The April, 1941

AIRPOST JOURNAL

Flash!

1941 AAMS Convention to be held at Atlantic City, New Jersey, August 15 to 17.

-Your Officers

Beginning in this issue-

"NYRBA"

by Dick Singley
SANABRIA’S AIR POST CATALOGUE
For 1941
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OFFICERS VOTE 12TH ANNUAL CONVENTION FOR ATLANTIC CITY

Eastern Chapters Will Cooperate In Sponsoring Event

DATES: AUGUST 15 - 17

THE TWELFTH ANNUAL Convention of the American Air Mail Society will be held at Atlantic City, New Jersey, Friday, August 15 through Sunday, August 17, 1941.

Headquarters for the three-day meeting will be the Hotel Claridge, and representatives from Eastern Branch Chapters of the Society have signified their willingness to cooperate in jointly sponsoring the event.

Announcement of the Convention place and date was made March 31 by L. B. Gatchell, Recording Secretary of the Advisory Board, following a poll of all officers and a trip to the seashore resort for the purpose of completing arrangements.

Invitational Exhibition
One of the features of the Atlantic City Convention will be a "demonstration exhibition" of airposts, comprising a number of frames of choice material submitted through invitation by the organizing committee.

There will also be an AAMS-Airpost Auction sponsored on one of the afternoons of the meeting, and it is expected material offered and interest shown will parallel or exceed that of the successful Toronto Convention Auction. In addition to the usual business meetings, the Annual AAMS Dinner, and social events, there will also be time designated for a Catalogue Forum, discussions of this kind having proven very popular in recent years. Other features of the 1941 Convention will be announced in the near future.

Eastern Site Favored
Although a few of the officers had contemplated this year's Convention could be held in the middle-West, the complete poll of the officers indicated a heavy majority in favor of meeting on the Eastern seaboard. It was also pointed out that quite a few regular Convention attendants could not be present this year, because of stepped-up business demands, if the gathering were in the middle-West. All voting for Atlantic City were of the opinion that its central location in the East would help draw a record attendance, added to the fact that the seashore resort is most popular during the month of August. The site, therefore, will provide a most enjoyable meeting and vacationing point.

Officers also chose the site and dates to somewhat correlate with the 1941 annual meetings of the APS and the SPA, the two other national philatelic societies, making it convenient for collectors so desiring to take in all three events without difficulty in time and place schedules.

The Hotel Claridge, located on the famed boardwalk, is one of the newest, largest and finest hotels at Atlantic City. Mr. Gatchell has been assured of special rates and concessions for Society members who attend, even though the date selected is during the busy summer season.

All members are urged to make plans now to attend and fully enjoy the 1941 AAMS Convention at Atlantic City.

A-1 COVERAGE
Collectors in 42 states and four nations sent for souvenir covers of the Gotham Stamp and Cover Clubs' 10th anniversary celebration. Thirty magazines and newspapers publicized the event. Dan Newman is the busy lad who took care of things.
When Pan American Airways inaugurated their new trans-Atlantic route via Bolama, Portuguese Guinea, Trinidad and Puerto Rico February 1 (eastbound) and February 6 (westbound) there was insufficient time to notify collectors and enable them to prepare first flight covers.

Now, under date of March 17, a bulletin from the airways announces that "the company prepared and forwarded a sufficient number of first flight covers from each point on this route to meet the requirements of philatelists." According to the release the covers are addressed to the airways at different points along the route, bear stamps of the country of origin, special company-prepared cachets, and are properly backstamped by the post office at each point of destination.

Nine Covers Available

The set of South Atlantic route first flights as prepared by the airways consists of nine covers and is priced at $4.29. The service announcement requests that money order or certified check accompany orders, with an itemized list of covers desired, addressed to Philatelic Section, Pan American Airways, 135 East 42nd Street, New York City.

The individual point-to-point covers available in this set, with the company's price in parentheses following are: New York- Bolama (.65); Horta-Bolama (.37); Lisbon-Bolama (.37); Lisbon-Port of Spain, Trinidad (.54); Lisbon-San Juan (.49); Lisbon-New York (.42); Bolama-Port of Spain (.54); Bolama-San Juan (.49); Bolama-New York (.42). The announcement states that these points are the only ones serviced by the company on the first flights.

Compliment PAA Policy

Collectors of airposts will appreciate the thoughtfulness and recognition accorded them by Pan American Airways System in the preparation of the new trans-Atlantic covers. As everyone who has forwarded first flight covers knows, there is considerable detail and labor involved—not to mention the task of later filling orders and distributing the covers to individual collectors throughout the country. The PAA has added a small service charge to the cost of postage, but you may be assured that this fee is not at all exorbitant.

It is understood, also, that covers were delayed for some time in clearing the British censorship at Port of Spain, Trinidad. The covers addressed into Bolama were nearly a month and a half returning to New York, according to the company.

We believe collectors are fortunate in being able to secure these short-notice covers through the commendable plan of the PAA. Without this service there would be but a very few items now available. Picture also, the price that might be charged for covers of this historic nature if handled exclusively through some other organization. We trust, therefore, that airpost collectors will long remember this fine PAA courtesy when they add Bolama covers to their albums.

—W.J.C.

Ask your favorite dealer—if he isn't advertising in The Airpost Journal—to do so! Our official magazine is the medium we should all be interested in FIRST!

DUTCH AIRLINE BUYS
NEW U. S. AIRSHIPS

KNILM, Royal Netherlands Indies Airways, apparently has not been Wired out by the war. Purchase by the system of two new Sikorsky S-42 amphibian transports for use in its East Indies service, has been reported through United Aircraft Corporation.

—Glen W. Naves
New U. S. Airpost Stamp May Be First Product of Artists' Committee

by WALTER J. CONRATH

UNITED STATES stamp design is certain to benefit through the voluntary cooperation of a committee of twelve of the country's most prominent artists, the Post Office Department and the Bureau of Engraving and Printing. The group of artists was brought together by AAMS Director Paul F. Berdanier, art director of the J. Walter Thompson Company, New York advertising specialists, and is working with the government agencies through the auspices of the National Federation of Stamp Clubs, with Harry L. Lindquist, Director. Designs for adhesive stamps of all classifications and embossed stamped envelopes were discussed by representatives of the three groups at a meeting held recently in New York.

Of top interest to AIRPOST JOURNAL readers is the possibility that an airpost stamp may be the first to be produced by the Department and the Bureau in collaboration with the artists' advisory committee. It is not currently known whether this new air stamp might be a single value to supplement the defense series, or the first of the new regular set, already under consideration for several months.

Famous Designers

In bringing together the committee of artists it has been pointed out to the Postoffice department that the problem of design is not being approached in the spirit of criticism of the work of Bureau engravers in the past, but with the thought that illustrators who have achieved renown in the commercial field should be able to produce designs of simplicity and beauty that are worthy of a great


—Photo by “Flash” Hyman
nation. The representative group of artists brought together by Mr. Berdanier who are offering their time and experience, without remuneration, includes the following top notch men of the profession:

Sam Marsh: Advertising designer.
Clarence P. Hornung: Designer and a writer on subjects of graphic arts interest. He has created over 300 trademarks.
Lucien Bernhard: Designer.
Gustav Jensen: Designer.
Clayton Knight: Illustrator, particularly well known for his aviation drawings.
W. A. Dwiggins: Designer, illustrator and writer. Books designed by him are collectors' items. Has designed numerous type faces. Owns a marionette theatre on his property at Hingham, Mass., for the pleasure of his friends. He designed the puppets for the theatre. One of his most interesting books is "Towards Reform of the Paper Currency Particularly in Point of its Design."
Warren Chappell: Typecutter and type designer. Illustrator of many books.
Walter Dorwin Teague: Industrial designer to many of the most important corporations of America. Served as one of the seven members of the Board of Design of the N. Y. World's Fair.
Robert Fawcett: Designer and illustrator. Portrait painter of note.
Fred G. Cooper: Designer and illustrator. Contributor to the "old" Life magazine for 25 years.
Gordon Grant: Painter and etcher, especially of ships and sailors. Painted the portrait of the U.S.S. Constitution for the Navy Department.
Stanley Crane: Painter. Has won numerous prizes for his paintings and posters.

**Airpost Stamped Envelope**

Designs already completed and submitted by the committee of artists feature air mail postal paper. Paul Berdanier's design for an air mail stamp was produced in finished form from his layout by Sam Marsh (lettering) and Clayton Knight (airplane). Mr. Marsh has also completed and submitted a design for a 6c air mail stamped envelope.

Lucien Bernhard is preparing a design for a stamped envelope. Walter Dorwin Teague is doing a postage due stamp. Fred Cooper is working on a postage due, and American Indian stamp and a stamped envelope design. At a later date we hope to be able to present photos of some of the suggested designs.

The artists and designers, the Postoffice and the Bureau are to be congratulated on this cooperative project, planned and organized by Mr. Berdanier through his well qualified and mutual knowledge of both art and philately. The American Air Mail Society is happy to endorse and felicitate this movement which is certain to bring better representative American Art, and a better appreciation of art, to individuals and collectors everywhere.

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**APPOINTMENT OF AAMS NOMINATING COMMITTEE**

March 15, 1941

To the Members of the American Air Mail Society:

Please take notice that in accordance with Section 8, Article 2, as amended, of the Constitution and By-Laws of this Society, I have this day appointed the following to serve as a Nominating Committee:

William Hafner, Babylon, New York, Chairman.
Professor Rollin L. Charles, Lancaster, Penn'a.
James M. Stephen, Toronto, Ont., Canada.

The Chairman of this Committee will receive suggestions from the membership as to candidates for the various offices up to and including midnight of May 15th, 1941 and after that date will select at least one name for each elective office ordering same to be placed upon the official ballot. The Nominating Committee is not required to act favorably upon all names suggested but any member in good standing may be placed upon the official ballot, regardless of the action of the Committee, by petition signed by at least five per cent of the membership.

WILLIAM R. ALLEY,
President.

Attest:
EMIL J. VLASAK,
Secretary.
March 15, 1941.
C.A.M. NOTES

by CHAS. G. RIESS

Information concerning C.A.M.'s should be sent direct to the editor of section, P. O. Box 11, Albany, N. Y.

