

The so-called "Resumed Service" of FAM-22, Part 1.

Having analysed and hopefully explained the myth of the "FAM-22" airmail service from Miami to Leopoldville in a series of articles [1], one final myth must be addressed before the saga can conclude. This concerns the oft-repeated story that towards the end of 1944 the "FAM-22" flights were "resumed" between Miami and Leopoldville. Proper examination of not only the existing story but wider aspects of the political and military scene tell a different tale entirely and one that seems logical in its development.

The original flights between Miami and Leopoldville took place between December 1941 and October 1942 under the terms of a military contract No. 21207 that had been drawn up between the United States Army and Pan American Airways in August 1941 [2]. The contract was terminated in "late 1942" [2] as further confirmed in a letter [3] dated 3 November 1942 from John C. Leslie to all Division heads of Pan American Airways which says:-

"Because of the termination of Contract 21207 and the (confidentially) uncertain future of Lagos and Leopoldville, no further personnel transfers will be made, parts or materials shipped, or construction undertaken..."

There the matter rested, with no further Pan American flights to Leopoldville from Miami until September 1944. Mail in and out of Leopoldville was being carried perfectly well by BOAC and/or SABENA to connect with trans-Atlantic services or Northbound services to Europe at other airports in West Africa. Leopoldville had no further military significance as demonstrated in a memorandum [4] from Lt. Col. George Richardson, Assistant Chief of Staff Plans dated 15 December 1943 and addressed to the Assistant Chief of the Air Staff in which we read:-

"...recommending release to the Belgian Government of certain facilities...at Leopoldville and Elizabethville, Belgian Congo.....The Air Transport Command has no further use for the facilities..."

So, one might ask, why would Pan American Airways suddenly wish to re-open an air route to Leopoldville in late 1944?

By mid-1943 it was clear among the Allied Governments that the war would end in defeat for the Axis, and amidst the planning for post-war situations was a conference held in Quebec [5] between 14 to 24 August 1943 attended by everyone of note, including Prime Minister Churchill and President Roosevelt who had several face-to-face meetings on the topic of Post-War Aviation. Further discussions resulted in a proposal for a definitive dedicated conference to be held in the following year (1944) and this duly took place at Chicago from 1 November to 7 December 1944. However as early as 11 November 1943 at a meeting in Washington chaired by the President [6], the President was minuted as follows:-

"He said that certain companies – to speak frankly, Pan American – wanted all of the business, and he disagreed with Trippe. He was willing to agree that on their record, Pan American was entitled to the senior place, and perhaps the cream of the business; but he could not go along with the idea of their, or anyone's, having all of it. This meant a multi-company operation."

This makes the thinking of the President absolutely clear, and had a profound effect on the future of trans-Oceanic air services. If the President wanted a multi-company operation after the war then some deck-clearing was required since Pan American held a virtual monopoly of all trans-Oceanic routes granted by the Civil Aeronautics Board on a temporary wartime basis. One such route was that between Miami and Leopoldville, granted to Pan American by the CAB under Docket 442 dated 9 September 1941. The permission was on a temporary basis;-

"...said certificate to expire five years from the date of issuance thereof or six months after the date upon which the Secretary of War notifies the Board that he has determined that the continuance of the service is no longer required in the interest of national defence..."

Get the picture? The route had lain dormant since the last flight in October 1942 but Pan American still had a valid Certificate and a monopoly position as of November 1943. No surprise then, given Roosevelt's thoughts, that the CAB issued an "Order of Termination" [7] to Pan American on 22 February 1944 giving the required six months notice that the permission would be cancelled on 12 August 1944. The apparent date anomaly is explained in the "Order" which informs Pan American that the Secretary of War told the CAB in a letter received by them on 12 February that the route *"was no longer required in the interest of National Defense"*.

Was there concern in Pan American Airways? There should have been, because on 14 June 1944 the CAB announced *"the establishment of new and additional international air services between the United States and Africa and Europe via South Atlantic routes."* The routes defined by the CAB were the existing Southbound path from New York through the Caribbean to Natal, Brazil, and then:-

"Beyond Natal to Dakar, Monrovia, Lagos or Accra, Leopoldville, Johannesburg and Capetown."

This was the very route that Juan Trippe had been pursuing since 1941; remember that the flights to Leopoldville in 1941 and 1942 were undertaken by the "Capetown Clipper"; named apparently *"...so as to advise the British of where we planned to go."* [8]

There is no evidence that within Pan American there was *"Wailing and Gnashing of teeth"* [9] but it must have been extremely annoying for PanAm to make an application to the CAB for a route that they had just lost, and they were not the only companies to make such application. The final list of applicants for the new route structures included American Export Airlines; American South African Line;

Pennsylvania Central Airlines Corporation; Seas Shipping Company Inc. and U.N. Airships Inc.. Leave to intervene was also granted to Eastern Air Lines Inc. and Transcontinental and Western Air Inc.. Quite an array of interested parties, but Trippe was a quick operator and a good businessman and he took steps to restore the route permission by making an application on 1 August 1944 for a "Survey flight" from Miami to San Juan and return on the very next day. The aircraft for the "Survey Flight" was the Martin M-130 "China Clipper" that had been taken off Pacific duty and was being used as a shuttle aircraft between Miami and Cristobal. There must have been a very close relationship at work because the CAB granted immediate permission for the flight.

