

# NORTH CAROLINA POSTAL HISTORIAN

The Journal of the North Carolina Postal History Society

Volume 22, No. 2

Summer 2003

Whole 83

## CONTRACT



## AIRMAIL

## FIRST



## FLIGHTS

Affiliate #155 of the American Philatelic Society





## PRESIDENT'S MESSAGE

On Saturday, 26 July 2003, at 2:00 p.m., the North Carolina Postal History Society will hold its annual meeting. This will occur during CHARPEX 2003, at the Senior Citizens Center, 2225 Tyvola Rd., Charlotte (Exit 5 off I-77). I have asked Clyde Jennings, who will be a judge at the show, to join our meeting and to provide a talk. I extend an invitation to each of you to visit with the society members at the annual meeting and to hear Clyde's talk.

The nominating committee has proposed the following to fill positions on the Board of Directors, each to serve for a term of three years: Vernon Stroupe, Harvey Tilles. Any additional nominations can be introduced from the floor at the meeting. The Board of Directors will meet immediately after the general meeting to select officers for the coming two years.

Our second auction accompanies this issue of the *North Carolina Postal Historian*. There are some interesting lots with very good minimum prices including three lots with markings that we had not previously recorded. I hope you will participate in the auction, from which the society benefits.

From time to time I report the status of the database of North Carolina covers, with which I am working at the North Carolina Archives in Raleigh. The database now contains about 10,000 covers. It will continue to grow over the coming years, but I think it is a useful size now to provide helpful information. I am interested in sharing information from this database with the NCPHS members. On a trial basis, I will prepare and send to any member who requests it a printout of covers in the North Carolina Archives database from a particular North Carolina post office. Just send me a note or an e-mail of the post office that you would like and a mailing address. If this turns out to be worth while, perhaps this offer can be expanded in the future to include printouts by county. I am a little concerned, however, that the size

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## CALLING ALL AERO PHILATELISTS

This is a call for all the North Carolina aero Philatelists to come to the service of the other collectors. 17 December 2003 will mark the 100th anniversary of the birth of powered flight. Considerable activity is underway throughout the state to recognize this event. The editors would like to do our share with the postal aspect of this centennial celebration.

We have planned several related articles throughout the year, and would like to capstone 2003 with the Winter issue focusing solely on aviation.

Planned articles include U.S. government flights, 1934 army emergency flights, Kitty Hawk and Kill Devil Hill. We would like you to write an article for us to run. Got any favorite air covers? Let us hear from you.

of county printouts for many of the counties will be very large. But then, some of the city print outs will be quite large also. For now, let's see what the interests are for individual post office data.

As always, I welcome your comments and suggestions for improving the society. Please feel free to call me at home (336 545-0175), send me an email message, or write to me. Both my email address and my mailing address appear in this journal.

Dick Winter



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## North Carolina Postal Historian

The *North Carolina Postal Historian* is the official journal of the North Carolina Postal History Society. It is published quarterly in January, April, July and October.

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# CONTRACT AIRMAIL FIRST FLIGHTS

by Tony L. Crumbley

In 1926 the U.S. Post Office Department decided the time was right to speed up the development of the Airmail Service. The best approach for this seemed to be through contracts with private aircraft operators. The first such contracts were let to the Ford Motor Company on February 15, 1926.

The contract airmail flights are official government service in every sense of the word. They are called "contract" because they were awarded through competitive bidding. The basic service was created by an Act of Congress. The routes were mapped out by the Post Office Department and the Civil Aeronautics Board.

At the inception of the contract, each route was assigned a number. Prior to 1934, when President Roosevelt cancelled all

contracts, the numbers ran consecutively from 1 to 34. In May 1934, when the new contracts were let, a complete renumbering of the air mail route network started, again with 1. A reassignment of the numbers took place in 1958.

Good records have been kept of the mail carriers on each of the first flight trips by the American Airmail Society. The numbering system from their catalogs has been adapted in this article. The first set of numbers are the route numbers, the letter indicates the direction of flight, the second set of numbers are the specific flight, and the second set of letters indicate the cachet variety. In a few cases the planes brought mail on a return flight. These return flights have an "R" before the cachet number.

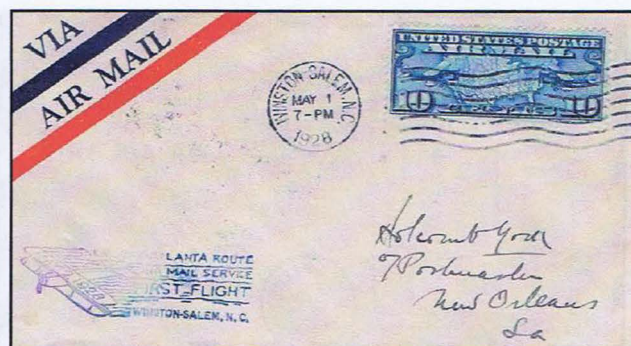
Cachet No.	City	Color	Pilot	Quantity
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North Carolina's first contract airmail service was Route 19. The inaugural service from New York to Atlanta was May 1 and May 2, 1928 with regular service May 15, 1928. The covers carried a standard postal service supplied cachet.

