

Figure 1. The cachet appearing on the cover Capt. Fluegel prepared for the Wednesday, June 27, 1945, first day of the 3¢ Roosevelt Memorial stamp (Scott 932) is widely regarded as his first for an FDC. It is listed as such in* The Cachet Identifier of US Cacheted First Day Covers *(Mellone and Newton, 1979 Second Edition, Second Printing); in the* Specialized Cachet Catalog of First Day Covers of the 1940s *(Mellone, 1999, Second Edition, Second Printing); and in* Mellone's First Day Cover Photo Encyclopedia of First Cachets Revealed: Vol. 2: The 1940's & 1950's Decades *(Monty, Doyle, Elrod, and Goodson, 2005, Limited Edition Printing).

Herman "Capt." Fluegel's First Cachet:

A New Discovery Reopens an Old Question

by Steven A. Altman

The very first non-event, first day cover (FDC) to bear the formal "Fluegel Cover" attribution is the one Capt. Fluegel prepared for the 3¢ Roosevelt Memorial stamp (Scott 932), issued in Washington, DC, on Wednesday, June 27, 1945 (Figure 1). Even though Capt.'s "Headache Series" of World War II patriotic covers were both sponsored by and clearly marked with his signature "Fluegel Cover" logo, the cachet gracing the 3¢ Roosevelt Memorial FDC is almost universally regarded as Capt.'s very first to appear on an FDC. However, this was not always the case.

Soon after the family-owned and operated H. Fluegel & Son stamp business ceased operations in late 1968, it faded into philatelic history and was largely forgotten.[1] Fluegel Covers were still very popular and avidly collected. Still, the Fluegel family story and the people behind the covers remained unknown until 1978 when Clark Heins reported some "recently discovered evidence that the Fluegel cachets were produced by H. 'Capt.' Fluegel, not Ira Fluegel as previously thought."[2] This rediscovery of the true origins of the Fluegel Covers line of FDCs sparked a flurry of research, including an effort to identify Capt.'s first cacheted FDC.

In 1979, for example, Joe Homcheck acknowledged that in "the 'Cachet Identifier' by Mellone and Newton, it is stated that the first Fluegel cachet now known is for the Franklin Roosevelt commemorative issue… Scott 932". However, he still reported finding "…two Fluegel cacheted covers franked with the United Nations stamp, Scott 928… issued on April 25, 1945… two days (*sic*) before the Roosevelt Commemorative First Day" (Figure 2). Based on this finding, Homcheck argued that "A strong possibility exists that the first Fluegel cachet exists on an FDC for the United Nations stamp," while still acknowledging "the possibility that it may exist only as a special event cover."[3]



Figure 2. This black and white illustration was featured in Joe Homcheck's 1979 report published in* First Days *announcing the discovery of an "Early Fluegel Cachet." For clarity, the actual full-color Fluegel cachet issued for this event is shown at left.

A year later, Alan Piscina more-or-less settled this debate when he noted in his "Cachet Authentication Report No. 2" that Fluegel published "a cachet for Scott 928, the 3c United Nations (U.N.) Conference that would predate the 932 cachet by a little more than two months." He then correctly pointed out "the dates at the bottom of the cachet: APRIL 25 - 1945 - JUNE 25. When the conference began, there was no definite date set for the closing." In effect, Piscina admitted that if the Fluegel cachet on the U.N. Conference cover was indeed Capt.'s first for an FDC, then to come up with the final cachet design, the commercial artist engaged to prepare it would have first needed to make use of a crystal ball to peer into the future. This did not seem to deter Piscina from asserting that "nowhere did Fluegel mention specifically what his first cachet for an FDC was. This leaves the possibility open that a 928 cachet might exist somewhere with a correct San Francisco FDOI (*First Day of Issue*) machine cancel. To date, one has not surfaced. But this is not necessarily hard proof that one does not exist." In fairness, Piscina did conclude by saying, "There is just not enough information available at the present time to confirm or dispute this theory. Therefore, perhaps we should term Fluegel's Scott 932 cachet as his 'Earliest Known,' rather than his absolute "'First.'"[4]

Piscina revised this "Earliest Known" assessment in his next "Cachet Authentication Report No. 3" when he reported

> *"…an FDC of Scott CE2, the 16¢ Air Mail Special Delivery bicolor stamp with a Fluegel corner card. This would predate the earliest known Fluegel by some nine*

years. Of course, some would argue that this is only a corner card, not a printed cachet. However, this cover does represent the earliest known involvement of Capt. Fluegel with FDCs…"[5]



