

THE  AERO  
PHILATELIST ANNALS

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\* \* A QUARTERLY MAGAZINE ON AERO-PHILATELY \* \*

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THE  AERO

# PHILATELIST ANNALS

Henry M. Goodkind, Editor

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## SCANDINAVIA

### Its Semi-Official Air Mail Stamps

By Dr. R. H. SHRADY

#### Introduction

The semi-official air mail stamps of the Scandinavian countries comprise a small but interesting group of stamps, which belong in the pioneer class as they appeared some years before the regular air mail stamps were issued.

All flown covers and cards with these semi-official air mail stamps also required the regular national postage stamp to be valid for delivery. Some of them are quite scarce, especially those of Denmark and Greenland. As far as it is known, there were no semi-official air mail stamps issued by Norway, Iceland or Finland.

For the reader's convenience, the numbers in "Sanabria Air Post Catalogue 1959-60" are used throughout this article.

#### SWEDEN

The first country to inaugurate semi-official air mail stamps was Sweden, which issued only two.

##### 1912 Issue

The first stamp (Sanabria #501), violet with no value indicated, although it sold for 50 öre, was printed in sheets of 56 (8x7) with white selvage all around, and perforated 12½. 5,452 stamps were issued. It also exists imper-

SCANDINAVIA

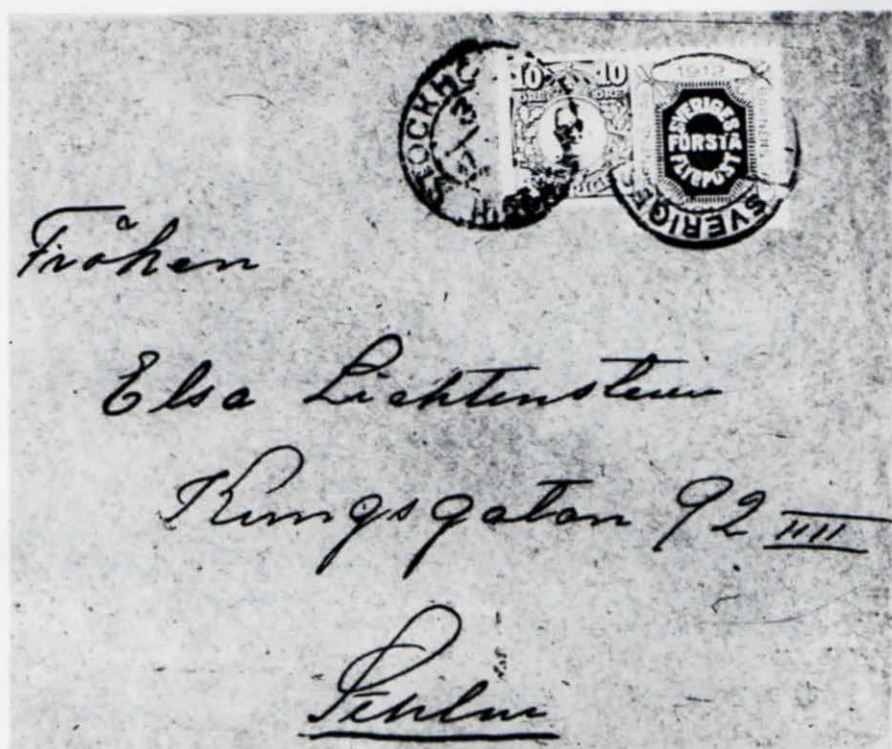


Fig. 1. Sweden, (Sanabria 501) a flown cover with stamp tied to the cover, which is exceptional.



Fig. 2. Sweden, (Sanabria 502) a flown cover.

## SCANDINAVIA

forate. It was placed on sale September 1, 1912, and first used on September 21st, 22nd, and 26th on demonstration flights between Stockholm, Jarva and return. About 5,000 pieces of mail were flown. The pilot was Olaf Dahlbeck. The intermediate points on the flights were Tereberg and Vaitan. Flown covers have a double circle cachet in violet with the inscription in capital letters reading, "SVERIGES FORSTA FLYGPOST" (Sweden's first air post) around the border and the date "SEPTEMBER 1912" across the center of the cachet. On most of the covers seen, the semi-official stamp is not tied. Those that are tied with a cancellation are scarce. Fig. 1 shows a flown cover with one of the latter.

### 25th Anniversary Overprint

The second stamp (Sanabria #502) is the same as the first with "Silver Jubileet 1937" diagonal overprint in black. It was issued in September 1937 for the twenty-fifth anniversary of the 1912 first flight. 3,000 copies were placed for sale. Flown covers have a double circle cachet in violet with the inscription "BARNENS 'O' FLYGPOST" (children's air post) around the border, the date "16-9-37" in the center and an airplane directly below it. These stamps were sold already affixed to letters, so that mint copies do not regularly exist. However, eight mint copies were retained by the printer, one of which was presented to the Post Museum in Stockholm. Later the other seven were sold to a dealer after the printer's death. Fig. 2 illustrates a flown cover with this stamp.

## DENMARK

### First Air Mail Semi-Official

The first stamp (Sanabria #501), 5 kroner, multi-colored, blue, green, red and lilac was printed in sheets of 32 (4x8) with white selvage all around,

<p>Køb „Dansk Luftbefordringsmærke“ til Turistflyvningen den 15. Maj 1918: København - Skagen og Retur samme Dag, og Købestævnet Fredericia 8. Maj.</p> <p>Breve medtages til alle Byer.</p> <p>I Danmark startes Verdens første Turistflyverroute. I Danmark startes Verdens første Luft-Brevforsendelse. I Danmark optages Verdens første Lufrutefilm. I Danmark oprettes Verdens første Flyverforsikringselskab.</p> <p>Støt Dansk Industri! Fremhæv Dansk Energi! Anerkend Dansk Flyveri! Til Ære for Dansk Handelstiv.</p> <p>Ærbødigt <b>J. ERLIND.</b> København C., Tlf. 10082.</p>	<p>TRYKSAG.</p> 
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Fig. 3. Denmark, (Sanabria 501) post card prepared for first flight to Skaagen which was postponed.



Fig. 4. Denmark, the front of the 1919 flight card.

and perforated 11. 3,200 were printed. It was issued primarily for a flight to have taken place on May 15, 1918 from Copenhagen to Skagen. Special cards were cancelled with a large oval cachet in purple with the inscription "Erlinds Lufttrafik" (Erlinds Air Traffic) at the top and "Aeblestien 3-Kbhvn.C" (Erlind's Home Address) at the bottom. The flight, however, never took place.

