

THE AERO PHILATELIST ANNALS



Vol. X, No. 2
OCT. 1962

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THE AERO PHILATELIST ANNALS



Vol. X, No. 2
OCT. 1962

Henry M. Goodkind, Editor
Philip Silver, Assistant Editor

RF OVERPRINTS

Revealing Evidence In One Correspondence

The 64-page book* by the writer on the RF overprints appeared in 1958. It disclosed a number of factors about these popular World War II stamps that surprised some people and also upset others. As a consequence of this book, the RF listings in Scott were completely changed. "Scott's Standard Postage Stamp Catalogue, Volume I, 1959 edition" dropped the RF overprint listings under United States. Starting with the 1959 edition, the RF overprints were listed only in "Scott's U.S. Specialized Catalogue" with extensive revisions from the previous editions. Four cataloged RF types were deleted and eight new ones were listed. Pricings for all unused singles, booklet stamps and mint blocks of four were dropped, and the types of RF's listed are only "on cover." The editors of Scott, as a consequence of our RF study, accepted the book's information intact.

*"United States, RF Overprints On Air Mail Stamps and Stationery (1944-45)" by Henry M. Goodkind. The Collectors Club, 22 East 35 Street, New York 16, N.Y. \$2.00.

Furthermore, the "Sanabria Air Post Catalogue" in its 1959-60 edition also followed the RF book, totally revised its listing of the types and dropped all prices for unused as well as used, the prices being only for on cover.

Incorrect Assignment Of Types

For years before the RF book appeared, all catalogs incorrectly identified a specific RF type with a certain geographical place, usually a French Naval base in North Africa. Thus, one RF was called the "Casablanca" type, a second "Algiers," a third "Oran" and so on. The book produced evidence showing that a certain RF type had not been used exclusively in one place, but that these overprints appeared on covers from several places.

In addition, a large percentage of the RF overprints is found on covers from French ships, such as the Battleship Richelieu, the Cruisers Gloire and Emil Bertin, and many smaller French vessels and submarines. For example, the Richelieu covers used three different RF Types, while the Gloire's had six. Furthermore, one RF Type was found on covers from four different naval bases and seven war vessels, a total of eleven different points of origin.

Despite all this published information, there are before us, as this is written, two 1962 catalogs from France still assigning a certain RF type to a specific place such as Algiers or Casablanca, thus tending to perpetuate these mistakes.

The same two French catalogs also price all their RF types unused, averaging 15 (new French) francs or \$3 each. Used prices run at about \$4 each. These are so very low in comparison to recent sales of RF covers in America that we regard these pricings in the French catalogs as a substantiation of our opinion that unused RF stamps are not genuine. It appears logical that the French stamp dealers would know the prices in the United States for RF material, and not sell so cheaply. Besides, unused stamps are the most plentiful.

Unused Stamps

In 1958, after examining hundreds of unused singles, at least 50 blocks of four and nine full sheets, it was concluded that "unused RF overprints do not seem to be genuine." Now, four years later, it has been learned that there are some die-hards, who still feel that unused, o. g. RF stamps are genuine. Since

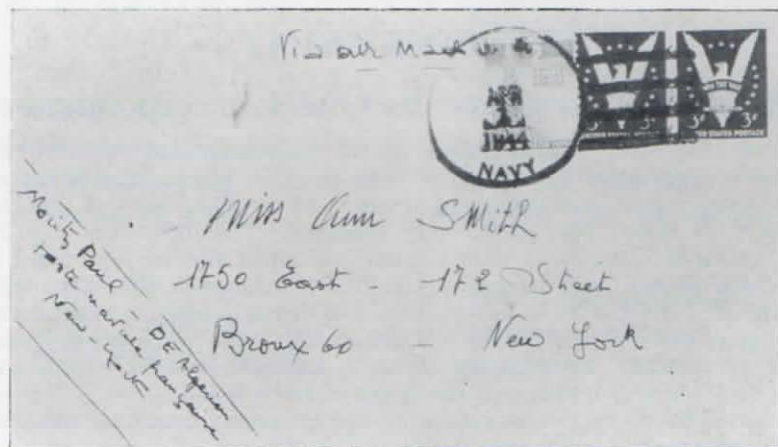


Fig. 1. Cover from New York with 8c U.S. postage cancelled April 1, 1944. (All photographs by Boutrelle)



Fig. 2. The first RF cover from Algiers May 16, 1944 with double Type I overprint.

1958, the writer has carefully studied much more unused material, and has yet to find one mint o. g. copy that he would consider genuine.

In the summer of 1961 on a visit to Europe, we met some philatelists from France, who disagreed with our unfavorable opinion on the unused RF stamps. Nothing was shown as evidence to prove their contention. But we told these people that we would be glad to publish their findings with evidence, to which they agreed. Up to the time of this writing, not one word from France has come in. Until it does, we retain our opinion.