Figure 3. In his 1980 "Cachet Authentication Report No. 3", Alan Piscina reported this newly discovered Fluegel FDC prepared for the first day of the bicolor 16¢ Air Mail Special Delivery stamp (Scott CE2) that was issued in Washington, DC on Monday, February 10, 1936. Piscina remarked that the cover, addressed to Capt. Fluegel, featuring his "H. Fluegel and Sons" corner card, "…would predate the earliest known Fluegel by some nine years" and concluded that the cover represented "the earliest known involvement of Capt. Fluegel with FDCs…" The earliest evidence we have for the "involvement of Capt. Fluegel with FDCs" is a cover prepared for the first day of the Maryland Tercentenary stamp (Scott 736), issued in Saint Mary's City, Maryland, on Friday, March 23, 1934. The plain, unadorned cover is addressed to Capt.'s son Clifford Fluegel at the family home on Waverly Street in Kansas City, Kansas (source/owner unknown).



Figure 4. In regards to these 1937 Fluegel 20¢ and 50¢ transpacific air mail FDCs, Clark Heins wrote In his August 1983 "Artists of the Beautiful" column, "Although he primarily serviced Crosby cachets during this period, his name can (literally) be found attached to a set of unidentified cachets for the 20¢ and 50¢ China Clipper air mail stamps (Scott C21 – C22) of that year (i.e., 1937)." [6] An informal census conducted in 2007 reported seven sets of these covers, all with the distinctive H. Fluegel return address on the backflap. These 14 covers were addressed to nine individuals, indicating that they were intended for sale to Capt.'s existing customer list.



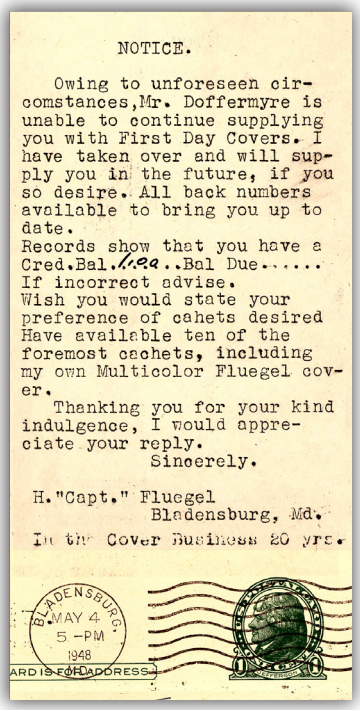
Figure 5. Just as he did for the set of 1937 transpacific airmail stamps, Capt. serviced a distinctively cacheted FDC for the special 30¢ Transatlantic airmail stamp issued in New York City on Tuesday, May 16, 1929 (Scott C24). All of these Fluegel-serviced FDCs reported to date are addressed to different individuals, and all are struck with the uniquely identifying rubber stamp Fluegel return address on the backflap. Then, beginning on Saturday, May 20, four days after the Transatlantic airmail stamp was issued, Pan American Airways inaugurated "Southern Route" service flights over FAM Route 18, carrying mail from New York City to Marseilles, France, with intermediate stops in Horta, Azore Islands and Lisbon, Portugal. And just



as he did for the transpacific inaugural flights, Capt. serviced a set of FAM 18 flight covers. The incomplete discovery set (8 of a 12-cover complete set), two examples of which are shown above, are all addressed to the same Fluegel customer in Hiawatha, Kansas. Unlike his 1937 serviced transpacific flight covers, these Trans-atlantic covers are only cacheted with official rubber stamp cachets supplied by the various postal authorities involved in the launch of FAM 18 flight operations. No portion of the cachet on Capt.'s C24 FDC was printed onto his serviced FAM 18 flight covers, making the sponsor of the C24 cachet yet another "Fluegel Mystery."

Piscina was unaware that the cover actually representing, "the earliest known involvement of Capt. Fluegel with FDCs" predates the CE2 FDC he reported by almost two years (Figure 3).