These stamps were used later on a flight from Copenhagen to Aarhus on September 11, 1919. The cachet was rectangular in shape and in red, inscribed in three lines "Goliath" at the top, "Kobenhavn-Aarhus" in the center and the date "11-9-19" at the bottom. The pilots were Captains d'Ors and Krause Jensen. 140 letters and newspapers were carried on this flight. The remainder of the stamps were later sold to the children's aid office. Figs. 3 and 4 show both sides of a card prepared for the first flight.

**TO JOIN AERO PHILATELISTS**

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## SCANDINAVIA

### The Scarce 1919 Issue

The second stamp (Sanabria #502) 50 øre, black on rose is typeset. Perforated 11, it was printed in small sheets of 6 (3x2) with three tête-bêche pairs. The sheets' edges were not perforated, so straight edges come all around the outside (Fig. 6). Positions #2 and #5 have a constant variety where there is no period after the word "øre." These stamps were issued for a special flight from Naestved to Storehedinge on the occasion of "Sightseeing Day" in Naestved on September 13, 1919. The pilot was Otto Reichert. Flown covers are quite scarce. The majority of the covers examined have an error in the Naestved cancellation, in which the date reads "13-9-18" instead of "13-9-19," while the Storehedinge postmark date is correct, "13-9-19" in all cases. The error was discovered and corrected later. These stamps were again used on September 16, 1919 on a flight from Storehedinge to Copenhagen, on September 21, 1919 on a flight from Fakse to Copenhagen and still later on October 2, 1919 on a flight from Stege to Copenhagen. The copies of this stamp that were flown on the last flight are signed across the stamp "O. Reichert," the pilot on all these four flights. The "Sanabria Air Post Catalogue" states that 300 of these stamps were issued, of which 132 were used. The "David Field Air Mail Catalogue" says only 150 were issued and that all but 18 were used on correspondence. Emmerich says 300 were issued and that 111 were flown. Figs. 5 and 7 illustrate flown covers on two of the flights and Fig. 6 a complete sheet of six of the unused stamps.



Fig. 5. Denmark, (Sanabria 502) flown cover to Storehedinge showing error of date in Naestved postmark.



Fig. 6. Denmark, (Sanabria 502) complete sheet of 6.

#### Only Catalogued In Europe

The following stamps are listed only by Emmerich in the Danish catalogue and Berezowski's 1925 German catalogue; not too much appears to be known about them. The stamps sold for 50 øre and were printed on white paper in three colors—red, green and blue, perforated 12. 200 in each color were printed. They are said to have been printed in sheets of ten, tête-bêche with a white gutter between. The three stamps were apparently intended for use by air transport from three different cities on the occasion of aviation shows in Storehedings and Fakse. It seems likely that the blue was not put into use, while the red was used in Storehedinge on September 16, 1919 and the green in Fakse on September 21, 1919. Fig. 8 pictures the stamp.



Fig. 8. Denmark. Stamp not listed by Sanabria but listed in the Emmerich and Berezowski catalogs.

(All photographs by Boutrelle)



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SCANDINAVIA



Fig. 7. Denmark, (Sanabria 502) flown cover to Stege with signature of pilot "O. Reichert."



Fig. 10. Denmark, (Sanabria 504) flown cover to Malmoe.

## SCANDINAVIA

### 1925 Stamp

Another stamp (Sanabria #503) has no value stated, although it was sold for 50 öre. Carmine and black on salmon, it was printed in small sheets of four with two tête-bêche pairs having straight edges all around the sheet. The perforations gauge  $11\frac{1}{2}$ . The total printed was 500, of which 287 copies were flown. It also exists imperforate in sheets of four with two tête-bêche pairs. Emmerich states only two imperforate sheets were issued. These stamps were used on a special flight from Naestved to Kastrup on September 3, 1925, on the occasion of "Sightseeing Day" in Naestved. Covers have been seen with a tête-bêche pair attached, as shown with Fig. 9.

### 20th Anniversary of 1910 Flight

The last stamp of Denmark (Sanabria #504), 5 kroner black and blue, was issued in small sheets of four, both perforated 12 and imperforate. This stamp was to commemorate the 20th anniversary of the Copenhagen-Malmö flight by Robert Svendsen on July 17, 1910. It was issued under the auspices of the Danske Flyvere (Danish Flyers) for a flight on July 17, 1930. 4,500 of the perforated stamps were issued and 500 of the imperforate. 600 copies were used on the flight. Fig. 10 illustrates a flown card.



Fig. 9. Denmark, (Sanabria 503) flown cover dated September 3, 1925 showing a tête-bêche pair.



Fig. 11. Greenland, (Sanabria 501) flown cover to Copenhagen signed by pilot Ernst Udet in red ink. It is believed that less than six exist.

## GREENLAND

### Rockwell Kent Stamp

Sanabria #501, 10 öre, a brown red, imperforate stamp designed by the famous artist Rockwell Kent, who carved the wood engravings from which the stamps were produced by smearing oil paint on the block and then striking it with a hammer. The impressions and shades vary due to the primitive method used. The stamps were printed singly. The exact quantity made is unknown, but only two mint copies apparently have survived, while a very few covers are known. These rare stamps were issued June 18, 1932 on the occasion of the establishment of air service in the Umanak district during the Franck Expedition. Planes flown by pilots Ernst Udet and S. Schriek between Igdlorssuit and Nugaitsiak saved weeks in transporting mail to and from Europe. Service was open to the public, who used it very sparingly. Fig. 11 illustrates a flown card signed by pilot Ernst Udet in red ink.

### The Private Reprint

Sanabria #502, 10 öre, brown red, imperforate and ungummed was printed privately on order of the artist and exists only unused. 200 were printed (Fig. 12). Later the plate was defaced by the artist and presented to Erik Hildes-Heim. This second stamp has a much clearer impression than the original. Its red brown color is of a different and deeper shade which makes it easily distinguishable from the rare original.

SCANDINAVIA

Fig. 12. Greenland, (Sanabria 501). The private reprint.



A Rockwell Kent "Forerunner"

The following is reprinted by permission of the author, *Lauson H. Stone*, from "The Posthorn" (Volume 9, No. 3, July 1952), who also supplied the illustration (Fig.13).

