. Larry A. Nixon

STREET 292 Madison Avenue

CITY New York, New York

**AMERICA'S OLDEST
INTERNATIONAL AIRLINE**



To

Mr. Larry A. Nixon

c/o Colonial Airlines, Inc.

Front Street

Hamilton

BERMUDA

COLONIAL AIRLINES
CANADA · USA · BERMUDA

VIA INTERNATIONAL AIR PARCEL POST
COLONIAL AIRLINES' FLIGHT 100
MARCH 16, 1948 FROM LA GUARDIA FIELD

FIRST FLIGHT

COLONIAL AIRLINES, INC.
INTERNATIONAL AIR CARGO SERVICE

between
New York - Washington
Bermuda

Memorandum Tariff No. 1

Effective January 15, 1948

RATES AND CHARGES IN U.S. CURRENCY FOR TRANSPORTATION BETWEEN AIRPORTS

DESCRIPTION	Minimum Weight In Pounds	Rate In Cents Per Pound*	Valuation Charge in Cents Per \$100†
GENERAL COMMODITY RATES			
ARTICLES NOT OTHERWISE SPECIFIED - <u>BETWEEN</u> New York or Washington <u>AND</u> Bermuda - Shipments under 100 pounds.	None	25	10
Shipments 100 pounds and over	None	15	10
SPECIFIC COMMODITY RATES			
FLOWERS - Buds, Lily, without stems, in cartons. <u>FROM</u> Bermuda - <u>TO</u> New York or Washington.	11 100	15 10	10 10
FLOWERS - Fresh Cut, including Lilies without stems but excluding Lily Buds without stems, in cartons. <u>BETWEEN</u> New York or Washington <u>AND</u> Bermuda.	11 100	15 10	10 10
FOODSTUFFS - Food, Fresh <u>FROM</u> New York or Washington <u>TO</u> Bermuda.	25 100	15 10	10 10
NEWSPAPERS AND MAGAZINES <u>BETWEEN</u> New York or Washington <u>AND</u> Bermuda.	11	13	10

* Assessed on the actual or minimum weight whichever is higher, except shipments with overall measurements exceeding 200 cubic inches per pound will be assessed on the basis of one pound for each 200 cubic inches. Fractions of a pound or measurement unit will be assessed as for the next higher pound or measurement unit. Minimum weight or measurement charge is \$2.00 per shipment.

† Assessed on each \$100 value of the shipment as declared by the shipper for the purpose of transportation known as "Shipper's Valuation for Carriage". Fractions of \$100 value will be assessed proportionately. Minimum valuation charge is 10¢ per shipment. Shipments of precious metals in any form, precious and semi-precious stones, jewelry, currency, and any form of valuable or negotiable papers must be declared at their actual value for transportation purposes, and in no case at less than the value declared for customs purposes.

UNL. 16 March 1948 First Air Parcel Post to Bermuda. Colonial Airlines flight 100 left Laguardia Field on March 16, 1948 with hte first carriage of Air Parcel Post to Bermuda. Fourteen parcels were carried of which one went to Ted Sayre, Editor of the Royal Gazette, and three or four others to Colonial Airlines officials, also collectors. This is one of eight that may or may not have been saved. March 15th was the Official Announcement Day and no Air Parcels were accepted until that date. The first flight to Bermuda was Colonial's at 11 am March 16, 1948. TWA had a flight to Europe that left at 10 am March 16, 1948 but Colonial's was the first such service the Bermuda. All such parcels had to be Bound Over Seas - to Europe, Bermuda or Africa. (per Larry Nixon -Colonial Airlines March 31 as recorded by George Ulrich Jr.)

**UNITED STATES OF AMERICA
CUSTOMS DECLARATION**

To be filled out at the
DISPATCHING EXCHANGE
Office

QUAN- TITY	DESCRIPTION OF CONTENTS	VALUE		Parcel Bill No.
		\$	Cents	
1	<i>Printed Matter</i>	<i>No</i>	<i>Value.</i>	Entry No. (Date Stamp of Mailing Office)

DESCRIPTION OF PARCEL
(State whether Box, Package, Bag, etc.)

Gross Weight (Parcel).....lbs.....ozs. Insured No.....

Net Weight (Contents).....lbs.....ozs. Amount of Insurance.....

Form 2966

NEW YORK, N. Y. WASHINGTON, D. C.

MAR 16 1948

From the Desk of

LARRY NIXON

THIS IS POSITIVELY RARE if scarce means anything.

The newspapers report
FOURTEEN PARCELS arrived by first flight
to Bermuda...

One went to Ted Sayre editor of
the Royal Gazette, a collector, and three or
four others were to officials of Colonial
Airlines-- also collectors.

