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THE 30th Anniversary Convention of the American Air Mail Society held at Dayton, Ohio on May 29-31, was one of the most interesting and successful gatherings ever held by this Society.

The special luncheon commemorating the release of the new 6c Air Mail postage stamp marking the 50th Anniversary of Powered Flight attracted an attendance of 350 people and was the largest philatelic gathering of the kind ever held. Among the distinguished guests were Hon. Charles R. Hook, Jr., Deputy Postmaster General; Lieut. Governor John H. Brown of Ohio; Major General Charles I. Carpenter, Chief of Chaplains, Department of Defense, who made a stirring talk on "Air Mail and Battle Front Morale"; Lieut. General E. W. Rawlings, Chief of the Material Command, U. S. Air Force; Milton Wright, nephew of the Wright Brothers; Congressman Paul F. Schenck of Ohio, member of the special Committee appointed by Congress for the observance of the Golden Anniversary of Flight; Harry L. Lindquist, President National Federation of Stamp Clubs and many others. George D. Kingdom, chairman of the convention, acted as Toastmaster. A special souvenir program prepared by L. B. Catchell, the Society's Publications Editor, who acted as Associate Chairman, was distributed. This was the most informative and pretentious program ever prepared for such an event. Brief talks, in addition to those given by Messrs. Hook, Carpenter and Schenck, were made by Mayor Louis Lohrey of Dayton, President Johnson of the American Air Mail Society and Philip C. Ebenezer, President, Dayton Chamber of Commerce. Among others introduce were John P. V. Heinmuller, President-designate of the American Air Mail Society, Lieut. Col. A. R. Harnar, Director Army Air Force Postal Service, Postmaster Harry F. Schiewetz, Harry R. Hall, Execut

ADDRESS LUNCHEON

- Hon. Charles R. Hook, Jr., Deputy Postmaster General
CONVENTION — (Continued from preceding page)

utive Vice-President of Dayton Chamber of Commerce, Alexander G. Stone, Vice President of the International Envelope Corporation, Rear Admiral E. Lonnquist, U. S. Navy, Basil R. Littin, Secretary 50th Anniversary Powered Flight Committee, Capt. Charles J. Wood, President Dayton-Wright Air Mail Society, John J. Hart, Air Transport Association, Dr. Paul H. Rothemund of the Kettering Foundation, Lewis Eugene Thompson, Dayton artist, and Bernard W. Jacobson and Carl F. Soendlin, President and Secretary respectively of the Dayton Philatelic Society, whose members actively assisted and collaborated in all the functions of the three day meeting. Other Officers of the American Air Mail Society were introduced from the floor. It was only possible to include 18 people at the speakers’ table, and many equally distinguished persons and members of the Society had, of necessity, to be accommodated at floor tables.

A tour of the factory of the International Envelope Corporation, manufacturers of United States stamped envelopes arranged through the courtesy of Mr. Stone, was the highlight of the Friday afternoon activities. This, incidentally was the first occasion on which a group of visitors had ever been taken through this vast plant and the experience was one which was thoroughly enjoyed by all the delegates. A competent employee guide was assigned to every three visitors and special badges bearing the printed name of the visitor and made to simulate an air mail stamped envelope, were presented to each delegate. Free transportation from and to the Dayton-Biltmore Hotel, Convention headquarters, was furnished by the Company.

Preceding the Jamboree held on Friday night, informative and interesting talks were given by Max P. Baker and John P. V. Heinmuller, Vice-President of the Society and President designate. Mr. Baker spoke on the Instrumentation and Aerodynamics used by the Wrights and Mr. Heinmuller related some of his experiences with famous flyers, including events incident to the arrival of Lindbergh in Paris. Mr. Baker is Assistant Technical Adviser to the Wright Estate and is a Project Engineer for the Inland

CAPTIONS FOR PHOTOS ON ADJOINING PAGE:

- Top Left, View of the Head Table at the Friday Luncheon; Top Right, Delegates to the Convention about to Embark on Trip to International Envelope Corporation; Center Left, President Johnson Addressing the Annual Banquet; Center Right, Past President George D. Kingdom Presenting the 1953 “Walter J. Conrath Memorial Award” to President Johnson; Lower Left, Harry L. Lindquist, President National Federation of Stamp Clubs and Guest of Honor at the Banquet Snapped Under the Marquee of the Dayton-Biltmore Hotel with Irwin Heiman; Lower Right, President Johnson Congratulates John P. V. Heinmuller on his Designation for President for the 1953-55 Term.
Products Manufacturing Division of General Motors Corp. He was assisted by Dr. Paul Rothemund of the Kettering Foundation, Yellow Springs, Ohio.

At the single business session held on Saturday morning, May 30th, it was revealed that the Society has the largest membership in its history and that finances are in good shape. All current debts are being promptly discharged and there is a substantial balance in the Catalogue Fund. Editor of Publications, L. B. Gatchell revealed that work is progressing on the Supplement to Volume I and Volume II and it is hoped that this work can be released early in 1954. He reported a fine acceptance of the new Catalogue of Air Letter Sheets.

J. J. Klemann Jr., of Augusta, Ga., was voted Honorary Life Membership in the Society in recognition of his life-long efforts for Aero-philately. A telegram of greeting was dispatched to Past President George W. Angers, who reported that illness caused him to miss the Dayton Convention — but the second such absence in his entire 30 year association with the Society.

Following the business session the delegates were taken on a tour of Dayton, which included a visit to Wright Patterson Air Base and points associated with the lives of the Wright Brothers.

The Annual Banquet on Saturday night, May 30, was presided over by President Jesse G. Johnson and had Harry L. Lindquist, President of the National Federation of Stamp Clubs as guest speaker. During the banquet Admiral Johnson was presented with the 1953 WALTER J. CONRATH MEMORIAL AWARD for outstanding services to Aero-philately and a handsome desk set as a token of appreciation from his fellow officers. Chairman Kingdom received a beautiful LONGINES watch for his efforts for the Society over a period of many years. A. A. M. S. Gold Medallions were awarded to Robert E. Fellers and Herbert S. Chamberlain of the Post Office Department and to Capt. Charles J. Wood of Dayton for his services as local Convention Chairman.

Lewis Eugene Thompson was presented with a set of the American Air Mail Catalogue in recognition of his contribution to the success of the gathering by permitting the display of his outstanding canvasses of Aviation’s great personalities.

The special souvenir program prepared for the Friday Luncheon consisted of a booklet 8½x11 inches of 8 pages and heavy egg shell cover with gold deckle edge. It included articles on all the air mail stamps of the United States, excerpts from John Heinmuller’s book on the lives and accomplishments of the Wright Brothers, a reprint of the article on Milestones in the Development of Aerial Communication” which appeared in the May issue of the JOURNAL, together with large portraits of Postmaster General Summerfield and Lieut. General Doolittle, Chairman of the Committee for the observance of the 50th ANNIVERSARY OF POWERED FLIGHT. This program was eagerly sought after and the edition of 500 copies was quickly exhausted. It is regretted that the Society is unable to fill any requests for same due to these circumstances.

Eighty frames of the World’s finest Airpost material were on display through-
MORE CONVENTION PHOTOS ---
out the gathering. The Exhibition was by invitation only, and there was no judging of same. Each Exhibitor, in due course, will receive a Participation Certificate.

Mr. Lindquist was the only speaker at the Saturday Banquet. His remarks were particularly frank and to the point and must assuredly have been welcomed by all who have the continuing interest of the hobby at heart — even though there may perhaps be some honest disagreement as to emphasis.

The 6-cent air mail stamp issued on May 29, 1953 to commemorate the 50th Anniversary of Powered Flight was designed by Victor S. McCloskey, Jr. The engravers were Matthew D. Fenton, vignette; and John S. Edmondsen, outline frame, lettering and numerals. Plate numbers 24781 to 24786 inclusive were assigned to this new commemorative, but it is not known whether all of these plates were actually put to press. There were 636,411 stamps sold at Dayton on the first day and a total of 359,000 covers were cancelled on that date. The cooperation of Postmaster Harry F. Schiewetz and of each and every member of his staff was particularly outstanding. No opportunity was overlooked to make the collector feel as if his patronage was valued or to accommodate his wishes in any way possible consistent with laws and regulations. This same kind of cooperation was accorded by Charles Kerwick of the Philatelic Agency at Washington who was officially assigned to this First Day Sale and by Mr. Earnest from the Postal Transportation Service at Cincinnati who had charge of the handling and dispatch of covers via the special Jet Flight on Saturday, May 30.
Did You Miss The Jet Flight Covers?

Because of limited notice, many collectors missed the Special Jet Flight Cover, Dayton, Ohio to Washington, D. C., flown on May 30.

In order to protect these Members and others, the Society prepared a limited number of extra sets of the 3 Convention Covers previously offered and these are available — as long as they last — at the original price of 50c per set of 3. The May 29 cover is a FIRST DAY OF ISSUE cover of the new 6c Air Mail Stamp; the May 30 cover was flown by JET PLANE and has full official cachet and official cachet-backstamp; The May 31 cover has the handstamp postmark of the Convention Postal Station.