Several years later, the question of what constitutes the first cachet to appear on a Fluegel FDC was again raised by Clark Heins in the August 1983 "Artists of the Beautiful" *First Days* column he penned on "H. 'Cap' Fluegel." In a brief biographical sketch, Heins noted that "Fluegel's interest in FDCs can be traced back to the 1920s when he first began servicing covers for himself," and by "1936, he was servicing FDCs on a commercial basis…" Heins then delves into what he terms the "first mystery of Fluegel's cachet making career… a (1937) set of unidentified cachets for the 20¢ and 50¢ China Clipper air mail stamps of that year (Scott C21 – C22)" (Figure 4), adding that "we might imagine… Fluegel had sufficient enough reason to provide a cachet for these stamps. The same cachet was also used by Fluegel for FDCs of The C24 air mail issue of 1939." Heins concludes by asking, "Did Fluegel sponsor these cachets, or did someone else? We'll probably never know."[6]


NOTICE.

Owing to unforeseen circomstances,Mr. Doffermyre is unable to continue supplying you with First Day Covers. I have taken over and will supply you in the future, if you so desire. All back numbers available to bring you up to date.
Records show that you have a Cred.Bal.[illegible]..Bal Due.....
If incorrect advise.
Wish you would state your preference of cahets desired
Have available ten of the foremost cachets, including my own Multicolor Fluegel cover.
Thanking you for your kind indulgence, I would appreciate your reply.
Sincerely.

H."Capt." Fluegel
Bladensburg, Md.
In the Cover Business 20 yrs.

BLADENSBURG MAY 4 5 -PM 1948
ARD IS FOR ADDRESS

Figure 6. On Tuesday, May 4, 1948, during his sojourn in Washington, DC, Fluegel mailed this postcard to a customer in California. In consonance with Paul Hubartt's observation, "Fluegel Covers were no doubt the center of interest in his life when I knew Cap. They consumed nearly all of his time."[7] The card perfectly illustrates Capt.'s primary focus on the non-philatelic business aspects of H. Fluegel & Sons: mergers and acquisitions, marketing, accounting, and customer relations and support.

Although it is certainly possible that Heins did know of a C24 FDC bearing the same cachet that appeared on Fluegel's set of C21 and C22 FDCs, one has never been reported. To date, all known Fluegel serviced C24 FDCs with Capt.'s distinctively identifying rubber-stamped Kansas City return address on the cover's backflap also have a distinctively different cachet (Figure 5). However, regarding the earlier C21 – C22 FDCs, a recent discovery emphatically calls Heins' "We'll probably never know" conclusion into question.

To best appreciate this intriguing, potentially history-changing discovery, it is important to understand what Heins meant when he asked if Capt. Fluegel "sponsored" the matching green and red cachets appearing on the C21 and C22 FDCs with the distinctive H. Fluegel, Waverly Street return address on the backflap (see Figure 4). Foremost, Herman Fluegel was not a cachet maker/artist, nor were any members of his immediate family. Primarily assisted by his wife Ida and with occasional help from his children Alfred, Clifford, and Gertrude, Capt. was laser-focused on managing all aspects of the H. Fluegel & Sons philatelic business (Figure 6). His responsibilities included mergers and acquisitions, logistics and sourcing, marketing, accounting, customer service, and, most germane, the hiring of commercial artists to provide the artwork that appeared as cachets on each of his "sponsored" FDCs.

A few of these artists are known, including Ludwig Stahle and Nils F. Nielsen, who provided artwork for

the World War II era series of patriotic covers, and Paul Hubartt, who served as the sole source of Fluegel cachet artwork from 1952 to 1967. However, as Hubartt later noted in recalling the brief time he spent personally working with Capt. Fluegel, "For the most part he sought out unknown amateurs with reasonable prices which fit his budget, and he tried out several of them. For this reason, it is almost impossible to identify any of the Fluegel artists"[7] of this period.

Whatever the source, the nature of the transaction between Capt. and these external crafts folk likely was the same. Once the commercial artists were paid for their work, ownership of the cachet artwork was transferred to the Fluegel business. If it was deemed expedient or necessary, either Capt. or Ida Fluegel could – and did – direct subsequent cachet artists or printers to incorporate design elements from an existing cachet into a new design (Figure 7).

Given Capt.'s aviation-focused military career in the U.S. Army Corps of Engineers, his demonstrated post-retirement interest in aerophilately should come as no surprise. Indeed, many surviving covers from the earliest years of the "H. Fluegel & Sons" philatelic business are non-FDC, flight-related event covers (Figure 8). Surely then, Capt. must have been swept up in the excitement created among aerophilatelic collectors in anticipation of Pan American Airways' November 22, 1935, official opening of Foreign Air Mail Route (FAM) 14, the first regularly scheduled transpacific air mail service.