Pending Services

COLLECTORS will have their hands full in the near future if one is to judge by reports of applications to the Civil Aeronautics Board for certificates to operate new routes and service new points. That the CAB will report unfavorably on some of these applications is no doubt all too true, but if only a small percentage of applications now pending or to be filed in the very near future are reported on favorably there will apparently be quite a number of new routes and services in operation before the end of this coming spring and summer which will cause many a collector to burn the midnight oil.

Additional applications for a pick-up route in Virginia and for seven pick-up routes serving 135 cities and towns in Indiana, Michigan, Missouri, Illinois, Ohio, Tennessee and Kentucky are reported as well as another AM-24 extension form Shreveport, La., to New Orleans, La., via Alexandria and Baton Rouge, La.

Reports at hand indicate that service may be started very shortly on a Memphis to Houston route, via Pine Bluff and Shreveport. It is also rumored that direct service may be established between New York and Toronto but whether this will be by FAM or AM service is not known.

Birmingham Not First

Effective March 1, 1941 Birmingham, Ala. was given service via AM-5. Dispatched and inbound covers for this point will in all probably not be given any catalogue listing for the reason that AM-5 comprised what originally was old CAM-19 and CAM-23 and inasmuch as Birmingham has been serviced by the latter route it appears no new first flights are involved.

Short Notice Events

In view of the many proposed new services it is suggested that collectors keep in daily touch with their daily postal bulletins and other sources of aero-information in order not to miss out on short notice events. CAM collectors who have not as yet joined the CAM Cover Unit of the AAMS should do so without any further hesitation as CAM COVER NEWS issued about the fifteenth of each month by this unit carries items that are entirely on CAMs and a MUST. This column will co-operate with the CAM Cover Unit and CAM Cover News and the latter will be issued in between issues of the AIRPOST JOURNAL. Why not send in your application now to Bill Hafner, 252 Locust Ave., Babylon, N. Y. The dues are only fifty cents per year which includes CAM COVER NEWS for that period.

The Postmaster at Burlington, Vt., has given me a list of names of persons for whom he is holding covers at his office. The editor of this column has furnished him with the addresses of a number of these collectors but has been unable to furnish the addresses of the following for whom the Burlington P. O. (General Delivery) is holding covers indicated: H. A. Breuer (2), Lieut. W. A. Emond (2), G. Greenstein (2), Leon H. Hurlade (4), Chas. F. Schell (2), and W. Solomon, Jr., (2) If your name is in this list or if you know any of the above please advise them to write the Burlington P. O. for their covers. In connection with the above it is suggested that collectors would do well to have their return addresses on the backs of covers or to properly arrange for the return of covers that they send out.

The editor of this column is now just about fully recovered after a two month illness with lobar pneumonia and regrets that he was unable to answer correspondence during that period. However, he wishes to extend his thanks to Messrs. Conrath, Gatchell and Hafner as well as others.
NYRBA
Story of A Latin American Airline Pioneer

by RICHARD L. SINGLEY
Associate Editor

IN THE REALM of air mail cover collecting, there is no specialty more fascinating to some airposters than that of collecting the covers of the New York, Rio, Buenos Aires Air Mail Line. The name of the airline was usually abbreviated to N.Y.R.B.-A. (NYRBA) and pronounced “Nerba.” We call attention to the listing and description of the NYRBA covers in the 1940 American Air Mail Catalogue.

It must be remembered that in 1929, no less than a dozen Airlines were making a frantic bid for the air supremacy of South America. With due respect to all these pioneers, the only American Lines were the Pan-American Airways and the NYRBA Lines. For this reason the NYRBA Line has a definite place in the chronology of the air mail services along with the P.A.A. in linking the Americas.

PAA and NYRBA

Late in 1929, P.A.A. was weaving its services southward from the U.S. and on Sept. 22 had reached the stumbling-block of French Guiana. The same year NYRBA, with Buenos Aires as a base, worked its inaugurals westward to Santiago, Chile and up the Pacific coast over the route later served by P.A.A. as F.A.M. #9.

During February 1930, NYRBA inaugurated its service up the east coast straight through to the U.S., a remarkable achievement. For about six months of 1930, both lines furnished service to certain islands of the West Indies and British and Dutch Guiana. Pan American was given the U.S. mail contracts, a serious blow to NYRBA. This meant the NYRBA planes had to fly southbound with practically no mail. No mail was ever flown officially by the NYRBA Line from the United States, Porto Rico or the Virgin Islands.

One drawback to both lines was the ultimatum handed down by the French Government: that any plane landing in French Guiana through any cause would be immediately confiscated with all its contents. This placed the U.S. mails in a serious position. Soon after P. A. A. was given the U.S. mail contracts, the French Government signed an agreement which removed this drawback, and P. A. A. extended F. A. M. #10 through to Buenos Aires.

We cannot overlook the fact, that had the contracts been signed to the NYRBA Line, that system today might be flying the South and Central American Airlines now traversed and controlled by P.A. NYRBA was absorbed by PAA during August, 1930. The post office department encouraged the consolidation of the two lines flying over the same route and territories, the objective, in such cases, being to award only one contract, for economic reasons and also to provide a more efficient service.

The consolidation of these two lines, formed the largest airways system in the world, and subsequently civil aviation entered the field of big business. At the time, NYRBA had 9,500 miles of lines, flying over them 27,332 miles weekly. For the financial details of the merger we look to the New York Times of September, 1930.

“By the terms of the sale, the value of the assets of NYRBA was placed at $4,000,000 and the stockholders in the dissolving company will receive one share in the Aviation Corporation of the Americas, holding corporation of Pan American, for each 514 shares of NYRBA stock. The largest block is said to be held by the United Aircraft and Transport Corporation which owned 50,000 shares of Pan American in addition. United, which is the largest domestic Air Transportation group, thus acquired a substantial interest in the International extension of American Aviation, and became the largest individual stockholder in the Pan American Airways, it was reported.”

Company’s Plans

The program as planned by NYRBA was a most ambitious one. As the name implies, the route was to
start at New York and go to Miami the first day with stops at Washington, Norfolk, Wilmington, S. C., Charleston, Savannah and Jacksonville. The second day planes were to fly to Port-au-Prince, Haiti, with calls at Havana, Cienfuegos, Camaguey and Santiago de Cuba; third day to Port of Spain, Trinidad, calling at Santo Domingo, Porto Rico and Martinique, with a branch line from Trinidad to Caracas, Venezuela. The fourth day the plane was to fly to Para, Brazil, with calls at Georgetown, Paramaribo and Cayenne in the Guianas; the fifth day to Maranhao, Fortaleza, Natal, Pernambuco, Brazil; the sixth day to Maceio, Aracaju, Bahia, Caravellas, Victoria, Sao de Barra and Rio-de Janeiro, Brazil; the seventh day to Santos, Paraguay, Porto Alegre, Pelotas, Montevideo and finally Buenos Aires, Argentine.

This was truly a most ambitious program.

Early in 1929, Mrs. Herbert Hoover christened the “Buenos Aires,” first of a fleet of 12 huge Consolidated Commodore flying boats purchased by the New York, Rio, Buenos Aires Line. These planes, with accommodation for 32 passengers, followed each other into service at the rate of one a month, until the full dozen had been delivered. It must be remembered, the “American Clipper” of the PAA was not christened by Mrs. Herbert Hoover until October 12, 1931.

On June 11, 1929, the amphibian “Washington” left the United States piloted by Col. Ralph O’Neil, with a crew of six persons. This plane arrived at Buenos Aires July 13, 1929, accompanying the “Washington” from New York, was a Ford monoplane which did not arrive at Buenos Aires until July 16, having been separated at Montevideo, due to the heavy fog. The Ford made a forced landing at Villa Rosaria, near Colonia, Uruguay.

The crews then returned to the United States for 2 more planes. August 14, 1929 saw the new planes “Santiago” and “Río de la Plata” in Buenos Aires, while the “Southern Star” was taken to Santiago, Chile, in preparation for the service to that country.

The first trial flight from Buenos Aires to Santiago, Chile was inaugurated August 14, 1929. (It will be well to bear in mind, that on this date, Pan American had only been as far south with FAM #6 as San Juan, P. R. The extension to Paramaribo was not until September 22, of the same year.) The plane left Horon, near Buenos Aires, in the morning and arrived at Mendoza in the afternoon. An attempt was made to cross the Andes, but the Aviators were forced back as a snowstorm was raging there. The flight was resumed on September 5, and terminated successfully at Santiago.

To Be Continued In Our Next Issue
THE AIRPOST JOURNAL is entered as second-class matter, February 10, 1932, at the post office at Albion, Pa., under the Act of March 3, 1879.

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Point-to-Point

Coverage on Airposts and Airpost Collectors as Gleaned Through the Editorial Office

NOW THAT PAA has assured covers from all new points on the new trans-Atlantic via Bolama, Africa, most of us will be doing a lot less worrying on how we'll complete our official trans-Atlantic coverage . . . .

Clipping from Charlie Riess, who's now recovered from a lengthy illness, indicates the British will resume trans-Atlantic flying boat service between England and the U. S. about May 1 . . . . A dispatch from member W. P. Campbell, who compiles that superb stamp column in the Vancouver Columbian—"I was very much interested in the John Wise story in the December AIRPOST JOURNAL as my father-in-law went up with him, I believe in the first balloon ascension in Lancaster. J. M. Johnston was my father-in-law. My college was Franklin & Marshall of Lancaster.

Our editorial appreciation to Kent B. Stiles, editor of the top notch stamp page of the famed New York Times, for sending this worthy bouquet: "D. E. Helmuth's Guynemer yarn in your March issue is a literary classic. There should be more such writings in the philatelic press." . . . . We're justly proud of our staff...
of airposters, and believe we have more men who now are, or have been actively employed in journalistic work than any other comparable philatelic publication . . . . Add to this the fact that these writers contribute freely of their time and talents without remuneration . . . . So, when you can do these APJ staff members a little favor, remember that they're giving up time which might be spent on their collections or in other activities in order that readers may have their news reports and feature articles.