19S5	Winston-Salem	blue a - magenta, b - green c - purple, d - combination	John Kytle R.S. Malloy	21 lbs.
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19 S 5



19 S 5d

19N5	Winston-Salem	magenta a - blue, b - purple c - green, d - combination	R. Brown John Kytle	57 lbs.
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19 S 6a



19 N 6



<u>Cachet No.</u>	<u>City</u>	<u>Color</u>	<u>Pilot</u>	<u>Quantity</u>
19S6	Greensboro	purple, a - magenta b - green, c - blue d - black, e - combination	John Kytle R.S. Malloy	59 lbs.



19N6b



19S7

19N6	Greensboro	green, a - purple b - magenta, c - blue d - black, e - combination	R.S. Maloy	134 lbs.
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19S7	High Point	magenta a - black	John Kytle R.S. Malloy	Included above
19N7	High Point	magenta a - combination	R. Brown R. S. Malloy	Included above



19S16



19N15

#### Addition of Charlotte - April 1, 1930

19S15	Charlotte	black	C. E. Potts	138 lbs.
19N15	Charlotte	black a - with city name in cachet b - unofficial box cachet*	E.R. Brown	148 lbs.

R19N16	To Charlotte by south bound plane			
R19S16	To Charlotte by north bound plane	purple, black		

#### Eastern Seaboard Branch Route, April 1, 1931

19S21	Raleigh	magenta a - red	Merle A. Moltrup	50 lbs.
19N21	Raleigh	purple	Jack Webster W.J. Shaffer	100 lbs.

#### Spur Route Charlotte to Augusta, Dec 1, 1932, Washington

19S32	Charlotte	black unofficial a - Newark, N.Y. purple	Robert Hewitt	33 lbs.
R19N32	No cachet			





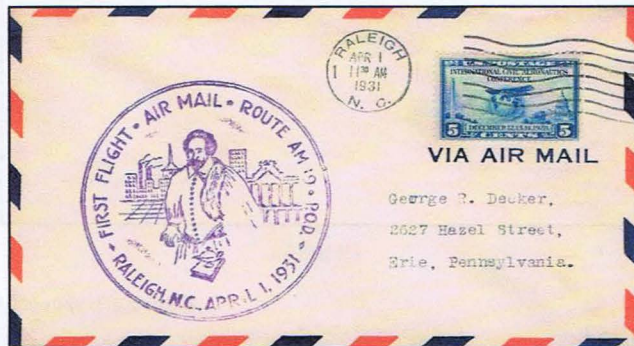
19 S 15



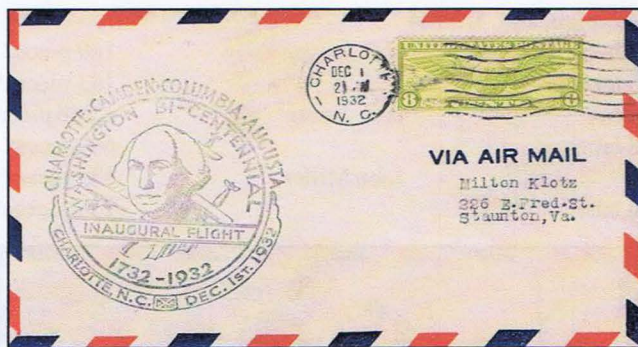
19 N 15a



R 19 S 16



19 N 21



19 S 32



19 S 32a



19 N 38



19 N (uncatalogued)

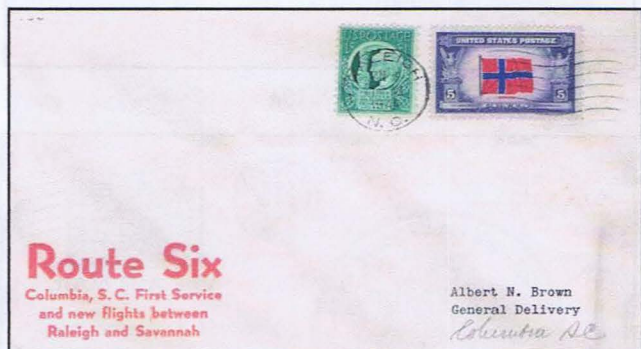
Effective February 19, 1934, by executive order, the Postmaster General cancelled all existing contracts. The U.S. Army Air Corps carried the mail.



<u>Cachet No.</u>	<u>City</u>	<u>Color</u>	<u>Pilot</u>	<u>Quantity</u>
<b>Addition of direct flight from Winston-Salem, April 2, 1935, Chamber of Commerce cachet.</b>				
19S38	Winston-Salem	green unofficial	J.D. Nissong	5 lbs.
19N38	Winston-Salem	green unofficial	C.E. Norfleet	5 lbs.