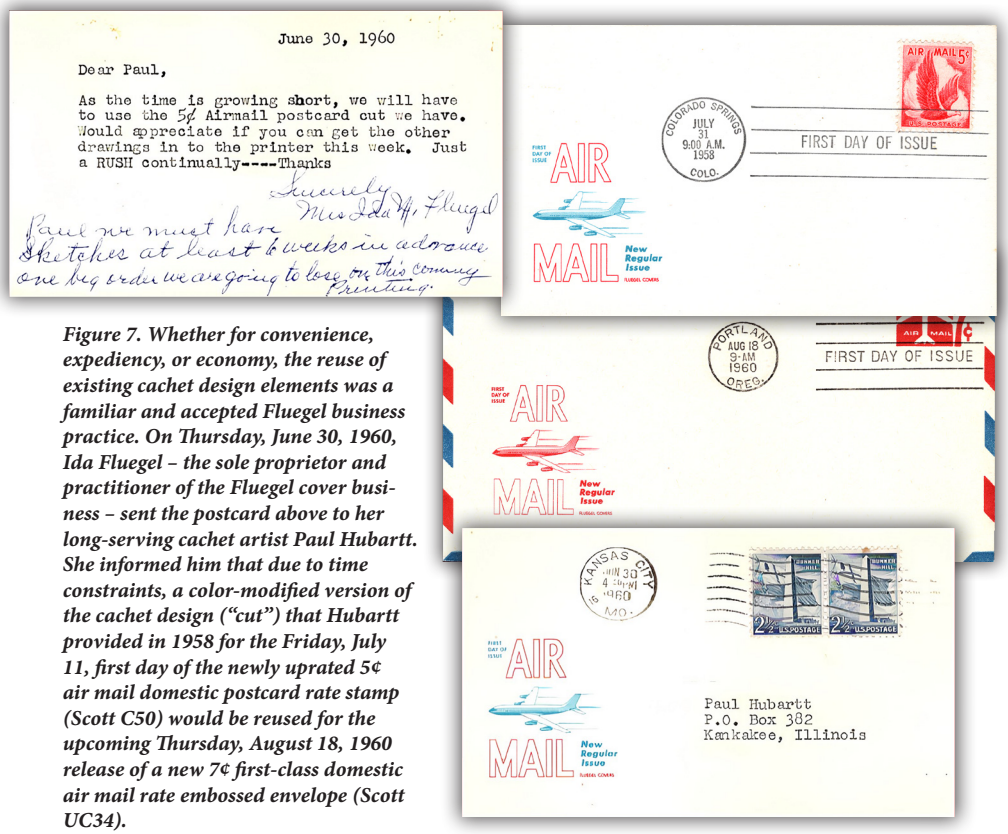


Figure 7. Whether for convenience, expediency, or economy, the reuse of existing cachet design elements was a familiar and accepted Fluegel business practice. On Thursday, June 30, 1960, Ida Fluegel – the sole proprietor and practitioner of the Fluegel cover business – sent the postcard above to her long-serving cachet artist Paul Hubartt. She informed him that due to time constraints, a color-modified version of the cachet design ("cut") that Hubartt provided in 1958 for the Friday, July 11, first day of the newly uprated 5¢ air mail domestic postcard rate stamp (Scott C50) would be reused for the upcoming Thursday, August 18, 1960 release of a new 7¢ first-class domestic air mail rate embossed envelope (Scott UC34).



Figure 8. These covers highlight Capt.'s post-military retirement interest in aerophilately. The cover at top, addressed to Capt. Fluegel in care of the Kansas City Chamber of Commerce, was autographed by Kansas City optical goods manufacturer and aviation pioneer Dr. J. D. Brock, who set a record for consecutive daily flights without a break. The cover celebrates his Tuesday, May 7, 1935, flight over Washington, DC, the 2,000th of his record-setting 3,650 consecutive flights. The bottom two covers celebrate the Saturday, May 6, 1939, First North American flight of the German airship Hindenburg, marking her visit to the Third International Philatelic Exhibition in New York City. The bottom cover was dispatched from New York on Thursday, May 11 and was carried on the airship's return flight to her base in Friedrichshafen, Germany.

