

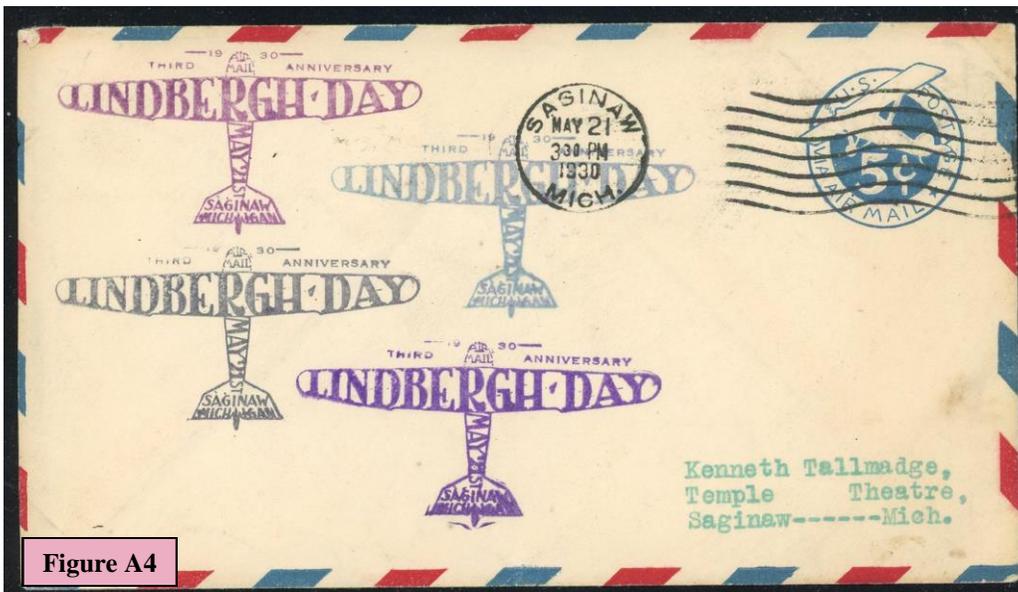
The Cover Story

So, How Did Lindbergh Get Home from Paris in 1927?

The Rest of the Story by Phil Fettig

Before I discuss some of the ways to collect Lindberghiana I want to go back to Part 1. Do you remember the cover photo of the crate on the deck of the ship holding the “Spirit of St. Louis?” Well, here is the rest of that story: When the USS MEMPHIS docked and unloaded the plane, a Navy Admiral had a use for the large crate and arranged to purchase it. It was transported to the home of Admiral Burrage in New Hampshire and made into a small summer cottage. Over the years it was lived in or visited by many people, including Lindbergh. It was resold many times finally being purchased by Larry Ross of Canaan, Maine. Larry made it into a small museum (**Figure A1 on front cover**) dedicated to Lindberghiana and is open, by appointment only, in his back yard. The Spirit of St. Louis is on display at the Smithsonian National Air & Space Museum in Washington, DC.

So, how do you want to collect Lindberghiana? Like many other philatelic topics, in my opinion, about any way you want. The most common method, although not the cheapest, would be to collect covers regarding flights made by, or in tribute to Lindbergh. His involvement with flying the mail is divided into two periods. From April to November 1926 Lindbergh made routine flights carrying mail on the Chicago to St. Louis Route, designated Contract Air Mail Route No. 2 or CAM 2. During this period, he was Chief Pilot for Robertson Aircraft Corporation. After his historic Trans-Atlantic flight in 1927, Lindbergh was involved in numerous Good Will flights and work on Foreign Contract Air Mail Routes or FAM. In January 1929, Lindbergh was the Technical Advisor and chief pilot of Pan American Airways Inaugural flight from Miami to Cristobal, Panama (FAM 5-1). **Figure A2 on front cover** shows a cover flown on this February 4, 1929 flight. Many times, when Lindbergh was listed as the pilot for a flight, the amount of mail submitted was too much for one plane. When more than one plane was required, Lindbergh would arrange to switch planes on stops so that he at least flew every piece of the mail for a period. **Figure A3 on front cover** is a composite photograph showing the Pan Am plane and escorts landing in Cristobal on February 6, 1929 and Lindbergh with dignitaries from Panama, the Canal Zone and Pan American.



From July through October 1927 Lindbergh took part in a Goodwill Tour that included stops in all 48 states. In addition to the many cities he landed in, many other locations had a scheduled “Fly-Over”. This is a ripe field for collecting the many cachets and cancels that resulted. **Figure A4** shows a cover from such an event in Saginaw, Michigan. In 1928, Lindbergh asked the Post Office Department for

permission to return to his old Chicago – St. Louis route for two days of flying the mail. As mentioned before, it took several planes to carry all the mail submitted, but he flew each plane part of the way. The cover shown in **Figure A5** is an example of such a cover.