The "close relationship" was also evident between Trippe and the Department of Defense because another letter on file [7] dated 17 August from the CAB rescinds the decision of 22 February and states:-

"The Secretary of War, by letter dated August 12, 1944, having notified the Board that he has now determined that the continuance of the aforesaid service between Monrovia, Liberia, and the terminal point Leopoldville, Belgian Congo, is required in the interest of national defense, and that he is withdrawing the notification...."

It was a clever move for Pan American to ask for permission to be restored only between Monrovia (i.e. Fisherman's Lake) and Leopoldville because that immediately restored the right to land PanAm aircraft at Leopoldville. And how do they get from Miami to Monrovia....? Here comes the clever bit. A CAB report [10] shows that Pan American used their existing certificate for FAM-18 service from America to Lisbon (via Monrovia) to hold the route to Liberia. Then, using the newly re-granted certificate from Monrovia to Leopoldville ("*in the interests of national defense*") they were able to operate all the way from New York to the Belgian Congo. The same report reads:-

"On August 28, 1944, the Board issued a temporary exemption order which permits Pan American to dispatch flights for Leopoldville out of Miami." and goes on "Pan American's application in this proceeding originally requested that the temporary certificate for the Miami-Leopoldville service be made permanent and that the route be extended beyond Leopoldville to Johannesburg and Cape Town."

And so, by the orders of 12 August and 28 August 1944, the CAB restored Pan American Airways to their previous position of virtual monopoly of the South Atlantic routes into Africa and Europe. Now all PanAm had to do was demonstrate that they could re-establish a viable service to Leopoldville using the elderly "China Clipper". An application was lodged with the CAB on 9 September 1944 for authorisation to carry out a survey flight from Miami to Leopoldville on 13 September, and the first actual service flight left Miami on 21 September, returning on 2 October. Seven round trips were completed but on the eighth flight from Miami on 8 January 1945 the aircraft crashed into the sea at Trinidad and the service to Leopoldville was at an end.

Conclusions.

Faced with the simultaneous loss of the rights to fly from Miami to Leopoldville and the impending awarding of authority for post-war routes requiring landing at Leopoldville, Pan American Airways compiled a strategy using an old aircraft and pointless flights in order to restore their pre-1944 position. In this they succeeded, but with the loss of the "China Clipper" and her crew.

Despite the "pointless" flights, the "China Clipper" did carry mail from Leopoldville but this has always been difficult to identify. In a follow-up article the postal history and flight details will be explained insofar as it is possible to so do using available information.

John Wilson
November 2013

References:

- [1] Wilson, John, Articles in Air Post Journal, May 2012, July 2012, August 2012, September 2012.
- [2] Wilson, John, "FAM-22: What was it all about?", ("Air Post Journal", January 2013)
- [3] ASM 0341 Box 322 Folder 15, Richter Library, University of Miami.
- [4] File IRIS 11973, "Documents pertaining to Air Corps activities involving Belgian Congo", (Air Force Historical Research Agency, Maxwell A.F.B., Alabama).
- [5] United States Government, "Substantive Preparatory Papers to the first Quebec Conference" commencing at p. 679 "Postwar Civil Aviation Policy".
<http://digital.library.wisc.edu/1711.dl/FRUS.FRUS1943>
- [6] United States Government, "Memorandum of conversation by the Assistant Secretary of State Berle" p. 360.
<http://digital.library.wisc.edu/1711.dl/FRUS.FRUS1944v02>
- [7] US Civil Aeronautics Board, "Order of Termination of Temporary Certificate, Serial Number 2702", (US National Archive, FAM-18, 7E-4, Box 6, 19/3/4).
- [8] Masland, William M, correspondence ASM 0341 Box 317 Folder 28, Richter Library, University of Miami.
- [9] King James Bible, Matthew 13:42.
- [10] Madden, William J., and Keith, James S., "South Atlantic Route Case", ASM 0341 Box 330 Folder 23/24, Richter Library, University of Miami.

The so-called "Resumed Service" of FAM-22, Part 2.

Part 1 of this article covered the political, military and business activities that resulted in the pointless flights of the "China Clipper" between Miami and Leopoldville from September 1944 until the sad loss of the aircraft on 8 January 1945. Although airmail to and from Leopoldville had been carried quite satisfactorily before September 1944 by other established services, such as the BOAC Cairo to Lagos flying boats and by SABENA operating under contract to BOAC between Leopoldville and Lagos, there is little doubt that some mail was carried on "China Clipper"; the problem has been how to identify such mail.