Initially, this service extended from San Francisco, California to Manila, Philippines, with intermediate mail stops in Honolulu, Hawaii and Guam and refueling stops in Midway Atoll and Wake Island.[8] Eighteen months later, in April 1937, excitement in the philatelic community was likely heightened when the western terminus of the route was extended to Hong Kong, with an intermediate stop at the Portuguese colony of Macau. In anticipation of the extension, postal authorities in the United States, the Philippines, Macau, and Hong Kong provided commemorative rubber stamp cachets, and the U.S. Post Office Department issued special 25¢ and 50¢ air mail stamps (C21 – C22) specifically intended for use on covers carried over the various legs of FAM route 14. Capt. Fluegel serviced FDCs for these stamps on covers that Clark Heins referred to as the "first mystery of Fluegel's cachet making career"[6] (see Figure 4).



Figure 9. These Fluegel serviced FAM 14 inaugural flight covers are representative of a recently discovered set of 18, all of which feature a printed version of the distinctive central aircraft design element found only on Capt.'s C22 FDC.

A recent eBay auction listing featured a remarkable set of 18 covers that Capt. serviced for several legs of the newly extended transpacific FAM route. Representative examples of these covers are illustrated in Figure 9, and a table containing full descriptive details is appended at the end of the article. This set of flight covers is remarkable in and of itself. It is doubly so because, in addition to an official postal administration-supplied cachet, the covers all feature a highly modified, yet strikingly similar, printed version of the distinctive central aircraft design element featured on Capt.'s C22 FDC. The decorative border, "FIRST DAY / COVER / TRANS – PACIFIC / AIR MAIL" wording, and February 15 FDOI date were removed; the font style of the added "1937" year date was changed; and the color of the cachet was altered from red to either blue or green. Otherwise, the

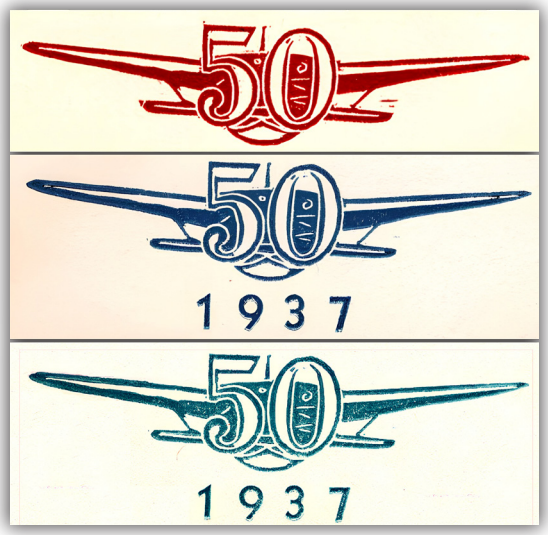


Figure 10. For his serviced FAM 14 flight covers, Capt. used the bottom two modified versions of the central stylized monoplane portion of his C22 FDC cachet (top). The color of the cut was changed from red to either blue or green, and an enlarged, sans-serif version of the serif-style year date was relocated from the lower right corner of the FDC design to a centered position beneath the monoplane for his flight covers.

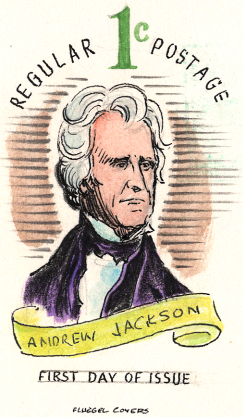
large numeral "50" superimposed over a stylized monoplane is identical on both the C22 FDC and on the entire set of FAM 14 inaugural flight covers (Figure 10).

The superimposed "50" is unrelated and out of place on the transpacific flight cover cachet, but its removal would have required a complete redraw of that portion of the design. It is entirely plausible that given the very brief time available between the February 15 first day of the 25¢ and 50¢ transatlantic air mail stamps and the April 21 inauguration of FAM 14 flights, Capt. may have come to the same conclusion in 1937 as did his wife Ida in 1960 (see Figure 7). There simply was not enough time to either modify the existing cachet or obtain a new one, so Capt. just went with the cut he already had on hand.

