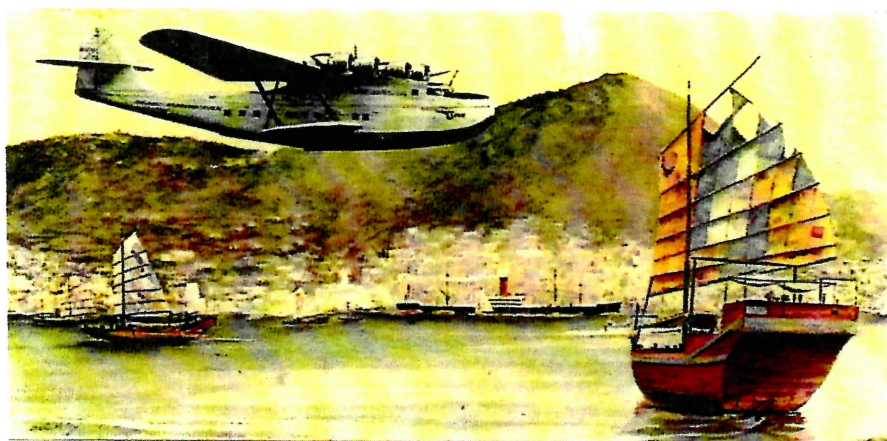


# PAN AMERICAN'S PACIFIC CLIPPERS 1935-1942

This aerophilatelic exhibit chronicles the development of trans-Pacific airmail from 1935 to the United States' entry into World War II. It focuses on Pan American Airways' quest to overcome the complex challenge of transporting mail, passengers and cargo across the vast Pacific by scheduled commercial routes connecting the Americas and Asia by air.



The Martin M-130  
Clipper arriving at  
Hong Kong 1937

Pan Am, under the guidance of its president Juan Trippe, with superb employees led by Chief Pilot Edwin Musick, had quite a task. They overcame diplomatic, political financial, logistical and technological barriers to transport mail and passengers across the world's largest ocean and back by air. The aircraft and facilities to accomplish the task did not exist. They had to be created. With no airfields in the ocean, flying boats capable of taking off and landing in bays and lagoons were designed and utilized. The new routes effectively and dramatically shrunk the Pacific Rim, and indeed, the world.

All major steps in conquering the Pacific are shown by the flight covers selected. Aircraft, routes and airmail rates are addressed. Surveys and legs of the complex island hopping scheme used for FAM-14 and FAM-19 are presented. A number of the covers are signed by the pioneering pilots, flight crew and initial passengers. Around-the-world service by scheduled airline was finally possible. Commercial, personal and military Pacific mail that formerly required weeks to transport by ship could now be delivered by the Clippers in just days. A wide variety of covers illustrating these new realities and opportunities are shown.

## Exhibit Plan

- I. San Francisco to Manila (FAM-14) 1935
- II. FAM-14 Extensions to Macao, Hong Kong & Singapore 1937
- III. S.F / L.A. to Auckland (FAM-19) 1937-1940
- IV. Pacific Airmail At Work 1936-1941

Note: particularly important or scarce covers are double matted in red