"Both Greenland and airmail collectors are by now familiar with the story of the Rockwell Kent airmail stamp which was used in Greenland in 1932. The stamp was designed and printed by the American artist, Rockwell Kent, who was then living in Igdlorssuit, Greenland. That summer an expedition which was engaged in making the movie "S. O. S. Iceberg" had established its headquarters at Igdlorssuit. One of the members of the expedition was the German World War I ace, Ernst Udet, who piloted a seaplane used in making the movie. The airmail stamp was used for mail carried by Udet, principally

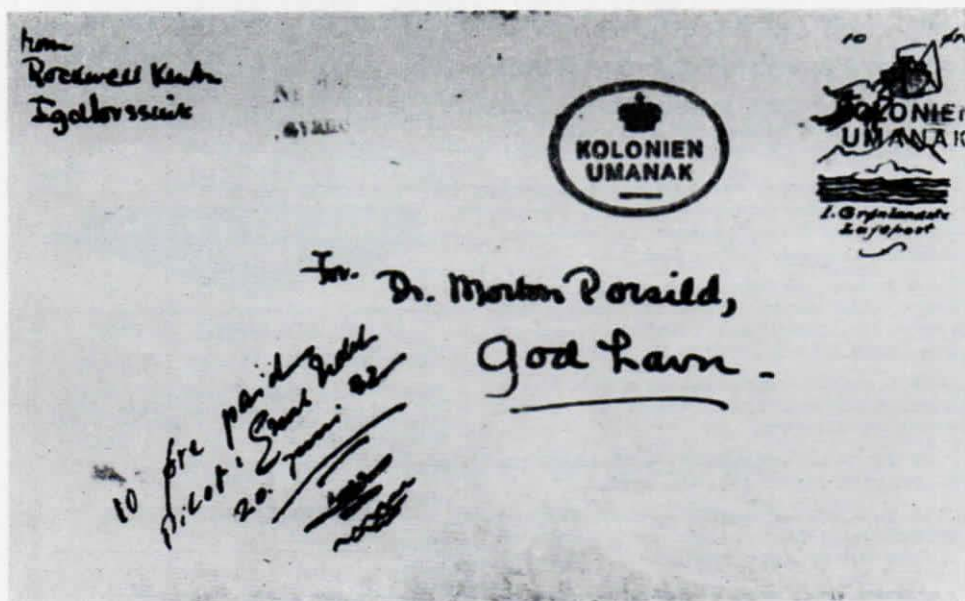


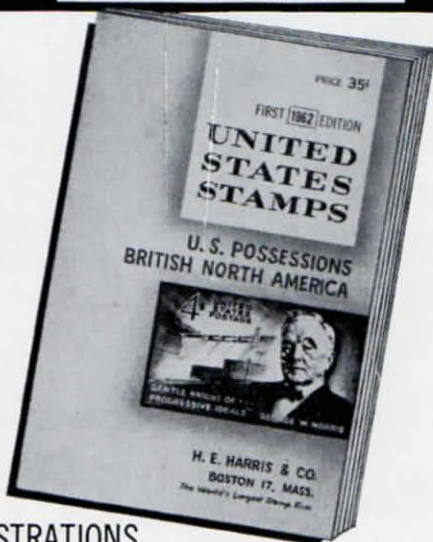
Fig. 13. Greenland, Rockwell Kent Forerunner (Lauson H. Stone collection)

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## SCANDINAVIA

between the expedition headquarters at Igdlorssuit and a camp at Nugatsiak where part of the movie was filmed. The proceeds from the sale of the stamp were applied to the cost of a community house which Kent was building at Igdlorssuit. It is believed that the stamps were used in early July, 1932. The first day of use is unknown, although stated by one writer to be "some days after" June 15, 1932.

Pictured above is a used cover which has, in place of a stamp, an ink drawing similar to the Kent airmail stamp. One notable thing about this cover is that the ink drawing, while practically the same as the stamp, will on careful examination be seen to be in reverse, i.e., the gull is flying to the right rather than to the left as in the stamp. It is known that the stamp was printed from a woodcut which had to be prepared in reverse of the manner in which the final stamp was to appear. In other words, in order to have the gull in the stamp fly to the left, it was necessary to make the woodcut with the bird flying to the right. This indicates that the artist was making the drawing on the cover in the same way it would appear on a woodcut rather than imitating or copying the stamp. Thus it seems logical to conclude that this cover was prepared before the stamps were printed.

A second notable feature of this cover is the fact that it is dated. It bears the following notation in Udet's handwriting:

10 Ore paid  
Pilot: Ernst Udet  
.20 juni 32

under which is a drawing of a seaplane. As Greenland collectors know, Greenland mail at that time bore no dates or dated cancellations. None of the very

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## SCANDINAVIA

few known covers with the Kent airmail stamp have cancellations showing exactly when they were mailed or used. Those addressed to Denmark bear Copenhagen cancellations showing that they arrived there on July 31 or thereabouts. Since the journey to Denmark occupied from three to five weeks, such covers were probably mailed after June 20th. Thus the dating by Udet on the above cover is a further indication that it was used prior to the first use of the airmail stamps.

The comments of Mr. Kent on the above cover have been obtained, as follows:

"The cover with the hand drawn airmail stamp is definitely genuine. I recognize the drawing of the stamp, and the lettering under it, as my own; and the handwriting on the envelope is that of my wife, Frances Kent. I have a vague recollection of having made that hand drawn stamp before I got to printing the stamp subsequently used. Just what I, or my wife, was writing to Porsild about, I don't recall. Probably it was only a greeting sent to him to take advantage of a trip to Godthavn that Udet was making in his plane. \* \* \*"

Mr. Kent's statement, as well as the evidence of the cover itself, would seem to establish the fact that this cover, being mailed prior to the use of the airmail stamps, is in effect a "forerunner" of such stamps, and that the first use of the airmail stamps was later than June 20, 1932.

The cover does not have the cancellation or cachet of the expedition, which is the only Greenland marking found on covers used with the airmail stamp. The absence of this cancellation is probably due to the fact that the sender of the cover was not connected with the expedition. The cover does, however, have three markings which are familiar to Greenland parcel post collectors: "Nr. 30 - Avane" - the fiscal cancellation used at Igdlorssuit, and two different types of "Kolonien Umanak" cancellations. The latter cancellations were probably applied at Umanak, which is near Igdlorssuit, before the plane proceeded to Godthavn — upwards of 400 miles distant.