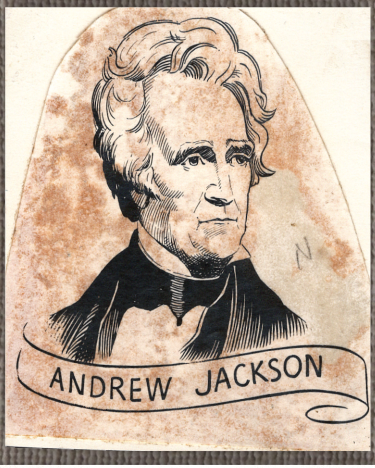
As was the case with the artwork featured on all of his subsequent FDCs, the appearance of this C22 cachet design element on the set of FAM 14 flight covers likely indicates that Capt. hired a commercial artist to provide the cachet featured on the set of C21 – C22 FDCs and that he both retained ownership of that cachet artwork and made subsequent use of what are generally referred to as cachet "cuts"– the discrete, individual parts of cachet artwork that taken together, are required to produce the printing plates used to print a cachet onto an uncut sheet of envelope stock paper (Figure 11). Disregarding the alpha-numeric elements of the design, the cuts comprising Fluegel's C22 cachet are very simple, consisting only of a decorative Chinese-style border[9] and a stylized monoplane with the value of the corresponding 50¢ stamp superimposed over it (Figure 12).

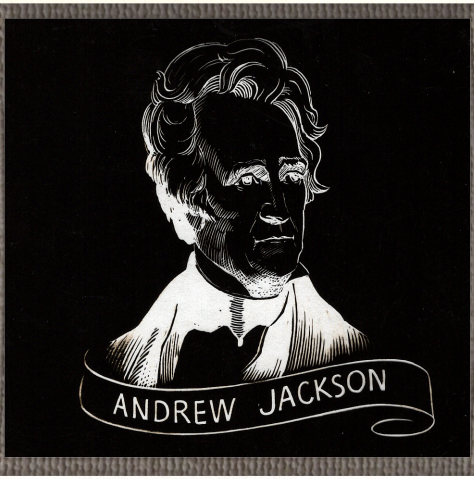
The absence of attribution in their cachet designs does not necessarily disqualify the C21 – C22 covers as contenders for the title of Capt. Fluegel's first FDCs. In general, pioneer and early FDC producers did not add any identifying attribution marks to their 1920s – 1930s era cachets. It was not until the early 1940s that such attribution markings began broadly appearing on commercial FDCs. Capt.'s distinctive "Fluegel Cover" marking first appeared in the cachet Ludwig Staehle designed for the August 25, 1944, Liberation of Paris patriotic event cover (Figure 13). Until then, Fluegel's commercial offerings could only be definitively identified by the rubber stamp return address on the envelope backflap.

Also, during his brief time of personal association with Capt. Fluegel, Paul Hubartt noted that Capt. was very much a focused, no-nonsense businessman who simply did not fuss with what he considered irrelevant details.[7] Unfortunately, those details are the ones of greatest interest to cover enthusiasts with an abiding interest in Capt.'s work, including a



Here is one of the rough sketches that I submitted for approval. I usually discarded them, but this one survived





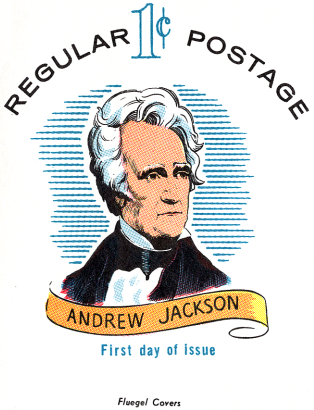


Figure 11. Cachet cuts are the individual portions of a cachet design that, taken together, are required to produce the printing plates used to print a cachet. FDC makers and sponsors often find it expedient to mix and match or reuse these used cachet elements (e.g., Figure 7). FDC cachets begin as artwork provided by a commercial artist, such as Paul Hubartt's rough draft, proposed design for the 1¢ Andrew Jackson definitive, issued in Washington, DC on March 22, 1963 (Scott 1209, top). The finished artwork is then photographed at full scale, printed, and separated into individual cuts. The cuts are then further photographically reduced (center) until they are the correct size for the final printing of the cachet onto envelope stock paper (bottom).