Treasurer "Uncle" George W. Angers, Mrs. Margaret Angers, and Mr. and Mrs. Henry Angers returning from an Atlantic Seaboard cruise to Florida . . . . While at Saint Pete they visited a number of airpost friends . . . . Charles A. "Chick" Kenny, Washington, former editor and publisher of the National Stamp News, was named a First Lieutenant in the army recently, and is now with the 260th Coast Artillery, Fort Bliss Texas . . . . Lieut. Commander Jess Johnson took a recent trip from his Naval Air Station to the Naval Training Station at Pensacola, Florida and reported to us that he'd never seen so many planes in operations at once . . . . The Commander, aside from being an ace flier and airpost collector, has a beautiful showing of U. S. Navy prints which were exhibited last fall by the Norfolk Society of Arts . . . . Currently Jess is working on the revision and republication of the well-known Koestler Catalogue of Alaskan Airposts, a specialized handbook . . . . Ed Goodale reports that the speaker for the annual Toronto - Hamilton - Buffalo philatelic meeting and dinner sponsored by the Hamilton Philatelic Society, May 3, at the Royal Connaught Hotel, will be Pilot W. Cranston, who flew the air mail out of Edmonton for a number of years . . . . A feature of the meeting will be the auction of one of the AAMS Toronto Convention stamp booklets for the benefit of the Canadian Red Cross; bids on the booklet may be mailed to Pres. Arthur W. Winton, 225 Rothsay Ave., Hamilton, Ont. . . . . And Ed extends greeting to all his AAMS friends and hopes a number will plan to meet him again at the Hamil-

A Happy 75th Birthday To Dr. Robert Paganini

On April 23, 1941 Dr. Robert Paganini, Zweisimmen, Switzerland, will celebrate his 75th birthday. The great universal airpost fraternity will join on the occasion of this jubilee in thankfulness to the pioneer and founder of aero-philately.

Dr. Paganini, Life Honorary member of the Swiss Airmail Society, was born April 23, 1866 in St. Gall, where in 1877 he attended the College, graduating in 1885. Three years later he received his degree as a chemist from a Zurich school. Moving to Basle Dr. Paganini served for nine years as director of chemical works. In 1911 he moved to Zweisimmen and began his studies and publications relative to political economy, organization of the Swiss export, and history of air mail and air traffic. His special interest in the latter two subjects developed to an amazing degree and found a climax in an astonishingly complete clipping library, in a huge collection of books, catalogues, pamphlets, and other valuable aero-philatelic material. This extensive assembly is entitled "Les Grandes Archives de la Poste Aerienne," and received many awards.

In his generous manner, Dr. Paganini donated his famed contribution to aero-philately to the library of the Swiss Postal Administration at Berne, remaining continually as its curator. He has also written many articles on aero-philately and his name will always be prominently associated with the hobby. He is an honorary member of practically every air mail society of the world.

In the name of the various societies of which I am a member (S. A. S., A.A.M.S., P.P.P., A.A.A., and others) I am happy to express herewith to this noble celebrator—heartfelt congratulations. May Dr. Paganini and his high-minded and profoundly understanding wife enjoy many more years of intellectual and physical health and happiness. In full sympathy, every aero-philatelist wishes him many happy returns of the day!

—MILTON WEIL, San Francisco

(Continued on Page 265)
USED AIR MAIL STAMPS

by CHAS. P. PORTER
AAMS Sales Manager

Every member of the AAMS who has had cause to buy or sell used air mail stamps in the past few years has been unable to evaluate them properly at one time or another because of the wide range of price and often apparent absurdities between catalogues, price lists, and prices asked in the circuit. It is to help purchasers from our circuits and to aid those members who contemplate entering used stamps, so that they will secure their proper worth but at the same time sell them, that this article is written. It is one man's opinion backed by twenty years of collecting, plus the experience gained thru handling thousands of dollars worth of used airmails in the AAMS circuit.

One of the hardest problems presented to the cataloguer is the pricing of the used stamps. In the February Airpost Journal we discussed the pricing of mint stamps, but the used copies represent an entirely different set of problems for several reasons.

Four Points for Valuation

First, used air mails are in the great majority of cases sold and bought as individual items—not as sets. The average collector has usually accumulated a considerable number of stamps from mail and swapping before he enters the buying field. His first purchases are to complete sets of which he already has a part. As interest grows, his purchases may be greater and wider in scope, but he continues to collect from mail sources and his buying is supplementary.

Secondly, the price paid for a used stamp no longer carries the mail carrying properties paid for when purchased mint. Theoretically the stamp has fulfilled its function by transporting a letter and it no longer has any value save as a collectors' item. As a result, to fairly price a used stamp consideration must be given to the length of time the stamp was available for postage, plus the knowledge of the quantities issued, and an understanding of the commercial use that that particular value of the set had.

The third question that must be considered is the commemorative air mail sets issued for collectors' purposes only, often involving stamps of such ridiculous low values that some of the stamps would not even pay the postage to deliver a locally addressed post card.

Lastly our old friend of supply and demand has a great deal to do with the price you can get for your stamp, despite the information a catalogue may give you regarding its value.

Used Airs Sell Individually

I think that there is little or no disagreement regarding the conclusion that used air mails are primarily sold as individual items. Of all the price lists and catalogues that the writer has seen only Sanabria's Airpost Catalogue bothers to even give a price by set. In this catalogue it is impossible on many sets to reconcile the price listed for the set with the sum reached by adding the individual items. From many instances we list two as examples: Venezuela 97-114 (the first American Bank Note set) lists by set at $6, but the individual stamps add to almost $11. New Guinea's first bird of paradise set is priced at $20 per set, but the individual items add to $31.25. If a collector has secured the first 13 values he would have, according to Sanabria, a catalogue valuation of $21.25. To complete his set he then buys the pound (14th value) stamp for the $10 listed. He has now paid out an additional $10, completed the set, and finds that he has lost $1.25 of his former catalogue value plus the ten dollars paid for the pound value. Such a situation in pricing is bound to confuse the collector and make him wonder just why he should continue to save used airmail stamps. The answer is that the set value should not be taken too seriously. The writer has several times, either directly or thru an agent, endeavored to buy...
sets where wide discrepancies occurred in the Sanabria Catalogue, but never has been able to buy the full set, though individual items or part of the set could be bought at the individual prices.

Commem. Airs

There is little that can be said of the sets issued for commemorative or fund-raising purposes, often on sale or for use over a very short time. Into this class fall so many sets issued for use in the various Italian Colonies, Russia, and similar items. Very few copies have legitimate use, and such used stamps that are sold are generally received by dealers on orders placed for covers. There are generally sold in sets and those who collect them must figure that the dealer has all the expenses of a mint set plus the addition of a small fee for mailing. A relatively smaller quantity is used in this manner than are received mint and they must be figured as worth more than the same stamps mint. These sets usually carry a few values with very low face value, but which are just as difficult if not more hard to find that the high values. Scott's Standard Airpost Catalogue regularly lists these values at a low price commensurate with the original face value, but the writer has never been able to purchase any quantity at anything like as low as the catalogue prices them.

Popular Countries

The popularity of the country or set must also be taken into consideration in pricing a stamp. This may best be illustrated with a couple of concrete examples: Persia's C19-20-21, the three Toman values, are priced in Scott at $7.25 and in Sanabria at $6.00. Considering the small quantity and time in use, plus the high original face value, these are exceedingly low figures. Approximately half a Toman would register and carry a letter by air mail from any point in Persia to any point in the United States, and during the period of their use there was but little mail carried by air from Persia. If it were not for the fact that the first three sets of his country are relatively unpopular the rarity of the three stamps used would undoubtedly cause them to be priced by both cataloguers far more than the present listing. An example of the same class, but a set rather than a country, is the Uruguay Albatross set (Scott C14-25). Scott and Sanabria have very similar pricing on this set and it runs high for each stamp. As a result the collectors have a strong price resistance to the set despite the fact that its rarity makes the catalogue valuation not out of line. Isolated items offered in the Sales Circuit do not sell unless heavily underpriced, as the average collector feels that he probably will be able to complete the set and so never starts.

Quantities Issued

It is on the point of quantity used, however, that we feel the greatest errors are found in the catalogues on their pricing of used stamps. Not enough attention has been given to quantity of commercial air mail emanating from the various countries, nor to the fact that in any given set some values are used in far greater quantities than others. We could pick any number of examples but our space is limited and we will use only Salvador (Scott C54-60; Sanabria 56-62). This set was for regular air mail use, issued in 1937, and is still available. We list herewith the values of the set, the Scott and Sanabria prices, and the price from a Nassau Street dealer in used air mails whose check list only contains prices where he has such quantities in stock that he can guarantee delivery at the price quoted.

<table>
<thead>
<tr>
<th>Value</th>
<th>Scott Price</th>
<th>Sana. Price</th>
<th>dealer's list</th>
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</thead>
<tbody>
<tr>
<td>15 Cent</td>
<td>.12</td>
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<tr>
<td>20 Cent</td>
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<td>30 Cent</td>
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<tr>
<td>40 Cent</td>
<td>.32</td>
<td>.20</td>
<td>.28</td>
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<tr>
<td>1 Colon</td>
<td>.60</td>
<td>.60</td>
<td>.20</td>
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<tr>
<td>5 Colon</td>
<td>.20</td>
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The 30 centavo value pays the air mail rate to the United States and is so common that I have seen it in packet material. The next most common value is the 1 Colon. Both Cataloguers list its value equal mint or used but the dealer will deliver it at one third the catalogue price.

So the next time you plan to sell used air stamps ask yourself if the stamp is a common value, like the 15 and 30's of Guatemala, the 20 and 40's of Mexico, or the 30 and 1 Colon of Salvador. Price it accordingly. Conversely, if you have the space to fill, don't always pass up a stamp you
infrequently see because you feel that it is not discounted far enough from the listed Catalogue price. Last year three copies of the French 50 franc green, and three of the 10 franc Anniversary Flight, went to almost every member in our circuit and all six came back unsold for they were priced just under the Catalogue. Now that they are advanced more than double by both Cataloguers I have had several letters asking for them—

at the old price. At that price they are no longer available.

So remember used air mails with very few exceptions are at best in use but a short time. While available those in common use should be bought cheaply and not entered in the Sales Department Circuit at all unless priced very cheaply. But the great majority of numbers are not common in used condition, so fill that space when you can.

**Inter-American Escadrille at Havana, Cuba**

*The Gruman N. C. 37000 of the Inter-American Escadrille, aero society established in the U. S. with chapters in all the Americas, at Havana March 6. This was the first stop of a good will civic air mission of the society. On the trip are Pilot Farris, Gen. Frank Ross McCoy, Walter Bruce Howe and Alfredo de los Rios.*

*One of the ten souvenir covers from Miami to Havana on the first leg of the Escadrille's mission. It bears the society's cachet and autographs of the fliers. Leaving Havana, the mission was to next visit Port au Prince, followed by all the countries of Central and South America. 
—Courtesy Dr. Terry, Club Filatelico de la Republica de Cuba*
The 1941 Edition of the

STANDARD CATALOGUE

OF

AIR POST STAMPS

is now out!