The writer has seen one other similar cover which, however, is unused and unaddressed. This unused cover not only has a similar ink drawing by Mr. Kent, but also has affixed a copy of the airmail stamp which is cancelled with the expedition cachet."

### Acknowledgements

The author wishes to thank Mr. Erik Hildes-Heim, well-known collector of Danish air mail stamps and flights, Mr. Lauson H. Stone and Mr. Henry M. Goodkind, our editor, for their help and advice in preparing this article.

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## AIR MAIL EXHIBIT & CONGRESS

### The Hague, Holland, August 1961

The timing of this report has encountered delay. The editor of the AERO PHILATELIST ANNALS attended the International Aero-philatelic Exhibition and the First Congress of the Aero-philatelic Federation (FISA) in The Hague, Holland from August 3rd to August 14th, 1961 as the United States Commissioner, and also acted as the Secretary of the International Board of Judges. After these events had concluded, a visit was made to Switzerland, Italy, France, Denmark and England, resulting in arrival back home at the end of September. Because the October 1961 number of this quarterly magazine demanded immediate attention, it was impossible to prepare a comprehensive report in time for the October issue. Although this account appears late, it has been rendered at the request of many members, who still are anxious to learn what transpired in Holland.

#### The Exhibition

As the U. S. Commissioner, the editor took over to Europe 20 individual air mail exhibits from this country — 19 for competition. This seems to be the largest aerophilatelic participation ever by United States collectors in a foreign exhibition. Although *Curiosa 1961* was an exclusive air mail exhibition, the U. S. entries surpassed those seen in London 1960, Hamburg 1959 and all other European International Stamp Shows of the past decade.

The most significant comment to be made on the quality of the American exhibits is that every one — all 19 — won an award in Holland!

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The International Board of Judges at The Hague, Holland, August 1961. (Left to right) C. deVos Klootwijk, Holland; Herbert J. Bloch, Chairman, U.S.A.; Henry M. Goodkind, Secretary, U.S.A.; I. Braunstein, Belgium; Walter von Adelson, Switzerland; H. E. J. Evans, Great Britain; Kurt Dahmann, West Germany and Dr. L. Frenkel, Holland.

The exhibition was truly international. *There were 89 individual entries from 14 different countries.* Besides a large showing from Western Europe and the United States, there were collections from Africa, Great Britain and South America.

The show was staged in a very large building in the Hague called "Houtrust." They hold hockey games and tennis matches in it, which gives one some idea of its vast size. There were, however, many other hobby exhibits, such as dolls, antique cars, novelties as match boxes and other curiosities, explaining the name, "Curiosa." The philatelic section was the largest in *Curiosa 1961*. The majority of the opinions expressed in the Hague was not favorable about holding a stamp show in conjunction with other hobbies. It seems agreed that philately is prominent and popular enough to stage its own shows. But one must consider that Holland is a small country with an enthusiastic but limited group of air mail collectors. Thus, for a large exhibition, difficulties arose over adequate financing and required volunteer manpower to put on the show.

The task of mounting 110 frames from the United States alone forcibly showed the lack of sufficient voluntary helpers. Just a few were available to do this and the work required 2½ days with little time out for sleep, rest or meals. This mounting work would have taken perhaps twice as long, were it not for two overseas members of AERO PHILATELISTS. Enough praise cannot be given to Messrs. *Henri Trachtenberg* of Paris, France and *Sebastiao Amaral* of Belo Horizonte, Brazil, who worked continuously with us in this task.

During the course of this 11-day exhibition, there were numerous visitors from many countries. Two from the United States — *Max Gold* of New Rochelle, N. Y., whose Graf Zeppelin exhibit won a silver medal and *Fred W. Kessler*, the well-known New York dealer and auctioneer — came to The Hague for a day. A prominent philatelist from England, who was vacationing with his wife and daughter at Schevingen, a seaside resort near the Hague, came to the exhibition several times. He was *Maurice Williams* of London, England, the prolific stamp journalist and editor of the "Stamp Lover." Many may better know him as the "M" half of the brother team of *L. N. and M. Williams*. Incidentally, most all of the overseas visitors stayed at hotels in Schevingen, that reminded those from America so much of Atlantic City, N. J.

The exhibition was divided into 5 groups, each of them subdivided into classes as follows:

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- Far Eastern Rep. San. 510A unused no gum \$85.50
- France San. 5 F. D. cover, special sticker & postmark Vincennes Aviation \$3.00
- French Morocco Unlisted varieties San. 49c but Imperforate used on cover (not flown) \$143.00 San. 50 horizontal gutter tete-beche pair, mint \$143.00 San. 51, horizontal gutter tete-beche pair mint \$143.00 San. 70, variety red color omitted mint \$100.00
- Germany 1940, leaflet dropped over Britain "Last Appeal to Reason by Adolf Hitler" \$11.40
- Gt. Britain 1911 London Windsor, red envelope, first day (Sept 9) special postmark \$15.00, signed by designer W. London \$18.60. Other cards and covers from \$5.00 to \$57.00
- Gt. Britain San. 501, Mint \$3.00, complete mint sheet of 49 \$143.00 San. 502 cover \$17.10 San. 503, cover \$7.15, San. 504 cover \$11.40, San. 505 cover \$7.15, San. 506, mint \$2.15, complete mint booklet \$42.75 Unlisted type (same Air Co as San. 06) biplane over lighthouse two complete mint booklets (20 labels each) blue and sepia for \$7.15, San. 507-9 mint \$3.60 on first night flight cover cachet \$14.30, San. 510-12, cover \$34.20 Unlisted provisionals Isle of Man (typewritten labels stuck over old values) set of 3, mint \$28.50 cover \$34.20 manuscript surcharges set of mint \$8.55 cover \$20.00 San. 513-5, mint \$3.00 cover \$11.40 unlisted errors San. 513 and 515, in mint vertical strips of 3, center stamp surcharges omitted, the two for \$42.75 (only four copies of each error are known), San. 513-5 in blocks of 4, one in each block with double surcharge mint \$85.50, San. 514 and 515, surcharges in violet mint \$42.75 San. 514 surcharged "Plus 2d" in violet (instead of plus 1d" in black) mint \$42.75, San. 516-8, mint \$1.00, F. D. cover \$8.55 San. 519-21 mint \$1.00 F. D. Cover \$8.55, San. 522-4, mint \$1.15 F. D. Cover \$8.55, San. 522-4, mint \$1.15 F. D. Cover \$8.55 July 1957 set of 3 (1d to 2/4) mint \$1.50 F. D. Cover \$10.00 Essay San. EAPT, 5 (different), mint \$2.00 each.
- Gt. Britain May 8, Autogiro Flight over the route of the 1911 Aerial Post; special autogiro card, mint \$1.45; special autogiro label, mint \$1.45 mint tete-beche sheet of 4 \$5.70; special autogiro card flown, with label, two cachets and Air Post Exhibition, London postmark \$7.15; pilot signed \$11.40
- Gt. Britain 1961 Sep 9, 50th Anniversary of First Aerial Post, special blue card (adapted from 1911 design, by same artist) with special BEA Airway letter label, special cancel Hendon-Windson, and special Windsor postmark \$4.30, signed by designed of card \$7.15, mint Airway letter label 30c. Other 50th anniversary material in stock.