The flights.

The first evidence would be the dates of despatch and arrival of the actual flights, but the list of dates given by Proud [1] is less than helpful, because in his list of eight flights the first was the survey flight (not listed as a regular flight in the PanAm records), and of the other seven only one date is actually correct (seemingly by sheer coincidence) despite all flights leaving Miami being shown as "confirmed" using Proud's own nomenclature. It would seem that the dates given by Proud have been calculated from Pan American timetable data, and as has been shown on many occasions [2], [3], reliance solely on wartime timetables is rather unwise. Crotty [4] also places too much faith in such timetables, resulting in ill-thought-out conclusions as to the actual flights that took place during the war years.

Fortunately, diligent search of the Pan American archive has turned up a record of the actual flights of "China Clipper", albeit only the dates of leaving Miami and returning there at the end of each trip, but this does give us genuine useful information, as distinct from the "Alice in Wonderland" approach of others. So; what was "China Clipper" doing in 1944?

From December 1943 through August 1944, "China Clipper" had been in Navy service running shuttle flights between Miami and Cristobal, making between thirty and forty trips each month. A letter from the Navy Department dated 1 August 1944 records that the Navy had transferred the aircraft back to Pan American Airways and that a contract for sale Navy/PanAm had been agreed. On the same day, the CAB granted authorisation for a crew training flight from Miami to San Juan and return, and the survey flight to Leopoldville took place on 13 September 1944. Proud [1] implies that this was the first operational flight, but the CAB documents clearly state that this was a "*Route familiarisation*" trip and that "*passengers will be PAA personnel*" so it is unlikely that mail and/or cargo was carried. The following table shows the actual flight dates to and from Leopoldville and compares them with the information previously published.

Miami depart		Miami return	
PanAm record	Proud	PanAm record	Proud
21/Sep/44	26/Sep/44	02/Oct/44	10/Oct/44
10/Oct/44	10/Oct/44	20/Oct/44	20/Oct/44
26/Oct/44	24/Oct/44	06/Nov/44	03/Nov/44
09/Nov/44	07/Nov/44	20/Nov/44	17/Nov/44
24/Nov/44	21/Nov/44	04/Dec/44	01/Dec/44
08/Dec/44	03/Dec/44	19/Dec/44	13/Dec/44
23/Dec/44	17/Dec/44	04/Jan/45	27/Dec/44
08/Jan/45	31/Dec/44	Crash 08/Jan	08/Jan/45

Notes:

1. Proud shows departures based initially on a timetable showing departures on alternate Tuesdays. The only genuine departure on a Tuesday was that of 10 October 1944 which makes Proud correct on this occasion by accident. His departures on 3 December and 17 December are Sundays which do not correspond to either timetables or actual flights.
2. Note that Proud shows the first flight arriving in Miami on 10 October and leaving Miami on the same day. This is simply not possible, given engineering maintenance requirements.
3. How Proud was able to show the last (crash) flight departing Miami on 31 December and stating in his own table that the aircraft crashed at Trinidad over one week later on 8 January 1945 is quite beyond comprehension.

Since first drafting this article a new book by David Crotty has been published, in which there is what purports to be a timetable for the Miami-Leopoldville service. I reproduce that table here, and if anyone can understand it could they let me know what it means? How it is possible to have flight 2 leaving Miami on October 3 and on October 10, and flight 3 leaving on October 12 and October 24 with a duplicate entry for October 24 is a mystery. In any case all these dates are complete guesswork and not worth considering. Note that the duplicate entries are as printed in the book.

Trip	Leave Miami	Leave Leopoldville
1	Sept 20	Sept 26
2	Oct 3	Oct 9
3	Oct 12	Oct 23
4	Oct 31	Nov 4
2	Oct 10	Oct 16
3	Oct 24	Oct 30
3	Oct 24	Oct 30
4	Nov 7	Nov 13
5	Nov 21	Nov 23
6	Dec 5	Dec 11
7	Dec 19	Dec 25

Since the Pan American records do not show arrival or departure times for Leopoldville it is necessary to make an estimate of these. The trips took between eleven and twelve days to complete, and the one day difference may be accounted for by arrivals just before or just after midnight. If one assumes that the outward and return trips took the same time it is reasonable to place the aircraft in Leopoldville some six days after departure from Miami, and this can help when trying to establish whether or not a cover could have been carried on a particular flight. It seems equally reasonable, since the aircraft was returning to Miami that an incoming cover to the United States carrying either a Miami transit cancel or a Miami censor re-sealing strip would have been carried on "China Clipper".