Edited by
Hugh M. Clark

in collaboration with the Catalogue Listing Committee of the A. A. M. S.

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Scott Publications, Inc.

One West 47th Street

New York, N. Y.
What's In the Air In Washington

by ROYCE A. WIGHT

(The statements in this article are solely those of the author writing as an airpost collector.)

Creation of New Airmail Routes

There are four steps in the creation of new airmail routes. 1. Application by an airline: an airline applies for a certificate of "convenience and necessity" to operate a route between certain designated cities. Once the application has been made, the Civil Aeronautics Board will hold a hearing thereon anywhere from three days to thirty months after the date of application. 2. A hearing to consider the application. At the hearing the airline and the staff of the Board present evidence pertaining to the establishment of the route. Some weeks subsequent to the hearing, the Civil Aeronautics Board issues its decision, which either approves or denies the application. The application which was originally made may be altered as to the cities on the route and it may be awarded to a different airline than the one which made the original application. Of course, the Board's decision may be a denial of the application, in which case there will be no new route.

3. Notification of P. O. D.: After the Board has announced its approval of a new airmail route (some routes are approved with respect to passengers and express only), the Post Office Dept. is duly notified and requests an appropriation from Congress to cover the airmail payments which must be made to the carrier. Usually it takes about one month to obtain the necessary appropriation.

4. Congressional Appropriation: After the appropriation has been allotted, a date is arranged by the Post Office and the carrier for the inauguration of the route. This date is usually set for some one to three months subsequent to the approval of the appropriation by Congress, but in some cases the first flight takes place a very few days after the appropriation has been obtained. However, the Post Office Department does not send out notices of first flights to collectors unless at least three weeks will intervene between approval of the appropriation and the date of inauguration.

The Post Office Department has adopted this policy because many collectors would be unable to arrange to have covers sent on shorter notice.

What does this procedure mean to collectors who want to be sure of getting covers on all new flights? As we have seen, an application for a route does not mean that the route will be approved as originally requested, or, necessarily, at all. Knowledge of new route applications merely gives us a good idea of what's in the wind. Once the Civil Aeronautics Board has issued a decision on a new route, however, it is virtual certainly that the route will be inaugurated sooner or later. It would be wise, therefore, for collectors to get their first flight covers ready as soon as a Board decision is announced. If collectors wait to receive philatelic announcements from the Post Office Department, they will miss out on several important events, for the P. O. D. frequently does not have time to send these notices out.

Beginning with this issue, I will list all new route news under two headings: "Applications Made" and "Routes Approved" (by the Civil
April, 1941

Aeronautics Board). Collectors who want to be sure of obtaining covers on all new routes should send them out to all points listed under the latter heading.

Applications Made

February and March: St. Louis to Washington; Shreveport to New Orleans via Alexandria and Baton Rouge; Addition of Grand Canyon to Route 2; Addition of Austinto Route 50; Addition of Knoxville to Route 10.

Routes Approved

(Date of approval, not date of inauguration, is shown). January 30: Pittsburgh to Birmingham via Wheeling, Charleston and Chattanooga; Cincinnati to Atlanta via Lexington and Nashville; Addition of Birmingham to Route 5.

March 6, 1941: Addition of Bristol (Tennessee-Virginia) and temporary addition of Clarksburg, West Virginia to Route 55.

March 20, 1941: Addition of Youngstown, Ohio to Routes AM-1 and AM-14.

Make your plans now to attend the 1941 AAMS convention.

Our Good Neighbor
COVER SERVICE

did collectors a good turn on the recent El Salvador University airmail set and miniature sheet. We sold hundreds of FDCs for $3.55 each thru our bulletins. Covers are now on the New York market at $4.50. Are you one who's going to pay thru the nose?

If you collect airmail sets from our Latin American good neighbors on First Day Covers, and if you had deposited $5 with us, the El Salvador cover would have cost you 5% less than the bulletin price or $3.37; exactly $1.13 less than present market price.

Don't pay thru the nose. Send along your deposit to

E. G. Arnold
Box M-63, Station D, Brooklyn, N.Y.

China Air Mail
First Issue Variety

by ELLERY DENISON

A small variety in the nature of a break or scratch on the vignette exists on the first air mail issue of China. This flaw extends from the plane to the hill in the foreground. For my own purposes I describe this as a "feed line" variety.

I understand this was reported by Mr. J. C. Hartwell in the Airpost Journal of June, 1937, and again by Mr. Samuel Ray in the China Clipper, Vol. 2, No. 3. Up to the time of Mr. Ray's article, this variety was known only on the 15, 45, 60 and 90 cents. I have recently found it on the 30c which completes the set. While it has been stated that the stamp is the 24th on all values, I have a 60c from the top row with the marginal inscription "HINESE BUREAU OF ENGRAVING AND PRINTI" above. Has someone sheets to settle these points?

Use "Permanized" Envelopes for Your Air Covers

The ordinary sulphite bond envelope turns yellow and deteriorates within a few years, rendering your covers almost worthless. We have specially printed for collectors three designs of Air Mail Envelopes on "Permanized" Airpost Bond, a 65% rag content paper of high quality, whiter, stronger and will not yellow with age. They cost a little more, but they assure you of perfect covers in years to come. Sampler Box of 25 APJ "Permanized" Envelopes, assorted designs, postpaid $35c

Box of 100 for $1.30; 250 Boxed for $3.50. Samples of these and other Air Mail Envelopes for 5c in stamps.

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Walter J. Conrath - Albion, Penn'a
HARMER, ROOKE & CO., INC.

Take pleasure in announcing that they have been commissioned to sell, at unrestricted public sale, the unusually important and outstanding Flown Covers and Related Historical Aviation Material comprising the

NORMAN SERPHOS COLLECTION

President of the Scott Stamp & Coin Co., Inc.

The Collection is mounted in 70 volumes and contains approximately 3500 items divided into the following sections:

1. OCEAN FLIGHTS. This section contains nearly all covers of ocean flights since the first in 1919 right through to the present day, carried by such famous pilots as Hawker, Alcock and Brown, Sir Ross Smith, Byrd, Amundsen, Amelia Earhart, Cobham, De Pinedo, Howard Hughes, Sir Charles Kingsford Smith, Wiley Post, and scores of others.

2. U. S. PIONEER FLIGHTS. This section contains covers from practically all of the flights from Garden City in 1911 to the end of the pioneer period in 1919. Among others it contains the St. Louis Hydroplane, Atlanta, Wilmington, San Diego, Milwaukee 1912, Coney Island, Ohio, Columbia, Tenn., Puget Sound, Grinnell, Clayton, N. Mexico, and many others.

3. FOREIGN PIONEER FLIGHTS. Many of the covers contained in this section are the only ones in existence. It is one of the most important sections of the entire collection. Among other things it contains Argentine #1 and #2, Austria Adria with overprinted stamp, Denmark, Pilot Sevendien, Ecuador #2 and #3, Egypt, Heliopolis, France, Fox flight (last message from Dirigible) French Guiana #1 flight, French and German #1 flights complete including the early Zeppelin, Great Barrier Mountain, Great Britain famous "Life Boat Saturday" flight, Blackpool, Bath, Tour of England, and act Air Mail covers. Also early Swiss and Italian covers. Canada is practically complete, including Montreal to Toronto, Toronto-Ottawa, Truro-Charnelot, The Newfoundlands are also practically complete including Handley Page, Marty, Monsigny, Major Cotton, "Colombia," Do X, etc.

This collection has been the basis for the editorial work on a number of sections of the 1919 American Air Mail Catalog, which was issued by the American Air Mail Society.

4. U. S. HISTORICAL FLIGHTS. Included in this section are the famous first trans-continental non-stop flight of MacCready and Kelly and the "Dawn to Dusk" flight of Lehtu, Maughn. There is also the John Wise Balloon Flight, the first parcel post shipment by air, the first ship to shore flight, and other historical items of this nature.

5. ZEPPELIN, OCEAN AND EUROPEAN FLIGHTS. In this section is included practically every flight made by the Graf Zeppelin. Many of them from point to point and quite a number are signed by Dr. Eckner and members of the crew.

6. LINDENBERGH FLIGHTS. From the Lindbergh "Wisconsin" Tour there are #1 and #2 covers signed by Lindbergh on 18 different flights. There are also covers celebrating his visit to many cities on his tour in Central and South America as well as the U. S. A.

7. PARIS BALLOON FLIGHTS. This section contains examples of nearly all types of cards, letters and newspapers flown out of Paris during the siege. There are also covers celebrating the attempt to get mail into Paris, as well as many newspapers with supplements and postcards used by the pigeon post.

8. GLIDER FLIGHTS. This section contains nearly all of the famous glider flights throughout the world and is practically complete. Among other things it has the first sky train flight from New York to Baltimore, the trans-continental flight by Frank Hawks and the sky train flight from Miami to Havana.

9. ROCKET MAIL. This section is practically complete and contains many of the very early experiments.

10. U. S. CONTRACT AIR MAIL FLIGHTS. This section contains many of the Contract Air Mail covers as well as the Foreign Air Mail covers and a large number of them are signed by the pilot who carried the mail.

11. PIONEER POST OF COLOMBIA REPUBLIC. This section contains many of the rarities carried by the French Company, (Compania Colombiana), and also the pioneer flights made by the Scadta Company, including a number of the rare overprints which are almost unknown on cover.

The Serphos Collection is recognized as one of the most important accumulations of Flown Covers, Broadsides, Souvenirs, Newspaper Illustrations and News Items, Post Cards and other material relating to Aviation, that has ever been assembled.

The famous SERPHOS COLLECTION will be sold at the Collectors Club, New York on May 19, 20, 21 and 22.

But the auctioneers are prepared to consider offers for any special group or the entire collection.

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This sale will be found of interest not only by collectors of airmail covers but by students of philately, collectors of Americana or historical items, and by anyone interested in the development of aviation from its inception.

Lots will be on display at our offices 501 Fifth Avenue, N. Y. Certain sections will also be on view at office of Earl Hamilton, 331 Bush St., San Francisco, Calif.

