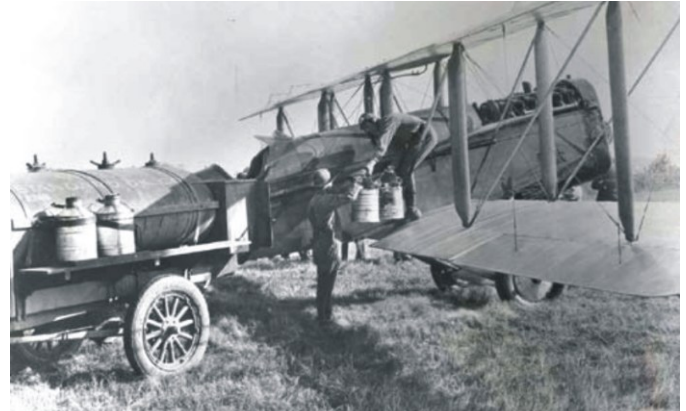




The Airmail Project

A Tribute to Unsung Heros...

From 1918-1927 the U.S. Postal Service flew it's own aircraft with hired civilian pilots. A fierce competition between the aerial mail and the railroads (who until this point in time transported most of the mail) ensued. In the beginning, Second Assistant Postmaster Otto Preager, wanting to make a name for himself, developed a "fly or be fired" policy in which the pilots would be forced to operate their rickety, war surplus planes in any type of weather. The American public called the pilots "heros". The pilots called themselves "The Suicide Club"



Fueling a DeHavilland DH-4 Mail Plane
US Postal Museum Photo

**FIRST FLYING SCHEDULE AUG. 12, 1918
AND
PILOTS EXPERIENCE IN AIR.**

PILOT	FROM	TO	AIR MAIL LBS.	HOURS IN AIR
MAX MILLER	WASHINGTON 11:35 A.M.	PHILA. 1:00 P.M.	222	1000
EDV. GARDNER	PHILA. 1:30 P.M.	WASHINGTON 3:30 P.M.	16½	1400
M.A. NEWTON	PHILA. 1:13 P.M.	NEW YORK 2:15 P.M.	220	1100
ROBT. SHANK	NEW YORK 12:00 P.M.	PHILA. 1:25 P.M.	30½	1200

US Postal Museum Photo

DeHavilland DH-4 "Old 249" in the Smithsonian



Smithsonian Photo



US Postal Museum Photo

Loading mail in Bellefonte, PA



Otto Preager
US Postal Museum Photo



US Postal Museum Photo

Typical airway beacon light in the 1920's for night flights. Beacon lights were set approximately every 50 miles along the entire route



US Postal Museum Photo

A not uncommon sight. Nosed over on a muddy runway

The Art of Flight



Mike Newcomer Aviation Art
Original Paintings, Drawings and Limited Edition Prints of All Types of Aircraft
PO Box 308, Montandon, PA 17850 570-522-0746

www.airmailart.com