The JET cover is NOT sold separately.

MAIL THIS BLANK NOW!

JOHN J. SMITH. Date ....................... 
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SPECIAL NOTE: Due to Absence of Secretary Smith in Europe there may be a delay in shipping covers. However, as covers will be allotted in strict order of receipt of remittance, orders should be placed at once.
Special Jet Mail Air Flight Is Feature of Dayton Convention

U. S. AIR FORCE FLIES SPECIAL MAIL DAYTON TO WASHINGTON IN RECORD TIME FOR AIR MAIL

A n added feature of the Dayton Convention of the American Air Mail Society was a special officially authorized flight of mail by Jet Planes from Dayton to Washington, D. C., performed by two planes of the U. S. Air Force. Despite the fact that notice was unavoidably short 12,343 pieces of mail were carried in this flight, all officially postmarked and cacheted. An added innovation was a special backstamp applied at Washington, which shows the actual elapsed time of the flight — 54 minutes — making this the fastest U. S. Air Mail ever to be officially carried and so documented.

This service was performed by two planes of the 97th Fighter Interceptor Squadron stationed at Wright-Patterson Air Force Base, flown by Lieuts. Wilfred Diaz and Arlie W. Sanders. In order to accommodate the mail bags it was necessary to use two-place trainer jets, each plane carrying two bags each in the seat section ordinarily occupied by the extra pilot. Originally only one plane had been authorized but when it became evident that the volume of mail would exceed the space available in the one plane, the Air Force quickly assigned an additional plane to this service.

An attractive official cachet, as illustrated, was carefully applied in blue to each cover, under the direction of Superintendent Earnest of the Postal Transportation Service, especially assigned from Cincinnati to supervise this dispatch. At the suggestion and request of the American Air Mail Society the Post Office Department provided a special arrival backstamp at Washington — also illustrated — which records the exact time of departure and arrival of these planes and thus documents the elapsed time. As a matter of fact the actual flying time from Airport to Airport was but 48 minutes in that the planes were held over Andrews Air Force Base at Wash-

- General Chairman Kingdom Shakes Hand of Pilot Sanders Prior to Dayton Take-off.
Assistant Postmaster General Albert J. Robertson Receives Jet Mail from Pilots Diaz and Sanders Upon Arrival at Washington.

Unfortunately, due to Security regulations it was not possible to complete arrangements for all the Convention delegates to witness the take-off from Dayton which was scheduled for 3:30 P. M. on May 30th. However, through the courtesy of Major General Brown, President Johnson, President-designate Heinmuller, Chairman Kingdom, and Editor Gatchell were given clearance to represent the Society. Others at the take-off included Postmaster Schiewitz and needed postal personnel, Harry R. Hall, Executive Vice-President of the Dayton Chamber of Commerce and Rear Admiral E. Longquest, U. S. Navy. The planes went down the air strip side by side and were airborne at precisely the same moment.

At Washington the mail was accepted by Assistant Postmaster General Albert J. Robertson. Others present included Basil R. Littin, Secretary of the National Committee for the Observance of the 50th Anniversary of Powered Flight, Claude G. Hefner, Assistant General Superintendent, Postal Transportation Service, Brigadier General S. O. Ross, Commander Headquarters Command USAF and Luther F. Fowkes, Assistant General Superintendent of Mail, Washington city post office.

Thunder storms near Washington caused some detours and delay. The 385 statute miles, Dayton to Washington, were covered at an average speed of 480 miles per hour, compared with the 30 miles per hour clocked by the Wright Brothers on their first flight in 1903!

As the flight was made on a holiday and the following day was a Sunday, the special backstamp could not be prepared until Monday, June 1; hence delivery to final destination was delayed several days. As these covers were prepared precisely for the purpose of showing the speed of flight, the important significance (Continue on page 326)
NEW issues seem to be back in their old stride this month as we note many pretty items from all four corners of this round earth. Spanish and French colonies, Central and South America as well as Africa all contribute. Even the sideline "Plane Stamps" comes in for its share.

BOLIVIA

The Revolution of April 2, 1952 is remembered with a set of three airs. Two values a 6 Bs. violet and 22.50 Bs. brown show two armed men with uplifted hand. These are the product of Lito- Unidas in La Paz. The third value is a 9 Bs. light red which presents the heads of Pres. Victor Paz Estenssoro, Vice President Herman Siles Zuazo, and a military leader Villarroel. This last stamp is the product of La Papelera S. A.

CAMBODIA

To those curious, a "Kinnari" is apparently a winged dancing girl with a snake. She is the figure on the four recently issued items, the design of which we now illustrate.

CHILE

The fourth centenary of the founding of the city of Valdavia is signalized with a 10 pesos red stamp showing an ancient tower. It is illustrated elsewhere.

COSTA RICA

"Habilitado Para Cinco Centimos 1953" is the surcharge used on the Columbus Cariari set released April 22, 1953. There were 40,000 on the 30c. blue and black, 230,000 on the 40c. orange and black, 295,000 on the 45c. violet and black, and 135,000 on the 65c. red brown and black.

CUBA

A handsome set of four appeared May 22. All show a four motored Constella-
MEXICO
A 25c. blue and red with a full face portrait and a 35c. green showing a bust and a flag are the two stamps that honor Miguel Hidalgo, Father of Mexican Independence. They are on paper watermarked “Mexico and coat of arms” and are the product of the national printery in Mexico City. We illustrate them elsewhere.

PANAMA
The red surcharge “5c. 1953” was given to the 10c. blue and black “Glory Gate at Portobello” design.

SAN MARINO
Color of the 200 Lire Skiing stamp, which we illustrate, is green and deep green.

SPAIN
Long known as “The Captain” Don Gonzalo Fernandez de Cordoba, a 15th century explorer, will appear on a 1.10 pesetas air mail due in September. Twenty five million are expected to be printed.

TURKEY
Reports are current that a new air mail set is in preparation.

PLANE STAMPS
Norfolk Island will have a 6½d drab green stamp this summer which will show a plane on an airstrip. San Marino’s Sport Set shows a boy flying a model plane. Southern Rhodesia’s 1 L brown and black Transportation stamp shows a four engined plane over a locomotive and an oxen drawn cart.

Deputy Postmaster General Hook

Visualizes New Postal Era

Address At A. A. M. S. First Day Luncheon

It is a real pleasure to be back home in Ohio and to join you at this American Air Mail Society luncheon commemorating our national celebration of the Golden Jubilee of Powered Flight.

It is particularly appropriate that this ceremony be held here in Dayton, the home of the Wright brothers.

In fifty short years, air transportation has developed from kites and a dream and the historic 120 foot flight at Kitty Hawk to the fine air transportation system we have today.

We have come far since the first mail was carried by air in 1918. In that year, Congress appropriated $100,000 for the inauguration of air mail service. Since that time through subsidy and air mail payments, the Post Office Department has extended a strong helping hand to development of our airlines.

In 1938, when the Civil Aeronautics Act was passed by Congress, the Post Office Department paid $24,456,224.00 for the carriage of air mail in both domestic and international service. In the coming fiscal year, it is estimated the airlines will receive $135,886,000.00 from the Post Office Department.

Through the years as air transportation has developed, our major domestic carriers have come out of the subsidy class. Feeder lines and international carriers are still receiving help through subsidy from the Post Office.

A new day may be dawning in our mail service—a development seems to be in the making that may have far-reaching effects on the aviation industry.

The railroads are necessarily decreasing the number of non-profitable passenger trains. Our highways are becoming more crowded each day with more and more automobiles and trucks. Under these circumstances, is it not logical to look increasingly to the air rather than the earth’s surface as the most practical avenue for more efficient and speedier mail delivery service?

This problem assumes even greater significance because the volume of our mail is increasing even more rapidly than the great growth in our population.

In 1940, the Postal Establishment handled 27.7 billion pieces of mail, or 210 pieces for every man, woman and child in the United States.

In 1954, it is estimated that we shall handle 53.7 billion pieces of mail, or 329 pieces for every person in the United States.

This represents a 94 per cent increase in total volume and a 51 per cent increase in the use of the mail per capita in fifteen years. It is, incidentally, more mail than all the rest of the world combined handles.

With vision on the part of the aviation industry and the Post Office Department, and with realistic determination of rates, there could be significant changes in air transportation of mail.

There are many problems which must be solved. If we work together and these problems are attacked with the same zeal which has characterized air lines progress during the last 50 years, these problems will be solved.

Perhaps one might say, “The sky is the limit.”

The Post Office Department is commemorating this historic Fiftieth Anniversary of Powered Flight by issuing a new six cent Air Mail Stamp which is first placed on sale today here in Dayton, Ohio.
Seventy-five million of these Fiftieth Anniversary of Flight commemorative stamps will be distributed. We hope they will serve to remind all our citizens of their indebtedness to the Wright Brothers and the other pioneers of our great aviation industry which has made such notable progress in the brief period of fifty years.

