

THE  AERO
PHILATELIST ANNALS

* * A QUARTERLY MAGAZINE ON AERO-PHILATELY * *

This Issue Features:

- CANADA
SEMI-OFFICIAL VARIETIES

- SWITZERLAND
1913 LUGANO STAMP

- 1955 MARKET SURVEY

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OCTOBER



1955

THE

AERO

PHILATELIST ANNALS

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CANADA

Minor Varieties of Some Semi-Official Air Mails

By R. H. SHRADY, M.D.

Many air mail stamp specialists consider the Semi-Official air mails of Canada a most fascinating field. Since these stamps were issued and used, a number of interesting and extensive collections had been formed. It is not my intention in this article to go into a detailed study of all the issues. As most air mail collectors know, these stamps were issued and used on mail carried by private aviation companies with the permission of the Minister of Posts in Canada. The majority of the stamps saw use to fly mail up into the inaccessible interior regions of Northern Canada. Back in those years, the Canadian government had no air mail service nor stamps for these purposes, so they permitted private carriers to fly the mail. These companies were allowed to issue their own stamps; collect the postal fees for the air mail service, provided that besides the company's air stamps, which were to be affixed to the back of the envelope, the letters carried the national Canadian stamp for the regular postage rate.

Therefore because of their semi-official nature, these stamps are not listed in the general catalogues. However, they are listed in every specialized air post stamp catalogue. Since the *Sanabria Air Post Catalogue* is the only English-language one that still comes out in regular editions, this article will confine itself to Sanabria listings and numbers.

The total number of major varieties listed in Sanabria is one less than 50—49—from No. 501 through No. 550. In addition, a great number of these stamps have minor varieties listed. For example, No. 517 has five minor varieties from Nos. 517a to 517e.

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CANADA

So if you choose to specialize in this field of Canadian semi-officials, with both major and minor varieties, there are several hundred stamps to collect. And despite this extensive listing, there are still a number of minor varieties that the Sanabria Catalogue does not list. In some cases, however, the text notes accompanying a stamp mention the existence of a variety, but in a very unclear manner, which few collectors can understand or explain.

So the purpose of this article is to discuss more fully some of those varieties unlisted or unexplained in the Sanabria Catalogue. These have been known as existing for some-time, because there were two special catalogues published on these Canadian semi-official air mails. Back in 1931, Ian C. Morgan of Montreal, Canada published a 66-page handbook, "The Specialized Catalogue of Canadian Airmails". A revised edition appeared in 1935. Both of these books have been used to a great extent for my sources of information.

1924 Estevan-Winnepeg Flight. (San. No. 508)

This stamp was issued in vertical imperforate pairs, which were cut apart before public sale. The Sanabria catalog has this note:—

"Printed in strips of 2, one with variety spacing."

A collector unfamiliar with this stamp would seem to be quite confused by these catalog notes. According to Morgan's catalog, the printing was done in two operations. The top legend reads:—"First Saskatchewan Aerial Mail". The variety spacing occurs between the letters "e" and "w" of "Saskatchewan".

Incidentally, unused pairs of this stamp seem to be scarce. The writer has just one in his collection. The upper stamp of the pair has this spacing variety, whereas the lower one shows a normal spacing. Obviously, the stamp was printed in this manner so that every pair must show both the spacing variety and the normal stamp.

1925 Northern Air Service. (San. No. 509)

This issue was for an air mail service to the Quebec gold fields that started in June 1925. The stamp was issued in sheets of 20(5 x 4). The center rows come tête-bêche. With equal sheet margins, it is difficult to tell which is the top or the bottom of a sheet. So what we shall designate as the top row of the sheet, each stamp has a small blue dot to the left of the central monogram.

This stamp was issued also in booklets containing 2 sheets of 4 stamps according to the Sanabria catalog. The writer owns a cover bearing a copy of this stamp straight-edge on top. This stamp has the variety of the blue dot to the left of the central monogram.



Fig. 1. San. 509 showing the "blue dot" variety. This stamp is straight-edge on the top, which this photograph does not show.

CANADA

(Fig. 1) Also possessing a full sheet of 20 stamps, we notice that this has the straight-edges at what we designate as the right. But even if it actually proved to be the left of the sheet, no straight-edges come at the top or bottom. So my copy on cover, which has the horizontal straight-edge, must be from a booklet pane and not the sheet with vertical straight edges. Thus this blue dot variety must be from the plate being found both on the sheet and the booklet panes.

1926 Jack V. Elliot Air Service. (San. Nos. 510 and 511)

This stamp was issued in March 1926 for flights up to the Red Lake Mining Area in Ontario. Sanabria lists two varieties. No. 510b is the "Rosette" variety and is illustrated in the catalog as design SO7. No. 510c is the "inverted leaves" variety. Morgan's "Specialized Catalogue of Canadian Airmail Stamps" lists two more varieties:—

1. both lines end in dashes
2. lines end in dots above, dash below.

In the writer's collection is a sheet of 8 (4 x 2), which is illustrated as Fig. 2. Notice that all four varieties, the two mentioned by Sanabria and Morgan's, occur in the sheet. San. 510b, the "Rosette" comes in positions 5 and 7. San. 510c, the "inverted leaves" is found in positions 6 and 8. The variety where "the lines end in dashes" are found in positions 1 and 3. While the fourth variety, "lines ending in dots above, dash below" come in positions 2 and 4.

The above comments apply also to the second printing with the Swastika background, San. No. 511, so that Sanabria lists only two of the four constant printing varieties.



Fig. 2. A sheet of 8 of San. 510 showing the position of the four varieties. The arrow points to two of them.

1926 Elliot-Fairchild Air Service. (San. No. 512)

This came out in March 1926 for air service to the Red Lake Mining Area in Ontario and the Quebec Mining Districts. A complete sheet of 8 (4 x 2) shows the same varieties in the same positions as the one described and shown in Fig. 2 of the Jack V. Elliot issues (San. 510-11) with one addition. The new name "Elliot-Fairchild" has a tall "r" in the name "Fairchild". This, however, is listed by Sanabria as No. 512e. The variety comes in positions 2 and 4 of the sheet.

CANADA

1926 Elliot-Fairchild Special Air Delivery. (San. No. 513)

This issue of August 1926 also comes in sheets of 8 (4 x 2). San. No. 513a is the tête-bêche pair. Inspection of sheet shows that, when you hold it, position 4 has the design inverted. So one can own a horizontal pair tête-bêche with positions 3 and 4 or a vertical tête-bêche pair that would be with positions 4 and 8.



Fig. 3. A sheet of 10 of San. 515.

Photos by Boutrelle

1926 Fairchild Air Transport Ltd. (San. Nos. 515 and 516)

This issue is timed around October 1926. It was prepared for use, but never issued. The Sanabria catalog notes are not clear as we quote:—

"Issued in sheets of 10 — Printed in strips of 5, also sheets of 10 (also in sheets of 500 with stamps perf all around)."

First of all, the writer questions "500", wondering if this might not be a typographical error. A sheet of 500 with stamps of this size would be an extraordinary large one.



Fig. 4. Another sheet of 10 of San. 515 with different tete-beche pairs.

CANADA

Perhaps it was meant to read 50. The Canadian catalogs consulted mention nothing about "sheets with 500 stamps", so that we wonder where Sanabria obtained this information.