We have handled air mails since 1923. We also stock Japanese Occupation stamps and covers, and other unusual material. Write us your specialties, and price limit, we will quote you what we can supply or send on approval against usual references.

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5. Aero-philatelic stationery and etiquettes
6. Topical Aviation and Propaganda Leaflets
7. Netherlands and Colonies
8. Rocket Posts
9. United States Exhibitions as one exclusive section
10. Literature
11. Airline Exhibits (not for competition)

In addition, there was a large competitive group, not aero-philatelic, but devoted to Polar Posts.

#### Judging And The Awards

There were eight judges for the Exhibition — *Herbert J. Bloch* and *H. M. Goodkind* from the United States, *H. E. J. Evans* of England, *I. Braunstein* of Belgium, *Walter von Adelson* of Switzerland, *Kurt Dahmann* of West Germany, *Dr. L. Frenkel* and *C. de Vos Klootwijk* of Holland. The jury was instructed to select its own president. Mr. Bloch was selected and splendidly carried out this difficult work.

Perhaps because all the judges were experienced aero-philatelists, the decisions were reached with the greatest harmony this reporter ever experienced. Because of the high quality of the exhibits, the jury found it necessary to make 58 awards. This means that only 31 entries failed to gain an award.

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We will gladly make up special offers or selections on approval.

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(Left) Mr. D. Tziracopoulo of Egypt holding microphone receiving the Grand Award, presented to Curiosa 1961 by Her Highness, Queen Julianna of Holland from Herbert J. Bloch, the Chairman of the International Jury. (Right) Mr. J. Gravalat of Paris, France receiving the large sterling silver cup, the first prize of honor, for his great air mail collection of early pioneer covers.

All 58 winners will not be listed. Instead a few observations will be made on the top exhibits, including the 19 from the United States mentioned in the order of their standing.

The *Grand Award* went to a remarkable world-wide air mail stamp collection formed by *D. Tziracopoulo* of Egypt. This collection previously had won a gold medal both at London 1960 and New York (FIPEX) in 1956. It has the U. S. 24c air mail invert, all the Newfoundland rarities, one of the finest showing of Colombia air mails ever assembled, German, Swiss and French Guiana semi-officials. Lacking are only Honduras, Mexico, Nicaragua and other American air mail stamps.

The *First Award of Honor* went to a long-time member of AERO PHILATELISTS, *Jean Gravalat* of Paris, France, who concentrates on early pioneer flights of the world. Next came our own *Dr. James J. Matejka, Jr.* of Chicago, Illinois, whose great Newfoundland 10-frame exhibit is without doubt the finest ever assembled of the air mail stamps of the oldest British Colony.

Several foreign collections were outstanding and, of course, they gained high awards. *Dr. Ernst Raab's* of West Berlin magnificent collection of Germany's semi-official air mail stamps is one that attracted much attention. The showing of *H. Eric Scott's* British aero-postal history is considered the greatest ever assembled. He showed some material over 100 years old. *A. Houweling* of Netherlands, who has been collecting for only a few years, has put together a wonderful world-wide collection of air mail stamps and covers.

After the great Newfoundland exhibit, the next best collection from the United States was that of our president, *Philip Silver*, whose 1918-33 U. S. air post stamps, covers and proofs made a big hit in Europe. Four other U. S. exhibits made fine impressions—*Thomas A. Mattheus' U. S., Rockets and 1870 Franco-Prussian War* air mails, *Sam Rodvien's* Latin American used air stamps and covers, *John J. Britt's* Proofs and Essays and *Bernard Fink's* Graf Zeppelin stamps and covers.

The following 8 Americans won *Silver Gilt Awards*. *Frank E. Adams* Australia air post, *Sam L. Bayer* Pioneer Flights and stamps, *Albert P. Cohen*



The Lord Mayor of the Hague, Holland (right) welcoming the FISA Congress delegates in his private office as the U. S. Commissioner shows his happiness that the speech is in English.

India 1911 Allahabad Flight, *Max Gold* 1930 Zeppelin Pan-American Flight, *Harry A. Holman* the first air mail issue of Austria, *Stanley R. Rice* Liberia, Costa Rica and Chile rare air stamps on covers and *Dr. R. H. Shradly* semi-official air mail stamps of France and Germany.

Three *Silver Medals* went to the United States. *Edward P. Bender* U. S. A. and Uruguay airpost stamps, *John R. Dilworth* India Rocket Flights and *Herbert A. Feist's* Brazil.

Two *Bronze Medals* came here for *Jan Bart's* F. D. Roosevelt air mail stamps and *Mrs. Florence O. Brown's* Graf Zeppelin issues.

#### Assets And Liabilities

One examining an aero-philatelic exhibition abroad cannot fail to make comparisons to air mail shows in this country. There are many similarities, but also some marked differences. The Europeans tend to collect more older pioneer material and aero-postal history. This can be illustrated by discussing the Zeppelin posts. In America, our preferences are for the stamps used on covers during the 1928-34 period. The Europeans are less interested in such material. They feel that these later Zeppelin covers, even tho they bear scarce and valuable United States, Argentine or Brazil air stamps all have similar postmarks and cachets, and were serviced mostly by one or two stamp dealers. The Europeans prefer Zeppelin flight covers before World War I, although they only have common postage stamps.