However, there are covers from Leopoldville in the correct date range September to December that do not show Miami transit and have been opened and re-sealed in New York. Although not conclusive, examination of a range of such covers shows that ONLY covers addressed to New York are re-sealed there, whilst covers to all other US addresses are re-sealed in Miami. It seems unlikely that mail to New York was sent by a different route which must mean that covers to New York were separated from those to other addresses and bagged exclusively for examination in New York. Study of records of incoming airmails to the US compiled by "The Group" of experienced collectors suggests that covers carried by the Pan American "Special Mission" flights from or via West Africa were opened and re-sealed in Trinidad or Miami, having been off-loaded at Trinidad, but when these flights ended in mid 1943, any covers thereafter addressed to New York were examined in New York and not at Miami. The "China Clipper" covers reinforce this view.

The postage rates.

On 1 September 1944 a new airmail tariff was introduced [5] with the airmail letter fee from Belgian Congo to the United States of 15 Francs/5g, reduced from the previous 15.50 Francs/5g that had been in force since 1 January 1942. Shortly thereafter, SABENA established a new route from Congo to Europe, initially to London and flying Leopoldville-Libreville-Lagos-Niamey-Gao-Aoulef-Casablanca-Lisbon-UK. Letters on this route were charged at 10 Francs/5g. You may wonder why this route is mentioned, but the fact that it called at Lisbon may become important later.

On 27 November 1944 a further tariff was introduced [6] and the airmail letter fee to the United States was reduced to 12.50 Francs/5g, and this rate remained in force through December 1945. When calculating postage rates, remember that a 3.50 Francs basic surface fee must be added, and a further 3.50 Francs registration fee where applicable. Here is a typical cover from the first period cancelled 31 October 1944 (third flight) carrying the correct rate of 15 Francs + 3.50 Francs. Note that it is addressed to New York and censored there by Examiner 5502.



Now a cover from the same period, 14 November (fourth flight) addressed from Matadi to Chicago and not New York, consequently censored in Miami by Examiner 30621. The sender has incorrectly applied the new rate to Europe of 10 Francs and not the correct 15 Francs to the US and the cover has been taxed accordingly.



Two covers from the second period after 27 November tariff show the censorship locations determined by the address to which they were sent, even though the covers travelled on the same flight from Leopoldville (last return flight to Miami).

The first cover is from Stanleyville to Atlanta, GA, via Leopoldville (14 December) and censored in Miami by Examiner 31007. The correct rate for this cover should have been 16 Francs (12.50 + 3.50) but it was short paid by 50c (15.50). However, no charge was raised.



A second cover from Leopoldville (19 December) to New York and consequently censored there by Examiner 6886 carries the correct double rate of 28.50 Francs (2 x 12.50 (+ 3.50)) and was also carried on the last flight from Leopoldville to Miami, arriving there on 4 January 1945.



Consequences.

Mail from French Cameroun had been carried, as had that from Congo, quite satisfactorily via Lagos until the introduction of the new direct route from Leopoldville, but it is clear from cover evidence that the route was changed, and mail from Cameroun to the United States was sent to Leopoldville to join the "China Clipper" service once it had been established. The "China Clipper" flew directly from Leopoldville to Fisherman's Lake, bypassing Lagos and all the other West African ports en route, so perhaps this achieved a time saving over the "via Lagos" route. I can find no documentary evidence of the date of this route change but here is

a very fine cover that must have been carried on the first return flight of "China Clipper" since it carries a transit cancel of Leopoldville dated 27 September 1944 (My thanks to Richard Beith for this illustration). Note that it is not addressed to New York and has consequently been censored in Miami by Examiner 30718.



A cover from Douala on 29 September 1944 carries a transit cancel of Leopoldville dated 9 October and must have been carried on the second return flight of "China Clipper". Addressed to Cedar Rapids and not to New York it was therefore censored in Miami by Examiner 30323.



Both these covers carry the correct rate [7] of 4 Francs basic fee plus 19 Francs air fee/5g making a total of 23 Francs.

It is entirely within the bounds of possibility that countries and colonies other than Belgian Congo and Cameroun began to route their airmail to the United States via the "China Clipper" service from Leopoldville, and it would be advisable to check covers from the period September through December 1944 to see if they carry a Leopoldville transit mark that could signify carriage on this route. I would suggest that the French Congo (A.E.F.) would use this route but can offer no cover evidence from my own collection.

After the crash.

Covers are known (Barbara Priddy) from Cameroun and A.E.F. dated in April and May 1945 that show Leopoldville transit cancels. This was, of course, after the "China Clipper" had crashed at Trinidad, so there was no reason to route the mail through

Leopoldville except for the fact that SABENA had established a route to Lisbon (see earlier text) and it is feasible that this was the reason for continuing the "via Leopoldville" route. More work is required before this can be proven, but it is an interesting area of research for the future.

Returning to my favourite subject of the "FAM-22" myths, and in the interests of factual evidence, note that the original USPOD record of this service [8] clearly describes the route thus:-

"Route No. FAM-18. In accordance with the Order of the Civil Aeronautics Board (Serial No. 3096) issued August 28, 1944,.....airmail service is hereby authorised on this route between Miami, Florida, Leopoldville, Belgian Congo, effective September 12, 1944.....service is designated on this branch of the route".