Then Sanabria lists the following varieties:—

515a. Tête-bêche pair horiz. 250	\$2.50
515b. Tête-bêche pair vert. 150	\$7.50
515c. Sheets of 10, in two shades of blue	\$50.00
515d. Sheets of 10, tête-bêche. 150	\$150.00

In the writer's collection are two sheets of 10 (5 x 2) of San. No. 515. Fig. 3 shows one sheet where positions 2, 3, 6, 7 and 10 are inverted. The other sheet is illustrated in Fig. 4 where the inverted positions are 2, 4, 6, 8 and 10. Thus it can be seen that one can get all sorts of vertical or horizontal tête-bêche pairs out of these two sheets confusing us as to how the Sanabria catalog arrived at its figures and the relative pricings.

Incidentally, this stamp was also issued in a dark blue color (San. No. 516) and was used on mail. The inverted positions on sheets of 10 are found on positions 3, 4, 7 and 8. So the only tête-bêche to come out of a sheet will be vertical ones, which Sanabria correctly lists as No. 516a.

1927 Western Canada Airways. (San. No. 533)

This stamp is listed with the colors "pink and black". San. 533a is a shade variety "dull pink and black"; San. 533b "dark dull pink and black". Regardless of these three color variations, all come on a white paper. The writer owns a copy of San. 533 where the paper has a decided yellowish tinge. No Canadian catalog mentions such a variety. We have been able to find no records about it, no Canadian authority, whom we consulted, has been able to explain it. It remains a mystery. Was this issue printed on two kinds of paper?

1929-30 Commercial Airways Ltd. (San. Nos. 541 and 544)

Sanabria No. 541, black, and No. 544, purple, are inscribed "Via Air". There exists a constant variety that comes on position 2 of the sheet where the second "c" in "Commercial" is broken. (Fig. 5).

There was a second printing of this issue where the inscription on each side in the ovals was changed from "Via Air" to read "Air Fee". This broken "c" variety does not occur on the second printing, Sanabria 542, 543, 545 or 546.



Fig. 5. The broken "C" variety on San. 541.

CANADA

1929 Cherry Red Airlines Ltd. (San. No. 547-8)

This stamp was issued in July, 1929 for use on the airlines to the Rottenstone Mining Area, Saskatchewan. According to Morgan's Specialized catalog, the stamps were printed in sheets of 220 and then divided into four panes of 55 for sale to the public. Morgan's catalog also mentions one major variety which Sanabria does not list. This is where the letter "A" in the word "Air" has a pointed crossbar. (Fig. 6).



Fig. 6. The arrow points to the "pointed crossbar in the A". Directly beneath this is the lower part of a stamp with the normal "A".

This writer has not been able to secure nor to inspect a full sheet of 220, nor even the quarter pane of 55 (5 x 11). He was able to add to his collection a good part of a sheet of 55, which consisted of the bottom left portion. This "A" variety was found in position 38. Until full sheets can be examined, there is no way of ascertaining whether this "A" variety re-occurs on any other position in the sheets. Lacking this information, one does not know if this is a relatively scarce variety or whether at least four occur in every full sheet.

Conclusion

There is no doubt that the more one studies this group of Canadian air mail Semi-Official stamps, the more he can find. This writer, who has never pretended to be a philatelic student but simply enjoys collecting stamps, has had a great deal of real pleasure forming a specialized collection of these stamps. Every time he looks at these issues, he spots something new. This writer has no great knowledge about the preparation and production of stamps. So he is just enjoying expanding this Canadian collection and feels that there is much more to collect and much more to know about these stamps. If any reader possesses information or has varieties that no catalog lists or mentions, this writer would appreciate hearing from him.

Acknowledgements

Our thanks to *Mr. Winthrop S. Boggs*, Director of the Philatelic Foundation, New York, N. Y. and well-known for his authoritative books on Canada's stamps, for his interest and advice to me in explanation of many of these philatelic intricacies. Also I am grateful to our editor, *Henry M. Goodkind*, for his assistance and work in preparing my first attempt in philatelic writing for publication. Without the many hours of free services tendered me by both these philatelists, we know that the little knowledge we have about these Canadian stamps never would have been recorded.

VENEZUELA

1937 Port of La Guaira Issue

By HENRY KRAEMER

During 1952 *The Aero Philatelist's News* ran a most informative series of original research articles on the air mail stamps of Venezuela. In Vol. VII, No. 14 of this series, Mr. Henry M. Goodkind excellently described the 1937 Port of La Guaira Issue of two stamps (Scott C64-5, Sanabria 143-44). The article showed how the original design had to be rejected because the bottom tablet inscription read NACIONALIZACION instead of ADQUISICION. Furthermore, the lower denomination, the 70c, was illustrated with the rejected design explaining that some of these "unissued stamps" managed to come on the philatelic market. This 70c with the rejected design has long been listed as San. 147.



The newly found 1.80 Bs. "authorized but not issued" La Guaira stamp now listed as San. 147A. On the right is the "Specimen" stamp, previously the only way that this 1.80 Bs. essay was known. Photo by Boutrelle.

But the high denomination of this set, the 1.80 Bs., was not known with the NACIONALIZACION inscription, when Mr. Goodkind wrote his article in 1952. It was known overprinted "Muestra" (Specimen) and is listed in the "Specimen Stamp" section of the Sanabria catalog as No. PPE144. But at a long last some copies of the 1.80 Bs. with the rejected design without a "Specimen" overprint have appeared on the stamp market. A copy is illustrated alongside the "Specimen stamp". This unoverprinted 1.80 Bs. stamp with the word "Nacionalizacion" is now listed in the catalog as San. No. 147A, according to the Sanabria supplement issued last Spring.

1955 AIR MAIL STAMP MARKET

Preface



This magazine in 1954 (*AERO PHILATELIST ANNALS* Vol. 1, pp. 87-92) introduced a new feature, a discussion and analysis of the then current market in the United States for air mail stamps and related aero-philatelic material. The reaction to it was surprisingly favorable. Several other philatelic periodicals quoted portions from it. Members wrote us expressing not only their views of its helpful guidance, also asked if it possibly could be made an annual feature. With such encouragement, the second of this series is now offered.

This time the same pattern of the 1954 survey will not be exactly followed because of some market conditions that have become very evident in recent years. However, brief comments later on will be made on the various aero-philatelic sub-divisions just as done in 1954.

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In order to competently do a market survey like this, one must act as a reporter of news and avoid, as much as possible, being a commentator. This means wisely and widely using our powers of observation, as well as interviewing those active both in the buying and selling of air mails. One has to choose what seems to be the most reliable sources, and then try to report what was learned without fear or favor.

General Conditions

Inventories. A very noticeable change has taken place in the last decade. Up to about 10 years or more ago, there were many dealers in the United States who handled exclusively and had large, comprehensive stocks of air mail stamps. Many issued annual retail price lists. This has changed. The collector now finds very few dealers issuing such price lists, because the dealers' stocks have become depleted. The bulk of air mails now are in collections and not in dealers' inventories. It would be interesting to prove statistically that, for instance, the collections of some AERO PHILATELISTS' Officers and Directors far outvalue the stock of any full-time air mail dealer.

This has brought about a change in the popular method of buying and selling air mails. Those dealers established a decade or more ago, who still are in business, have turned to a great extent from a retail business to auction sales. Therefore, not having comprehensive pricelists, the best indices of the current market are the prices realized by the sale of stamps at auction. Most collectors and dealers seem to show a preference for the auction method of business.