On the other hand, the European aero-philatelists, as a rule, are not as world-wide as we are. In Europe, they specialize in their continent. One finds little interest in the Western Hemisphere. Fascinating air mail countries such as Honduras, Mexico, Canada, Uruguay and others were not evident in Holland. In contrast, the U. S. exhibits covered the entire world, not just the Americas.

Also the American aero-philatelist seems to be a keener student. There were Italian Balbo and Zeppelin as well as other covers with fraudulent cancellations on display that never would get by in this country.

The First FISA Congress

This event opened on August 11, 1961 with much pomp and ceremony in the historical parliament buildings of The Hague. In fact, the opening day was devoted entirely to formal ceremonies and speeches. Important Dutch postal and government officials participated, and two made speeches of welcome. The main speech was given in English by a famous Dutch scientist, Dr. J. J. Raymond, Director of The Zeiss Planetarium, whose subject "Space Research" was accompanied by slides. When this concluded the Congress delegates, their wives and visitors were taken to a special post office where distinctive cancels were applied to covers. The covers began to go through the cancelling machine at noon. One of these is shown on page 79.

After this, about 250 people walked a short distance to the old City Hall in The Hague. This is an historical building full of many antiques and old paintings by famous Dutch masters. Escorted by Dr. John Boesman of Netherlands, who had been elected the first president of the "Federation Internationale des Societes Aerophilateliqes," which will be called by its better known and shortened name of FISA, a delegation of representatives from seven countries were taken into the private office of the Lord Mayor, who spoke a few words of greeting after formal introductions. The editor was accorded the honor of representing the aero-philatelists from the United States (see illustration on page 76).

After being served a glass of sherry and having a short conversation with the Lord Mayor of The Hague, the party left his private office and walked a short distance into a large reception hall, where all the FISA guests were assembled. His Honor, the Mayor, delivered a warm speech of welcome. When he had finished, men dressed as English butlers, came in with silver trays

## ITALY AIR MAIL COVERS

#C1 World's first air mail stamp, flown Turin-Rome .....	2.00
#C1 do. error in arrival pmk. 22.IV. instead 22.V. 1917 .....	4.00
#C1 do. return flight Rome-Turin cover .....	2.50
#C2 World's first sea-plane st., Naples-Palermo .....	2.00
#C2 do. Naples-Palermo posted in Rome .....	4.00
#C2 do. return flight Palermo-Naples .....	2.00
1925, Special flight LEGHORN-ROME with unused 1/2off. air st. ....	2.00
1925, Same flight, 1/2offic. air st. cancelled .....	3.00
1926, "NORGE" airship Polar cover with 1/2offic. air stamp, Rome-Kingsbay .....	14.00
1926, do. Cover flown across North Pole to TELLER, Alaska, where Italian franking has been cancelled upon arrival, autographed by a member of the Crew, few known .....	60.00

We specialize in air mail covers of Italy, Colonies, San Marino, Vatican City, since 1925 and have one of the finest assortments in existence. Approvals.

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P.S. At the present time we have in stock one set of 5 FDC Italy #C02 and the four Colonies #C01 on the OFFICIAL covers — flown.

holding glasses of sherry for the enjoyment of the guests. Then a 2-hour recess was taken for luncheon.

During the afternoon of August 11th, there were numerous panel meetings held by smaller groups. For example, there was a study group meeting on Exhibition Awards under the guidance of *John Field* of England, son of the famous pioneer air mail dealer, *Frances J. Field*. FISA Vice President, *Dr. Ernst Raab* of West Berlin, conducted a discussion of semi-official air stamps.

#### The FISA Convention

On Saturday, August 12 in an impressive modern 15-story office building of the Caltex Petroleum Company in The Hague, the first convention of FISA assembled at 10 a. m. in a large conference room on the 6th floor. Nine countries were represented — Austria, Belgium, Brazil, France, Great Britain, Holland, Switzerland, United States and West Germany. There was a total of 28 delegates present. For example, Great Britain had four from the British Air Mail Society — *James Wotherspoon*, president; *Mrs. C. M. Gray*, Secretary; *N. C. Baldwin*, editor of the "Aero Field" and *John Field*.

This meeting lasted until 1 p. m. Many topics were introduced and discussed. For instance, *Henri Trachtenberg* proposed the formation of an expert committee in Europe for air mails. This stimulated a lively discussion and, finally, action was taken by forming a sub-committee to make recommendations. As so often happens, President Boesman appointed Henri Trachtenberg, who made the suggestion, to head this committee. Space limitations do not permit a complete report upon all the timely matters discussed, such as seeing that only those familiar with aero-philately judge air mails at international philatelic exhibitions and that FISA draw up a recommended list of qualified judges for aero-philately.

It was passed that a FISA Congress be held annually. The one for 1962 was awarded to West Berlin, Germany (international politicians willing). Since the United States has already announced its next International Philatelic Exhibition will be in New York, N. Y. in May 1966, the U. S. delegate placed before the FISA Congress for consideration, that the meeting in 1966 be held in New York City. With due modesty, let it be reported that nothing brought up at this congress received a more enthusiastic reception. Later that day and until *Curiosa* closed on August 14th, many European air mail specialists told this reporter that they already were beginning to save their money for New York in 1966.

#### Dutch Treat And Hospitality

During the course of the air mail exhibition and First FISA Congress, there were daily events and entertainment for the visitors. The Chairman of the exhibition was *Dr. John Boesman*, who is the editor of the air mail magazine of Holland, "The Flying Dutchman." Dr. Boesman and his charming wife, Nina, come by aero-philately naturally, both being famous amateur balloonists. The Boesmans were the spark-plugs of the entertainment program. An evening reception at the Royal Aero Club of Netherlands in The Hague was the doings of the Boesmans, who are members of this club. Refreshments were ceremoniously served by aviation cadets in full-dress uniforms. Here we learned to enjoy the Dutch custom of eating raw herring, something as popular there as hot dogs are over here. Mrs. Boesman also entertained the ladies at her home one evening, while most delegates and judges were busy at the exhibition hall.

There were many luncheons and dinners, a visit to the Aviation Museum at the Amsterdam Airport with its curator as our special guide, a designated day and official visit to the Netherlands Postal Museum in The Hague, sight-





One of the Special FISA Congress envelopes with the first-day cancellation.

seeing trips to Delft, Rotterdam and Amsterdam — something of interest doing every day.

