

Foreign Air Mail Route 14: 1935 - 1941

The purpose of this exhibit is to show the integration of mail flown by air, with interchanges noted as opposed to the main method of seamaile via ship as of era.

The Transportation of mail and goods was of necessity, a priority project as the system of sea transport, while expeditious for larger packages, was not as good for time critical correspondence. Sea mail could take three weeks to arrive at Manila from San Francisco, by Air Mail it took a week.

The importance of this route is more significant due to overwater operations and connecting to the Imperial Airways Horseshoe route of the late 1930's or KNILM's route to the Dutch East Indies facilitating the mail.

Layout of Exhibit:

Survey Flights
Initial Route Inauguration
Commercial Flights after Initialization
Second Extension of Route
Commercial Flights 2
Third Extension of Route
Commercial Flights 3

This exhibit shows the first three extensions into the Pacific Ocean over the route by *Pan American World Airways*. All flights are in chronological order, with minor exceptions such as, China Flights by CNAC. Commercial Mail is also shown. Maps are highlighted in red. Significant pieces are highlighted in turquoise, text comments in dark red underline

First Survey Flight to cross the Pacific Ocean by *Pan American World Airways* with the purpose of establishing regular crossings of the Pacific Ocean for the Postal Service.

Flown on a Sikorsky S-42 plane powered by Pratt & Whitney Hornet Engines with 700 HP each X 4 engines for an airspeed of 150 MPH over a range of 1200 miles with a payload of 38,000 lbs.

The Aircraft used for this survey was registered as **NC823M**. It was stripped to bare bones to get range, flight was a distance of 2400 miles.

The flight was piloted by **Captain Edwin Musick**