Auction Sales. Here again to achieve the best possible accuracy, a good reporter must understand the American philatelic auction business, as it currently operates. One should rule out Mail Sales, where any supervision or licensing is out, and refer only to Public Auctions conducted by licensed auctioneers, who must state the terms of sale. So one must use for his gauge only those upon whom there is general agreement that they represent the most reliable. This reporter believes, from speaking to collectors and dealers in the large Eastern cities in this country, that there is a general agreement this representation of the most reliable are found among those who advertise in this magazine.

The stamp market has certain uniqueness in that the factor of condition bears such an important influence. One cannot cite one auction price realization of a stamp or set believing that said price is a standard. One auction dealer may describe a stamp as "very fine o. g.", whereas another auctioneer would call this same item only "fine o. g.". Some auction houses tend to overdescribe, others to underdescribe. So one must examine the prices of a group of auction houses over a period of months and know something of their auction catalog descriptions.

Thus when one studies an individual stamp or set prices, he finds a uniformly close range among the leading auction houses. For instance, a popular air mail set like the U. S. Graf Zeppelins or the Iceland Balbos, shows very similar price realizations if one uses of the prices of several auction houses over a 6-months period. Those stamps, that are offered at auction less frequently, tend to show a wider variation, but not to any marked degree. A good, experienced auctioneer can look at a comprehensive air mail collection, estimate its value and the results of the sale come quite close to the pre-sale estimate.

General Air Mail Market. When speaking to the leading buyers and sellers, one gains some general impressions. The market for air mails has shown a rise. The 1955 American stamp catalogs generally increased the prices of air stamps and, when sold at auction, the prices realized in 1955 generally show a larger percentage of catalog. There are, however, many exceptions. As one experienced aero-philatelist so aptly put it:—

"Good air mail stamps are getting scarcer and consequently bring higher and higher prices. Yet there are a raft of common air stamps, and these are still being bought cheaply."

The prices of popular sets have shown about an average of a 15% increase over a

year ago. Some good examples of this group would be the 1918-30 United States sets, all the Graf Zeppelin issues, Guatemala 1935-39 definitives, Mexico University, New Guinea and Uruguay "Pegasus" issues.

The prices of the commoner sets have not moved up. The bulk of issues from Bolivia, Bulgaria, Cuba, Dominican Republic, Ecuador, Hungary, Lebanon, Portugal, Romania, Russia, San Marino and Syria are still in plentiful supply. Yet there are individual issues from each of these countries that are not easy to obtain, so there are exceptions. A collector should study how an air mail collection is broken down for auction. Take for example, the first country mentioned, Bolivia. Most of the licensed auctioneers offer the complete country from 1924 to date in one or two lots with the exception of the 1930 Graf Zeppelin issues, which are offered as individual lots. Reference is, of course, to major-listed sets in the catalogs, not the errors (minor catalog numbers).

Survey By Groups

Unused (Mint). Although no statistical survey has been made, collecting air mail stamps by complete unused sets still seems to be the most popular way in the United States. In this condition, one finds the most available supply, so that many collectors and dealers constantly experience the best and most stable market, as a rule, on mint air mails in sets. Condition is a strong factor now with so much material being exchanged at auction sales. Many of the auction houses are using care in their descriptions to avoid the return of lots. So in these sales, a set called "very fine o. g." will sell on the average for 30% more than one described as only "fine o. g.". And the mention of any defect, no matter how slight, seems to mark down such a lot automatically. Most air mails can be bought in very fine unused condition, so a collector is shortsighted to compromise with quality to try and save a few dollars. In the end, he fares worse by doing this latter. And "broken sets" unused just seem to be "a drug on the market".

Used Off Cover. "The day of reckoning" with used air mail is dawning, because the move to separate "the wheat from the chaff" has begun. This writer has no desire to boast, but starting in 1948 it had become necessary to disclose in our publications *the widespread practice of the distribution of bad cancellations on air stamps* because this trickery had become so extensive. The situation had reached a point where people were buying and selling air mail stamps without regard to whether the cancellation was genuine, applied by favor, done to-order or was an outright fake. A forthright, factual exposition in the tradition of good American journalism was conducted by us as the most effective method to combat the then prevalent deception with cancels on air stamps.

As proof of the success of our research on cancellations, one needs only examine some of the printed auction sale catalogs of this year and notice that some dealers are describing stamps with bad cancellations. The following is an outstanding example.

It is only about once a year that an entire auction session is held with used air mail stamps only. But on April 20, 1955, H. R. Harmer's Sale No. 923 with lots No. 793 through lot No. 919 consisted entirely of used air post stamps. Here is the printed introductory statement:

A number of the following 128 lots contain a proportion of bad or doubtful post-marks. Although this has been specifically mentioned in each lot, this entire group, lots 793 to 920, is sold "as is" and is not returnable.

All those interested in collecting used airs would be well advised to pause and think about this. Here is a situation where the cancellations on the stamps of ALL countries from Argentine Republic through Venezuela are seen as either "bad or doubtful". And as further proof of the way collectors have been deceived on the cancels applied to air stamps, one need only mention lot No. 918 in this H. R. Harmer Inc. sale. Here is its description:—

Lot No.
918 ○

The balance of "used" coll. 1500 stamps, contained in International Air Post album, although there are many compl. sets and better items, the proportion of the bad canc. is quite high. Would cat. over \$1000.

This lot No. 918 sold for \$216.00, less than 20% of the total catalog value! And what do you think the trusting collector, who owned this, had paid for this collection? We know because we met his widow, who sold this collection for his estate. It is too sad a story to tell, not a credit to the great hobby of philately!

Many other instances during the 1954-55 season could be cited as additional proof that some dealers are discriminating between good and bad cancellations. The results, if this continues and grows, will be most healthy. Genuinely used air mails represent as fascinating a philatelic field as presently exists. But of late the real value of the whole group has been depressed by this "phoney cancel business". In fact, when confidence is undermined, not only this one group but the entire specialty of air mail stamp suffers.

Air Stamps On Cover. Not only in air mails, but with all philately, stamps genuinely used on covers are constantly increasing in popularity in America. The supply is limited, and with a growing demand, cover prices obviously are forging ahead. The past 1954-55 season saw some fine air mail cover material offered for sale with many willing buyers.

Flight Covers. The Pioneer Flights of the pre-air mail stamp period have shown a decided improvement. More and more collectors are commencing to appreciate more fully the important historical significance of aero-philatelic souvenirs from the early days of aviation. Europe always has shown a greater interest in these items than America. But a change is noticed in this country evidenced, for example, by the prices of such material in the Irwin Heiman auction sale of February 2, 1955. Even stronger was the demand for historical flights from the 1930 period of the German Zeppelins and Italian Balbos. *The Graf Zeppelin flight covers* represent one of the most desirable fields in all aero-philately. And the better Trans-Oceanic Flights also have shown an improved demand, because the prices they brought at this 1955 auction were the highest seen in many years. However, the more recent material, like the U. S. covers with cachets, is not faring well because the supply far outstrips the demand.

The historical France Balloon Posts of 1870-71 always were popular in Europe, selling for more than they did over here. A famous collection, that of our member Mr. Theodore E. Steinway, was sold at the Heiman auction of February 2, 1955. The prices show a remarkable increase in interest in this country. The average price seems to be well over \$10 per lot compared with our records of a \$5 per piece average over the past decade. One of the outstanding items of the Balloon Montés, the Jacquard Balloon Flight, brought \$275.