**Resumption of service from Winston-Salem to New York & New Orleans, Jan 15, 1941**

19N[uncataloged] Winston-Salem magenta unofficial



19 S 61a



19 S 63a

**Alternate service via Columbia, Jan 1, 1944**

19S57	Raleigh	red unofficial	Jno. A. Themm	75 pieces
19S58	Durham	no cachet	Jno. A. Themm	120 pieces

**Cross Route: Charlotte to Raleigh, Jan. 1, 1944**

19S61	Raleigh-Charlotte	no cachet	H.E. James	189 pieces
		a - red label		143 pieces*
19S62	Durham-Charlotte	no cachet	H.E. James	1,080 pieces
		a - red label		64 pieces*
19S63	Charlotte-Raleigh/Durham	no cachet	John Miller	225 pieces
		a - red label		133 pieces*



19 N 84



19 N 86

**Extension to Detroit route, Nov. 15, 1945, Eastern Airlines**

19S84	Greensboro	black unofficial		unknown
19N84	Greensboro	black unofficial	G.V. Freiberger	144 pieces
19N85	High Point	no cachet	G.V. Freiberger	137 pieces
19N86	Winston-Salem	magenta unofficial	G.V. Freiberger	182 pieces
19S87	Charlotte	magenta unofficial	J.W. Claytor	202 pieces
19N87	Charlotte	no cachet		unknown

\*philatelic



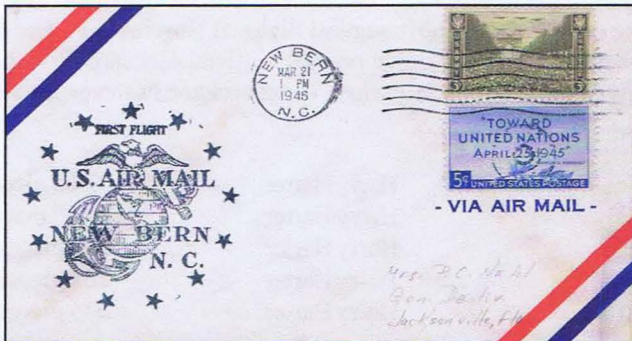


19 S 93

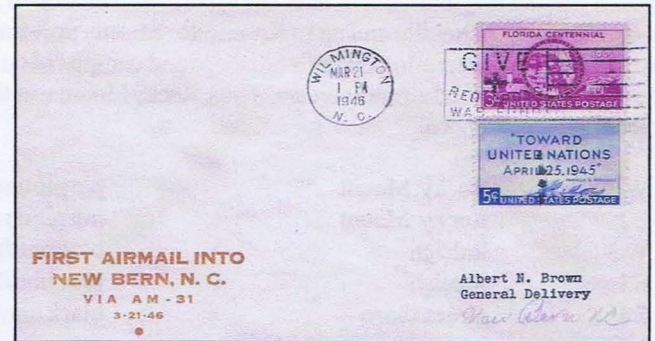


19 S 93a

<u>Cachet No.</u>	<u>City</u>	<u>Color</u>	<u>Pilot</u>	<u>Quantity</u>
<b>Wilmington added to Norfolk-Charleston route, Dec. 16, 1945, National Airlines</b>				
19S93	Wilmington	orange unofficial	Clyde Andrews	314 pieces
19N93	Wilmington	a - blue unofficial	S.E. Stola	627 pieces
R 19N94	to Wilmington by southbound plane	orange		
R 19S94	to Wilmington by northbound plane	a - blue		



19 S 97



R19 S 98

<b>Addition to Newbern, March 21, 1946, National Airlines</b>				
19N97	Newbern	black	H.B. Wilson	1,463 pieces
19S97	Newbern	black	A.E. Brown	1,227 pieces
R 19N98	to Newbern by southbound plane			
R 19S98	to Newbern by northbound plane	orange unofficial		

<b>Direct service Charlotte to Charleston, Aug. 19, 1946, Eastern Airlines</b>				
19S102	Charlotte	no cachet		

<b>Extension to Chicago, April 1, 1959, Eastern Airlines</b>				
19N124	Charlotte	no cachet, PO cancel		Few pieces
		f. blue cachet, airfield cancel		169 pieces

<b>Addition to Newbern, March 21, 1946, National Airlines</b>				
19N97	Newbern	black	H.B. Wilson	1,463 pieces
19S97	Newbern	black	A.E. Brown	1,227 pieces
R 19N98	to Newbern by southbound plane			
R 19S98	to Newbern by northbound plane	orange unofficial		

<b>Direct service Charlotte to Charleston, Aug. 19, 1946, Eastern Airlines</b>				
19S102	Charlotte	no cachet		