Illustrated catalogues of the sale, consisting of nearly 150 pages, will be available to serious collectors. Gratis on request.
February 25, 2021

**F.A.M. NOTES**

by RICHARD L. SINGLEY
Lancaster, Pa.

Four Continent Route (New Trans-Atlantic) Coverage

The points selected by P.A.A. for dispatching of the first flight covers on the new route of the trans-Atlantic (See feature elsewhere in this issue) will undoubtedly bring forth some criticism, but this writer feels personally indebted to P.A.A. for securing the covers they now have to offer. The original schedule called for “planes to proceed from LaGuardia Field to Bermuda, over-fly Horta, proceeding directly to Lisbon.” This apparently was changed at the last minute to New York-Horta-Lisbon-Bolama. It is well to bear in mind that Bolama is really only a stop on the return flight. After the departure from Lisbon, points of call are: Bolama, Trinidad; San Juan and New York. After careful study, you will find these 9 covers take care this route very well and the philatelic department of the P.A.A. is to be complimented upon their selection of points.

**FAM-21**

Although this is known as FAM-21, it is really an extension of CAM route 27 (old CAM-1). The extension is from Bangor to Moncton, N. B., Canada. It is amusing to note the blue Bangor cachet bears no route number while the cachet used on the Burlington to Montreal extension of August 10, 1937 has “FAM-27” in error. Moncton applied a black square cachet and dispatched 6,356 covers, with pilot S. A. Short and co-pilot D. H. Stewart. Bangor dispatched 3,500 covers, with pilot Sandford B. Chandler and co-pilot D. H. Stewart. Covers are all postmarked and backstamped January 3, 1941.

American Export Plans

Approved by the Civil Aeronautics Board, and its petition for mail appropriations turned down by the House of Representatives, the American Export Airlines is still actively seeking to begin operation of another trans-Atlantic air mail and passenger service. The Senate committee may return the airline’s appropriation to the bill which is now before that body. American Export’s plans provide for the flying of the Atlantic non-stop from New York to Lisbon. The company also has four other trans-Atlantic routes planned, permits for two of which are not now being requested because of the war and the location of terminals in the combat zone. Two of the routes involve flying over the northern steamship courses, while the other two follow similar courses to the recently-inaugurated P.A.A. southern route. One southern route plans for a direct hop for the African coast from Puerto Rico; the other involves flying to Puerto Rico, to South

---

*OLD AND NEW—A huge new strato-clipper of the PAA is shown here over San Juan, Puerto Rico, new U. S. territorial crossroads for both the speeded-up South American service and the revised trans-Atlantic service.

—Courtesy “Flash” Hyman
Mount Your Airpost Covers on

APJ ALBUM PAGES

At the request of hundreds of collectors we have developed this most practical and economical method to mount Cover Collections. Pages are printed on heavy weight fine quality Hammermill Bristol, round cornered and punched to fit any standard three-ring binder. Many styles of pages are available, printed in one, two and three colors. Pages are assembled in sets of popular groups, or available in packages of 50 or 100. Printed title labels for affixing to backbone of albums have also been prepared. (Binder illustrated at left is the new APJ Album, priced at 49c; at right is the Aircover, made up with airplane luggage cloth, priced at $1.20; dustproof slip cases are 25c with albums, 35c separate, postpaid.)

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Airport Dedication—Set and singles.
CAM Covers—Set and singles.
Canada Airports — Clipper Covers.
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First Day Covers.
U. S. Postal Cards.
Also many other designs

A Sample Set of six or more designs of APJ Album Pages will be sent postpaid at ten cents.

APJ ALBUM DEPT.
Walter J. Conrath Albion, Penn'a
America, thence to Africa. The company's intention to file application for these two latter routes has been officially declared to the Civil Aeronautics Board.

**Cristobal, via Nassau, Kingston**

Another direct and important route, application for which is being filed by American Export Airlines, is the short cut from New York to Cristobal, Canal Zone, via Nassau, Bahamas and Kingston, Jamaica. Two hundred and seventy-five souvenir covers were carried on a survey flight for this route, leaving New York February 3, 1941. A Consolidated twin-engine flying boat, commercial version of the U.S. Navy's patrol bomber, was used on the flight. The cover we have at hand bears stamps of the U.S., Bahamas and Jamaica. Cancellations are Nassau, February 3; backstamped Cristobal, February 4; backstamped Kingston, February 4; backstamped Cristobal, February 5. This was the first non-stop flight northbound and southbound between New York and Nassau. The cover will undoubtedly be classified as a trail blazing trans-oceanic.

**Airways or FAM Covers?**

If and when this new route is inaugurated by American Export it would require entirely new coverage between New York, Nassau, and Jamaica—and possibly between Jamaica and Cristobal, although this latter has already been flown by many PAA services. This brings us to the question all collectors should consider carefully. With the inauguration of this and other new routes there will be many conflicting FAM situations. If you wish to collect covers from PAA routes, well and good. Or you may collect covers from the American Export Airlines routes, but please bear in mind, conflicting points cannot both be listed in the catalogue. Only the first under a U.S. contact will bear listing. I would suggest collectors set a precedent now instead of waiting until flights take place.

The American Export Airlines is also currently planning and surveying a New Orleans-Havana route and a Havana-Cristobal route. Further development of the proposed services of this company will prove of great interest to airpost collectors during future months.

**AEROPHILATELISTS OF NOTE**

- No. 18 in a Series
- by GLEN W. NAVES
- P. O. Box 446
- Spartanburg, S. C.

**AH! With this issue of The Airpost Journal . . . spring is here!**

Grasses grow, flowers shortly will bloom . . . . the trees are budding . . . . birds and the streams and happy housewives are singing . . . . and on the greens 'round Springfield, Mass. Little white balls are being banged hither and yon by men . . . . few of them young. And there . . . . strange things often happen . . . . and wild cries, accompanied by wilder gesticulations, are often heard . . . . same not always being confined to the loud yelling of . . . . FORE!

**More Adept Elsewhere**

Although the record shows that the genteel (?) game of golf is not their athletic forte, Norman Watt, subject of this sketch, and Emil J. Vlasak, our IMPROMPTU collaborator, are still striving to become adept at same . . . . and control their fiendish impulses to commit mayhem . . . . when things go wrong with their "game" . . . . as often happens . . . . but, gentle readers, we are pacing our narrative . . . . or, in other words, we are getting ahead of the story.

This was planned and scheduled, minus malicious premeditation . . . . as another article in our series whereby we have . . . . with much satisfaction . . . . portrayed fellow aero-philatelists without harpooning them . . . . Hereetofore, we have written . . . . unburdened by a collaborator . . . . but, for the nonce, we toss caution to the winds . . . . and mix golf with aero-philately . . . . all because the aforesaid Mr. Watt naively permitted his golfing partner, Mr. Vlasak, to submit certain material for this sketch . . . . as follows:

**FAM, CAM and Scotch**

"Norman Watt first saw the light of day in Dundee, Scotland, in the year of . . . . well, he was too old to register for the draft last October 16th, and he hasn't yet received the five bucks gold piece his father left in trust for him . . . . provided he would go without his breakfast for
50 years!

"He says 'yes mam' and 'no mam' at home, doffs shoes and sox before entering the kitchen, smokes not and otherwise is happily married. His life has been made joyous by a beautiful young daughter, Doris, and two grand boys, Donald and Robert.

"Norm has been a collector several years, is a charter member of the Springfield Air Mail Society and now is its president. He possesses a large collection of FAM and CAM covers, also mint air mail stamps. He attended the Cincinnati and Toronto AAMS conventions and, of course, did his full share in making the 1937 Springfield convention a grand success, also has served on several AAMS committees, including the 1940 nominating group.

Proficient Professional Man

"Norman owns and operates a dental laboratory where he provides teeth for those unfortunate Springfielders who like to bite off more than they can chew. He has a standing offer to provide a gratis set of 'choppers' to anyone who will wear them with the initials, WATT, set in black in the center of the four prominent front uppers.

"Two other pet hobbies he follows ... golf and music. At the piano he is quite at ease. No one has ever laughed when he sat down ... unless we mention that time in Toronto ... but that's another story! Golf he loves with the ardor peculiar to all Scotchmen. He plays his shots off the port-side ... and shoots a fairly decent game, holding the southpaw championship of the Springfield chapter by virtue of being its only left-handed member. He boasts that last year ... actually he lost only one ball. This painful incident might not have happened had not the searchlight bulb burned out. (He had extra batteries in his golf bag!).

"Norman has been and is a valuable member of the Springfield chapter and an enthusiastic member of the American Air Mail Society. His attendance at convention, keen interest in his home city chapter and the Parent Society, and other activities proves this.

Tragedy a la Golf

And now ... via con-current information from the aforesaid Mr. Watt ... which we shall strive to weave into non-dramatic story form ... comes a saga of sorrow, a tale of tragedy, if you please ... heart-rending, nerve-shattering and poignant with grief.

Morning ... the scene is beautiful ... green-carpeted mountains ... green-carpeted greens ... and greener golfers ... Emil and Norman, dear readers, were waging a battle royal as they charged ... like the Light Brigade ... across the 17th green. On the 18th they teed-up up ... and the middle-aged scribe of the AAMS halted. Like Sitting Bull about to ambush another wagon train

SPRINGFIELD'S NORMAN WATT

... the warrior of the greensward became cautious, serious, coolly calculating ... he looked to the right of him; he looked to the left of him ... and then he struck an awkward stance ... and swung.

He missed ... and then he swung again, exclaiming ... "Oh dear; oh goodness gracious me!" (That ain't what Mr. Vlasak said but we don't want The Airpost Journal to be barred from the mails!).

And then ... the Bobby Jones of Springfield swung again ... and hit the ball ... same took erratic flight ... and collided with Mr. Watt's golf bag ... lying nearby ... where an UNPAID and DISILLUSIONED caddy had flung it after learning ... too late ... that his "pick-up" was a Scotchman.

The ball rebounded ... and ... like a sizzling bowling ball yielding only strikes and spares ... contacted our esteemed secretary's knee ... in the region of the cap.

Another Volcanic Outburst

"Oh dear; oh goodness gracious me!" again quoth Mr. Vlasak. (That ain't what he said but we don't want The Airpost Journal barred from the mails).