Semi-Officials. They are still going up. In our 1954 article we mentioned the 1920-32 Aviation Companies stamps of Colombia as an exceptionally strong group. 1955 saw something unusual. An entire separate auction was devoted to the air mails of Colombia and a special auction catalog was printed, when on April 18, 1955, H. R. Harmer Inc. offered the collection of a well-known South American collector. *There were a total of 326 lots of Colombia air mails only.* This shows the attraction of air mails when a collection of a single country is handled with a special catalog and auction session by one of the world's leading stamp auction houses.

We wish that space requirements could be relaxed to allow us to mention the prices realized by many of the lots. Outstanding were the colorful French Company issues of February 1920. These stamps (San. Nos. 2 to 15) had been increased in catalog price because of the strong indicated demand from 1953-54 sales. Their 1955 prices manifested a continued interest. Take, for instance, one stamp like Colombia San. No. 3. It was available, unused, used off cover and on cover. Here are the prices at which they sold in April, 1955:—

\$205 mint (cat. \$275)—\$75 used (cat. \$200)—\$150 cover (cat. \$250)

Lot 46 of this Colombia collection was of particular interest to us, because rather recently this magazine (Vol. II, No. 4, p. 118) wrote about the *Scadta (Avianca) Aviation Co.* being the oldest in the Western Hemisphere. It is recorded as having started operations on October 4, 1920. We tried to locate a cover or cancellation showing early use among Colombian air mail specialists, but were surprised to find out that the earliest postmarking we could locate was a cover cancelled July 22, 1921, months after the Scadta Company began operations. Here is the description of this lot:—

Six covers bearing (a) 30c black on rose, pair, (b) 30c black on rose, (c) 10c, (d) and (e) 30c, (f) 50c. The last (incomplete at R) is stated to have been carried on a stage of the Oct. 20, 1920 Barranquilla-Girardot flight but does not bear special cachet. Condition good to fine (San, 16, 17, 33, 35) 16.50+

The lot brought \$15.50!! (We were one of the unsuccessful bidders, never thinking that a lot with this type of description would bring almost full Sanabria. Maybe we should not have published our article until after this sale. However it was co-incidental that the appearance of our Scadta Co. article came at just about the time of this sale.)

Many other semi-official air mails are showing remarkable strength. The Switzerland 1913 Pioneers, Canada Semi-Officials, the French Guiana TAG'S, the New Zealand Pigeon Posts and the German stamps have maintained a steady interest. In fact, the material of most Semi-Officials seems to be getting scarcer and scarcer, so that the few times such issues come on the auction market, the prices go higher and higher. There is one exception, however; there is little interest in the more recent Semi-Officials.



Errors & Varieties. There has been practically no change since 1954. The prices still continue to show unevenness. The material remains scarce, but this is often offset by a slight demand, because very few can afford to collect the world's air mails only by major catalog numbers. So one now must have considerably more wealth to expand his collecting beyond this and go for the expensive minor varieties.

Looking over the recent auction realizations, one sees regular examples of this before-mentioned unevenness. In one sale, a certain error cataloging for \$100 will be sold for a small fraction of the catalog price, while in another sale only a short time later this same error in a similar condition will sell for considerably more. Perhaps the country specialist may account for this. For instance, if one specializes in Mexico, he may also seek the minor varieties. This creates a demand for material in small supply. Buying in his wants in one auction, this specialist has secured the stamps he had sought. Then similar material in a following sale will be subject to a lesser demand, so the prices move down. This is the view of an experienced auction dealer, with which another disagrees. This latter believes that the greatest percentage of errors sold at auction are bought by the dealers. If and when some amateurs occasionally come into the auction market, then higher prices follow.

Essays & Proofs. There was a good indication of the market for such material when in the summer of this year, H. R. Harmer Inc.'s Private Treaty offers in a printed pamphlet, included the following:—

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There are 487 items included, a large proportion of which are multiples. In addition there are many singles or sets of the issued stamps for comparison.

The catalogue value is in excess of \$8500, by Sanabria catalogue, plus a number of unlisted or unpriced items.

PRICE: \$3250

Several points should be cited in viewing this offer. First of all, a comprehensive listing of essays and proofs has been a recent addition to the "Sanabria Air Post Catalogue". Secondly, the current Sanabria prices are far higher than they were five or more years ago. So the owner must have done very well, if the collection sold at the advertised price, because the collection had begun to be assembled before 1949, as is seen from reading the description of this collection.

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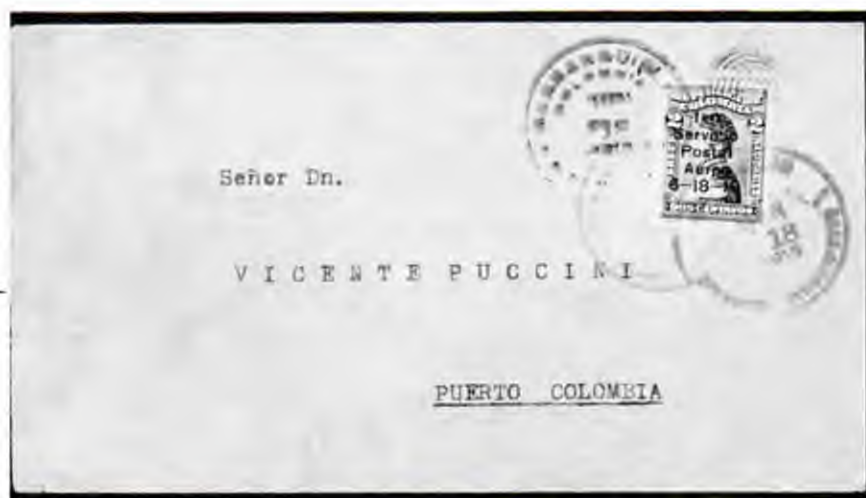
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Air Mail Stationery. This section could more properly be called "Air Letter Sheets", because it seems apparent that these aerogrammes dominate the aero-postal stationery group. There are many reasons for this. Many more countries have introduced Air Letters in the past two years. Air Letters are now in use in most countries. Then when the recent U. P. U. regulation, calling for the uniform name "aerogramme", was accepted by the member nations, this necessitated new printings. Consequently, the Air Letter enthusiast is in an expanding, popular field with new issues constantly coming along to continue his interest. Another help is the fine catalogs appearing regularly for his guidance. Now most of the Air Letter followers are continuing to build up their collections. Very few are selling, so that little material is currently being offered in auction sales. Sometime in the future, a comprehensive Air Letter collection will be sold at auction, and it will be interesting to see how it fares. If the interest in Air Letters is as keen as all present indications show, then one can anticipate many smiling faces.

New Issues. These are continuing along the same lines and show no change from our last report. Many air mail stamp collectors continue to find an efficient New Issue service to their liking.

Expensive Air Mail Stamps. Believe it or not, these are still going up. As proof of this, one should see the prices that stamps like the Newfoundland "Hawker" and "DePinedo" brought in a Harmer, Rooke & Co. auction last Spring. As the world's economy becomes more prosperous, this is bound to happen. F. W. Kessler's March, 1955 auctions also gave similar indications.