As customary at philatelic conventions, the highlight was the Gala Dinner when the awards are announced and presented to those winners present. This was held on the evening of Saturday August 12th at a wonderful Dutch restaurant in the center of The Hague, oddly enough situated between the United States and U. S. S. R. embassies.

The Postmaster of Netherlands was one of the honored guests. Each of the International Judges and their wives were guests of the Exhibition Committee. Never in our long experience were the judges' decisions more favorably received. Besides the announcements and presentations of the awards, there were a number of speeches. Even the United States Commissioner was asked to say a few words. It puzzled him why a Dutchman from a small country could make a long speech, while the representative from a large country as the United States was permitted "only a few words."

#### The Closing

The end came on August 14th at a 250-year old Dutch inn situated on the banks of a picturesque canal between Amsterdam and The Hague. It was at this inn that the Royal Dutch Airlines (KLM) was organized. But for many years before this, the "Paardenburg" at Ouderkerk was used as a stop-over for the old Dutch mail coaches. As the farewell dinner came to an end, all present arose, joined hands and led by Scotland's best aero-philatelist, Jimmy Wotherspoon, sang "Auld lang syne." Upon this pleasant note, the ceremonies closed. It remained for only the next day, to close the doors to the "Houtrust" in The Hague, take all the exhibits down and pack them for return to the United States.

#### Impressions

As one thinks back to almost a fortnight (yep, we wuz later in England) in Holland, mingling and exchanging aero-philatelic ideas with fellow-collec-

## CURIOSA — AERO PHILATELISTS

tors from many foreign lands, a number of events and people are vividly remembered. It is impossible to mention everyone, but for their services, some are recalled. *Jonkheer Wm. Six*, the Secretary of Curiosa, was the most efficient worker and was constantly helpful to the U. S. Commissioner. *Mr. and Mrs. J. P. Bouma* of The Hague headed the Entertainment Committee and always were the tour guides on the trips. *Mr. J. J. Kaptein* of Belgium, Secretary of FISA, is one of those dedicated philatelists, who efficiently and promptly despatches the volume of FISA correspondence. *Mr. W. Dekker* of Holland, who handled many duties along with *Mr. J. W. Wesselingh*, always seemed to be in attendance and available to perform a service. Messrs. *van Midden*, *Viehoff*, *Tocila* and *H. v. d. Made* were fine workers on the Exhibition Committee. There were about 12 volunteers, young and old Hollanders, who willingly helped in handling the mounting and dismounting of the 110 frames with the exhibits from the United States.

There were about ten dealers from the Netherlands, who had booths, and there always seemed to be someone looking. The majority of the material on sale was, of course, Dutch air mail flight covers. This is understandable, because Holland has not used special air mail stamps for many years.

Summing up, The Hague is not a great philatelic center as New York, London or Paris. Thus, any comparison to a general international philatelic exhibition in these large centers is not justified. One could draw a fairer picture by a comparison to a stamp show in Atlantic City, N. J. or Philadelphia, Pa. Certainly, it was admitted from all sides that the largest participation ever in Europe by aero-philatelists from the United States did much to make *Curiosa 1961* a great success, while many FISA Congresses seem destined to follow the inaugural one in Holland. It was a great show—wish that you were there! (*H. M. G.*)

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## 15th Annual Aero Philatelists Convention

It was the feeling of the officers and directors that the locale for the fifteenth annual convention of AERO PHILATELISTS should be shifted back to New York City this year. Also, that it be held during the weekend of the A. S. D. A. show to afford the members a chance to participate in that annual philatelic event and hunt for the elusive items on each one's want list. We must assume, without specific knowledge, however, that some interesting "finds" were made in that glorified grab-bag but, to date, no such evidence has been presented for our examination. In all other aspects, the convention and banquet were a huge success, attracting many out-of-town visitors, including a goodly representation from Philadelphia and Chicago.

### The Exhibition

To lend a proper philatelic air to the meeting room for the convention which was held at the Collectors Club in New York, the twenty wall frames were filled with an interesting display of aerophilatelic items. The exhibition was non-competitive; however, there were many fine and rare items shown which could have graced the frames of any outstanding, award-winning exhibit, many items being shown for the first time. Special thanks are due the twenty members who were kind enough to lend their stamps for the occasion and Mr. William A. Weikh, the exhibition chairman, for a job well done.

## ANNUAL CONVENTION

### The Business Meeting

The meeting was called to order by President Philip Silver at 2:30 p. m. on Saturday, November 18, 1961. The members first stood for a moment of silence in memory of the following members who died during the year:

*Mrs. Agnes Burlingame*

*Mr. Richard N. Cone*

*Mr. Fred Kahn*

In reporting on the activities during his second year in office, President Silver stressed the more than 20% growth in membership, the participation by AERO PHILATELISTS in several regional and international shows, the affiliation with F. I. S. A. and the creation of the *Richard S. Bohn Memorial Award*. Mr. Goodkind's report on F. I. S. A. will be found elsewhere in this issue. More will be said later about the Bohn award.

Acting on a report of the nominating committee, consisting of William A. Weikh, chairman, Fred Keizer and Roland F. Kohl, the following directors were elected for a three-year term ending in 1964:

Richard W. Canman

Jacob S. Glaser

Thomas A. Matthews

William N. Mead

R. H. Shrady, M. D.

Philip Silver

The Board of Directors then unanimously re-elected the following slate of officers for the 1961-1962 term:

*President* — Philip Silver

*Executive Vice President* — Sam Rodvien

*First Vice President* — Louis N. Staub

*Secretary* — Harry A. Holman

*Corresponding Secretary* — Albert P. Cohen

*Treasurer* — Bernard Fink

### The Annual Dinner

No Aero Philatelists dinner would be complete without the services of Mr. John J. Britt acting as master of ceremonies. Mr. Britt had arranged for an interesting program for the more than 100 members, wives and guests who wined and dined at Leone's Restaurant on 48th Street in New York. Mr. Herbert J. Bloch, who had been chairman of the panel of judges at the *Curiosa* 1961 exhibition held in The Hague, Netherlands was asked to use the occasion to present Dr. James J. Matejka, Jr., with the Second Award of Honor he had won there. After the introduction of several honored guests, Mr. Britt introduced Mrs. Richard S. Bohn, widow of the founder of AERO PHILATELISTS. Mrs. Bohn thanked AERO PHILATELISTS for inaugurating the award in honor of her late husband and, in a very moving speech, presented a handsome sterling silver tray to Mr. Henry M. Goodkind. Mr. Goodkind, Editor of The AERO PHILATELISTS ANNALS, is the first recipient of the *Richard S. Bohn Memorial Award for distinguished service to acrophilately*. After Mr. Goodkind had expressed his appreciation for the high honor bestowed upon him, the dinner was officially over and another annual convention was part of the recorded history of AERO PHILATELISTS. (*Philip Silver*)