And last, since we all are stamp collectors, I will mention that numerous countries have issued stamps honoring Lindbergh and his flights. The United States has issued three items in his honor. The first, C10 shows the plane “Spirit of St. Louis”, but not his name as Lindbergh was still alive. Scott 1310, issued in 1977, repeats this form. Both these stamps were shown in Part 1. Scott 3184m (Figure A6) shows the third U.S. issue. Other nations have produced a large number of issues honoring Lindbergh. This is especially true of the nations that print colorful issues for any and all topics. Figure A7 is an example from the Republic of Maldives.

So, there you are – hopefully you have learned a fact or two you were not aware of in this nation’s history, using stamps as a method. In doing this research I discovered a “philatelic connection” between a person with a minor part in this story and Duck Stamps. You will have to wait for a later and smaller article for the rest of that story.

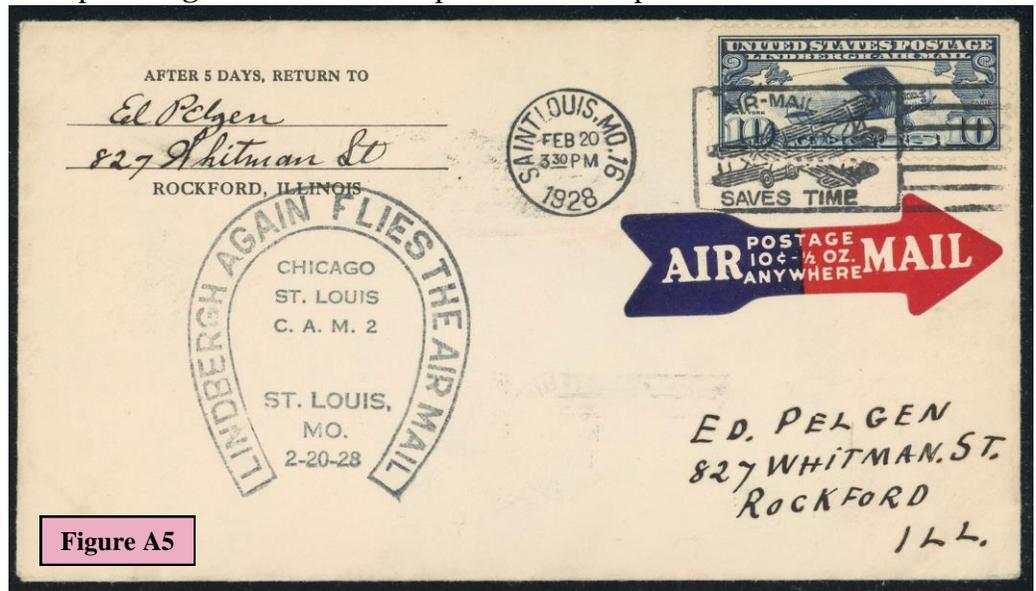


Figure A5

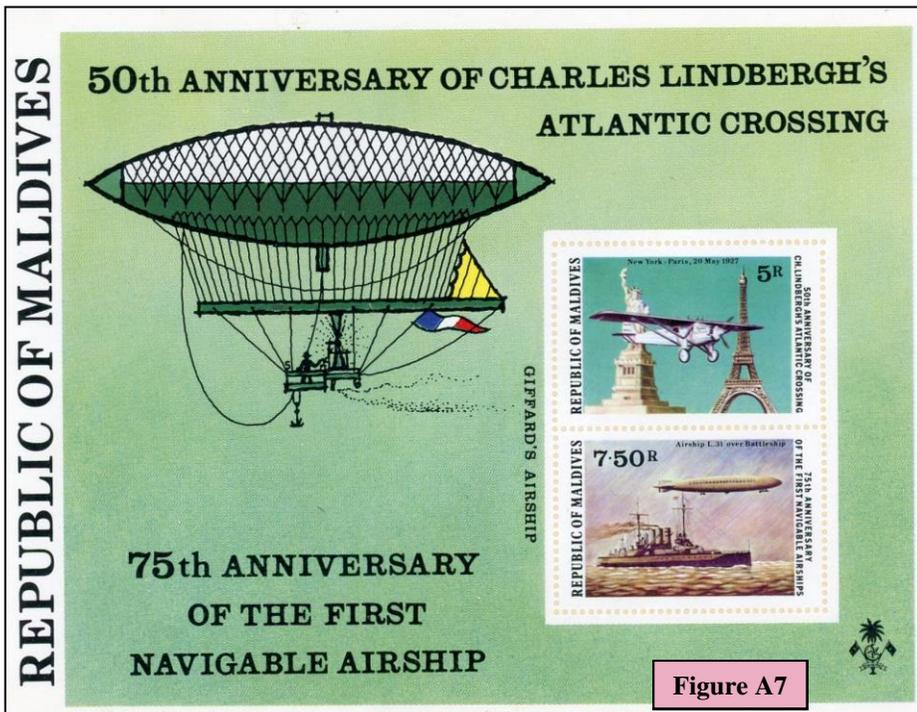


Figure A7



Figure A6

*****Part I of this story can be found in the July 2020 issue of *The Philatelic Missive* as the cover story.**