Aero-Philatelic Literature. This is a new group, which was not included in our 1954 survey. It now definitely warrants a few remarks. Some of the older air mail catalogs, long out of print, are being sought by many. An item like the 1934 "D. Field Air Mail



Coming up for Auction Soon

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Catalogue", always considered an excellent source of information for the aero-philatelist, has become a real collectors item. A second-hand copy offered in a 1955 auction sale brought \$20. Some of the French and German air mail catalogs from the 1920's and early 1930's also are being eagerly sought.

Conclusion

In general, the market for air stamps is still on the upgrade. There are one or two exceptions as mentioned in this survey. By the time this writing appears in print, the 1956 edition of Scott will be out, so one can see if the latest catalog prices show an increase over last year. Also due for release later this year is a 1956 Sanabria catalog, according to its editor, who is now hard at work on this. Prices in this catalog on the average should show increases judging by the price changes published last May in "the Sanabria Air Post News".

A big influence upon the American market has been caused by the great improvement in the economy of Europe and Great Britain. For some years after the last war, America had the pick of the philatelic market. In the last few years this has drastically changed. In fact, when one speaks with leading American auction dealers, he learns that much of the material sold in New York auction sales is bought by foreign countries. South America and Europe are now keen competitors of ours.

Without attempting to sound overenthusiastic about air mails, we see many indications that by the time another decade is here, *the current market in air stamps will seem like bargain prices*. Prophecy always is uncertain. But as our economists write, barring another war or a world depression, the present upward trend in air mails should continue. (H. M. G.)

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8803 Air Mail Stamps

Some industrious Frenchman with a bent for tedious statistical work broke down the French general catalogue "Yvert & Tellier", 1955 edition. First, he totaled all the major listings of stamps in this catalogue, which came to 110,655. If anyone desires to check it, he may find it fun. Perhaps the second count will be plus or minus three. Most know that the French "Yvert & Tellier" is a catalogue similar to our "Scott" or the British "Gibbons".

The total number of air mails in Yvert & Tellier was 8803, according to accounts read in some of the American stamp papers. This could be an indication of the approximate number of air mail stamps listed (major numbers only) in "the Scott Standard Postage Stamp Catalogue, 1955 Combined Edition". The much more specialized catalogues like "Sanabria" or the French "Silombra" perhaps would show major listings of twice this amount. Maybe someone will tabulate this.

Based on these published "Yvert & Tellier" figures, one can readily see that air mail stamps represent exactly 8% of all the stamps cataloged.

SWITZERLAND

The 1913 Lugano Air Mail Stamp

By MAURICE TRIPET

Introduction

A very popular air mail item is the small Swiss stamp issued in June 1913 for a pioneer flight between Lugano and Mendrisio. This early air mail stamp is listed by most catalogs. Its pricings prove its great value. Therefore two of the better known catalog listings will be given as follows:—

SANABRIA (1954-55)

No. 309 25c blue, green & red ——— \$115 (mint) ——— \$50 (used) ——— \$60 (cover)

ZUMSTEIN Switzerland Catalogue (1952)

		Unused	cover blue canc	cover blk canc
No. 9	25c green, red & gray	425frs	185frs	250frs (*)
9a	green, red, dk. gray	450frs	200frs	275frs
9b	green, red, reddish gray	450frs	200frs	275frs

So one can see from both a leading American and European catalog that this item represents valuable philatelic property.

(*) Prices in Swiss francs worth about 23c. (U. S.)



Fig. 1. The front of one of the types of post cards used with a genuine Lugano stamp. Collection of H. M. Goodkind.

SWITZERLAND

The Problem

This Lugano air stamp has already been written up in detail, so that this writer is not pretending to offer his information as new research or study. In "the Berner Briefmarkenzeitung", 1927 No. 3, a very excellent, comprehensive article was written by Mr. H. Hertsch in German. An English translation by F. V. Loeleger was published in "the Helvetia Bulletin" of July, 1949.

However, it seems probable that these past articles have not become too well known to American air mail collectors because a number of counterfeited items have been seen in the last few years in this country. They were found in well-known collections and offered for sale by some leading stamp auction houses and dealers. Therefore, it has been suggested that a further article be written and published in this magazine for the guidance of air mail collectors, who are just as likely to encounter the deceitful counterfeits as the Swiss or European collectors.

Genuine Usage on Post Cards

The easiest way to thwart the philatelic faker is to spread the knowledge of the genuine. Those, who are cheated by counterfeits, usually are the ones who are not familiar with the real item. Those, who have knowledge or have handled genuine material, are not as liable to be fooled.

First of all, the genuine Lugano stamp is seldom found used on a cover. Most always the stamp has been used on a post card. The "Specialized Swiss Catalogue" mentions six types of post cards known used with genuine stamps.

1. Flying Allegory with the Coat-of-Arms of the Canton of Tessin and inscribed "Per l'Aviazione Militare Svizzera" (For the Swiss Military Aviation). These cards come either white or yellow.
2. View of Lugano showing the Church, Madonna del Sasso. This was a popular contemporary picture post card.
3. Bellinzona's Castle of Unterwalden with an airplane above it and in the cockpit stands Helvetia holding the Swiss flag. The inscription at the top reads: "Per La Patria". (Fig. 1)
4. A view of Lugano with Mt. Salvatore. This is an ordinary picture post card and not one specially printed for the 1913 flight.
5. "National Sammluns", a specially printed card for "the National Subscription Fund for the Swiss Air Force".
6. Photo card showing the pilot, Attilio Maffei.

The above six represent all the known styles of post cards with a genuine stamp and showing proper air mail usage. Perhaps there are more, but this is doubtful. So any stamp not on one of the above post cards should be suspect as a counterfeit.

Genuine Stamps

Printing. The Lugano stamp was printed by the typographic process in three colors by the Societa Tipografica, Lugano. The sheet contained 10 stamps (2 x 5). There are five types found twice on each of the five vertical rows. (Fig. 2). With three colors, each requiring a separate operation, thus the sheets went through the presses a total of six times. Each horizontal pair in the sheet will show the same type. Thus positions 1 and 2, 3 and 4, 5 and 6, 7 and 8, 9 and 10, are the same type.

Perforating. The perforations of the left vertical row always cut into the design, while the righthand perforations on the right row have a clipped appearance. These small details are mentioned because they are a very essential point, which comes apparent, when the counterfeited stamps are studied.



Fig. 2. Left—The genuine stamps in a sheet of 10 showing each of the 5 Types as they appear on each vertical row.

Right—The counterfeited stamp in a sheet of 10. The Type copied is III from the third vertical row (Position 6).

The Counterfeited Stamps

The best centered and best printed of the genuine stamps is Position No. 6 in the sheet of ten. So the counterfeiter used this Position 6 for his model. No counterfeits have been seen that do not resemble the Type III, that comes on the third vertical row.

In the table that follows there is a description of the most noticeable differences between the genuine and the counterfeit.

	GENUINE	COUNTERFEIT
Background color (1st printing without design or lettering)	gray or grayish shades from dark to red gray	green, varying from a bluish to yellowish green
Red Color (2nd printing)	red	carmine or bright red
Green lettering (3rd printing)	dark green	bright green
1. "t" in "ct"	with well-formed cross-stroke	with a short thin cross-stroke
2. "L" in "Lugano"	small serifs	large serifs
3. "u" in "Lugano"	almost closed at top	sides parallel

SWITZERLAND



Fig. 3. The pictorial type of post card upon which most of the counterfeited stamps were affixed.