<u>Cachet No.</u>	<u>City</u>	<u>Color</u>	<u>Pilot</u>	<u>Quantity</u>
<b>Extension to Chicago, April 1, 1959, Eastern Airlines</b>				
19N124	Charlotte	no cachet, PO cancel f. blue cachet, airfield cancel		Few pieces 169 pieces



19 N 124f



51 E 2

**Contract Airmail Route 51, Norfolk to Knoxville, Inaugural Service, Penn Central Airline, Nov. 1, 1940**

Airmail route no. 51 began inaugural service between Norfolk and Knoxville on November 1, 1940. Pennsylvania Central Airlines was the original carrier, later being delivered by United Airlines. This service was from Norfolk to Rocky Mount to Raleigh to Greensboro to Asheville and on to Knoxville. Storms prevented the completion of the inaugural flight on November 1. The first westward flight was terminated in Greensboro and completed on November 2. The post office provided official cachets only to those cities that had never had airmail service. Thus, Rocky Mount was the only city with an official cachet. The contractor, however, provided a cachet for Greensboro.

51 W 2	Rocky Mount	purple unofficial	Harry Harter	3,395 pieces
51 E 2	Rocky Mount	purple unofficial	Harry Harter	1,032 pieces
51 W 3	Raleigh	blue unofficial	Harry Harter	203 pieces
51 E 3	Raleigh	blue unofficial	Harry Harter	268 pieces
51 E 4	Greensboro	black unofficial	Harry Harter	275 pieces

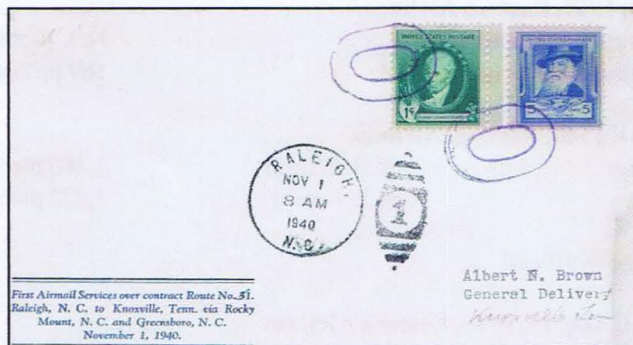
**Same as above, Nov. 2, 1940**

51 W 4	Greensboro	no cachet	Harry Harter	50 pieces
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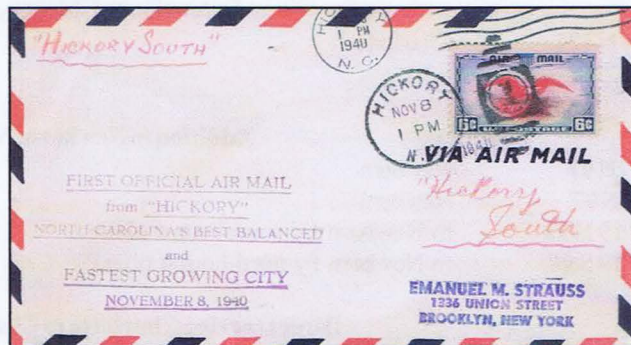
**Addition of Hickory, Nov. 8, 1940**

51 W 6	Hickory	purple unofficial	W.R. Sewell	15 lbs.
51 E 6	Hickory	purple unofficial	W.R. Sewell	30 lbs.
R 51 W 7	to Hickory by eastbound plane**			
R 51 E 7	to Hickory by westbound plane**			

\*\* Little notice was given to this flight; few philatelic covers were carried. Despite poundage carried, these covers are scarce.



51 W 3



51 E 6



<u>Cachet No.</u>	<u>City</u>	<u>Color</u>	<u>Pilot</u>	<u>Quantity</u>
<b>Addition of Asheville, June 27-28, 1941</b>				
51 W 8	Asheville	blue	W.R. Sewell	65 lbs.
51 E 8	Asheville	blue	W.R. Sewell	41 lbs.
R 51 W 9	to Asheville by eastbound plane			
R 51 E 9	to Asheville by westbound plane			
	Hendersonville	purple unlisted		



51 W 8



R 51 E 9

**Addition of Elizabeth City, Nov. 15-16, 1945**

51 W 10	Elizabeth City	magenta	J.S. Bradford	292 pieces
51 E 10	Elizabeth City	magenta	J.S. Bradford	1,664 pieces



51 E 10



51 W 14

**Addition of Winston-Salem, June 4, 1947**

51 W 14	Winston-Salem	no cachet	Al Steele	217 pieces
51 E 14	Winston-Salem	no cachet	Robert Dolan	242 pieces
R 51 W 14	to Winston-Salem by eastbound plane			