Like balls of fire the Vlasak optics blazed and glittered and ... with a lusty heave-ho, he swung again. Down the fairway, a bit off keel but rambling like a charging bull ... sped the ball ... SMACKO, plus SOCKO ... right onto the porch of a Springfield family's domicile ... Forthwith the lady of the
house chastened her children for throwing rocks at same... not spying the nearby ball... which had just settled down after a series of spasmodic bounces.

Strategy Fails

Unwillingly... Senor Vlasak played dead... not daring to claim his ball... Tee-ing off, he swung again... and Ball Two also shot out of bounds and struck not the porch... but smacked into the door of the same domicile!

CHAOS... followed swiftly by pandemonium... and then... more Chaos!... for the lady smelled a mouse... rather two mouses... and came out... armed with a club and accompanied by a very huge and inhospitable mastiff... a police dog... Unlike the versatile Norm... the canine Goliath was not playing the piano; he was gnashing his teeth! The lady spied the balls... two of them... nestled together like peas in a pod. Senor Vlasak... who briefly had muttered something... obviously potent... but unintelligible... and strode away. Suffice to say that the Great Emil swore off golf... but one of our scouts peeked into his cellar window a few days ago and there he was... swinging away with a club... and slicing concrete off the cellar floor!

AIRPORT DEDICATION COVERS

by MAURICE S. PETTY

News of future and past events under this section should be sent direct to Mr. Petty, 507 Quackenbos St., N. W., Washington, D. C.

WASHINGTON AIR MAIL SOCIETY'S new members Major Harry Gantz, U. S. Army Air Corps, and Mrs. Gantz, have recently returned from several years' residence in India, and both of them are enthusiastic air mail stamp (and covers to some extent) collectors. At the March meeting they displayed and discussed their wonderful collection, prefaced by the first flight of the world, the 1911 India cover, and other first flight foreign covers. If in Washington on the third Monday in any month, visit us at the Thomson School, 12th and L Streets, NW.

COMING DEDICATIONS: Tentative dates of June 14 and 15 have been set for dedication of Horlick-Racine Airport, Racine, Wisc., and C. of C. has nice cachet for same. Member Alvin H. Anderson has been appointed Cachet Director, so send your covers to him at 1514 Carlisle Ave., Racine, Wisc. The date is subject to change, but will be a two day event. Mr. Anderson, long a valued cooperator of this column, is active in the new Milwaukee Air Mail Society. ....... It should be noted that covers quick for notice.

STILL GOING STRONG

Our unique, complete services for aero-philatelists are busier than ever. If you need information, advice, and approval selections of everything of Air Mail and aeronautical interest, write to us to-day.

And So Is "The Aero Field"

This de luxe, illustrated magazine includes exclusive notes on new flights and discoveries, war services, etc. and specialized articles on Trans-Ocean, Greek, North African, and other historical flights.

Subscription: 80c per annum Post Free

Francis J. Field LTD.
SUTTON COLDFIELD, ENGLAND
for all events noted in this column should be A{iR MAIL ONLY.}}  .......... Pat Milam sends clipping about army airport being built at Camp Forrest, near Nashville. Do not send covers until more definite.  ...... W. T. Wynn's column in Western Stamp Collector says Frank Jensen, Box 1138, Boulder City, Nev., is holding covers for Seaplane Base dedication.  ........ Alturas, Calif., P. M. returns covers and says no airport dedication of first flight scheduled there.  .......... Clippings from Glen Naves tell of impending airports at Rutherfordton, N. C., a new commercial one at Charlotte, N. C. (not the one to be dedicated April 21st, but another), and Lexington County airport near Columbia, S. C. More on them later.  .......... Covers to H. S. Ramey, Yukon, Okla., plus 1c each, for dedication there soon.  .......... J. V. Murray advises of new auxiliary field named for Comdr. T. G. Elsey at the Pensacola, Fla., Naval Air Station.  .......... Santa Paula, Calif., C. of C. advised their dedication was postponed to March 8th, and it evidently has been postponed again as no covers yet at this writing. If not by time you receive this, send covers to C. of C.  .......... Alice, Tex., and Mt. Pleasant, Utah, report no dates set.  .......... Marine City, Mich., P. M. returned covers to G. F. Lancaster. Knows of no airport or seaplane base there.  .......... Member John K. Howe sends letters from C. of C's. as follows: Battle Creek, Mich. "No movement to rededicate."  .......... Coldwater, Mich. "Misinformed. Know nothing of it."  .......... Lansing, Mich. "No date set," and later report that none is contemplated.  .......... Munsing, Mich. "Will not happen for another year at least."  .......... Memphis, Tenn. "Do not contemplate any."  .......... Mr. Howe is in constant touch with Michigan fields and suggest a few cover to him (plus one cent each forwarding postage) in case any of them happen too (Continued on Page 262)

NORMAN SERPHOS COLLECTION OF FLOWN COVERS TO BE SOLD AT AUCTION

Announcement has just been made that the Famous Norman Serphos collection of Flown Covers and Aviation Material will be sold at unrestricted public sale in May by Harmer, Rooke & Co., Inc., 551 Fifth Avenue, New York, N. Y.

The Serphos collection comprises some 70 volumes, containing approximately 3,500 items. In addition to the large number of covers that were flown, the collection also contains many broadsides, souvenirs, newspaper illustrations and news items, postcards and other material which trace the entire progress of aviation.

The collection is divided into numerous sections, including Ocean Flights, U. S. Pioneers, U. S. Historical Covers, Zeppelin, Ocean and European Flights, Lindbergh Covers, Paris Balloon Covers, a Glider Section, a Rocket Section, a special collection of Pioneer Posts of Colombia Republic, and all of the early U. S. Government Flights.

The collection is practically complete, with most of the outstanding rarities. It was used as the basis for several of sections in the 1940 American Air Mail Catalog issued by the American Air Mail Society. Mr. Serphos is an authority on many of these issues and is the President of the Scott Stamp & Coin Co., Inc.

It seems unfortunate that such an important collection should be dispersed and up to the time of the sale offers for entire sections of the collection as a whole will be considered, in the hope that some individual or corporation interested in stamp collection or the aviation industry will undertake to preserve it intact.

FRANCIS FIELD IS MOVING OFFICE

The Editor, "Airpost Journal."  U. S. A.

Dear Sir,

As an indirect result of raids we have to vacate our offices and stock rooms. This necessarily involves much serious disturbance to routine work for several weeks and we therefore beg the indulgence of our friends and correspondents if they are inconvenienced by slight delays.

Yours faithfully,

—FRANCIS J. FIELD,

AUCTION AND EXHIBITS AT PHILADELPhIA A.M. SOCIETY

President William Higginbotham was host to the Philadelphia Air Mail Society at its regular meeting March 13. An auction with August Huesges as auctioneer was held, with keen bidding, and added a substantial amount to the treasury. Robert Jones displayed a portion of his large air mail collection, including 'round-the-world covers and several attractive flown pieces from India.

The April meeting will be held at the home of Secretary Florence Lamport. Miss Lamport, who recently has spoken and displayed covers before several clubs and groups, will exhibit her unusually large collection of pilots' autographs and U.S. and foreign airs.

The chapter is making excellent progress with keen interest.

INTEREST HIGH AT MILWAUKEE A. M. SOCIETY

ACTION is the order of the day with the Milwaukee Air Mail Society, Chapter No. 17 of the American Air Mail Society.

Four meetings have been held and a top flight 1941 program is well under way. Future activities announcements from this livewire group, headed by President Warns, will be of special interest to Airpost Journal readers, rapidly on the increase.

Twelve of the chapter's 13 members attended a dinner meeting at Cudworth post, American Legion hall, the evening of January 9. Early flights, including many pioneer cover items, were discussed, thereby giving several members an insight into the beginning of airposts.

The chapter's third session began with a steak dinner and was held the evening of February 13. The 1941 American Air Mail Society convention, time and place to be announced later, was discussed, all officers and members being keenly interested. An auction, netting $21.40, topped off the program.

"Splendid Airpost Journal publicity" and other AAMS cooperation provided members with another interesting discussion topic.

Interest in things aero-philatelic, including the American Air Mail Society, is so high in Milwaukee that a lot of other members, including old-timers, are cordially invited to visit the city and chapter and "take a look."

Such progressive and enthusiastic reports are very gratifying to officers and the chapter chairman. Again, to Milwaukee, we extend CONGRATULATIONS.

CAMS MEMBERS ENTERTAINED BY "EARLY BIRD" Flier

An outstanding collection of moving pictures covering most all of the famous flights of history and a talk presented by George H. Scragg provided splendid entertainment for members of the Cleveland Air Mail Society at their March 18 meeting.

Mr. Scragg, who is an Early Bird and a Quiet Bird, has been flying since 1907. His present hobby is the collection of movies of the world's great flights and fliers, and Cleveland members attest he must have the most complete showing ever assembled. He had been associated with Santos Dumont and Glen Curtiss at Hammondsport, N.Y.; barnstormed on the West Coast in 1910; was associate with Handley-Page in Europe; an officer in the U.S. Army; and a member of many aviation societies here and abroad. Mr. Scragg is currently director of advertising and sales promotion for the White Motor Company, Cleveland. His company constructed and furnished the new U.S. Postoffice Coach, which was recently placed in service.

At the same meeting Don Helmuth, recently named new secretary, presented his "Research and Philatelic Information" feature. Don, an associate editor of The Airpost Journal, whose inimitable style of writing and extensive research have earned for him an enviable reputation, provided a very interesting and worthwhile program. Of further interest was Don Dickason's monthly auction and "boursing and swapping," standardized Cleveland features.

Prexy Mark Emsley's "autographs" program highlighted the March 4th session. Long known to the "cover clan," as an authority on National Air Race covers and other items, Mark has the autographs —many a flier, nationally and internationally known, has "signed on the dotted line" for this genial airposter.
GOTHAM TO HAVE "OPEN HOUSE"

The Gotham (N. Y.) Stamp and Cover Club, AAMS Chapter 8, will hold its annual 'open house' and donation auction at the Hotel Times Square April 10.

Response to these auctions has been excellent with much good material offered.

Donations are now being received. AAMS members in other cities desiring to contribute items or lots are invited to do so. Further details concerning the handling of bids and other procedure will be announced later.

GOOD SUGGESTION

From Airooster Alton Blank of Cleveland came the excellent suggestion for the chapters meeting time and place calendar being launched this month. Our deepest thanks.