BERMUDA BY AIR

FF11 1 May 1948. First Toronto and Montreal, Canada-Bermuda and Return Air Mail Services by Trans-Canada Airlines: TCA, renamed Air Canada in 1956, inaugurated services to Bermuda from Montreal and Toronto on 1 May 1948. These biweekly flights, using Canadair-4 "North Stars", included one flight to and from Montreal, and one flight to and from Toronto. TCA furnished a private cachet, which was applied to some of the mails for the southbound inaugural services.

A1. Toronto-Bermuda (cachet: red)



BERMUDA BY AIR

FF11 1 May 1948. First Toronto and Montreal, Canada-Bermuda and Return Air Mail Services by Trans-Canada Airlines:

- B1. Bermuda-Toronto, Canada. (cachet: violet, magenta; not backstamped, 1,070 pieces) - violet cachet.



- B1. Bermuda-Toronto, Canada. (cachet: violet, magenta; not backstamped, 1,070 pieces) - magenta cachet.



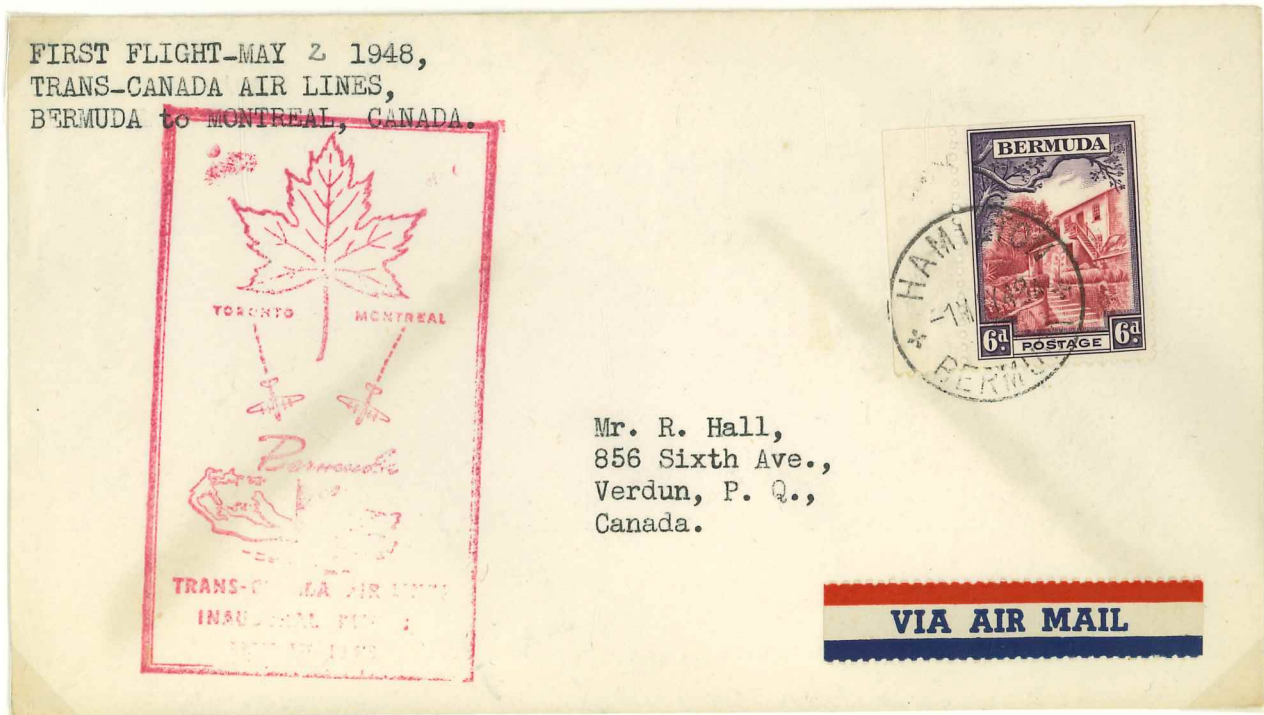
BERMUDA BY AIR

FF11 1 May 1948. First Toronto and Montreal, Canada-Bermuda and Return Air Mail Services by Trans-Canada Airlines:

B2. Bermuda-Montreal, Canada. (cachet: violet, magenta; 3 May 1948 backstamp, 227 pieces) violet cachet.



B2. Bermuda-Montreal, Canada. (cachet: violet, magenta; 3 May 1948 backstamp, 227 pieces) magenta cachet. (Note this did not get backstamp!)