**Direct Flight Durham to Rocky Mount, Greensboro, High Point, June 4, 1947**

51 E - Uncataloged	Durham	no cachet		unknown
51 W - Uncataloged	Rocky Mount	no cachet		unknown



51 N 20



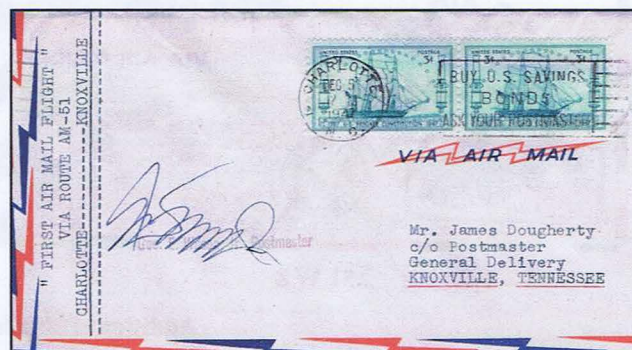
51 E - Uncataloged



<u>Cachet No.</u>	<u>City</u>	<u>Color</u>	<u>Pilot</u>	<u>Quantity</u>
<b>Direct service Richmond to Rocky Mount, June 8, 1947, July 9, 1947</b>				
51N20	Rocky Mount	no cachet		unknown
<b>Direct service Greensboro to Danville, Nov. 15 1947</b>				
	Greensboro	no cachet		
<b>Addition of Charlotte</b>				
51N21	Charlotte	black unofficial	Douglas Scherer	1,350 pieces
51S21	Charlotte	black unofficial	Al Steele	60 pieces



51 W - Uncataloged



51 N 21



54 S 11a



54 S 11

**Airmail Route 54 Inaugural service Atlanta to Cincinnati, July 15, 1941,  
Delta Airlines with extension to Miami, Dec. 1, 1945.**

Airmail route no. 54 began inaugural service between Atlanta and Cincinnati on July 15, 1941. Delta Airlines was the carrier. This was service between Greenville, Asheville and Knoxville. In 1970, the addition of Greensboro/High Point/Winston-Salem and Raleigh/Durham was added to this route.

54N11	Asheville	blue unofficial	Clyde Mills	780 pieces
		a - black unofficial		
54S11	Asheville	blue unofficial	Raymond Gerves	720 pieces
		a - black unofficial		
<b>Addition of Greensboro/High Point/Winston-Salem and Raleigh/Durham, June 15, 1970, Delta Airlines</b>				
54S41	Greensboro	green	Gerard Deranthal	266 pieces
54NW41	Greensboro	green	M.A. Keunzi	1,482 pieces
54S42	High Point	magenta	Gerard Deranthal	217 pieces
54NW42	High Point	magenta	M.A. Kuenzi	1,310 pieces
54S43	Winston-Salem	blue	Gerard Deranthal	244 pieces
54NW43	Winston-Salem	blue	M.A. Kuenzi	1,624 pieces



<u>Cachet No.</u>	<u>City</u>	<u>Color</u>	<u>Pilot</u>	<u>Quantity</u>
54 S 44	Raleigh	purple	Gerard Deranthal	188 pieces
54 NW 44	Raleigh	purple	James Adams	1,365 pieces
54 S 45	Durham	black	Gerard Deranthal	296 pieces
54 NW 45	Durham	black	James Adams	1,231 pieces



54 S 41



54 NW 42



54 S 43



54 S 44

**Airmail Route 55, Inaugural service Pittsburgh to Birmingham, July 15, 1941,  
Pennsylvania Central Airlines**

Airmail route no. 55 inaugurated service from Pittsburgh to Birmingham on July 15, 1941. United Airlines was the carrier of this route, an extension to Asheville and Atlanta on May 12 – 13, 1948 added North Carolina to this route. In January 1956, route no. 55 was combined with route no. 51.