SPRINGFIELD A.M.S.
ELECTS NEW OFFICERS

EMIL J. VLASAK, secretary of the American Air Mail Society, has been elected president of the Springfield (Mass.) Air Mail Society, AAMS Chapter No. 10.

Other officers, elected at the chapter's fourth annual meeting Wednesday evening, March 19, at the Blue Cameo, Westfield, Mass., are Lee V. D. Schermerhorn, vice-president, and Carl E. W. Welcome, secretary and treasurer, Norman Watt retires as president, after an inspiring and progressive administration.

A Westfield committee had charge of the session. Members were Mr. Welcome, George J. Tucker and Hollis H. Root. Twenty-three members attended. Forty meetings have been held since the chapter was organized in March, 1937. President Vlasak has a 100 per cent attendance record.

George W. Angers, past AAMS president and now Society treasurer, and Mr. Watt score 99 per cent, having missed one meeting each. Next in line, with only two meetings missed are Joseph Taylor, Cayer and Pierre Angers, with Mr. Tucker, Frederick A. Benton, Mr. Welcome and Margaret A. Trumbull in third place with only three absences.

Late in May is the tentative date set for a joint meeting of aero-philatelic groups. Delegates elected Leon Webster chairman of the arrangements committee with Leo Holt of Holyoke as secretary. Mr. Webster represents the Springfield Stamp Club. Eleven clubs have indicated plans to participate in the gathering.

Airposters Cayer, Pierre Angers and Eugene Angers were election officials. Hollis Root displayed his U. S. mint collection, followed by Mr. Tucker, who also exhibited U. S. mints. An air mail talk and covers displayed by Mr. Welcome completed the program. Refreshments were served, topped-off by bingo. Signed by "all hands," a congratulatory message was presented Mr. and Mrs. Henry Wickman in connection with their approaching 49th wedding anniversary. The arrangements committee, which supplied refreshments, also received a vote of thanks.

Directory

AAMS CHAPTER MEETINGS

Secretaries of All Chapters Not Listed Below Are Urged to Communicate At Once to the Chapter Chairman The Time and Place of Meetings

Information concerning the time and place of AAMS chapter meetings will be published here each month. This calendar is for the benefit of traveling AAMS members desiring to attend meetings of other chapters and also is to remind local chapter members to attend their meetings.

Cleveland (Ohio) Air Mail Society, Chapter No. 3, New Amsterdam Hotel, 8 p.m., first and third Tuesdays each month.

Gotham (N. Y.) Stamp and Cover Club, Chapter 8, Hotel Times Square, first and third Friday evenings each month. During July, August and September, meets only the third Friday evening each month.

The Spartanburg (S. C.) Stamp and Cover Club, Chapter 15, once each month, on call, in homes of members. Contact, in advance of visit. President Fred Nanney, % Ligon and Grer, or Glen W. Naves, secretary-treasurer, P. O. Box 446.

Washington (D. C.) Air Mail Society, Chapter No. 7, Thomsen School, 12th and L Streets, N.W., third Monday evening each month.

Others as sent in to the chairman.
FRANCE

Stamps of 1938 surcharged in carmine with new value.

1941 Unwmkd. Perf. 13

397-A88 20fr on 50fr dark ultramarine

PAPUA

Type of 1939

1941 Unwmkd. Perf. 11

Issued January 2, 1941.
Printed in sheets of 40 by John Ash, Melbourne.

C15-AP2 1sh6p light olive 50

SALVADOR

Dr. Juan Lindo, General Malleespí & Facade of the New National University of El Salvador

1941 Unwmkd. Perf. 12 1/2

Issued February 16, 1941, by decree No. 1927, in commemoration of the 100th anniversary of the founding of the University of El Salvador.

Engraved by Wright Bank Note Co., Philadelphia.

C7 8-AP18 20c dark green & rose lake (10,000) 16
C79- " 40c indigo & brown orange (10,000) 32
C80- " 60c dark purple & brown (16,000) 48
C81- " 80c henna brown & dark green (6,000) 64
C82- " 1col black & orange (6,000) 80
C83- " 2col yellow orange & rose violet (6,000) 1.60

Nos. C79 and C81 contain portraits of Dr. N. Monteroy and Antonio José Canás; Nos. C80 and C82, Dr. Isidro Menéndez and Dr. C. Salazar.

(Continued on page 261)
which was damaged, and it was forwarded from the Atlanta AMF on the 27th.

A less serious accident took place at Lunken Airport, Cincinnati, Ohio, at 8:15 pm on March 10th. American Airlines Trip 20, AM 25, eastbound from Chicago to Washington came to grief in landing. A heavy gust of wind and rain struck the plane as its wheels touched the runway, lifting it 25 to 30 feet in the air. The pilot elected to come down instead of trying to regain altitude, the ship landed in muddy ground to the left of the runway, and before it could be stopped struck the river dike at the east end of the field, breaking the ship in two, and otherwise seriously damaging it. The pilot, Capt. Lester W. Bryant, and one passenger were injured. Co-pilot, James J. Murray, and two passengers were shaken up and received minor bruises. 54 lbs. of mail were carried, none of it damaged, and it was forwarded without special markings.

Co-operators this month are George W. Angers, Dr. Max Kronstein, R. Lee Black, and Glen W. Naves.

IMPORTANT—NOTIFY PUBLICATION OFFICE OF ADDRESS CHANGES

If you have recently moved, or contemplate moving, be sure to notify the Publication Office of the Airpost Journal, Albion, Penn’a of BOTH your old and new address. Your local postoffice has a handy postal card form for this purpose, and filling this out will assure you of receiving all copies of the magazine without delay.

Most members who miss the magazine have not given proper notification of address changes.

CHRONICLE—Continued from page 260

Souvenir Sheet

API9

1941 Unwmkd. Perf. 12½

Issued February 16, 1941, in commemoration of the 100th anniversary of the founding of the University of El Salvador.

Printed in sheets of 6 stamps measuring 178 x 183mm. Engraved by Wright Bank Note Co., Philadelphia.

20c dark green & rose lake
40c indigo & brown orange
60c dull purple & brown
80c henna brown & dark
1col black & orange
2col yellow orange & rose violet

(6,000) 4.00

TENTATIVE LISTINGS.

Listings under this heading are merely statements that such stamps exist. They may or may not be included in a later Chronicle or New Issues or subsequent edition of the Standard Air Post Catalogue. The following have been submitted to us as new issues but some question has been raised regarding their exact status. We solicit information before accepting them for listing in the regular Chronicle of New Issues.

LIBERIA

Coast Line of Liberia at the time of Settlement by American Societies

A107

(Continued on page 263)
AIRPORT DEDICATION COVERS

(Please continue from Page 257)

PAST AIRPORT DEDICATIONS:
Bill Schneider, Jr., sends clippings evidencing dedication of airports at Oklahoma City, Okla., on December 14, 1924, and at Chicago, Ill., on May 8, 1926. Can any one show a cover of either place and date for cataloguing? ....... Clipping from J. V. Murray says Kaneohe Naval Air Station at Honolulu, Hawaii, was formerly dedicated on February 15th. No covers known. ....... Mr. Murray also sends card from Denton, Tex., C. of C., that their airport was dedicated on Sunday, December 17th, 1940. No covers known unless you have one. Do you? Also from Lake Chelan, C. of C., Chelan, Wash., that airport was dedicated in June (day not given), 1940, with 25 planes participating. ....... This writer would like to see a Bemidji, Minn., cover of August 29th, 1937. Will return it to owner promptly. ....... Can anyone show a cover from Sault Ste Marie, Mich., dedication of June 11, 1929? Or of Chattanooga, Tenn., July 3, 1930? or of Harbor Springs, Mich., June 13, 1929? ....... Mrs. Marguerite Hudson shows Indiana, Miss., cover of Sept. 29, 1935, with Manager inscription just like one shown by Miss D. Schaller and reported here recently. ....... Leesburg, Fla. Jr. C. of C. now says 150 covers mailed for the January 24th dedication of Seaplane Base. ....... Stockton, Calif. covers of January 11th now seen without cachet. ....... O. D. Yopp sends clipping that says Camp Gordon Air Force, near Atlanta, Ga., was dedicated February 12th by the landing of 15 planes. Know of no covers and Mr. Yopp expresses some doubt that it was a bona fide dedication (in which we are inclined to concur), as field is only begun. Member Hervey Reese of Atlanta later says it had not been dedicated and may be in spring or summer and promises to keep us informed. ....... Savannah, Ga. dedicated Savannah Air Base on February 19th with the cachet pictured on this page last month applied in red by O. D. Yopp, as Cachet Director of C. of C., which covers are postmarked Savannah, Ga. ....... Air Base Br. Mr. Yopp says a total of 1,794 covers were mailed of which 865 were philatelic. Also that this number includes a total of 59 (only 38 for collectors) with several autographs which were flown over field and dropped in parachute. ....... Dauphin, Man., Canada, covers without cachet, pmkd. March 5th, reported from several sources. More next month. ....... A cover arrived pmkd. March 12, 1941, at Green Cove Springs, Fla., with private typed inscription: "Dedication of Benjamin Lee Field, Green Cove Springs, Fla., March 12th, 1941." It develops that this is a sub-Naval air base and event has been verified by newspaper accounts of event and letter from Postmaster, who says only a few covers were mailed. ....... Corpus Christi, Texas, U. S. Naval Air Station, (mentioned here last month) was commissioned and dedicated March 12th. Dedication address by Navy Secty. Frank Knox, and C. of C. applied a magenta cachet. Some reported with inscription also. ....... Las Vegas, Nev., had purple cachet for dedication of McCarran Field on March 15th, 1941. Event not authenticated but believed OK. Thanks to F. H. Wilde.

OTHER COVERS: Fort Eustis, Va., covers of February 28th (sent there long ago for reported airport dedication) were mailed for last day cancel of that Post Office. The P. M., Mary E. Lewis, was retired after 20 years service, and effective March 1st the office became a branch of Newport News, Va., P. O. ....... Camp Croft, S. C. (near Spartanburg) celebrated first day of Post Office, February 27th, and two different printed cachets were sponsored by the Spartanburg Stamp and Cover Club (AAMS branch). Thanks to Thurlo Hightower and Glen Naves ....... POSTSCRIPT: The Gotham Stamp Cover Club dinner of February 22nd was a real event and we had the time of our lives.