4. "1" in "1913"	well formed	looks more like letter "i" than numeral "1"
Perforations	11½, those on right clipped, left ones usually cut into design	11¾, well rounded and even

Counterfeited Cards

These features about the post cards used with the counterfeited stamp are helpful:—

1. All post cards with the counterfeited stamp are the regular pictorial type like Fig. 3. No counterfeited stamp has been seen by the writer on any of the six special styles of cards previously listed on page 44.
2. The writing on the post cards usually is written with a blue or a blue black ink. The message written often read like this:—(Fig. 4)

"Dal campo di Aviazione Luganese le Mondo Afferruosi saluti

(signed) Franco Barberis"

or

"Egrefio Signor Maestro dal campo di Aviazione Luganese. Le Mondì touti saluti.

(signed) Franco Barberis"

3. Most of the fake cards are addressed to either:—

Grezio Signor Maestro
Franco Negri
Fescoggia

or

Al Signor Maestro
Negri Gristoforo
Fescoggia

SWITZERLAND



Fig. 4. A typical message, handwriting, cancellations and other fake markings applied to a counterfeited stamp. The entire piece is fraudulent.



Fig. 5. A genuine stamp shown with proper usage. The front of this card was shown in Fig. 1.

Photos by L. W. Giles

SWITZERLAND—OFFICERS & DIRECTORS

4. The "Lugano" cancel on the counterfeits is usually a blue color. Also the cards bear a fake black circular "Menrisio" and "Fescoggia" cancellation as seen in Fig. 4.

Conclusion

It is my opinion that the counterfeit stamp on a fake post card will fool collectors only when they are uninformed. So it is advisable now to show a genuine post card with the stamp (Fig. 5) so that all can compare it to the fake shown in Fig. 4. It is hoped that this little article, which I repeat has been taken mostly from previous studies by others, will stem the traffic in counterfeited 1913 Lugano air mails. Aero-philatelists, becoming aware that counterfeits are being distributed, will be cautious before purchasing this rare air mail item of Switzerland. Furthermore, if a collector still feels doubtful about his own ability to distinguish between the genuine and the fakes, he would be well advised to seek the opinion of the well-known competent authorities who will give him the necessary information thus preventing the uninformed from buying the fake stamps or post cards.

Acknowledgements

My thanks to *Dr. R. S. Shradly* and Editor, *Henry M. Goodkind*, for the loan of their material for illustration because mine was not available at the time this article was written. Once again I wish to express my sincere thanks to our editor for preparing this for publication. And finally my thanks to all the members of AERO PHILATELISTS INC., who have continually encouraged me in my collecting of Swiss air mails.

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Ifni: if no, if yes, if no

This publication, as evidenced by its past reviews of the Scott catalogs, has applauded the work done by the present editorial staff of Scott in listing air mail stamps that previously had not been recognized by this catalog. Furthermore, it is re-assuring to see this policy continued in the new 1956 edition of Scott by the new listing of certain air mail issues of Latvia and Lithuania. Past studies of ours (*Aero Philatelist's News*, Vol. VIII, No. 11) had outlined reasons for questioning the Scott non-listing policy with these Lithuania triangular commemoratives. After almost 25 years of exclusion, all air mail collectors should praise Scott for finally cataloging these previously unlisted stamps.

However, some air mail stamps drop out of the new Scott catalog. "The Scott Standard Postage Stamp Catalogue, 1956, Vol. II" has the following note under IFNI on page 519:—

"Stamps formerly listed as Nos. C1, C29(*) were privately overprinted."

So the Ifni air mail stamps in the new Scott begins with the 1943 set with C30.

We believe that no one—collector, dealer, or even the editors of Scott—likes a situation of confusion created by stamp first not being in a catalog, then being listed, only to be removed later. Our purpose is not to find fault, but rather to offer a constructive thought because things like this Ifni confusion could have been avoided.

Let us start at the beginning to concisely as possible review this Ifni matter. The Spanish Civil War, that broke out in 1937, created a mass of new Spanish and Spanish

* A clearer wording would be "C1 to C29".

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EDITORIAL

Colonial stamps, completely overwhelming stamp collectors. Due to emergency conditions, the status of these issues remained unknown. It was impossible for American collectors to learn if all these Spanish issues were official or not. Just as the Spanish Civil War ended, sources of information remained closed to us because of the outbreak of World War II. We remained completely in the dark until the end of the War.

Meanwhile collectors over here were faced with a dilemma. Dealers often offered them many of these Spanish issues. First of all, their great quantity discouraged many of us. Secondly, many issues were not cheap. Thirdly, they were overprinted provisional issues; but worst of all, with so many different types of overprints that seem to defy an orderly classification. And finally, there were conflicting reports as to which were official government issues or private labels. This is understandable because of a Civil War that rips a country asunder. Those on one side will condemn the issues of their opponent.

This writer, as editor of *AERO PHILATELIST* publications, decided around 1946 to see if some order could be brought into this mess and mass of Spanish issues. It was no easy task, but finally after two years of lengthy correspondence with philatelists in Spain, enough reliable information had been received for publication.

Therefore in 1947, this information was put on record in Vol. II, No. 7 of *"the Aero Philatelist's News"*. During the years between 1937 to 1946, the editors of the Scott catalogs pursued the most sensible course by not listing most of these Spanish Revolutionary issues. But then what happened after our 1947 research appeared? The answer is found in our article in the 1950 *"Aero Philatelist's News"* (Vol. V, No. 7) when we were commenting upon the new edition of the Scott Catalogue that had been issued at that time. We repeat the first portion:—

THE SCOTT CATALOGS

"The press release dated November 28, 1949, from Scott Publications, Inc., had this to say:

'For the first time, the stamps of Ifni, the Spanish territory in northern Morocco, have been accorded Scott listings. There are . . . 39 airmails, whose first stamps appeared in 1941.'

"For the record and with no spirit of bombast, your Editors believe that they were the first to approach Scott about their failure to list the official stamps of certain Spanish Colonial lands such as Ifni, Spanish Guinea and Spanish Sahara. In fact, the postmasters from these places sent out covers to various parties over here including a few to Scott to show them that the stamps were primarily issued for postage purposes. We refer to those now listed for the first time in the 1950 Scott catalog as Ifni C30 to C37, Spanish Guinea C2 and Spanish Western Sahara C8 to C15. *But what about Ifni C1 to C15, C16 to 22, C23 to 29?*

"Permit us to turn the clock back. With the realization that due first to the Spanish Civil War and then World War II, very little accurate information had come to American philatelists about the "tons" of Spain and Colonial issues during the years 1937-1944, your Editors began to contact our Spanish members requesting information. The volume of letters in our file is enormous. It has to be seen to gain a true picture. One party in Spain could never write briefly. Four pages of closely typewritten pages was normal for him.

"The result was that as soon as we were able to compare our information, check it and compile it, we published it in the *Aero Philatelist's News*, Vol. II, Nos. 7 and 8, dated April 1 and 15, 1947. It might be well to quote from that part of this research about IFNI.

'THE ONLY AIRMAIL STAMPS PRINTED AND ISSUED BY THE GOVERNMENT OF SPAIN are those listed by Sanabria, Nos. 19-26.'