**Extension to Asheville and Atlanta, May 12 - 13, 1948**

55 S 24	Asheville	no cachet	George Agner	206 pieces
55 N 24	Asheville	no cachet	Kardos Satorius	215 pieces



54 S 45



55 S 24





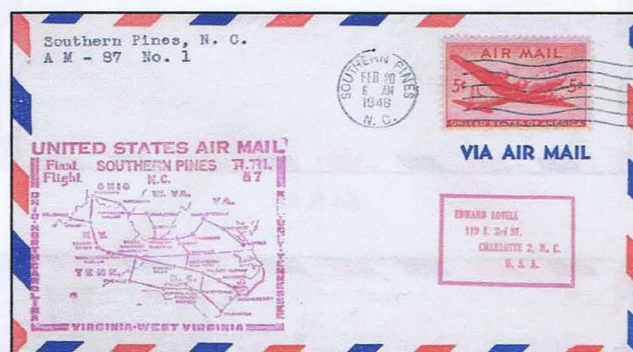
55 N 24



87 E 7



87 W 8



87 W 9



87 W 10



87 W 11

Cachet No.	City	Color	Pilot	Quantity
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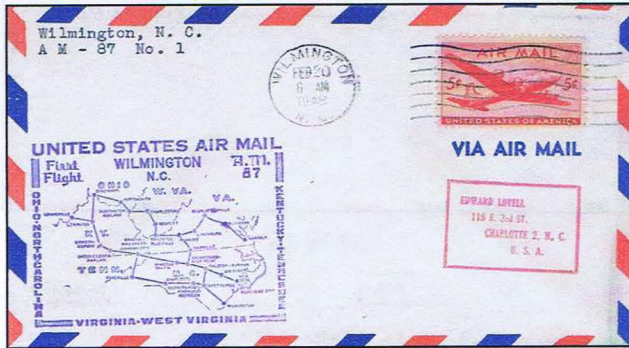
### Airmail Route 87, Inaugural service Cincinnati to Wilmington, Feb. 20 - 25, 1948, Piedmont Airlines

Airmail route 87 ran from Cincinnati to Wilmington, NC. Inaugural service began February 20-25, 1948. Piedmont Aviation was the carrier. Official cachets were provided by the post office for these cities. The cachets come in blue, black, magenta, purple and green. All colors were used by the North Carolina cities. New cachets were provided for service to Rocky Mount and Elizabeth City in 1961.

87 W 7	Asheville	magenta	Leon Fox	769 pieces
87 E 7	Asheville	magenta	John Wilkes	1,060 pieces
87 W 8	Charlotte	blue	Leon Fox	1,100 pieces
87 E 8	Charlotte	blue	John Wilkes	902 pieces
87 W 9	Southern Pines	magenta	Leon Fox	1,509 pieces
87 E 9	Southern Pines	magenta	by train	274 pieces
87 W 10	Pinehurst	black	Leon Fox	1,476 pieces
87 E 10	Pinehurst	black	by train	228 pieces
87 W 11	Aberdeen	green	Leon Fox	1,351 pieces



<u>Cachet No.</u>	<u>City</u>	<u>Color</u>	<u>Pilot</u>	<u>Quantity</u>
87E 11	Aberdeen	green	by train	231 pieces
87W 12	Wilmington	purple	Leon Fox	1,979 pieces



87 W 12



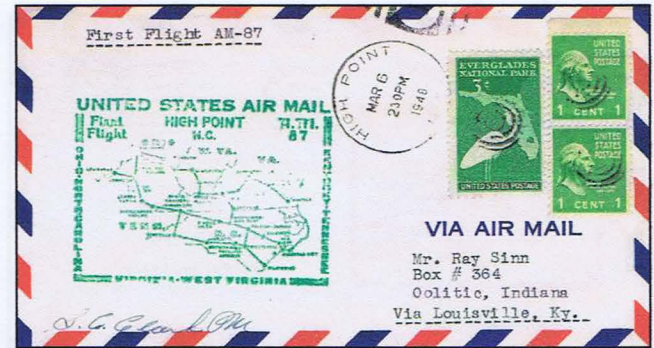
87 W 19

**Addition of Louisville to Newbern section, March 6-8, 1948**

87W 19	Winston-Salem	blue	Warren Tadlock	355 pieces
87E 19	Winston-Salem	blue	Harold Saunders	2,589 pieces
87W 20	Greensboro	magenta	via CAM 51	325 pieces
87E 20	Greensboro	magenta	Harold Saunders	560 pieces
87W 21	High Point	green	by train	334 pieces
87E 21	High Point	green	Harold Saunders	1,291 pieces
87W 22	Raleigh	purple	by train	1,857 pieces
87E 22	Raleigh	purple	Harold Saunders	660 pieces
87W 23	Durham	black	Warren Tadlock	1,351 pieces
87E 23	Durham	black	Harold Saunders	249 pieces
87W 24	Goldsboro	blue	Harold Saunders	249 pieces
87E 24	Goldsboro	blue	Harold Saunders	1,416 pieces
87W 25	Newbern	green	Harold Saunders	1,618 pieces



87 W 20



87 W 21



87 W 22



87 E 23





87 W 24



87 W 25

Cachet No.