Note the use of the words "branch of the route", the route being FAM-18 and NOT FAM-22, which we now know ended in October 1942.

John Wilson
November 2013

References:

- [1] Proud Edward B.. *"Intercontinental Airmails Volume 1"*, (Proud Publications, Heathfield, Sussex).
- [2] Wilson, John, Articles in Air Post Journal, May 2012, July 2012, August 2012, September 2012.
- [3] Wilson, John, *"FAM-22: What was it all about?"*, ("Air Post Journal", January 2013).
- [4] Crotty D. *"The Confidential PAA Timetables 1942-45"*. Air Post Journal. December 2007.
- [5] Ordonnance No. 255/P.T. 31 August 1944, Government of the Congo.
- [6] Ordonnance No. 352/2/P.T. 27 November 1944, Government of the Congo.
- [7] Picirilli Robert E., *"Postal and Airmail Rates in France & Colonies 1920 – 1945"*, (France & Colonies Philatelic Society, 2011, ISBN 0 9519601 6 4)
- [8] United States National Archive. Reference 7E-4, Box 6, 19/3/4.

Trans-Atlantic Air mail

Pan American restored Leopoldville to Miami service. Cameroun to United States 1944.



- Route: Douala 29 September 1944-Leopoldville 9 October-Fisherman's Lake-Natal-Belem-Trinidad-Miami.
- Rate: Surface 4 Fr., air fee 19 Fr. Total 23 Fr.
- Censor: Commission A Cameroun. Re-sealing tape 30323 Miami.
- Features: With the restoration of the direct Leopoldville to Miami route in September 1944, mail from Cameroun to the United States which had previously been routed through Lagos was redirected to Leopoldville, the restored route flying direct from Leopoldville to Fisherman's Lake and not calling at Lagos. This service ran only from 13 September 1944 until the crash of the "China Clipper" en route from Miami on 31 December. The route was an extension of FAM-18 and not, as some have suggested, a "resumed FAM-22" service.



Flight 2 of 7

Trans-Atlantic Air mail

Pan American restored Leopoldville to Miami service. Cameroun to United States 1944.

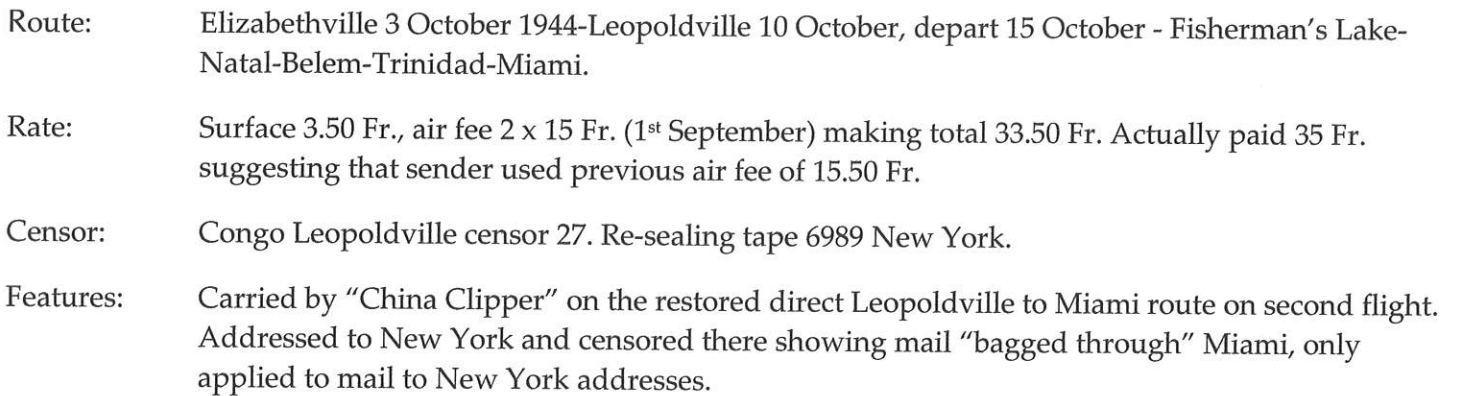


- Route: Douala 9 October 1944-Leopoldville 12 October-Fisherman's Lake-Natal-Belem-Trinidad-Miami on flight 2 of only 7 arriving Miami 20 October 1944.
- Rate: Surface 4 Fr., air fee 19 Fr. Total 23 Fr.
- Censor: Commission A Cameroun. Re-sealing tape 30755 Miami.
- Features: With the restoration of the direct Leopoldville to Miami route in September 1944, mail from Cameroun to the United States which had previously been routed through Lagos was redirected to Leopoldville, the restored route flying direct from Leopoldville to Fisherman's Lake and not calling at Lagos. Only seven flights made before "China Clipper" crashed at Trinidad on 8 January 1942.