JACK KNIGHT TO SPEAK AT CHICAGO MEET

Air Mail Night, proposed as an annual event, will be observed by the Suburban Collectors Club of Chicago the evening of April 7.

Speaker will be Captain Jack Knight, pioneer air mail pilot. AAMS member E. H. Wellman is chairman of the committee in charge. The place and other details will be announced. Interested collectors are urged to contact Mr. Wellman at his home 3532 Oak avenue, Brookfield, Ill. Officers and members of the American Air Mail Society in and near Chicago are especially invited, in addition to visiting members who may be in that area early in April.

Captain Knight, widely known for his part in developing civil aviation, is also known as the pilot who, flying a war-time model De-Havilland single-motored plane, flew from North Platte to Chicago over a route lighted only by occasional bonfires. This feat, achieved during severe flying weather and at night, was influential in persuading a doubtful congress to change its mind and restore in 1921 the appropriation to continue the air mail service.

HELPS EXHIBITION

An interesting display of stamps and covers from the collection of Thurlo Hightower, member of Chapter 15, the Spartanburg Stamp and Cover Club, was included in an exhibition at the Spartanburg (S. C.) store of F. W. Woolworth and company. The exhibit, kept open for five days the week of March 10-15, attracted wide attention.

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CHRONICLE—Continued from page 261

LIBERIA—Continued

Seal of Liberia and Scenes of Farming
A108

Thomas Buchanan and Residence at Bassa Cove
A109

Postage stamps of 1940 overprinted in red or blue and dark blue "Air Mail Postage Stamp Centennial 1840-1940" with picture of Rowland Hill and Plane.

### 1941 Unwmkd. Perf. 12

| A107 | 3c dark blue (R) |
| A108 | 5c dull red brown (Bl & Dk Bl) |
| A109 | 10c dark green (R) |

### SEMI-POSTAL AIR POST STAMPS

Postage Stamps of 1940 surcharged in red or blue and dark blue "Red Cross Air Mail two cents" with plane and cross.

### 1941 Unwmkd. Perf. 12

| A107 | 3c+2c dark blue (R) |
| A108 | 5c+2c dull red brown (Bl & Dk Bl) |
| A109 | 10c+2c dark green (R) |

### SPECIAL DELIVERY AIR POST STAMPS

Postage Stamp of 1940 surcharged in dark blue "Special Delivery Air Mail 10 cents 10" with plane and postman.

### 1941 Unwmkd. Perf. 12

| A108 | 10c on 5c dull red brown |

### REGISTRATION AIR POST STAMPS

Postage Stamp of 1940 surcharged in dark blue "Registered Air Mail 10 cents 10" with plane.

### 1941 Unwmkd. Perf. 12

| A108 | 10c on 5c dull red brown |
American Air Mail Society

Organized 1923 as the Aero-Philatelic Society of America

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The Advance Bulletin is sent regular­ly by the manager only to those mem­bers who are in good standing and provide a supply of self addressed regu.

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OFFICIAL PUBLICATION
THE AIRPOST JOURNAL
Published monthly and sent to all
members in good standing.

The Secretary’s Report

NEW MEMBERS

2447 Corder, Jr., Rayburn, 108 Pocahontas St., Buchannon, W. Va.
2448 Cashwell, Vrge, 1067 Wisconsin Ave., N. W., Washington, D. C.
2451 Ryniker, Chester A., 24 East Chalmers St., Champaign, Illinois.
2452 White, Horo, Box 299, Palo Alto, Calif.
2453 Arnold, Joseph H., 1022 Lakeview Rd., Cleveland, Ohio.
2454 Schumann, Fred W., Box 2165, Sta. H., Cleveland, Ohio.
2455 Hill, Luther B., 2200 Richland Ave., Lakewood, Ohio.
2457 Garcia, Rafael R., Apertoado 129, Habana, Cuba.
2458 Perez, Alberto, Ave. Menocal 1206, Habana, Cuba.
2459 Carrera, Edelberto de, Línea 509, Vedado, Habana, Cuba.
2460 Lovel, Jack, C. E., P. O. Box 66, Barrington, Ill.
2461 McConnaughy, D., 113 E. Third St., Dayton, Ill.
2462 Magnes, Walter Stanley, 3 College Square, Penang, Malaya.
2463 Rizer, R. H., 518 S. Spring St., Springfield, Ohio.
2464 Schaul, Mrs. M. L., 23 Third Ave., Coatesville, Pa.
2466 Norris, W. E., 268 So. First St., San Jose, Calif.
2467 Brown, Mrs. LeRoy, East View, New York.
2468 Keller, John, 97 Nassau St., New York, New York.
APLICATIONS POSTED


By Florence Lampert.


McCracken, Earl, 1256 Main Street, Rolla, Mo. Age 40. Geologist. AM, AU, SOS, SCADTA, PC, HC, EAL, FLF, GF, CAM, FAM, RP, CC, AML. By Walter J. Conrath.

Ballesteros, Enrique R., P. O. Box 1088, Oklahoma City, Oklahoma. Age 43. Vice Counsel of Mexico. AS, AU, ZC, ID. By Paul Berdanier.

Sunstie, Sr., Steven Horace, 4241 Cleveland Ave., Dayton, Ohio. Age 49. Foreman. USC, HC, PA, CAM, FAM, DC, ZC, CC, ID. By Capt. Chas. Wood.

CHANGE OF ADDRESS

Chabon, Michael P., Lake Hopatcong, Harton, R. D., New Jersey. Evans, Howard, 376 Prospect St., East Orange, New Jersey.

Gainer, G. V., 103 Monticello Ave., Piedmont, California. Gouthero, Fred R., 18 North Clark St., Chicago, Illinois.


Kessler, Don R., 241 Kathleen Street, Sikeston, Mo. Lowande, J., Scotch Plains, New Jersey.

Paterson, Louis, 51 Fifth Avenue, New York City. Saloman, William, KC Building, East St. Louis, Ill.


Neet, Claude P., P. O. Box One, St. Petersburg, Fla.

Well, Spring is right around the corner now and our thoughts are turning to the outdoors once again. This brings to mind a number of pleasant thoughts and one especially—the annual convention of the American Air Mail Society. The date and place will be announced by the committee in charge in this issue of the APJ or the next month. Why not plan to attend this year. If you have attended any in the past you know what a great time can be had, what swell folks can be met and what pleasant memories you go home with. If you haven’t ever been to an annual meeting, resolve now that this is the year you are going. We expect the largest attendance ever, no matter what the city.

Respectfully submitted,

EMIL J. VLASAK, Secretary.

POINT TO POINT

(Continued from Page 243)

ton international gathering in May . . . . Mrs. Grace Conrath, APJ Business Manager (which means letter-writer to you who have received replies of late) returning to the publication office soon after a vacation in the South . . . . And the 1941 Supplement to the American Air Mail Catalogue has been delayed by incomplete material in several sections . . . . Editors have made continued efforts to do their best to get complete information before going to press, and, like the large first edition, this new Supplement should be well worth waiting for . . . . It is hoped that this book can be placed in the hands of our members within the next month . . . . Until then, please bear with those hard workers of the Society who are doing their best to gather, compile and publish this authentic Catalogue.

APJ ADS

WANTED—OLD BAGGAGE LABELS, stickers, photos from airlines 1926-1934. Also pilot photos 1926-1940. Trade good CAM’s for some. Bill Hafner, Babylon, N. Y. ex-131-2t


UNITED STATES STAMPLESS COVERS, 1756-1782. Harry M. Konwiser, 181 Claremont Avenue, New York. ex-152-it

Additional APJ ADS—Page 266
RATES:
ONE CENT PER WORD per insertion. Minimum charge 25 cents. Four insertions of same want ad for the price of three. (Fourth insertion free). Remittance must accompany order and copy. The AIRPOST JOURNAL, APJ Ads, Albion, Penn'a.


DO YOU WANT EXCEPTIONAL COVER Rarities? Collectors Opportunities. U.S.A., P.I., Canada First Day's, First Flight's, 1925 to date. Clippers; Gliders; Rockets; Zeppelins; Little America; Wiley Post Stratosphere. Specially franked. Rarely Autographed. Exclusive Cover Specialties seldom offered. Lists Free. Horn, 32 Sterling Place, Brooklyn, N. Y. 130-4t

WORLD'S FIRST AIR PASSENGER TERMINAL New York A.M.F. Cancellation 25c. Bacharach, 3420 - 83rd Street, Jackson Heights, N. Y. 131-1t

WANTED—AIR MAIL FIRST DAY COVERS. 1918-6 and 16c. Lindy Booklet Pane and 5c of 1931. Dr. Erwin H. Fast, Spring Valley, Wisconsin, Box 401. 130-4t

CLIPPER PHOTOGRAPHS—3½ x 5½ glossy finish. Dixie, Atlantic, Yankee, Cavalier. 10c each, plus postage. Bart A. Brady, 188 Amherst St., East Orange, N. J. 132-11t

USED—C2-4, 22c; C11-17, 45c; C20-23, 15c C39, 4c; C47, 10c; C65-73, 45c, C100-2, 30c; C. San Nicolas, 32c. Pulver's, 320-40 Sterling St., Brooklyn, N. Y. 132-1t

AAMS EXCHANGE ADS
(Each member is entitled to two 25-word ads per year).

WANTED—GERMANY C 43 CHICAGO Flight Zeppelin stamp mint. what do you need. Henry Wittber, 2516 New Haven, Fort Wayne, Ind. 132-1t

SWISS AND EUROPEAN STAMPS Accepted in exchange against first flights, CAMs, Lindbergh Trans-Oceanic, etc. J. P. V. Heinmuller, Katonah, N. Y.

WANTED—PERSSIAN FLOWN COVERS—Special Flights. Offer used airmails or cash. Please describe items and value in reply. Chas. P. Porter, 143 Beechmont Dr., New Rochelle, N. Y. ex-132-2t

RAIL ROAD CANCELLATIONS WANTED Wilmington and Weldon, Gaston and Weldon, Greenville and Roanoke. Buy or exchange Atlantic Clippers. Hugh J. Haine, Roanoke Rapids, N. C. ex-132-1t

SINGLE PLATE NUMBERS ON U.S. AIR Stamps. Combination pairs or blocks on 6c bi-color. E. R. Unthank, Sta. B., Box 32, Dayton, Ohio. ex-132-1t

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