The Post Office Department takes pleasure in presenting to each of these distinguished gentlemen an album containing a sheet of Fiftieth Anniversary of Powered Flight commemorative stamps, countersigned by the Postmaster General:

Lt. General James H. Doolittle, United States Air Force
Major General Charles I. Carpenter, Chief of Chaplains, United States Air Force
Admiral Jesse G. Johnson, President, American Air Mail Society
Paul F. Schenck, House of Representatives
Louis Lohrey, Mayor of Dayton
Philip C. Ebeling, President, Dayton Chamber of Commerce
Milton Wright (Nephew of Orville and Wilbur Wright)

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THE AIRPOST JOURNAL has been published under the auspices of THE AMERICAN AIR MAIL SOCIETY since October, 1931. It has reached its high place of usefulness to the hobby primarily through the genius, industry and devotion of the late

WALTER J. CONRATH

successively Business Manager and Editor. To his memory are the future issues of the JOURNAL gratefully dedicated.

WHERE TO WRITE
Correspondence concerning advertising, new and renewal subscriptions, back numbers and bound volumes, address changes and other matters of circulation, business matters of all kinds and all remittances should be sent direct to the Publication Office at

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Department Editors may be written direct at the addresses printed at the top of their columns. All general editorial copy and communications on all other matters should be sent to the personal attention of the Editor at

6 The Fairway
UPPER MONTCLAIR, N. J.
Remarks of Hon. Paul F. Schenck, Member of Congress, at AAMS Luncheon

I AM very proud to be with you today, for this is indeed an historic occasion of an historic year. You with whom I've enjoyed serving in a small way in helping arrange this meeting in honor of the first day of issuance of the special stamp know how strongly I have felt that it is most fitting for this celebration to take place, and for the first issue of the stamp to be made, here in Dayton. Dayton is truly the shrine city of not only American, but World, Aviation, and I cannot help but feel that perhaps the presence, and certainly the influence, of Orville and Wilbur Wright can always be felt at any meeting relating to aviation held in this city.

All of us who have an interest in aviation have great reason to be proud on this day and throughout this year, because we have seen the beginning of the Age of Flight: we have seen Aviation, through only five decades, become in this year, 1953, truly the pinnacle of our material progress, and what is greater reason for pride, become the foundation of untold new and wonderful achievement.

As has been said, "Progress flows only from struggle," and what has been done has not been done without effort. The genius and the perseverance of the Wright Brothers, was only the first of these efforts. They gave flight to the world, but it has been borne aloft by the efforts of many.

Not the least of the contributions to the advance of Aviation has been made by those who have helped develop air mail. Your own air mail society, has a record of thirty years of important work in behalf of aviation, for which you deserve the heartiest commendations. Now I make an announcement of special importance. In recognition of this 50th anniversary year of flight, the United States Congress has passed a law creating a special joint committee of the House and Senate whose functions will be to commemorate this event in every way possible. The committee is known as the Joint Committee on the Observance of the 50th Anniversary of Controlled Power Flight. The action is so recent the Senate members have not yet been named, but House Speaker Martin has appointed these members to represent the House:

Carl Hinshaw of California
Joseph P. O'Hara of Minnesota
Percy J. Priest of Tennessee
Herbert C. Bonner of Washington
Peter F. Mack of Illinois, the Congressman who himself recently made an historical round-the-world trip in a Beechcraft Bonanza
And lastly, myself.

I am especially grateful to Speaker Joe Martin for appointing me to the committee, not so much for the honor to myself but for that which it rightfully brings to the birthplace of aviation. To my knowledge, which I'm certain is correct, this is the very first occasion at which a member of that committee has appeared. It is my very great pleasure and privilege, therefore, on behalf of myself and the Joint Committee on the Observance of the 50th Anniversary Year of Controlled Flight, to extend to all of you gathered here on this commemorative occasion, the greetings and the very best wishes of the Congress of the United States.
Interesting Opportunities For You!

Regardless of your collecting interests, it should pay you to get in touch with me today . . . if you are one of the AAMS members who has never done so.

If you do . . . and tell me how I may be of philatelic assistance to you . . . it will be appreciated and it should be of mutual profit!

For one thing, we are now breaking and we have agreements to handle in the next few Mail Auctions some outstanding flight cover material. While our sales are worldwide and general in scope, the current sales include a wealth of fine aerophilatelic items . . . both stamps and covers, ranging from #1 Pioneer Flight right down the line.

If you want single rarities or would like to buy some bulk lots, stocks, sets or collections, there are some very choice covers being offered.

You can BUY these covers at YOUR price . . . bidding by MAIL along with other mail bidders. Our sales are exclusively for mail buyers, held every month, and with possibly the greatest variety of philatelic material that you will find offered at such auctions.

These sales are not new . . . our 245th Sale is dated July 25, 1953! But, it takes a lot of bidders to make a sale a sell-out! Whether you are a collector or a dealer, a general fan or a specialist, there is something in one of our sales for you.

If this doesn’t convince you to drop a postal card today and ask for your FREE copy of the current monthly Auction Sale Catalog, you must be pretty hard to convince. There are no special talents needed for buying in our sales; the rules are simple and easy and all we ask are bona fide bids from persons known to us (and your A. A. M. S. membership number is reference for me!) Won’t you write today?

If you’re on the selling end, it is entirely possible that we can do a job for you. If you have a really fine collection, we will handle it “lock, stock and barrel”. Hundreds and hundreds of pleased sellers are to be found in our files. We aim to break collections into the most appropriate units. Numerous Life Members of the A. A. M. S. are among our buyers AND our sellers. If your interests change, perhaps you want to sell one of your specialties! We will be glad to hear from you —

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Here are a few specific offers from our stock: Your orders will be welcomed and prompt service with complete satisfaction is always assured you!

ELBE BLANK ALBUMS: We maintain a complete stock of this popular line and can furnish blank sheets, inter-leaves, binders as well as complete albums. One of the most popular for instance, is the 10 3/4 x 9 3/4 inch "Roosevelt" album with 50 bristol weight quadrilled sheets, cellolene inter-leaves and a slip case. Price $12.00.

SCOTT ALBUMS: We also have this popular line of printed albums, including everything from the American Loose-leaf for US stamps at $2.50 to the complete set of 3 Volumes which house “Air Post Stamps of the World” at $32.00.

WHITE ACE LINE: We stock these colorful pages and binders which are beautifully lithographed in 4 colors, on choice white heavy stock, punched for standard 3-ring binders. For instance, the set of pages for U. S. Airmail stamps in singles is $1.10 and the set for Blocks of Fours of the same is $1.70.

CATALOGS: We try to stock all current catalogs and philatelic publications printed in this country. Some, of course, are out of print (for instance the 1953 Scott Catalogs). However, we DO HAVE the following at this time:

SCOTT POPULAR CATALOG (A simplified catalog of the world) is available at ......................................................... $3.00

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We could go on and on. Just drop a line, send your inquiry or order, and we will be glad to serve you! All orders of $1 or more Postfree anywhere in U. S. A.
ANGOLA
Walter Guthrie of Sea Cliff, N. Y., advises us that new Air Letter Sheets are on order for several Portuguese Colonies. Sheets for this Colony will be in denominations of 1.50, 2.50 and 4.50 Ags.

AUSTRALIA
From I. H. C. Godfrey of South Africa comes word of an hitherto unlisted Military Air Letter Sheet. It is precisely similar to sheet #1 MLS of 1941 except that there is no franking box with enclosed wording at top right. Mr. Godfrey submits an example of this sheet so that there can be no doubt about its proper description.

BAHRAIN
The attractive Queen Elizabeth Coronation Air Letter sheet of Great Britain has been overprinted for use in this protectorate. The overprint is in black in large block letters at bottom of stamp and reads BAHRAIN 6 ANNAS in one line. Double bars at each side block out the original value tablets. The example sent us by P. H. Robbs was used in England which is permitted under existing postal regulations.

EGYPT
From John Marinacos we learn that the current sheets of Egypt will be overprinted with three bars, obliterating the face of the Ex-King. This same procedure is being followed with all the adhesive stamps. Date of release is expected to be July 23. This provisional will be followed by a complete new issue.

GERMANY
A special envelope “to private order” was released for the first BOAC Jet “Comet” service, London to Tokyo which took place in April 1953. The impressed brown stamp, found in the upper right corner shows the Berlin Templehof Airport and is 1.5pf in value. It is impressed on a conventional air mail envelope with red and blue lozenges with special descriptive printing in blue.

GREAT BRITAIN
The Coronation Air Letter sheet was released along with the adhesives on June 3. It is peculiarly attractive. The impressed stamp is a modification of the 1/6 adhesive, reproduced in deep mauve and with modification in value tablets to 6d. The words POSTAGE and REVENUE found in top labels of the adhesive have been altered to read POSTAGE — POSTAGE. The inscription on front in blue at top left contains the words BY AIR MAIL in a ribbon effect followed by PAR AVION — AIR LETTER — AEROGRAMMES in three lines. The limiting inscription IF ANYTHING IS ENCLOSED THIS LETTER WILL BE SENT BY ORDINARY MAIL previously found at top left of sheet has been transferred to the back of the sheet and the word WILL has been changed to MAY. Lines for Sender’s Name and Address are now arranged horizontally on back instead of vertically at left side. On the face of the sheet at left margin, also in mauve, is a large arrangement of the royal monogram ER, flowers and the words CORONATION — 1953. Most sheets mailed on the first day bear the special cancellation showing crown and the words LONG LIVE THE QUEEN. Thanks to P. H. Robbs, James Wother-
The New Queen Elizabeth II Coronation Air Letter Sheet of Great Britain

spoon, W. J. Butler, Richard L. Singley, Walter R. Guthrie and others of examples of this new sheet.