City

Color

Pilot

Quantity

**Spur route from Wilmington to Raleigh/Durham, April 16, 1848**

87 NW 26 A

Wilmington

no cachet

Warren Tadlock

87 SE 27 A

Raleigh

no cachet

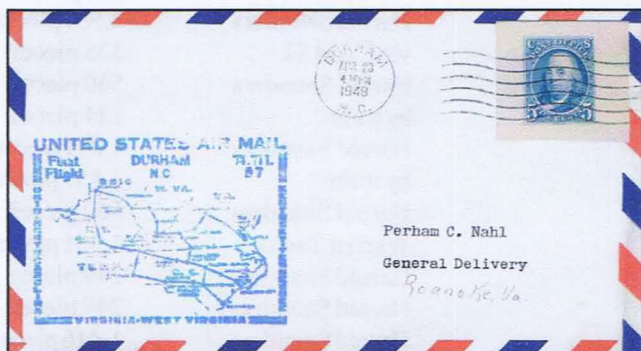
F.M. Shelton

87 SE 28 A

Durham

blue

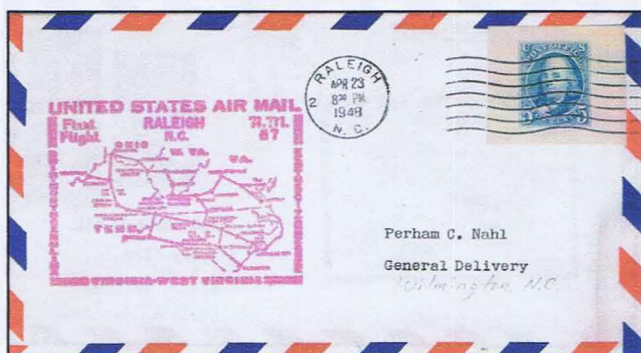
F.M. Shelton



87 SE 28A



87 NW 26B



87 SE 27B



87 NW 28

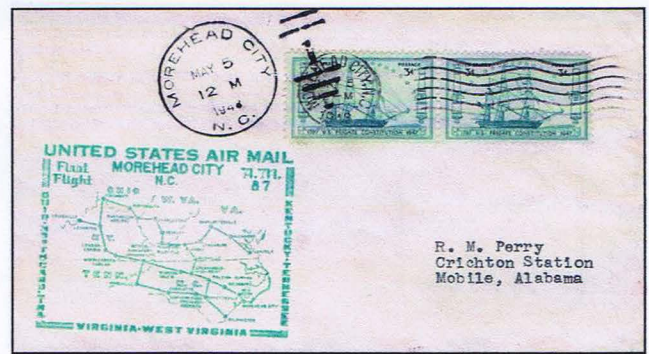
**Roanoke to Wilmington segment, April 23, 1948**

87 NW 26 B	Wilmington	green	Clive Malott	1,390 pieces
87 SE 27 B	Raleigh	ceres	Clive Malott	523 pieces
87 SE 28 B	Durham	blue	Clive Malott	520 pieces
87 NW 27	Raleigh	magenta	Clive Malott	910 pieces
87 NW 28	Durham	blue	Clive Malott	791 pieces
87 SE 29	Greensboro	black	Clive Malott	250 pieces
87 NW 29	Greensboro	black	Clive Malott	500 pieces
87 SE 30	High Point	purple	Clive Malott	246 pieces
87 NW 30	High Point	purple	Clive Malott	883 pieces





87 SE 30



87 W 34

<u>Cachet No.</u>	<u>City</u>	<u>Color</u>	<u>Pilot</u>	<u>Quantity</u>
<b>Extension from Newbern to Morehead City, May 5-6, 1948</b>				
87E33	Newbern	no cachet	H.H. Hutchison	143 pieces
87W34	Morehead City	green	Lyle McNames	1,005 pieces



87 W 41

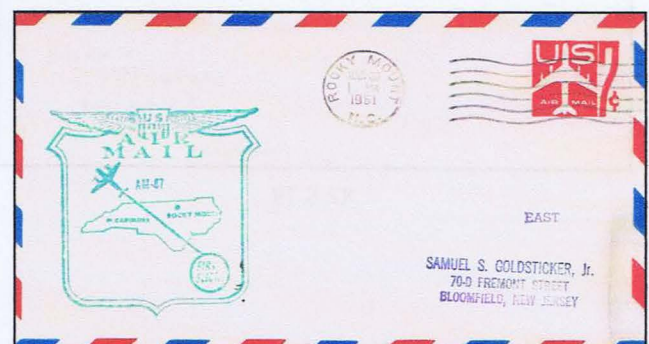


87 NW 55

<b>Extension to Fayetteville, Sept. 25, 1949</b>				
87W41	Fayetteville	blue	Harold Dabbies	2,171 pieces
87E41	Fayetteville	blue	F.M. Shelton	772 pieces
<b>Extension Raleigh to Fayetteville Sept. 25, 1949</b>				
87 Uncataloged	Charlotte	no cachet		unknown
87 Uncataloged	Asheville	no cachet		unknown
<b>Addition of Hickory, Aug. 25, 1952</b>				
87NW55	Hickory	blue	Alvin Kyle	2,157 pieces
87NE55	Hickory	blue	Ernest Dark	511 pieces
87SE55	Hickory	blue	Leon Fox	434 pieces
<b>Return flights to Hickory, Aug. 25, 1952, not cataloged</b>				
R87 Uncataloged	Charlotte	no cachet		unknown
R87 Uncataloged	Winston-Salem	no cachet		unknown



87 W 56



87 E 71





87 W 72



87 S 78

Cachet No.