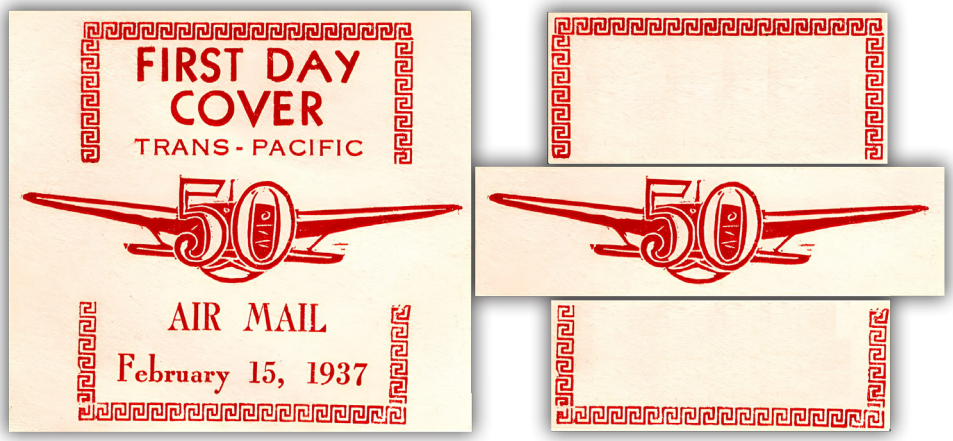


Figure 12. The cachet on Fluegel's C22 50¢ transpacific air mail FDC is relatively simple. The issue-specific, serif-style wording can be readily snipped out. The cuts comprising this cachet consist only of a decorative Chinese-style border and the red, stylized monoplane with a superimposed numeral "50" that subsequently appeared on the Fluegel-serviced set of FAM 14 flights in a variant, non-bordered format, along with a sans serif year date below it. The superimposed "50" is unrelated and out of place on the transpacific flight cover cachet, but its removal would have required extensive modification or a complete redraw of the cut. The brief time between the February 15 first day of the stamps and the April 21 inauguration of FAM 14 flights likely made redesigning the cachet impractical, so Capt. just went with the cut he already had on hand.

record of the first of his sponsored cachets to appear on an FDC.

The cachet on Capt.'s 3¢ Roosevelt Memorial FDC will always and rightly be regarded as the first to appear on an unequivocally attributed/signed Fluegel Cover. Although the printed cachets on the Fluegel serviced FAM 14 flight covers do circumstantially support the conclusion that the C21 – C22 cachets are instead the first to appear on a bonafide Fluegel FDC, such an extraordinary, history-changing claim requires truly extraordinary evidence. Therefore, it is likely best to conclude by paraphrasing Alan Piscina's observation that since Capt. Fluegel never explicitly mentioned or otherwise documented what his first cachet for an FDC actually was, but this leaves the possibility open that the cachets on his transpacific C21 – C22 covers are indeed his very first. However, "There is just not enough information available at the present time to confirm or dispute this theory."[4]

References

[1]Altman, Steven. Al Fluegel and the Missing '68s, *The United States Specialist*, June 2020, Vol. 91(6), p. 266.

[2]Heins, Clark. The Heritage of Our Hobby, *First Days*, September/October, 1978, Vol. 23(5), p. 84.

[3]Homcheck, Joe. Early Fluegel Cachet, *First Days*, July/August 1979, Vol. 24(4), p. 43.

[4]Piscina, Alan. C.A.R. No. 2 (Cachet Authentication Report), *First Days*, July/August 1980, Vol 25(4), pp 452-453.

[5]Piscina, Alan. C.A.R. No. 3 (Cachet Authentication Report), *First Days*, Vol 25(5), September/October 1980, p. 679.

[6]Heins, Clark. Artists of the Beautiful: H. "CAP" Fluegel, *First Days*, Vol 28(6), August 1983, pp 970-973.

[7]Hubartt, Paul. Fourteen Years with Fluegel Covers, *First Days*, Vol 26(3), May/June 1981, p 348.

[8]For additional details regarding the layout and operation of FAM 14, see the *American Air Mail Catalog*, 5th Edition, *Foreign Contract Air Mail Routes (F.A.M.'s)*, Vol. 4, p.1829-*ff*.

[9]https://www.freepik.com/premium-vector/kazakh-national-ornament-baldak_40639044.htm



Figure 13. Until Capt. Fluegel transitioned from servicing FDCs and event covers obtained from others to producing his own, his covers could only be identified by a distinctive rubber stamp return address on the envelope backflap. Capt.'s trademark "Fluegel Cover" marking first appeared in the cachet Ludwig Staehle designed for the Friday, August 25, 1944, Liberation of Paris patriotic event cover. The singular "Fluegel COVER" form of the mark was in use until 1952. It last appeared on Capt.'s Saturday, October 4 Newspaper Boys of America commemorative FDC (Scott 1015). It was changed to the plural "Fluegel COVERS" format the following month, first appearing on his Friday, November 21 International Red Cross FDC (Scott 1016).