**GRENADA**

The 12c purple on blue paper with portrait of the late King George VI was released in this Colony on or about May 4. This may be a short-lived issue under the circumstances. Thanks to Sam Huntman, Richard L. Singley, Walter R. Guthrie and the Crown Agents Bulletin for information on this new sheet.

**JAPAN**

From K. Fujita through Richard L. Singley we learn that the rate for Air Letters will be reduced from 50 yen to 45 yen within the near future. Current sheets – which may mean both types of current sheets – will be revalued and will eventually be followed by a new definitive. Last month we reported the current sheet with additional inscriptions added in both English and Japanese.

**KUWAIT**

The overprint on the Queen Elizabeth Coronation Sheet for this protectorate is exactly similar to that for BAHRAIN with the substitution of the word KUWAIT in place of BAHRAIN.

**MACAO**

A new sheet of the value of 40 Avos has recently been issued by this Portuguese Colony. The small dull gray stamp shows the Post Office at Macao. The sheet is similar in size and general format to the previous issue for other Portuguese Colonies but is edged with narrow red and green adjoining slanting lines which give a parallelogram effect. The back of the sheet is a grey mottled web-like overlay similar to that found on the previous issue for Colonies other than Macao. Thanks to F. J. Gellion and R. L. Singley for this information.

**MUSCAT (Including Dubai & Oman)**

The Coronation Air Letter Sheet of Great Britain was also overprinted for this Sultanate. The overprint consists merely of the legend 6 ANNAS without any identifications as to the place of usage.

**MOZAMBIQUE**

According to Walter Guthrie new Air (Continued on page 330)
THE Dayton 30th Anniversary Convention more than lived up to all the advance billing and was voted a tremendous success by all those who were privileged to attend. A large portion of this issue is devoted to recording, both in words and pictures, the many interesting and unique features of the Convention; hence we will not again go into them here. We should say, however, that affairs of this kind just don't HAPPEN. They require much planning and hard work and in the course of such affairs it is inevitable that some of the things planned so carefully go haywire. We think that there was a minimum of such disappointments in this particular instance. Full credit must go to Chairman George Kingdom and his entire Committee. The Society is particularly grateful to its friends in the Post Office Department for outstanding co-operation starting with Postmaster General Summerfield himself. We were honored to have Deputy Postmaster General Charles R. Hook address us at Dayton and were appreciative of administrative support received from Albert J. Robertson, Assistant Postmaster General, Bureau of Finance, John C. Allen, Assistant Postmaster General, Bureau of Transportation, L. Rohe Walter, Special Assistant to the Postmaster General, Robert E. Fellers, newly designated Director of the Division of Philately, Herbert S. Chamberlain, now Director of the Postal Funds, Mallory E. Phillips, Acting Director, Air Service, Postmaster Harry F. Schlewetz and staff of Dayton and Messrs. Kerwick and Earnest especially named by the Department to assist at Dayton. We are also grateful to the Department of Defense, particularly the Air Force, for its co-operation in respect to the special JET FLIGHT of May 30th.

The co-operation of the National Committee for the Observance of the 50th Anniversary of Powered Flight, through Bud Littin its hardworking and efficient Secretary, was everywhere in evidence. This also goes for the Dayton Chamber of Commerce under the efficient direction of Harry F. Hall, Executive Vice-President. Finally, the co-operation of the Dayton-Wright Air Mail Society through Capt. Charles J. Wood, Secretary Elmer Blank, Dr. Paul F. Rothsmund, Lewis Eugene Thomson and others plus that of the members of the Dayton Philatelic Society, headed by President Bernard W. Jacobson, Secretary Carl V. Soedlin, Past President Jesse Schielck and many others, was heart warming. We should not forget our own visiting members who took off their coats and pitched in as occasion required. These are entirely too many to mention individually but we would be remiss if we did not call particular attention to the work of Past President "Doc" Warns and Herb Eggert who handled all the ticket sales and finances of the Convention in the absence of Treasurer Smith and Sam Goldsticker of New Jersey who arrived two days early and assisted the Chairman of the Committee in ways too numerous to mention. We are also grateful to Mike Hoffman, President Johnson and other camera fans who made possible the fine set of pictures reproduced in this issue.

Elsewhere in this issue we are carrying a brief story about changes in the Bureau of Finance of the Post Office Department. These changes and others dependent on them will be of interest to many collectors and we intend to run a more complete and detailed story next month. We know...
DEATH CLAIMS WILLIAM J. CAFFLEY OF TORONTO

We learn with much regret that our Member William J. Caffley of Toronto died suddenly on June 2. Those members who attended either or both Toronto Conventions of the Society will recall Bill as a genial, hard working enthusiast for Philately. He was a veteran of World War I, having lost a leg in that conflict, and was Honorary Life President of the Mutual Stamp Club of Toronto, the local group which sponsored the A.A.M.S. gathering during CAPEX. He was a Life Member of the Canadian Philatelic Society, and a member of the American Philatelic Society. He was 62 at the time of his death and will be sorely missed by his many friends.

Thanks to Cliff Aikins for forwarding us this sad news.

-L.B.G.

that all readers will be happy in the assignments which have been given Bob Fellers who heads the new Division of Philately, now completely divorced from the Division of Stamps, and Herb Chamberlin who has been designated Director of the newly created Division of Postal Funds which includes not only the old Division of Stamps but several other former Divisions as well. Congratulations and best wishes to both these good friends of the collector!

In connection with the release of the new 8c air mail stamp at Dayton, some tremendous radio and television publicity was created for the 50th Anniversary of Powered Flight Observation and for the American Air Mail Society in that a full News story about the stamp and its release was carried over the ESSO REPORTER Network throughout the Eastern half of the United States. These broadcasts reached almost one million people through 54 Radio stations and another half-million through Television outlets in the 19 States and the District of Columbia in which the Esso Standard Oil Company markets.

Careful readers just won't let us get away with a thing! We have received a nice letter from member John H. Harley of Ithaca, N. Y., who states he enjoyed our article in the May issue on "Milestones in the Development of Aerial Communication" BUT—take exception to our statement that when Dr. Jeffries carried several messages in the Blanchard Balloon flight of January 7, 1785 it was the first recorded instance of any kind of a message being transported through the air. He points out that the Roman historian Pliny, writing in the First Century, records that Brutus, besieged by Mark Anthony at Modena, sent messages by pigeon to Cassius in Macedonia and that pigeons were again used to carry messages during the siege of Leydon, Holland by the Spanish in 1574. Of course, he is right! We should have said that the Jeffries messages constituted the "first instance of any kind of a message being transported through the air by humans"! Our friend Harry Bruno, author of a best seller on Aviation and one who has been actively identified with aerial development over a period of many years also points out that in 1920 his company, "Aeromarine Airways" inaugurated the first "air mail and "aeronautical mail" between Key West and Havana on a regular schedule. This service was inaugurated on November 1, 1920 and covers are in many collections. The listing did not pretend to be a complete chronicle of all the important developments incident to the progress of Aviation and it is only because the Seattle-Victoria service antedated the Key West-Havana service by some 15 days that it is mentioned. Many important "milestones" of necessity HAD to be omitted.