City

Color

Pilot

Quantity

**Addition of Kinston, Sept. 10, 1952**

87E 56	Kinston	magenta	Leland Cottrell	2,230 pieces
87W 56	Kinston	magenta	Leland Cottrell	328 pieces

**Service to Rocky Mount and Elizabeth City, Mar. 30, 1961**

87E 71	Rocky Mount	green	Bennie Walker	177 pieces
87W 71	Rocky Mount	green	C.A. Anderson	1,565 pieces
87E 72	Elizabeth City	magenta	Bennie Walker	146 pieces
87W 72	Elizabeth City	magenta	C.A. Anderson	1,925 pieces

**Service to Goldsboro, June 25, 1962**

87N 78	Goldsboro	magenta	Bert Rehder	163 pieces
87S 78	Goldsboro	magenta	Victor Conary	147 pieces
87E 78	Goldsboro	magenta	Bert Rehder	131 pieces
87W 78	Goldsboro	magenta	Russell Smith	1,683 pieces

**New segment Asheville to Atlanta, June 25 1962**

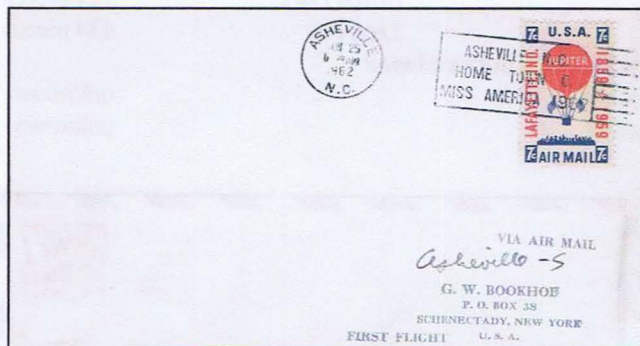
87S 79	Asheville	no cachet	V.C. Beunelle	98 pieces
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**Extension from Fayetteville to Atlanta, June 21, 1962**

87W 81	Fayetteville	no cachet	Victor Conary	114 pieces
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**Extension from Asheville to Nashville, Feb. 1 - 2, 1968**

87W 91	Asheville	no cachet	H.G. O'Connor	unknown
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87 S 79



87 W 81



### Jacksonville/Camp LeJeune, Feb. 15, 1971

Piedmont Airlines began regular airmail service from Camp LeJeune Marine Base to Washington. The U.S. Postal Service chose not to use the flight for mail, and no covers are known.

### Airmail route 98 inaugural service from Memphis to Atlanta, June 10, 1949, Southern Airways Extension from Atlanta to Charlotte, Aug. 5, 1949

Airmail route number 98 began inaugural service on June 10, 1949 with service between Memphis and Atlanta. Southern Airways was the carrier of the mail. On August 5, 1949, Charlotte was added to this line. Official cachets were provided by the post office for these flights.

<u>Cachet No.</u>	<u>City</u>	<u>Color</u>	<u>Pilot</u>	<u>Quantity</u>
98 W 18	Charlotte	magenta	William Feagin	2,088 pieces



98 W 18



CORRECTION!!

Vol. 22, No. 1, Spring 2003, Whole 82, p. 5  
AIRPORT DEDICATIONS  
J - 139 Should be Southern Pines  
J - 140 Should be Pinehurst

## Airplane Crash Mail of North Carolina

By Tony L. Crumbley

As with any transportation system, accidents will happen. In the case of airplanes, a crash can be a major disaster. In many cases where mail survived the crash, it was marked before being forwarded to the recipient. North Carolina has had 11 crashes since the beginning of airmail service but only two flights have had mail that was salvaged and currently identifiable. These flights were:

On the Atlanta to Newark route pilot Henry T. Merrill parachuted from his plane at 3:30 a.m. on November 12, 1930 when it ran out of gas near Casar, Cleveland County. Merrill was carrying 103 pounds of mail which was taken to Shelby at 9:37 a.m. No special marking was applied there but four covers have been identified, one which was posted from Charlotte to Canada.

On the Charleston, SC to Chicago flight, Eastern Airlines DC-9 approached the Charlotte Airport on September 11,

1974 in heavy fog at too low an altitude and crashed in a ravine and exploded. Of a total of 82 passengers, there were 13 survivors. Salvaged mail was forwarded to Charlotte post office and a mimeographed slip was attached.

There have been other crashes in North Carolina but to date no mail has been identified from these flights:

September 28, 1928	Rural Hall
July 8, 1930	Charlotte
January 9, 1931	Newton
March 31, 1931	Concord
March 22, 1934	Dudley
March 10, 1938	Richlands
January 5, 1960	Bolivia
July 19, 1967	Asheville/Hendersonville
July 2, 1994	Charlotte



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**Bold type indicates a new or changed address**

**YOUR CLASSIFIED AD CAN  
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