Flight 2057

Pan American restored Leopoldville to Miami service. Congo to United States 1944.



Flight 2 of 7

Trans-Atlantic Air mail

Pan American restored Leopoldville to Miami service. Congo to United States 1944.



- Route: Elizabethville 12 October 1944-Leopoldville 15 October, depart 15 October - Fisherman's Lake-Natal-Belem-Trinidad-Miami.
- Rate: Surface 3.50 Fr., air fee 15 Fr. (1st September) making total 18.50 Fr. Correct on cover.
- Censor: Congo Leopoldville censor 9. Re-sealing tape 30067 Miami.
- Features: Carried by "China Clipper" on the restored direct Leopoldville to Miami route on second flight. Mail not addressed to New York and hence censored at Miami.



Flight 2 of 7

Trans-Atlantic Air mail

Pan American restored Leopoldville to Miami service. Congo to United States 1944.



Route: Leopoldville 31 October, via Fisherman's Lake-Natal-Belem-Trinidad-Miami.

Rate: Surface 3.50 Fr., air fee 15 Fr. applied from 1 September 1944. Total 18.50 Fr.

Censor: Congo Leopoldville censor 12. Re-sealing tape 5502 New York.

Features: Carried by "China Clipper" on the restored direct Leopoldville to Miami route on third flight arriving in Miami 6 November. Mail addressed to New York was "bagged through" Miami for censorship in New York.



3rd flight
67

Trans-Atlantic Air mail

Pan American restored Leopoldville to Miami service. Congo to United States 1944.



- Route: Stanleyville 13 December 1944, Leopoldville 14 December then Fisherman's Lake-Natal-Belem-Trinidad-Miami.
- Rate: Surface 3.50 Fr., air fee 12.50 Fr. applied from 27 November 1944. Sender has short paid by 50c. but no charge has been raised.
- Censor: Congo Leopoldville censor 14. Re-sealing tape 31007 Miami.
- Features: Carried by "China Clipper" on the restored direct Leopoldville to Miami route on fourth flight arriving in Miami 20 November. Since cover was not addressed to New York it was opened and re-sealed in Miami.



Flight 4 67

Trans-Atlantic Air mail

Pan American restored Leopoldville to Miami service. Congo to United States 1944.



- Route: Matadi 3 November 1944 - Leopoldville 14 November then Fisherman's Lake-Natal-Belem-Trinidad-Miami.
- Rate: Surface 3.50 Fr., air fee 15 Fr. applied from 1 September 1944. Sender appears to have paid the 10 Fr. fee to Europe, and the cover has been taxed accordingly.
- Censor: Congo Leopoldville censor 15. Re-sealing tape 30621 Miami.
- Features: Carried by "China Clipper" on the restored direct Leopoldville to Miami route on fourth flight arriving in Miami 20 November. Since cover was not addressed to New York it was opened and re-sealed in Miami.



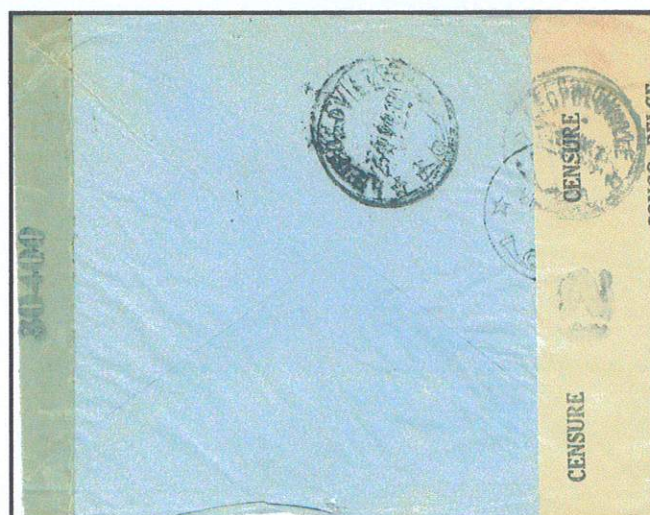
Flight 4 27

Trans-Atlantic Air mail

Pan American restored Leopoldville to Miami service. Congo to United States 1944.



- Route: Nizi 17 November 1944, Leopoldville 25 November then Fisherman's Lake-Natal-Belem-Trinidad-Miami.
- Rate: Surface 3.50 Fr., air fee 15 Fr. Air fee changed to 12.50 Fr. from 27 November 1944.
- Censor: Congo Leopoldville censor 12. Re-sealing tape 30400 Miami.
- Features: Carried by "China Clipper" on the restored direct Leopoldville to Miami route on fifth flight arriving in Miami 4 December. Since cover was not addressed to New York it was opened and re-sealed in Miami.



Flight 5037

Trans-Atlantic Air mail

Pan American restored Leopoldville to Miami service. Cameroun to United States 1944.