We learn from Elmer R. Long, the popular Harrisburg dealer that the 1953 Edition of the useful "Collector's Handbook" is now ready for distribution. This is the 37th consecutive Edition of this interesting pocket size check and price list of U. S. stamps, Christmas Seals, First Day Covers, albums, books, catalogues and philatelic supplies. It will be sent free and postpaid to any reader of the JOURNAL who sends a postal card, request to John H. Harley, 650 Market Street, Harrisburg, Pa. Another one of our dealer friends and regular advertisers has recently moved from Miami, Florida to the Pacific coast. The Dave Cohns advise us that they are (Continued on page 330)
Highlights and Sidelights of the Dayton Convention

by GEORGE D. KINGDOM

Each year as our society gathers for its annual conclave, new affairs and unusual events cause our conventions to be outstanding, and the Thirtieth Annual Meeting was no exception ... Elsewhere in this issue of The Airpost Journal appears a story of the convention, and the purpose of this writer is to attempt to fill in some of the highlights and sidelights as he observed them during the three day convention ... Orchids and lots of them should be heaped on Postmaster Harry F. Schiewetz of Dayton and his many fine assistants and employees ... The writer had occasion to be at the Dayton Post Office and Convention Postal Station many times, and in every instance, was cordially received and every effort to be helpful and co-operative was extended ... No finer group of postal employees ever were more efficient and courteous in the handling of philatelic mail ... and I tip my hat to them ... One of the most pleasant things emanating from the preparations for the Convention for this writer was the making the acquaintance of one B. R. "Bud" Littin, the Secretary of the National Committee for the celebration of the Fiftieth Anniversary of Powered Flight ... "Bud" Littin is a dynamo at work at full speed all of the time ... he can create more ideas per second than any single individual I have ever been in contact with ... he can install enthusiasm into a person or group and get results quicker than most any individual ..., and our Society is thankful and grateful for the many fine things he accomplished to make our meeting so outstanding ... The Third Ohio Congressional District in which Dayton is located is represented by Congressman Paul F. Schenck, and in attending our Friday Luncheon, he was the first member of the Congressional Committee for the celebration of the Fiftieth Anniversary of Powered Flight to make an official visit as a member of this committee ... Congressman Schenck was very co-operative to our Society in its plans for the Friday Luncheon ... the writer was very impressed with the seriousness and sense of obligation with which Charles R. Hook, Jr. is tackling his new duties as Deputy Postmaster General ... he indicated to the writer that he didn't realize in accepting this position, the stupendousness of the job, but he was not backing away but tackling the problems with all the vehemence possible and hoping to come up with solutions for the improvement of the Post Office Department ... Mr. Hook very capably represented the Post Office Department at the first sale ceremony of the new six cent air mail commemorative stamp commemorating the Fiftieth Anniversary of Powered Flight ... the writer wishes he would have had more time to talk with Lt. Col. A. H. Harnar, Director of the Army Air Postal Service ... Col. Harnar has had many interesting experiences, and made a special trip from Washington to Dayton for our Friday Luncheon Meeting ... Have you written a letter of good cheer to some soldier boy, lately? If not, and had you heard the stirring message of Major General Carpenter, Chief Chaplain, United States Air Force at the Friday Luncheon meeting, I am confident that you would continually keep in mind the real meaning of mail to our men away from home, defending our country ... the real purpose of the Luncheon was to celebrate the first day of issue of the new six cent air mail commemorative stamp commemorating the Fiftieth Anniversary of Powered Flight and figures just released by the POD are that 359,050 first day covers were mailed and 636,411 stamps sold on the first day, May 29th ... must be a new high record;
for first day of air mail stamps . . . . Lending valuable help and assistance in the staging of the Friday Luncheon was the Dayton Chamber of Commerce, whose committee was headed by Harry R. Hall, Vice-President and included A. K. Cornelius and Jack Aumann, and incidentally, thru some financial assistance from the Dayton Chamber of Commerce. and under the editorship of our own L. B. Gatchell, the Society was able to produce, and presented, the finest and most elaborate program ever printed for this kind of an affair . . . . the program contained eight pages crammed full of interestingly written data concerning aeronautical history and was bound with a fine stiff paper cover attractively printed . . . . a real round of applause and credit is due our workhorse "Bart" Gatchell for the many hours and time devoted to the production of a very valuable souvenir of this occasion . . . . Every member attending the Convention voiced his and her appreciation and enjoyment of being able to visit the plant of the International Envelope Corporation . . . . its Vice-President and Manager Al Stone left no stone unturned to make this trip interesting and enjoyable . . . . and it is a matter of official record from Mr. Stone himself, that the group from the American Air Mail Society was the first to ever be permitted to make a tour of inspection thru the entire plant . . . . souvenir envelopes, specially printed, were presented to each member as a pass for admittance to the factory . . . . Al Stone also, was a frequent host to many of our members in his hotel suite during all three days of the convention, and with his charming wife and sister-in-law, attended our banquet . . . . Saturday, May 30th was highlighted by the jet mail carrying flight from Dayton to Washington, accomplished under adverse weather conditions in 54 minutes . . . . two jet planes were required to carry the nearly 13,000 pieces of mail . . . . and only thru the co-operative efforts of the Air Force Staff at Wright-Patterson Field and John C. Allen, Assistant Postmaster General, L. Rohe Water, Special Assistant to the Postmaster General, and Mallory E. Phillips, Acting Director of Air Service of the Post Office Department was the jet flight made an official mail carrying flight . . . . to this writer it seemed an appropriate time and place to exhibit to the public the development of speed in the past fifty years of powered flight, and to have an official record made thereof, by the dispatching of mail, bearing a special official cachet, together with a backstamp cachet setting forth the elapsed time of the flight . . . . much credit is due the Post Office Department for recognizing and honoring such a flight . . . . during the convention an invitational exhibition of outstanding aero-philatelic material was on display, and while not large in size because of the limited space available, there was many of the gems from many collections on view for the visitors . . . . and only to mention a very few, one could feast his eyes on the Louise Hoffman air mail stamp rarities, the George W. Angers unsurpassed Paris Balloon Posts, the Robert Murch superbly illustrated pioneer cards and covers, the Herbert H. Griffin specialized Lindbergh collection, the Michael Hoffman air letter sheets of the world, the F. W. Kessler air mail rarities, the Max Kronstein autographed foreign pioneer cards and covers, the Jules L. Wacht specialized Papua air mails, the Earl Wellman semi-officials of Canada, the Harold Dermody fine pioneer card and cover collection, and many others too numerous to mention . . . . the writer thought the exhibition well rounded in its scope and worthy of detailed inspection of every air

(Continued on page 326)
Post Office Department Establishes Separate Philatelic Division

UNDER a reorganization of the Bureau of Finance of the Post Office Department, as announced in the May 21, 1953 Postal Bulletin, all functions pertaining to the Philatelic Agency, the Philatelic Exhibition Room and philatelic matters will be handled under a new Division of Philately.

In commenting on this new facility to be devoted exclusively to philatelic matters in all its phases, Postmaster General Arthur E. Summerfield stated:

"Common business sense dictated that there be a Division to cater exclusively to the needs and desires of the millions of collectors throughout the United States. In past years, from $1,500,000 to more than $4,000,000 worth of business has been transacted annually at the Philatelic Agency, and estimates are that hundreds of thousands of dollars worth of stamps are purchased each year in post offices around the country by collectors. Most of this revenue is real profit because the overwhelming majority of these stamps are not handled in the mails but go into private collections.

"But more than that," Mr. Summerfield added, "nowhere can the history and traditions of peoples be more effectively portrayed than through the medium of stamps. I can assure the millions of collectors that we in the Post Office Department will do our utmost to advance the best interests of the Department and philately, but to do this we need and are anxious to have the assistance and cooperation of collectors generally. In the short time I have been associated with the Postal Establishment, I have seen evidence of this and I am sure that it will continue in the future."

It was also revealed by Albert J. Robertson, Assistant Postmaster General, Bureau of Finance, that the new Division of Philately will be headed by Robert E. Fellers, veteran postal official. In announcing this appointment, Mr. Robertson stated:

AIR LETTER SHEETS
THE LATEST SENSATION
In AERO-PHILATELY

A few new and recent issues all with imprinted stamps.

Mint Flown
Australia 10d (5LS) ........... 25 .30*
British Honduras 10c (ILS .25 .30
Bahrian 6A (ILS) ............. 20 .35
Ceylon 35c (7LS) ........... 25 .30
Formosa (4LS) ............... 65 .75
Canada 10c (12LS) ........... 20 .20
Canada 15c (13LS) .......... 25 .25
Germany 60Pf (22LS) ....... 40 .40*
Israel 110P (6LS) ........... 35 .50*
Japan 50 yen (13LS) ........ 25 .35*
Kuwait 6A (ILS) ............ 30 .35
Muscat 6A (ILS) ............ 30 .35
Ryukyus 12 yen (ILS) ...... 25 .30
St. Kitts 12c (ILS) .......... 25 .30*
St. Lucia 12c (ILS) ......... 25 .30*
Union of S. A. 6d (16LS) ... 25 .30
Union of S. A. 6d (17LS) ... 25 .30

*—First Day of Issue

WALTER R. GUTHRIE
SEA CLIFF, NEW YORK

Mr. Fellers, who has been closely identified with all matters pertaining to philately since 1934, will devote his full time to this important phase of postal operations. We will do all we can to advance the best interests of the Department and philately, but to do this we need and are anxious to have the assistance and cooperation of collectors generally. In the short time I have been associated with the Postal Establishment, I have seen evidence of this and I am sure that it will continue in the future."

AIRMAIL COVERS
Honduras Roosevelt First Day Cachet and Luxemburg Cl-6 Complete. Both Covers $1.00 Per 10 Luxemburg Only $7.50. No Approvals.

HARRY REICHENTHAL
P. O. Box 870-M Miami 5, Florida
Special Helicopter Flights Mark May 15, 1918 Anniversary

PART OF 50TH ANNIVERSARY OF FLIGHT OBSERVANCE

As a part of the emphasis placed on Air Mail during the year long observance of the 50th Anniversary of Powered Flight, the 35th Anniversary of the Inauguration of regular air mail service under Government operation was recalled on May 15th with Helicopter mail flights between New York and Washington, the terminals of the original 1918 service.