## AERO-PHILATELIC LITERATURE

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(Reprinted by permission from *THE COLLECTORS CLUB PHILATELIST*, VOL. 41, NO. 1)

*Kessler's Catalogue of Aerograms (2 Volumes)*, F. W. Kessler, editor with a Board of Editors. Published by Aerogram Catalogue Publishing Co. Inc., 500 Fifth Avenue, New York 36, N. Y. Looseleaf 608 pages (9x6"), Thousands of illustrations, Vinyl covers with ring-binding. Price \$6.00.

It is worth waiting for! Some years ago, F. W. Kessler, the longtime New York air mail dealer, informed a number of aero-philatelists that he would publish a catalog on air letter sheets or aerograms. This work finally appeared on November 1, 1961. It is advised that everyone, whether he has an interest in aerograms or not, take a quick look at this new production to see for himself an example of an outstanding catalog.

These two volumes are so excellently produced that one can ask, with absolutely no intent to insult the aerogram enthusiasts, whether this specialty warrants such an attractive, comprehensive and lengthy publication. Air letter sheet collecting is a relatively new field. Aerograms were known for many years, but it was an aftermath of World War II that saw a number of countries and their colonies issue these light-weight folded letters on very thin paper for economical air post use. They proved popular, so that now aerograms are widely used all over the world. However, a number of prominent countries still have not issued aerograms. In Europe, France, Switzerland and U. S. S. R. have not, while the larger South American countries, such as Brazil and Chile, have not as yet introduced them for the public's convenience.

How are these aerograms collected? The answer is found in the 28-page introduction of the Kessler catalog. The preference for them is in unused condition, as clean and pristine as possible. Since the message always remains a part of the stationery, it is difficult to collect commercially used pieces. Recipients of aerograms usually will not part with them, because of the message, as with an envelope from which the contents can be removed. Thus, the desirable cancelled aerogram is the philatelic one, usually unaddressed with a first-day cancellation. This creates a situation exactly the reverse of traditional stamp collecting.

In order to offer some idea of the pattern of this aerogram catalog, a look at the 10 pages in Vol. 1 devoted to the United States may serve as a good example. Incidentally, the editors did not have the time to list the recent 11-cent aerogram issued on June 16, 1961 for the 1-cent rate increase effective on July 1, 1961. In United States, there are 7 major numbers with 21 illustrations. Our first air letter sheet, issued in 1947, with listing Number 1 is then subdivided into 8 classes, which, in turn, have 7 minor varieties. No. 1 is priced 90-cents unused and 50-cents used. But two minor varieties on double paper are priced at \$100 and \$150, while a variety with inverted die cutting is put at \$225. The best known variety, however, is No. 2, the one with a chocolate brown instead of red lozenges border, being priced at \$175, unused and used. Thus, one sees how very detailed this catalog is.

A look at a foreign country as Spain in Vol. 2 is also interesting. This covers 27 pages, 4 of them on trial printings and one on a semi-official aerogram. Within the 22 pages of the Spanish aerograms proper, there are 93 major numbers with hundreds of minor varieties. For instance, Spain No. 34, issued in 1952, has 12 minor listings, quite a breakdown!

In this reviewer's opinion, the best feature within this catalog is the pains taken to serve the user's convenience. It is looseleaf to permit the easy insertion of supplementary pages. Although not indexed, the two volumes are in alphabetical order, except for the United States and the United Nations, that have been placed at the beginning. The clear instructions, illustrations and definitions in the introduction take the user by the hand and tell him how to use the catalog. An elaborate "Fold-out" illustrated table for the British aerograms represents a brilliant idea. Certainly, the specialty of aerogram collecting must benefit greatly from the introduction of this lavish work. In conclusion, this reviewer can only sigh as he wishes — would that air mail stamps had a catalog as this! (H. M. G.)

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*Fifty Years Of British Air Mails 1911-1960.* Compiled By N. C. Baldwin, Published By Francis J. Field, Ltd., Sutton Coldfield, England, 47 Pages. Distributed In the U. S. A. by H. L. Lindquist Publications, Inc., 153 Waverly Place, New York, N. Y. Price \$2.00.

The stamps of Great Britain have always been distinguished by the absence in their design of any reference to the country of their origin. It was always felt that the presence of the monarch's head was enough identification. This anomaly is paralleled by the fact that the British have never issued any air mail stamps.

Great Britain has always been in the forefront of aeronautical development and experimentation, and was early in the recognition of the use of aircraft as a means of carrying the mail. Various devices have been employed to distinguish air mail, but never any government issued stamps so inscribed.

N. C. Balwin has compiled a checklist of the labels, locals, stickers, cachets and specially designated envelopes intended for air mail use, including aerogrammes.

This publication lists only the easily obtainable material, omitting all references to the scarcer items. It is well illustrated and reflects realistic current prices. Included in the appendix are listings of the England-India-Australia and the England-South Africa Airways.

While only seventy-five flights are covered, these do reveal the development of mail flying by all means of air transportation from pigeon to rockets. This book serves as a good checklist for building a collection of British aerophilately. (Albert Philip Cohen)

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## Mexico New Rocket Issue Not Official

There is before us a communication on the stationery of *the Secretary de Hacienda y Credito Publico* of Mexico and signed by one of this ministry that is quoted as follows:

"In answer to yours of July 27th regarding the stamps commemorating the 25th Anniversary of the Rocket Flight from Reynosa to McAllen.

"The Mexican Government did not authorize the surcharging of said stamps, there is no decree and it was never sold at the Post Offices or by the Mexican Government. As a matter of fact we have not seen the stamps."

## MEMBERSHIP APPLICATION



....., 19.....

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### REFERENCES

Each applicant is requested to furnish two references preferably philatelic.

#### References:

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ADDRESS .....

2. NAME .....

ADDRESS .....

### 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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