- Route:** Bafoussam 15 November 1944-Douala 18 November-Leopoldville 25 November-Fisherman's Lake-Natal-Belem-Trinidad-Miami 5 December-New York 12 December 1944.
- Rate:** Surface 4 Fr., Registration 4 Fr., air fee 2 x 19 Fr. Total 46 Fr. Actually paid 51 Fr. Currently inexplicable (Picirilli). Rare commercial use of "Solidarité Francaise" charity issue.
- Censor:** Commission A Cameroun. Re-sealing tape 30517 Miami and 20005 New York philatelic censor.
- Features:** With the restoration of the direct Leopoldville to Miami route in September 1944, mail from Cameroun to the United States which had previously been routed through Lagos was redirected to Leopoldville, the restored route flying direct from Leopoldville to Fisherman's Lake and not calling at Lagos.



5th flight 67

Trans-Atlantic Air mail

Pan American restored Leopoldville to Miami service. Oubangi-Chari to United States 1944.



- Route:** Bangui 7 November, Leopoldville 25 November then Fisherman's Lake-Natal-Belem-Trinidad-Miami.
- Rate:** Surface 4 Fr., air fee 15 Fr. Total paid 19 Fr.
- Censor:** AEF/Cameroun resealing tape. AEF "Authorite Militaire" Code E1. Re-sealing tape 6340 New York.
- Features:** Carried by "China Clipper" on the restored direct Leopoldville to Miami route on flight 5 of 7 arriving in Miami 4 December. Since cover was addressed to New York it was opened and re-sealed there and not in Miami.



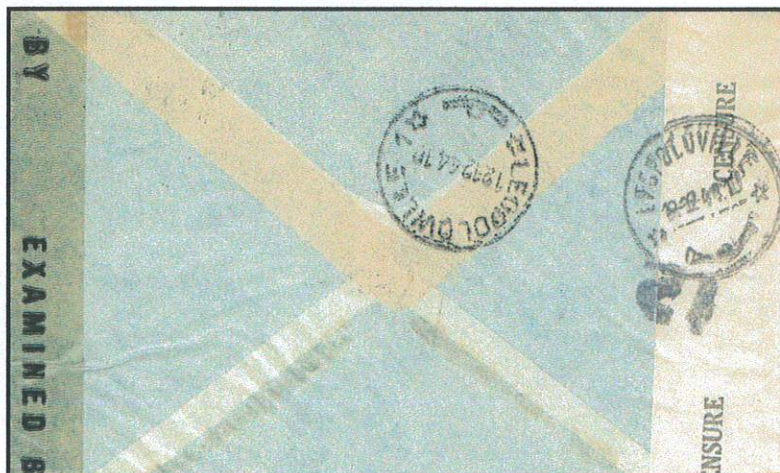
Flight 5 of 7

Trans-Atlantic Air mail

Pan American restored Leopoldville to Miami service. Congo to United States 1944.



- Route: Leopoldville-Fisherman's Lake-Natal-Belem-Trinidad-Miami via restored Leopoldville to Miami service using "China Clipper". Leopoldville 11 December 1944. Flight departed 15 December, arriving Miami 19 December. Mail bagged through to New York for censorship.
- Rate: Surface 3.50 Fr., air fee changed to 12.50 Fr. on 27 November 1944. Total 16 Fr. Correct.
- Censor: Leopoldville resealing label Censor 12. New York censor 7229.
- Features: Cover carried by the resumed Leopoldville to Miami service using the "China Clipper" on the sixth flight of seven. On outward flight eight, the aircraft crashed and was destroyed at Trinidad.



Flight 6 of 7

Trans-Atlantic Air mail

Pan American restored Leopoldville to Miami service. Congo to United States 1944.



- Route: Libenge 12 December 1944-Leopoldville 15 December, depart 15 December-Fisherman's Lake-Natal-Belem-Trinidad-Miami.
- Rate: Surface 3.50 Fr., air fee 12.50 Fr. applied from November 27 1944. Total 16 Fr.
- Censor: Congo Leopoldville censor 30. Re-sealing tape 31119 Miami.
- Features: Carried by "China Clipper" on the restored direct Leopoldville to Miami route in September 1944, on the sixth flight to Miami, arriving 19 December. Censored in Miami as not addressed to New York.



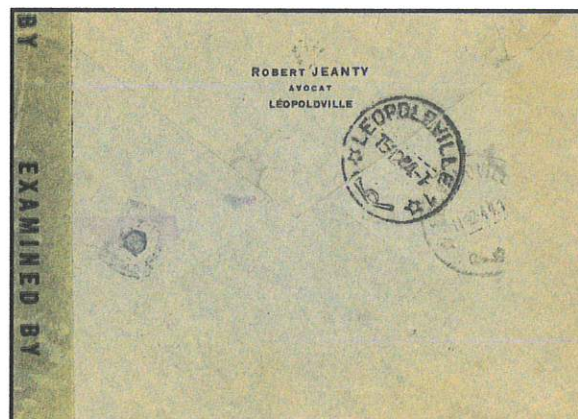
6 flight 27

Trans-Atlantic Air mail

Pan American restored Leopoldville to Miami service. Congo to United States 1944.