At New York's Mitchel Field, an Army Helicopter was loaded with souvenir Air Mail and flown to Washington. This 'copter was piloted by Major Don George with 1st Lieut. William H. Bell as co-pilot. In addition to other mail, the flight carried a special letter from Governor Thomas E. Dewey to the Postmaster General. Covers received the cachet illustrated and were postmarked at Washington on arrival of the mail at that point. Participating in the Mitchel Field ceremonies were John F. Deming of the Department of Commerce and Hamar Denney of the Civil Aeronautics Board.

A helicopter belonging to Los Angeles Airways was used for the flight in the opposite direction. Our photo shows Postmaster General Arthur E. Summerfield and other celebrities at ceremonies held at the Polo Grounds field in Washington. The pilot of the S-55 Sikorsky 'copter used for this flight was Jim Newcomb. Details are lacking about the mail itself.

—Photo by Bill Schneider, Jr.

John P. V. Heinmuller Gives Interesting Talk At Dayton

EDITOR'S NOTE:

He is the Inventor of many instruments used in Aeronautics and has been intimately associated with most of the famous figures in aviation history. His most interesting talk was given on Friday night, May 29, at Dayton, just prior to the Jamboree.

John P. V. Heinmuller

As many readers know, Mr. Heinmuller is not only a Vice-President of the AMERICAN AIR MAIL SOCIETY, but is President of the LONGINES-WITTNAUER WATCH COMPANY and for many years Chief Timer of the NATIONAL AERONAUTICAL ASSOCIATION.

JUST before leaving for Dayton, Ohio, my good friend, Bart Gatchell called me on the phone to tell me that Eddie Rickenbacker, who was scheduled to speak here could not put in his appearance, and he asked me to say a few words for him. I gladly do so inasmuch as Eddie Rickenbacker helped me out many times. As a matter of fact, he wrote the Foreword in my book, "Man's Fight to Fly" and coined the words which made the book a success, namely, "the book records historical facts that should be read by every man, woman and child in America." Most of us here know the book and I do not have to refer to it too often because it became the text book of the New York Board of Education on Aeronautics and is now just as well known in the schools as in aeronautics and philately.

This year the American Air Mail Society celebrates its 30th anniversary with this convention in Dayton, Ohio. This convention coincides with one of the most important events in aviation history, namely, the commemoration of the 50th anniversary of powered flight. I have many pleasant recollections of the city of Dayton which I used to regularly visit at the time many of our instruments were in the experimental stage. Well do I remember the meetings we had in the museum, which finally became an office building at Wright Field, where we displayed the original aviation instruments made in crude fashion and which were the fore-runners of the present day scientific instruments including radar and radio.

However, strange as it may seem, timepieces played a great role in aviation history. My researches disclose that in 1880, a French watchmaker, Victor Tatin, invented the first barograph and a small altimeter; a watchmaker, Ponton d'Amecourt, in 1861 used watch movements for his first steam helicopter model, and as early as 1845 Pierre Jullien, a watchmaker, advanced the idea of dirigible propulsion through propellers, driven by watch movements.

On the 50th anniversary of powered flight, a full scale replica of the 1903 Kitty Hawk plane flown by Wilbur and Orville Wright is being built under the sponsorship of the Institute of the Aeronautical Sciences. It will be the only such full scale replica of this airplane in the United States. The only other replica in existence was built by the British in 1920, and the original Wright Brothers airplane is, as you know, in the Smithsonian Institution in Washington, D. C. More than 25 aircraft companies and allied industries throughout the United States are building various components of the airplane which will be finally assembled in California.

However, the timepiece used by the Wright Brothers was needed as well as the anemometer to complete the display. Last September I received a letter from the Institute of Aeronautical Sciences in Los Angeles, which said the following:

"As an avid historian and air mail philatelist, I am sure you have already become familiar with the INSTITUTE OF AERONAUTICAL SCIENCES' plans for a replica of the Wright Flyer to be displayed at our Western Region Headquarters Building. The construction of this replica is being undertaken cooperatively by the many local aircraft contractors and sub-contractors who are donating individual elements. One of the stumbling blocks, to date, has
been the find of an anemometer and stop watch to obviate construction of replicas of these complicated mechanisms. It is believed that contemporary originals, sufficiently accurate in duplication, are obtainable but only through persons who are familiar with such devices. Accordingly, we are enclosing drawings of same in the hope that you or members of your company would volunteer this much needed assistance."

This letter came from E. W. Robischon, Manager—and well do I remember the many conversations I had with Orville Wright right here in Dayton regarding the timing of the original Wright Brothers Flight and the many subsequent flights in Dayton. Orville Wright, who with his brother, made possible human flight in powered airplanes, showed me many times right here in his laboratory the timepiece which he used for timing experimental flights. It was a nickel plated metal stop watch with a thirty minute register which we imported into this country over fifty years ago.

In looking through the old collection of sample timepieces, I found an exact duplicate and I was glad to send same to the Institute of Aeronautical Sciences helping them thereby to solve one of their problems.

Practically from the beginning of time man has applied devious ways to emulate the bird—to take wing and soar through the heavens with lightning speed. In early legends of myths of men and animals many were supposed to have had wings, such as Pegasus, Medea's dragons and forms appearing on the ancient Egyptian bas-reliefs. As far back as 67 A. D., history records serious experiments in human flight and aerial navigation.

The many early attempts of mankind to master the air involved varied, crude devices of artificial wings, mechanical birds and a host of other weird contrivances in which the learned men of those days of old hoped to fly to the moon, the stars, and to speed through space to penetrate and explore the mysteries of the solar regions. They studied the flight of birds—measured wingspads and calculated comparative body weights, wing manipulations and flying balance.

Thus, these scientists and inventors learned many important things about aerial locomotion. They noted that the birds would flap their wings with vigor and speed to remain aloft and to fly in calm air. They launched themselves into the sky supported by a good breeze, they simply extended their wings at upward angles and gracefully sailed through space using the motive power of the air.

In this ceaseless struggle for over 50 centuries to achieve human flight, man did discover the basic principles of aviation but utterly failed in his persistent experiments to put these principles into practical application. Through these centuries of unsuccessful efforts one can imagine that the atmospheric oceans above them looked down contemptuously upon these earthly inhabitants.

Today, man is no longer a slave to the earth. Now a vast, new world of exploration and navigation is at his command. The fight to fly waged by mankind continuously for over 5,000 years has been won. This momentous victory of man over air was accomplished by Orville Wright and his brother Wilbur.

The Wright Brothers, especially through their wind-tunnel experiments, were the first to find out where the center of the air pressure would be on a curved surface and from then on they surpassed by far all previous researchers. To them must go full credit for all their accomplishments.

The history of man's attempt to fly, of his victory over air and the progress of air transportation up to the present time is filled with adventure and romance.

EDITOR'S NOTE: Mr. Heinmuller concluded his remarks with an interesting account of his experience at Le Bourget Airport in Paris at the time of arrival of CHARLES A. LINDBERGH on his famous solo crossing of the Atlantic, May 1927.
mail enthusiast . . . good news that leaked its way to the convention was the announcement of Robert E. Fellers, Director of the Division of Philately, and Herbert L. Chamberlin as Director of Postal funds . . . both of these estimable gentlemen have served the Post Office Department long and well, and truly deserve the appointments and recognition given them by the present administration . . . . At every convention, there must be those who will do the work, handle the details and attend to the many chores . . . . at the Dayton Convention, our Past President M. O. "Doc" Warns, Herbert Eggert, Robert W. Murch and Walter R. Guthrie took over the lion's share of this kind of work . . . . on the local scene, Capt. Charles J. . . . Wood, Dr. Paul Rothemund, Bernard Jacobson (President, Dayton Philatelic Society), and Carl Soendlin (Secretary, same society), were always on hand to help whenever and wherever necessary, and contributed to the success of the society's meeting . . . . Sadly missed and unable to attend was one of our founders, the beloved George W. Angers . . . . Also unable to be with us, because he and his wife are about to embark on a six weeks trip to Europe was John J. Smith, our hardworking and industrious Secretary, and his lovely wife, Ruth . . . . John was in there helping, just the same, as he handled all of the orders for the souvenir covers . . . . and if you haven't sent him your order, there are still a few sets of three covers still available at the nominal price of fifty cents, which includes a first day of the 6c air mail stamp, a jet flight cover and a Convention Postal Station cancellation . . . . his address, Ferndale & Emerson Streets, Philadelphia, Penna. . . . Some fun, eavesdropping to the conversation between Harry L. Lindquist and George W. Linn on how a stamp paper should be managed and the future fate of philately in general . . . . Harry L. Lindquist, the guest speaker at the banquet, really let the bars down, and talked hard cold facts about the future and past of air mails, and especially the future for air letter sheets . . . . it was a realistic talk and very interesting . . . . Congratulations are in order and herewith extended to President Johnson for his election for the 1953 Walter J. Conrath Memorial Award, to Robert E. Fellers and Herbert S. Chamberlin for being awarded A. A. M. S. medallions, to John P. V. Heinmuller for his interesting talk, on his experiences as an official timer for many epoch making plane flights, and to Dr. Max P. Baker, for his instructive and entertaining talk on the instrumentation methods of the Wright Brothers . . . . and the writer really wants to let his hair down and express his heartfelt gratitude to his many friends in the American Air Mail Society who made it possible for the beautiful Longines wrist watch to be presented to him, and especially to his good friend, John P. V. Heinmuller for the poem he composed and read at the banquet . . . . —Geo. D. Kingdom

IET FLIGHT — (Continued from page 307)

of them is the documented proof of that speed as evidenced by the backstamp. Delays in delivery to ultimate destination, in this case, are immaterial.