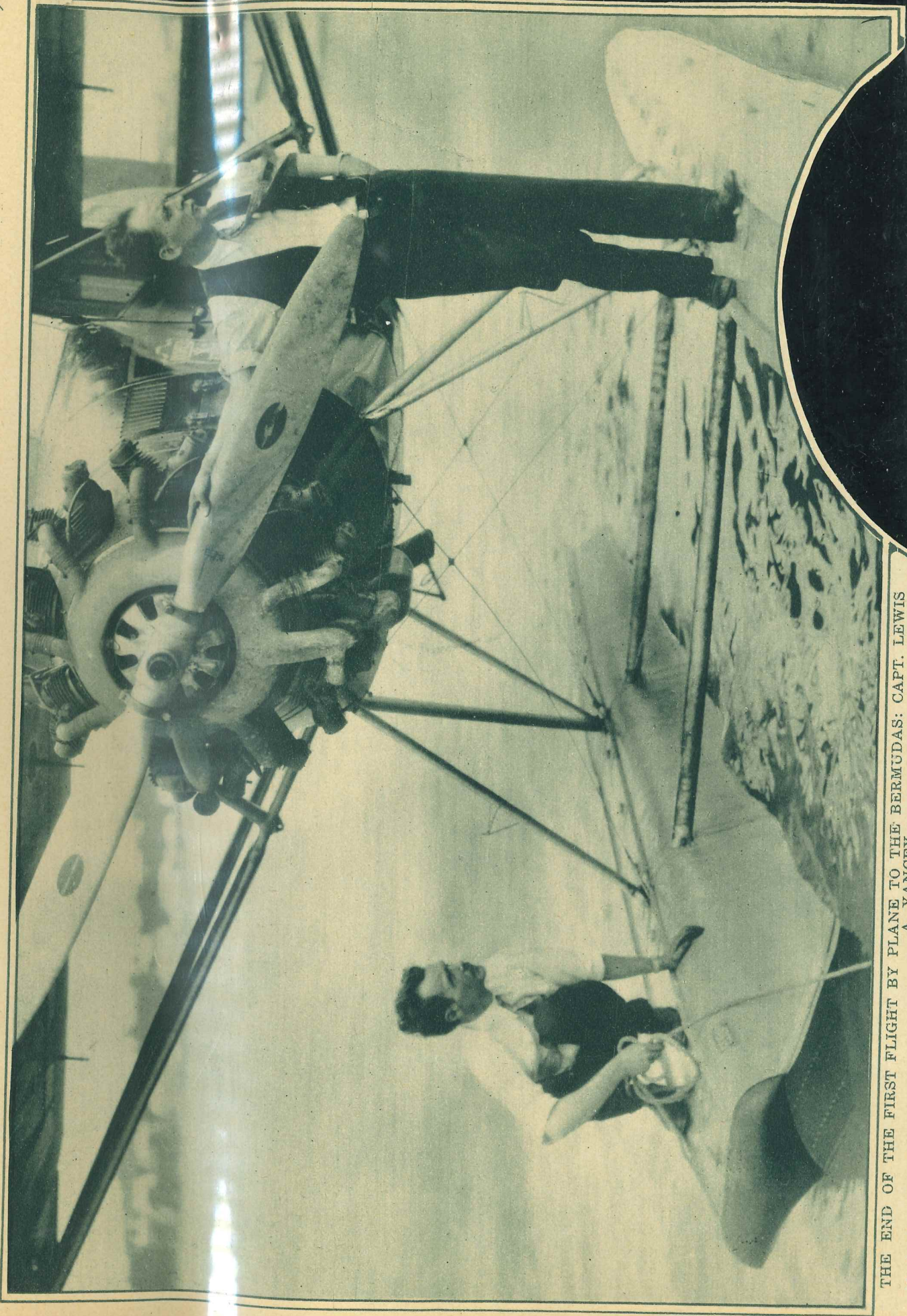


BERMUDA BY AIR

FO43 12 November 1948. I.A.T.A. Conference: The International Air Transport Association (I.A.T.A.), a group representing airlines and their travel agents, convened in Bermuda in the winter of 1948. The Bermuda post office provided a cachet to commemorate the event.

Covers are known with and without the special machine cancel.





THE END OF THE FIRST FLIGHT BY PLANE TO THE BERMUDAS: CAPT. LEWIS
A. YANCEY,
Navigator (Standing), and W. H. Alexander, Pilot, Arrive at Hamilton With Their Radio
Operator, Zeh Bouck, After Darkness Forced Them to Spend a Night on the Atlantic
Sixty Miles From Their Destination. The Actual Flying Time for the Trip Was Eight and
a Half Hours.
(Times Wide World Photos.)

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TO

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EFFECTIVE SEPTEMBER 28, 1947

COLONIAL AIRLINES



Skycruises to Bermuda



Route of the Skycruisers

BALTIMORE BERMUDA

75.
45.
* 120.