EDITORIAL

"These are now listed in the 1950 Scott as C34 to 37. We wrote in 1947:

'As to those airm listed by Sanabria 1-14, these are not regarded as official stamps in Spain. The issue dates are given as 1937-39, but nothing has been located so far about them in any Government records. The peculiar aspect of these stamps is the undetermined status of the basic stamps. In Spain there appeared on the philatelic market a large stock of 'Junta de Defensa' stamps both perf. and imperf. One Spanish catalogue lists them but several others refuse to recognize them. It is pointed out that the editor of the house listing these stamps was not in Spain at the time of issue. These stamps are still offered in Madrid in per 100 lots with no takers. It is admitted that covers with the Ifni airmail overprinted stamps exist, mostly flown from Ifni to Malaga but many doubt if they were marked in the regular manner.'

"The 1950 Scott catalog lists them as Ifni C1 to C15.

"We further wrote the following:

'A second series of airmail is the 'La Cierva' issue of Spain (Scott C100-8) overprinted 'Ifni' and listed by Sanabria as Nos. 12 to 18 issued in 1941. The official authorization for an airmail service from the capital of Ifni, Sidi-Ifni, was issued after this date and when postal regulations forbidding surcharging stamps were issued. Aero-philatelists in Madrid can find no official government authorization for such an issue, although they are known to exist on airmail covers, all of which, however, appear philatelic.'

"These are now listed as Scott Ifni C16 to 22.

"And finally we reported this:

'European catalogues list another airmail series not listed by Sanabria which is the 'La Cierva' issue (Spain C100-9) overprinted with the words 'Territorio de Ifni.' These are bogus and also are not known on cover.'

"And they are now Scott Ifni C23 to 29!

"We cannot unequivocally claim that we are right and Scott is wrong. But this observation must be made upholding that which we wrote three years ago. After we published the article in our *Aero Philatelist's News*, it was reprinted in "STAMPS" in 1948 and also in the British paper "STAMP COLLECTORS' FORT-NIGHTLY" in the latter part of the same year. Our opinions were widely circulated, and *at no time up to this very date have we received one letter of criticism or correction*, nor have we noticed a follow-up article here or abroad that refuted any part of our 1947 article on Spanish Colonial airmail stamps."

Now, after more than 5 years, our original information has been followed. We don't wish to boast about our past work. Nor do we wish to criticise Scott for making a mistake. Rather we admire the Scott editors for correcting this mistake. Too often in the past, once error creeps into the philatelic record, it seems to remain despite all urgings for correction. We think praise is due Scott for rectifying a mistake. (H. M. G.)

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THE AIR MAIL BAG

(Under this heading a regular feature will be run with correspondence from Members. Names in full will be used unless a contrary request is specified when a correspondent will be identified by initials only. Nothing unsigned will be used.)

The article in your July, 1955 number on the Costa Rica "semi-official air mails" by Mr. Rice was a very capable resume of what is actually known about these somewhat obscure stamps, and also I found the illustrations very instructive. May I comment on one matter?

Re the violet and yellow Venditti stamp (Sanabria 502), I would suggest, strictly as a hypothesis, that the stamps in this color were prepared for use in franking letters mailed on the return flight, Managua to San Jose'. Undoubtedly Venditti intended to approach the Postmaster of Nicaragua with the idea of airmail to Costa Rica, if indeed, he had not already done so.

H. D. Mitchell, Editor
The Costa Rican Philatelist
Washington, D. C.

Editor of the AERO PHILATELIST ANNALS
to Editor of the Costa Rican Philatelist.

Regarding your hypothesis re the lilac and yellow stamp, which Mr. Noriega declared a bogus item, being prepared for use on a return flight from Nicaragua to Costa Rica, how could a stamp of Costa Rica be used in Nicaragua? I'll grant that the records offer no explanation for the printing of TWO separate stamps, each with the same denominations, 1 Colon, when one stamp like San. No. 501 was sufficient for the small mail that the aviator carried. But I don't see how Costa Rica San. 502 could be used in Nicaragua.

Editor of the Costa Rican Philatelist
to Editor of the AERO PHILATELIST ANNALS

You ask—"How could a Costa Rica stamp be used in Nicaragua?" Of course, it could not. But these Venditti stamps are NOT "Costa Rican" stamps. Note the inscription that reads:—

"First Airmail—Costa Rica—Nicaragua".

These were strictly private stamps and not a government issue. Venditti could use them in Nicaragua as well as Costa Rica if he had the permission of the proper authorities.

And what is more natural than he should plan for a return flight? And, if he did, that he should use the same printing plates to make stamps for this purpose, which, would be the cheapest way? After all, Venditti did not expect to be forced down in the outskirts of Limon so far off his course. I admitted in my first letter that the return stamp idea for the violet and yellow item was strictly a HYPOTHESIS, but I still like it for that. What else could these stamps be? Trial colors? Not likely, because there would have been more varieties, if colors were being tried. A Second Printing? Expense and logic rules this out. If they were going to the expense of a re-run, they would have used the normal colors.

Mr. Mitchell's points are very well taken and convincing. As further evidence of the status of the Venditti Flight semi-official stamps, we wish to cite one important point that Mr. Mitchell has omitted. The Venditti stamps were forbidden to be cancelled by the Costa Rica postal regulations. Why? Because, in our opinion, they were not official issues of Costa Rica, but, as Mr. Mitchell points out, a stamp for private use with official permission.

If any reader has any further information or thoughts about this lilac and yellow stamp (San. 502), correspondence with the Editor is invited. (H. M. G.)

Oscar R. Lichtenstein, 1878-1955

Oscar R. Lichtenstein at the time of his death on July 31, 1955 owned without question the finest collection of unused air mail stamps in the world. If this statement is not universally accepted, then it was basically because of the reserved, modest manner of this



great stamp collector. It had been both our privilege and pleasure to have become a good friend of his through the common bond of philately. Therefore, we wish to record in print this tribute to his memory. We shall describe him first as a collector, and then go into his association with AERO PHILATELISTS.

Those, who had known Oscar for many years, may have wondered why he had decided to concentrate exclusively upon collecting air mail stamps for the past two decades or more. His conservative nature and his dignified demeanor would seem to point rather towards items antique. But no, he chose to collect the modern stamps. His background and family connections would almost demand that he be interested only in the 19th century stamps. His first cousin was the philatelically famous, Alfred F. Lichtenstein. His niece was Mrs. John D. Dale, also a famous philatelist who owns so many of the finest classic period stamps. But as close as these family ties were, Oscar Lichtenstein collected the newer stamps, air mails.

Frankness compels the plain statement that Oscar R. Lichtenstein was a gentleman of means. For a lifetime, he had been a successful banker in the Wall Street district of New York. So he could have been that type of collector, who with his resources, rushes out to buy everything and anything in sight, and then hires someone to mount and write up his stamps for him. Not Oscar; he was a real stamp lover. Placing

his implicit confidence in one dealer, upon his expert advice he bought slowly and carefully. Oscar handled every stamp he purchased himself, mounting them on his pages, doing everything himself.