Realizing that notice of this flight would be too short for many collectors, the Society prepared an additional limited number of sets of the three Convention Cancellations covers which they have been previously offering. The sets of 3 covers consists of a First Day Cr on special cacheted envelope bearing the new 6c Air Mail stamp and cancelled May 29; the Jet flight cover, also bearing the new stamp on special envelope cancelled May 30 and with special official cachet and official backstamp, and a cover cancelled May 31 the final day of the Convention. The covers are sold only in sets of 3 for the nominal sum of $5.00 for the set and may be ordered as long as available — from JOHN J. SMITH, Secretary, Ferndale and Emerson Streets, Philadelphia 11, Pennsylvania.
Airport Dedication Covers...

By WILLIAM T. WYNN
13537 Rockdale, Detroit 23, Mich.

LITCHFIELD, ILL. will dedicate its airport on Aug 6; send covers to Litchfield Centennial, Airport Dedication Committee, Litchfield, Ill. . . . Laughlin AFB at Del Rio, Texas, held a dedication on May 5; cachet by C. of C. thru the help of Bob Anderson. . . . Grand Rapids, Minn. will hold a dedication on July 19; covers to Messba Aviation Co. at Grand Rapids. . . . R. C. Ordway, Chamber of Commerce, Morristown, Tenn. will hold covers for a future dedication. . . . Medford, Ore. Airport is scheduled to be dedicated on June 7. . . . San Marcos, Tex. held re-dedication of Gary AFB on May 16; about 16 covers were mailed with inscription by Postmaster. . . . The Chamber of Commerce at Columbus, Miss. mailed over 1,444 covers for dedication of Lowndes County airport on May 16. . . . Covers from West Palm Beach, Fla. on May 3 were for dedication of terminal building only. . . . Eatonton, Wash. held dedication of Swanson Field on May 2; cachet on 136 covers was applied by C. of C. . . . Greater Fort Worth, Texas International Airport was dedicated on April 24-25-26 with about 400 covers each day; cachet was applied by C. of C. . . . Pinecreek, Minn. will dedicate its Airport on June 14. . . . San Bernardino, Calif. heliport dedication has been postponed. Fred Holladay of JKAMS will continue to hold covers and will mail them on correct date. . . . Cliff Edwards, Box 606 Sterling, Colo. is holding covers for a late July dedication. . . . Lincoln, Nebr. will dedicate its Airport on June 16; C. of C. is holding covers. . . . A. W. Poole, Chamber of Commerce, Tulack, Calif. is holding covers for dedication of that Airport. . . . At the dedication of Imperial County Airport on April 12 there were 190 covers postmarked Imperial, Calif. and 249 postmarked El Centro, Calif. George Chapman of El Centro sure did a fine job for the collectors on this event. . . . All of those who have cards with the editor of this column for short notice news have been informed of the coming events listed above. This is about the only way to get this news out to the members on short notice events, therefore if you wish such news send in a supply of self addressed cards. Sorry we had to miss the Dayton Convention but we understand that all of those who attended had a very wonderful time.
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WRITE SECRETARY-TREASURER FOR APPLICATION BLANK
# NEW CHAPERN

Chapter No. 30 — Suburban Collectors’ Club of Chicago, Hinsdale, Ill. — Wm. D. Johnson, Secretary.

## NEW MEMBERS

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<thead>
<tr>
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<th>Name</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>3949</td>
<td>Weller, Lester R., Jr.</td>
<td>16 Inlet Terrace, Belmar, N. J.</td>
</tr>
<tr>
<td>3950</td>
<td>Barrows, Charles H., Sr.</td>
<td>296 Turnpike, South River, N. J.</td>
</tr>
<tr>
<td>3951</td>
<td>Davis, (Mrs.) Effie</td>
<td>Box 269, Ontario, Oregon.</td>
</tr>
<tr>
<td>3952</td>
<td>Kehya, V.</td>
<td>Sogultu cesma 113/3, Kadikoy, Istanbul, Turkey.</td>
</tr>
<tr>
<td>3953</td>
<td>Howe, Andrew R.</td>
<td>3315 Jefferson Ave., Cincinnati 20, Ohio.</td>
</tr>
<tr>
<td>3954</td>
<td>Scholl, Walter C.</td>
<td>1447 N. Dearborn Street, Chicago 10, Ill.</td>
</tr>
<tr>
<td>3955</td>
<td>Bragg, Calvin M.</td>
<td>Box 416, Newport News, Va.</td>
</tr>
<tr>
<td>3956</td>
<td>Hurley, Edward D.</td>
<td>594 Lake Shore Road, Manchester, N. H.</td>
</tr>
<tr>
<td>3957</td>
<td>Torres, (Miss) Lydia</td>
<td>25 Ave. 78 La Palmita, Guatemala City, Guatemala.</td>
</tr>
<tr>
<td>3958</td>
<td>Gutierrez, Pauline</td>
<td>23 No. 105 Vedado, Habana, Cuba.</td>
</tr>
<tr>
<td>3959</td>
<td>Belanger, Andre</td>
<td>43 rue Cavendish, Paris 19, France.</td>
</tr>
</tbody>
</table>

## NEW APPLICATIONS

<table>
<thead>
<tr>
<th>No.</th>
<th>Name</th>
<th>Address</th>
<th>Age</th>
<th>Occupation</th>
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</thead>
<tbody>
<tr>
<td>3954</td>
<td>Reed, Joseph M., Jr.</td>
<td>5754 Howe Street, Pittsburgh 32, Pa.</td>
<td>31</td>
<td>Banking.</td>
</tr>
<tr>
<td>3955</td>
<td>Kummer, Paul R.</td>
<td>218 N. Park Ave., Lombard, Ill.</td>
<td>37</td>
<td>Diemaker.</td>
</tr>
<tr>
<td>3956</td>
<td>Unthank, Elzie R.</td>
<td>Box 32, Station B, Dayton 7, Ohio.</td>
<td>60</td>
<td>U. S. Plate Numbers</td>
</tr>
<tr>
<td>3957</td>
<td>Trachtenberg, Henri</td>
<td>115 rue Hoche, Ivry, Seine, France.</td>
<td></td>
<td>by Capt. Charles J. Wood.</td>
</tr>
<tr>
<td>3958</td>
<td>Schenone, Giuseppe</td>
<td>Viale Cassala 75, Milane, (811), Italy.</td>
<td></td>
<td>by Dave J. Cohn.</td>
</tr>
<tr>
<td>3959</td>
<td>Mogir, C. Russell</td>
<td>P. O. Box 33, Elizabeth, N. J.</td>
<td>39</td>
<td>by John J. Smith.</td>
</tr>
<tr>
<td>3960</td>
<td>Schenone, Giuseppe</td>
<td>Viale Cassala 75, Milane, (811), Italy.</td>
<td></td>
<td>by Richard L. Singley.</td>
</tr>
<tr>
<td>3961</td>
<td>Cole, Ralph R.</td>
<td>1436½ E. Third, Tulsa 10, Okla.</td>
<td>35</td>
<td>by John J. Smith.</td>
</tr>
<tr>
<td>3962</td>
<td>Bergstrom, Herman A.</td>
<td>11 Briarwood Road, Box 652, Londonville, N. Y.</td>
<td>48</td>
<td>by Gerald Bookhop.</td>
</tr>
<tr>
<td>3963</td>
<td>Mulligan, James F.</td>
<td>83-06 St. James Avenue, Elmhurst 73, N. Y.</td>
<td>33</td>
<td>by John J. Smith.</td>
</tr>
<tr>
<td>3964</td>
<td>Doerrer, Charles</td>
<td>61-28 Madison St., Ridgewood 27, N. Y.</td>
<td>47</td>
<td>by John J. Smith.</td>
</tr>
<tr>
<td>3965</td>
<td>Banks, Dr. John Gayner</td>
<td>2243 Front Street, San Diego 1, Calif.</td>
<td>65</td>
<td>by Grace Conrath.</td>
</tr>
</tbody>
</table>

## CHANGES IN ADDRESS

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
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<tbody>
<tr>
<td>Raymond, Wayte</td>
<td>860 - 5th Ave., New York 21, N. Y.</td>
</tr>
<tr>
<td>Serebrakian, S.</td>
<td>15 Park Row, New York 38, N. Y.</td>
</tr>
<tr>
<td>Lodigiani, Guido</td>
<td>701 W. 189th Street, New York 33, N. Y.</td>
</tr>
<tr>
<td>Hastings, Eva R.</td>
<td>Newell, Iowa.</td>
</tr>
<tr>
<td>Dodd, Roy F.</td>
<td>609 Glenview Ave., S. W., Glen Burnie, Md.</td>
</tr>
<tr>
<td>Karp, D. W.</td>
<td>300 W. Main Street, Louisville 2, Ky.</td>
</tr>
<tr>
<td>Light, Theodore</td>
<td>5083 N. Bernard, Chicago 25, Ill.</td>
</tr>
</tbody>
</table>
AIR LETTER SHEETS — (Continued from page 317)

Letter sheets in the denominations of 1$20, 2$50, and 3$50 are on order.