Table 1. Fluegel FAM 14 Covers

City of Origin/Destination Entered as a Typed Endorsement in the Upper Left Corner of Each Cover		American Air Mail Catalog (AAMC) Number	Origin Postmark Date / Time	Arrival Back Stamp Date / Time	Addressee / City	Franking Postage (By Scott Number)	Printed Fluegel Cachet Color	Official Postal Rubber Stamp Cachet: AAMC Type
From	To							
San Francisco	Manila	No Listing[1]	April 21, 1:00 p.m.	April 27, 4:00 p.m.	A.A. Sharp / Kansas City, MO	U.S. C22	Blue	None[2]
San Francisco	Honolulu	No Listing1	April 21, 1:00 p.m.	April 22, 7:00 a.m.	A.A. Sharp / Kansas City, MO	U.S. C21	Blue	None[2]
San Francisco	Hong Kong	14-10	April 21, 1:00 p.m.	April 28, 2:30 p.m.	A.A. Sharp / Kansas City, MO	U.S. C21, C22	Blue	Blue 14c
Honolulu	Manila	No Listing[1]	April 23, 5:00 a.m.	April 27, 4:00 p.m.	A.A. Sharp / Kansas City, MO	U.S. C7, C21	Blue	None[2]
Honolulu	Hong Kong	14-11	April 23, 5:00 a.m.	April 28, 2:30 p.m.	A.A. Sharp / Kansas City, MO	U.S. C22	Blue	Purple 14c
Honolulu	Hong Kong	14-11	April 23, 5:00 a.m.	April 28, 2:30 p.m.	C.H. Hall / Greensburg, KS	U.S. C22	Blue	Purple 14c
Guam	San Francisco	No Listing[1]	May 1, 5:00 a.m.	None	A.A. Sharp / Kansas City, MO	2x U.S. C21	Blue	None[2]
Guam	Hong Kong	14-12	April 27, 5:00 a.m.	April 28, 2:30 p.m.	C.H. Hall / Greensburg, KS	U.S. C7, C21	Blue	Black 14c
Guam	Macau	14-12a	April 27, 5:00 a.m.	April 28, 12:00 p.m.	C.H. Hall / Greensburg, KS	U.S. C7, C21	Blue	Black 14c
Guam	Macau	14-12a	April 27, 5:00 a.m.	April 28, 12:00 p.m.	A.A. Sharp / Kansas City, MO	U.S. C7, C21	Blue	Black 14c
Manila	Hong Kong[3]	14-13	April 28, 3:00 a.m.	April 28, 2:30 p.m.	C.H. Hall / Greensburg, KS	3x P.I. 418	Blue	Purple 14d
Manila	Hong Kong[3]	14-13	April 28, 3:00 a.m.	April 28, 2:30 p.m.	A.A. Sharp / Kansas City, MO	P.I. 418	Blue	Purple 14d
Manila	Macau	14-13a	April 27, 3:00 a.m.	April 28, 5:00 p.m.	A.A. Sharp / Kansas City, MO	P.I. 411, 430	Blue	Purple 14d
Macau	Hong Kong	14-14	April 28, 11:00 a.m.	April 28, 2:30 p.m.	A.A. Sharp / Kansas City, MO	Macau 273, 282	Green	Purple 14e
Macau	Manila	14-15a	April 28, 11:00 a.m.	April 29, 4:00 p.m.	A.A. Sharp / Kansas City, MO	Macau 284	Green	Purple 14e & 14f
Macau	Honolulu	14-15c	April 28, 11:00 a.m.	May 2, 6:00 p.m.	A.A. Sharp / Kansas City, MO	4x Macau 284	Green	Purple 14e
Hong Kong	Guam	14-16b	April 29, 6:00 a.m.	April 30, 8:00 a.m.	A.A. Sharp / Kansas City, MO	H.K. 141 & 142	Blue	Black 14g
Hong Kong	Honolulu	14-16c	April 29, 6:00 a.m.	May 2, 6:00 p.m.	A.A. Sharp / Kansas City, MO	H.K. 141, 142, 143	Blue	Purple 14g