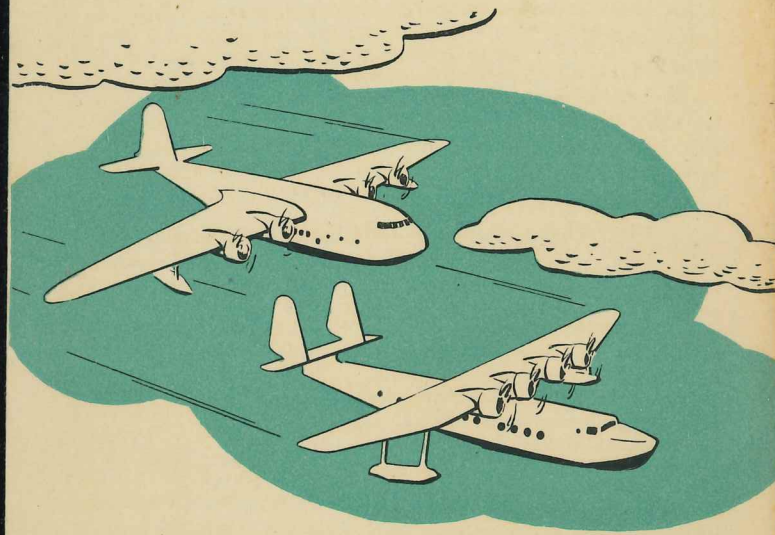
TIMETABLE - TARIFF

Five hours to--



BERMUDA

NEW YORK
•
BERMUDA

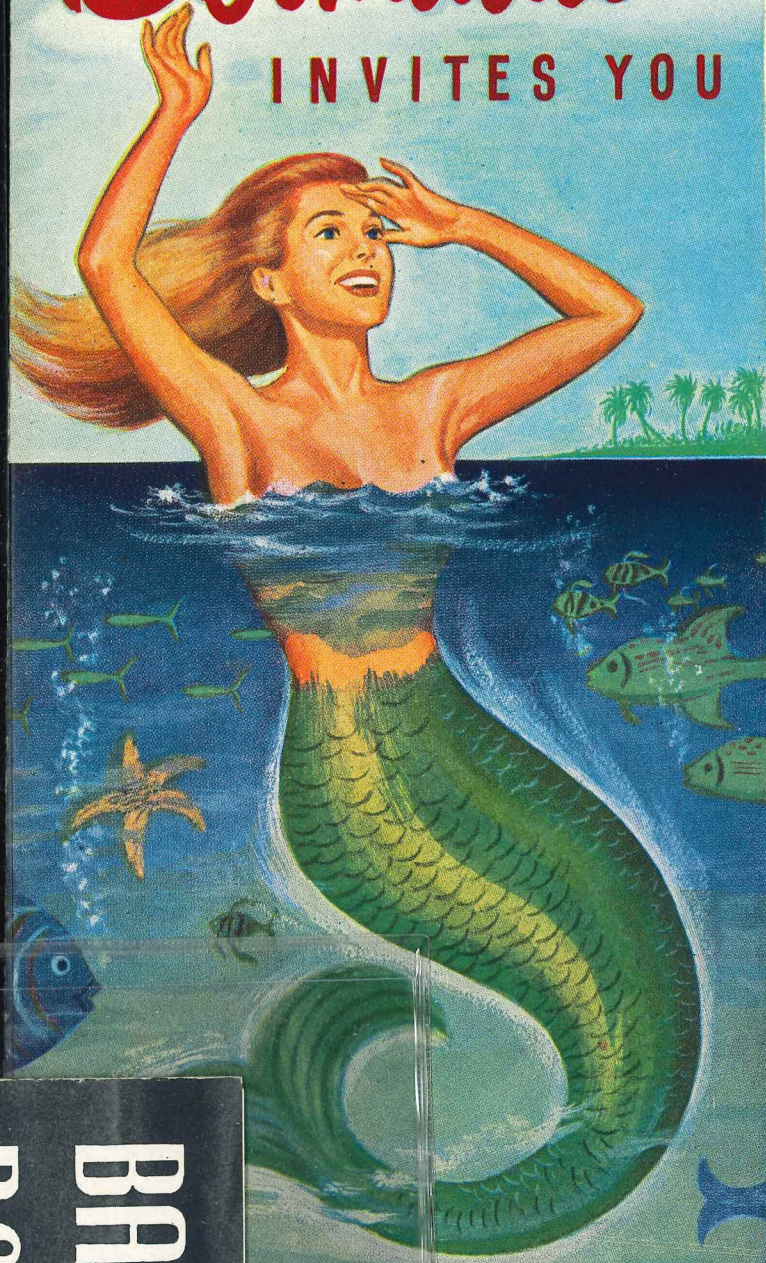


8/25
1937

1

Bermuda

INVITES YOU



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BERMUDA
by AIR



in 5 hours!

TIMETABLE - TARIFF

BALTIMORE
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20
12/25/37