PORTUGUESE GUINEA

The same source states that air letter sheets in the values of 1.50 Esc. and 2.50 Esc. can be expected from this Colony.

SOUTHERN RHODESIA

Coming as a complete surprise is an attractive Commemorative Air Letter sheet from Southern Rhodesia which reproduces the 6d adhesive design issued for the Central African Rhodes Centenary Exhibition. This stamp itself incorporates the Queen’s portrait and is printed in deep red purple. A large white margin appears on all four sides of the impressed stamp. The basic sheet is the same as previously used, British type, wide setting, watermarked KENT VALE — PARCHMENT in two lines. Address lines on reverse are arranged horizontally.

UNION OF SOUTH AFRICA

From I. H. C. Godfrey of Johannesburg we have received an entirely new and unlisted Military Air Letter sheet released during the Christmas season of 1945. The sheet is the standard British fold and both face and back are printed in bright blue. Inscribed AIR LETTER — LUGBRIEF in two lines at top center, a horizontal box at top right contains the words FREE POSTAGE — POSURX. The corners of this box are rounded. The entire face of the sheet is surrounded by a shaded panel line and at the left side appears a design of ribbons and bells and the words XMAS — KERSFEES — 1945; ON ACTIVE SERVICE — OP AKTIEWE DIENS. The back of sheet, including fold under portion, shows a South African soldier in a sleigh drawn by a single Springbok flying high above a landscape. The words GOOD WILL — PEACE and GREETINGS FROM THE NORTH in both English and Afrikaans complete the design.

now located in modern, larger quarters at Suite 800 in the Continental Building, 408 South Spring Street, Los Angeles 13, Calif. The Coehs deal in Air Mails exclusively under the trade name of Normandy Stamp Studio, Inc.

While on the subject of address changes, we have been advised by Sam Goldsticker, who is President of the First Flight Federation, a Unit of the American Air Mail Society that on and after July 1 his new address will be as follows: Samuel S. Goldsticker, Jr., 70-D Fremont Street, Bloomfield, N. J. Sam has taken a more than cursory interest in Route AM-111 which is the Helicopter service serving the New York Metropolitan area. He tells us that Manville and Raritan, N. J. will be added to the South Segment on July 1 and that the looks for about a week or two for a suitable site to be inaugurated on the West Segment to include the following towns, all in New Jersey: Rutherford, Hackensack, Paterson, Carlisle, and Summit. At the same time, Nyack and Pearl River, N. Y. on the West Bank of the Hudson and Ossing, N. Y., on the East Bank will be added to the North Segment.

As a part of the nation-wide observance of the 50th Anniversary of Powered Flight the Lancaster, Pa. Post Office had a Lobby display of air letter sheets from various parts of the world, furnished by Past President Richard L. Singley of the American Air Mail Society who is a postal employee. Dick has recently received a nice letter from Postmaster Hammond stating that the display has created a great deal of attention and has undoubtedly promoted the use of air mail.

We are asked to announce that the Seventh Annual Stamp Exhibition of the Mahoning Valley Stamp Club will be held at the Butler Art Institute in Youngstown, Ohio on September 26-27 of this year. Further information can be had from Norman E. Day, Publicity Chairman, 39 W. Princeton Ave., Youngstown 7, Ohio.

Thanks to Augustin Vanegas P., Director of the Nicaraguan Philatelic Agency for a Bulletin on forthcoming issues and clip of a full page advertisement recently run in Managua newspapers illustrating and describing the designs of the “Political History of Nicaragua” series to be released June 28, to Nyal W. Anderson for Number 11 of the Zeppelin Post Bulletin, official leaflet of the Zeppelin Unit of the American Air Mail Society. . . . to J. Boesman, intrepid Balloonist a darent aeronaut who has taken a deal in Air Mails — to George P. Collier, now permanently domiciled in Trinidad for a first day cover of the new 3c Coronation stamp from May .. . , to Messrs H. R. Harmer, Ltd. and James Wotherpoon for first day covers of the new British Coronation stamps. Also to Messrs P. H. Robb, W. J. Butler and Mr. Wotherpoon for examples of the new Coronation Air Letter sheet. AND SO TO BED!
**AAMS EXCHANGE DEPARTMENT**

**BUY — SELL — WANT LISTS**

**WANTED — U. S. FIRST DAY COVERS with cachets from 1900 until 1927. Artcraft Engraving (only) of Panama Canal Silver Jubilee, Aug. 15, 1939. (U.S.S. Charleston) (single only). Jack Shaber, 111 E. 86th St., Brooklyn 36, N. Y.** Ex-1t

**DISPOSING OF COLLECTION — FAMs' Trans-Oceanics, Zeppelins, Foreign, First Day covers. Will exchange for U. S. or Canadian unused. V. L., or what have you. John H. Ryker (2358), P. O. Box 528, Medak, Oregon.** Ex-1t

**IRAN, AFGHANISTAN, IRAQ, SYRIA.** Lebanon, Turkey airmails at 1-4 Scott, in exchange for U. S. Mint at face. Minimum purchase $10. S. Hussein Nabawi, Box 539, Tehera (Iran). Ex-274-101

**I WILL BUY OR EXCHANGE PHILATELIC Literature (bound volumes only). Heinz Hofmann, 19226 Rockcastle, Detroit 36, Michigan.** Ex-278-11

**EXCHANGE AIRMAILS OF THE WORLD, preferably used. A. A. Banner, 3555 Beaconfield Ave., Detroit 24, Michigan.** Ex-1t

**TRADE 100 DIFFERENT FFC FOR PLATE block Collection, $12 face value, or what have you to offer in U. S. Geo. Austed, 229 Orozaba, San Francisco 26, Calif. Ex-1t**

**WANTED — FIRST FLIGHTS AND Deductions from Georgia. Also Governmental flights. Lindbergh covers. Have U. S. stamps, singles, blocks, plates. Horace D. westbrooks, Box 261, Griffin, Georgia.** Ex-278-2t

**AIRLINE STICKERS WANTED — WILL buy or trade. Henry K. Wittwer, 2516 New Haven Ave., Fort Wayne 4, Ind.** Ex-1t

**FROM: DR. C. R. KELLER, HILTON, N. Y. — Think I can help you. I have lots of mint and used airs to exchange with serious collectors.** Ex-278-2t

**WILL EXCHANGE MY DUPLICATE AIR Mail and Air Line Labels for those from Central and South America. John Cormack, 75 Overstrand Mansions, Battersea, London SW 11, England.** Ex-1t

**EXCHANGE — FOREIGN EARLY SEMI-officials, forerunner cards, stationery, air events labels, Zeppelins and catapult covers, ships, expo covers. Molder, 19 Belsize, Toronto, Canada.** Ex-1t

**WANTED — OLD VIEW CARDS OR OLD holiday post cards. Mrs. Harry W. Tuttle, 166 South Main Street, West Hartford 7, Conn.** Ex-1t

**WANTED — FOREIGN FIRST DAY covers in wholesale quantities. Will exchange philatelic material for same. Walter C. Brooke, Boyertown, Pa.** Ex-278-2t

**MINT AND USED STAMPS OF ALL types to trade for Zepp, Rockets and Catapult covers. Nyal Anderson, 127 W. Angelo Ave., Salt Lake City 15, Utah.** 1t

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**ALASKA POSTMARKS WANTED — for philatelic research project. All types, emergency air, Naval, RPO, etc. Anderson, Box 488, Spenard, Alaska. 276-6t**

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**AAMS EXCHANGE ADS**

**PARIS BALLOON POST MINIATURE Flown Newspapers wanted. Quote Philip C. Sondheim, 80-88 -- 35 Ave., Jackson Hts., N. Y. Ex-1t**

**COLLECTORS HAVING COVERS CARRIED on Trans-Atlantic Flight of Columbia, Newfoundland to England, October 9th, 1930, and New York-Bermuda, June 30th, 1930, Contact Erroll Boyd (Pilot), P. O. Box 497, Kendall, Fla. Ex-278-2t**

**WANTED — ROCKET STAMPS, COVERS, Photographs, Literature, etc. of Australia, also Rocket material of other countries. Buy, exchange. A. Carroll, Box 738, Big Bear Lake, California. Ex-1t**

**HAVE COMPLETE SETS AIRPOST Journal for 1948-1949-1950-1951. Write to Benjamin Ladin, 5701 — 15th Avenue, Brooklyn 19, N. Y. Ex-1t**

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