- Route: Leopoldville-Fisherman's Lake-Natal-Belem-Trinidad-Miami via restored Leopoldville to Miami service using "China Clipper". Leopoldville 15 December 1944. Arrive Miami 19 December and bagged through to New York for censorship.
- Rate: Surface 3.50 Fr., air fee (incorrect) 15 Fr. Total 18.50 Fr. Air fee had changed to 12.50 Fr. on 27 November 1944.
- Censor: Missing Leopoldville resealing label. New York censor 5943.
- Features: Cover carried by the resumed Leopoldville to Miami service using the "China Clipper" on the sixth flight of seven. On the outward flight eight, the aircraft crashed and was destroyed at Trinidad.



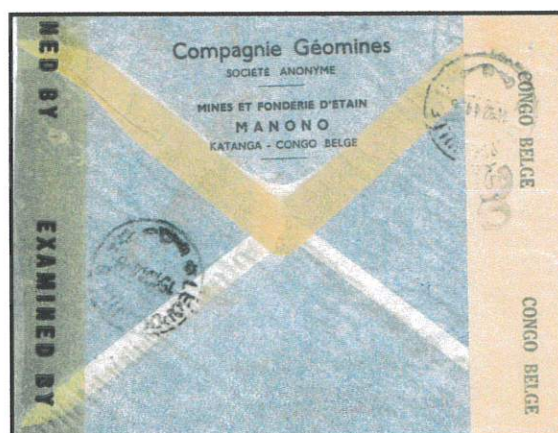
Eight 6837

Trans-Atlantic Air mail

Pan American restored Leopoldville to Miami service. Congo to United States 1944.



- Route: Manono 13 December 1944, Leopoldville 15 December then Fisherman's Lake-Natal-Belem-Trinidad-Miami.
- Rate: Surface 3.50 Fr., air fee 12.50 Fr. applied from 27 November 1944. Sender has paid 35 Fr. suggesting application of previous air fee of 2 x 15 Fr. Still overpaid by 1.50 Fr.
- Censor: Congo Leopoldville censor 30. Re-sealing tape 8414 New York.
- Features: Carried by "China Clipper" on the restored direct Leopoldville to Miami route on sixth flight arriving in Miami 19 December. Since cover was addressed to New York it was opened and re-sealed there and not in Miami.



Flight 687

Trans-Atlantic Air mail

Pan American flight 6 of 7 on resumed Leopoldville to Miami service via "China Clipper" 1944.



- Route: Luebo-Leopoldville-Fisherman's Lake-Natal-Miami by "China Clipper" Pan American resumed service. Despatch 30 November 1944, Leopoldville 11 December, Miami 19 December 1944. Nashville arrive 24 December 1944.
- Rate: Surface 3.50 Fr., Registration 3.50 Fr., air fee 3 x 12.50 Fr. (from 28 November 1944) = 57 Fr..
- Censor: Leopoldville resealing label. Miami censor number 30132.
- Features: Sixth flight of "China Clipper" on the resumed service. Service discontinued after crash at Trinidad on 8 January 1945.

Trans-Atlantic Air mail

Pan American restored Leopoldville to Miami service. Congo to United States 1944.



- Route: Leopoldville 19 December then Fisherman's Lake-Natal-Belem-Trinidad-Miami.
- Rate: Surface 3.50 Fr., air fee 2 x 12.50 Fr. applied from 27 November 1944. Total paid 28.50 Fr.
- Censor: Congo Leopoldville censor 34. Re-sealing tape 6886 New York.
- Features: Carried by "China Clipper" on the restored direct Leopoldville to Miami route on final flight arriving in Miami 4 January. Since cover was addressed to New York it was opened and re-sealed there and not in Miami.



Last flight
before wash

Trans-Atlantic Air mail

Pan American restored Leopoldville to Miami service. Congo to United States 1944.



- Route: Irumu 22 December 1944. Leopoldville-Fisherman's Lake-Natal-Belem-Trinidad-Miami via restored Leopoldville to Miami service using "China Clipper". Flight departed 28 December, arriving Miami 4 January. Last flight from Leopoldville.
- Rate: Surface 3.50 Fr., air fee changed to 12.50 Fr. on 27 November 1944. Total 16 Fr. Correct.
- Censor: Leopoldville resealing label Censor 21. Miami censor 30213.
- Features: Cover carried by the resumed Leopoldville to Miami service on the last flight of seven. On outward flight eight, the aircraft crashed and was destroyed at Trinidad. Cover censored in Miami, not being addressed to New York. Sender's postal address given as "Via Khartoum" but this is not an airmail route endorsement.



last flight
before crash