Records of great collections can often be found in the list of awards at the outstanding International Philatelic Exhibitions. In 1926 we found Oscar R. Lichtenstein collected 20th British Colonials, a rather good but not then judged as a top collection. Sometime between that year and 1936, when TIPEX was staged, he had turned to air mails because we find that in 1936 his worldwide collection of mint air mail stamps was awarded a silver medal, being outranked by the gold medal winners and the collection that gained the Medal of Honor in the air mail section. But less than ten years later, when the 1947 CIPEX was held, we find the Oscar R. Lichtenstein collection of air mails leaping ahead of the gold medal award to the very top. When the 1947 air mail section awards were

OSCAR R. LICHTENSTEIN

announced, the Lichtenstein collection shared the Medal of Honor with the collection of the late Sir Lindsay Everaard of Great Britain. Following his death, the Everaard collection was sold in 1953. (*AERO PHILATELIST ANNALS*, Vol. I, No. 3, p. 87). Thus from this date on, Mr. Oscar R. Lichtenstein's air mail collection became the finest in the world.

Would he re-affirm this paramount position? The test was to come next year at our mammoth FIPEX. From our talks with Oscar before his passing, we know that he was looking forward to the 1956 competition, wondering whether this time he could gain the topmost honor alone rather than sharing it as in 1947. But now it seems that he and we shall be denied the opportunity to see this materialize.

Let us speak of his collection. He continually kept adding to it with all the new issues, as well as securing newly discovered varieties of older issues up to the very time of his death. This magazine devoted almost an entire number to a detailed study of the world's rarest air stamp, Honduras Scott C12 (*AERO PHILATELIST ANNALS*, Vol. II, No. 1). Those who remember the article, will recall that out of the original sheet of 12 overprints, only a record of four copies survived. But in 1954 despite a diligent and long search, only one unused copy of Honduras C12 was found, the one in the Oscar R. Lichtenstein collection. The article stated that two of the copies had completely disappeared in Honduras back in 1927. A third copy on a cover re-appeared around 1938 and received much publicity in the philatelic press. Then it became lost. It is alleged to have been sold later to an American collector, as an unused copy, after being cleaned and regummed. The name of this unsuspecting buyer was given to our author, but no contact with him ever could be made. So for the present, and, for all intents and purposes, copy No. 3 of Honduras C12 has disappeared, leaving the possibility open that the unused o. g. copy of Mr. Lichtenstein is unique. Some of the other exceptional air stamps of Mr. Lichtenstein were illustrated in full color in the May, 1954 number of "Life Magazine". His mint block of four of the Philippines handstamped VICTORY air mail was a true philatelic gem. This journal was afforded the opportunity to illustrate this piece in full front and back (Vol. II, No. 2). The securing of these rarities for illustrative purposes always will call to our memory the exceptional cooperative nature of this gentleman. Never was such a request denied. All one had to do was ask and, as promptly as possible, Mr. Lichtenstein delivered in person.

His admirable simplicity was typified by the manner in which he housed his stamps. He started and continued with printed album pages, filling every single space. Imagine; there were no gaps! Then he had acquired many items cataloged as minor numbers, for which, of course, a printed album page supplies no spaces. In addition, he owned stamps that are listed only in the highly specialized air post catalogs. These were mounted on blank pages, and the write-up was done personally by Mr. Lichtenstein. He selected exactly what he wished to describe, made his annotations as brief but correct as possible, and then typed out all this himself. How typical his collection of the man!

And now for some words about Oscar R. Lichtenstein and *AERO PHILATELISTS*. The name Lichtenstein bears a certain famous philatelic ring. When we started back in 1946, it was a great hope that perhaps Mr. Lichtenstein would join us. He not only did, but willingly became one of our original Sponsor members, the ones who worked in our first years to underwrite our success. Also Mr. Lichtenstein was pleased to act as a Director of our organization, and continued to serve us in this capacity up to the time of his death. When his obituary was printed by the popular stamp papers, it is regrettable that none mentioned *AERO PHILATELISTS* among his philatelic associations. But the actual record shows his great interest and manifold activities during the years he was associated with us. Many of our members will recall Mr. Lichtenstein's participation and work during our exhibitions. Of course, many of his fine stamps were on display. But more impressive upon us was his willingness to pitch in and help us stage these shows. He never boasted about the stamps he owned. He never complained. He never levelled one critical word against another. He never sought fame or glory. He was always happy being with his fellow collectors, and never too proud to take off his coat and work.

Obviously one with such attributes will not be forgotten quickly. His many friends in AERO PHILATELISTS and the other philatelic organizations with which he was actively associated will carry a memory of Oscar R. Lichtenstein during their lifetimes. Aero-philately can be proud that one of philately's first families collected air mail stamps, while AERO PHILATELISTS may feel honored that this great collector so actively interested himself in our organization during our first years, which continued for almost one decade. (*Editor*).

BOOK REVIEWS

Timed to co-incide with the opening of the 1955-56 philatelic year, many of the annual editions of postage stamp catalogs have been released in September, 1955. The AERO PHILATELIST ANNALS has received the 1956 editions of three well-known catalogs for review purposes from the publishers. They are:

1. "*The Scott Postage Stamp Standard Catalogue, Vol. II for Europe, Asia and Africa.*" The outstanding change in this catalog is the listing of certain Latvia and Lithuania air mails, which had previously been mentioned in Scott in bold type "as not recognized by us as having been issued for postal purposes". We had been among those who challenged this statement. These Latvia and Lithuania air mails issued around the 1930 period were government-issued and known used properly upon mail. So finally after almost 25 years, Scott has listed most of these issues, a move that every air mail collector should cheer, as well as be appreciative of the open-minded policy of the present editors of Scott.

But there are some issues of Latvia and Lithuania still not listed by Scott. And we wonder why? For instance, during the 1930-33 period, Latvia issued *eight* air mail commemorative series, as one can check in "the Sanabria Air Post Catalogue". Scott has listed only *five*, leaving out the Latvia-Africa Flight issue (San. 45-49) and the Aviators Fund issues (San. 50-55 and 56-63). One can properly inquire how the new Scott CB1 to CB17 differ in regard to their circumstances of issue and use from the three Latvia issues still left out of the catalog. As for Lithuania, one wonders why "the Darius-Girenas 1933 Flight" overprints were left out?

This magazine has an editorial in this number about the Ifni C1-29 air mails that now have been dropped from Scott, so that any remarks on this would be superfluous.

Outside of these few criticisms, this reviewer can only express his compliments to the editors of Scott for their outstanding job done with the latest edition. It is a reference book of exceptional magnitude, a true guidebook for everyone who collects or deals in stamps. Sure, it has some mistakes, but without counting we would wager that there is not one out of 200. Priced at \$5 with its close to 1300 pages of information and thousands of illustrations, it is a real bargain.

2. "*Zumstein Europe Catalogue 1956*", published by Zumstein & Co. of Berne, Switzerland. This newest edition of this well-known European catalog runs 1312 pages, 32 more than the 1955 edition. Not much more can be added to the review written about this fine book last year. This catalog is on sale through agents in this country for \$4.50 or \$4.80 with thumb index.

3. "*Mueller's 1956 Specialized Catalogue of Switzerland and Liechtenstein*", edited and published by Ernst Mueller of Basel, Switzerland. A very helpful reference book for the specialist in the stamps of these two countries. The air mail stamp collector, who is interested in the Swiss and Liechtenstein air stamps, will learn a lot when studying the listings and pricings in this catalog. The editor certainly seems to know the stamps and their value in the Swiss market.

MEMBERSHIP APPLICATION



..... 19.....

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EXTRACTS FROM BY-LAWS, ARTICLE III—MEMBERSHIP

Any person of good character interested in aero-philately, over the age of twenty-one, and who will be an asset to the Society, may become a member. Application for membership shall be in writing, and shall be accompanied by annual dues of \$5.00.

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