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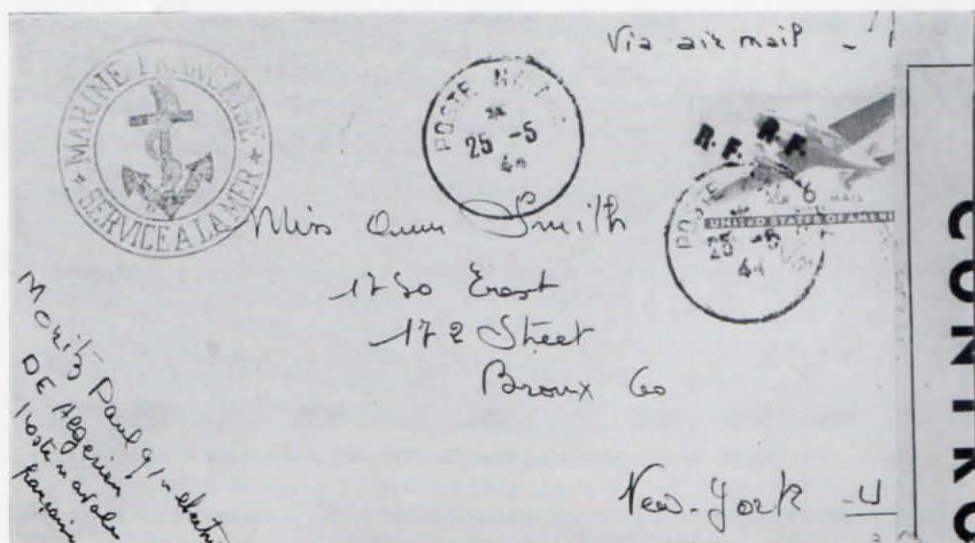


Fig. 3. Double Type 1 RF from Algiers May 25, 1944.

Mail Must Be To America Only

The RF book also offered evidence through official U. S. and French Naval documentation that the RF covers to be genuine must have the following three features. They must be:

- 1) used on air mail to the United States and Canada only by French Naval personnel
- 2) properly censored
- 3) cancelled in accordance with the written postal regulations.

While in France in 1961, we sought RF covers for our collection. Only a few were seen, but not one was purchased because all the covers in the stock of the French dealers were addressed to European or African places, identifying them as not genuine.

The Paul-Smith Correspondence

In the fall of 1961, a friend, who had a RF collection for many years, decided to sell it and offered it to the writer, who purchased it. It consists of twenty covers, all mailed from Moritz Paul, a French sailor stationed at the Algiers Naval Base, to Miss Ann Smith in the Bronx, New York.* This correspondence starts on April 1, 1944 and continues until August 8, 1945.

In order to demonstrate how these twenty covers confirm all that was written in the RF book in 1958, each will be examined individually.

Fig. 1 is the earliest letter, dated April 1, 1944. The round U. S. Navy cancellation was the one first used on covers we had examined from French sailors. As seen in the lower lefthand corner, this one came from the New York Fleet Post Office. Most likely Monsieur Paul had not yet been stationed at Algiers, North Africa. Of course, no RF overprint could be applied. The postage is 8-cents (only 6-cents was required) paid with three U. S. postage stamps.

*It is interesting to see that the majority of the RF covers are to young ladies in America from French sailors — a true "boy meets girl" situation.



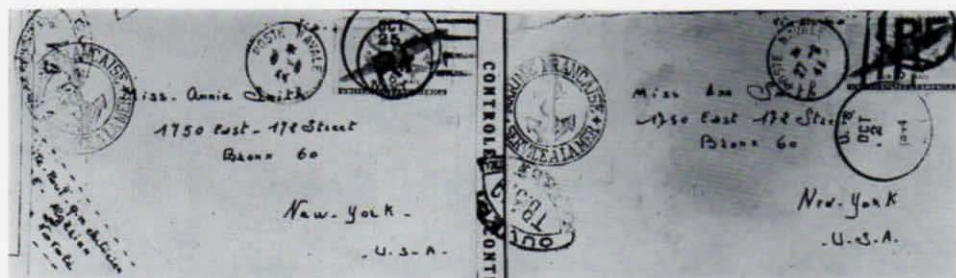
Fig. 4. Type 5 RF from Algiers July 27, 1944.

Fig. 2 has one May 16, 1944 "Poste Navale" cancellation and two others dated June 13, 1944, one of which ties the 6c U. S. air mail stamp to the cover. The stamp has *two Type 1 RF overprints*. The earliest date of the RF markings in the book is May 8, 1944, so that May 16, 1944 is a very early date. The delay almost one month between May 16 and June 13, 1944 is not unusual. Under these emergency wartime conditions, mail frequently was delayed. A few covers, as shown in the RF book, had been delayed as long as four-months.

Fig. 3 has two May 25, 1944 "Poste Navale" cancellations on the U. S. air mail stamp and also a stamp with a *double strike of a Type 1 RF*. It is difficult to explain the reason for the double overprints on Figs. 2 and 3. Previously, the few double strikes studied seemed to be done because the first one applied was faint, so that a second overprint was hit to make sure the RF was more apparent.

Fig. 4 is dated July 27, 1944 and has a fine, clear strike of the Type 5 RF. Thus, Electrician Moritz Paul, at the Algiers Naval Base wrote Miss Smith in New York City about 2 months after his Fig. 3 cover. *Here is the evidence of different types being used from the same place.* More on this later.

Figs. 5 and 6 covers match similar ones illustrated in the RF book. Fig. 5 has a "Poste Navale" cancel August 8, 1944 and a U. S. Navy cancellation on the stamp dated October 25, 1944. Fig. 6's "Poste Navale" cancel date is August 27, 1944; the U. S. Navy is October 2, 1944. Thus, these cancellations show that during October 1944, all RF covers have the stamps with the U. S. Navy marking, which ceased at the end of October, 1944, as was written in the 1958 book. The RF overprint on Figs. 5 and 6 is Type 2. Also notice that



Figs. 5 and 6. Two Type 2 RF overprints from Algiers in August 1944.

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these large, round RF Type 2 overprints overlap the stamp and that a part of them appears on the envelope. As written in the RF book, this is evidence that the RF was overprinted *after* the stamps were affixed, as well as casting doubt upon the legitimacy of unused stamps.

Fig. 7 has the Type 2 RF applied inverted, also with the upper part of the



Fig. 7. Type 2 RF overprint inverted from Algiers November 13, 1944.

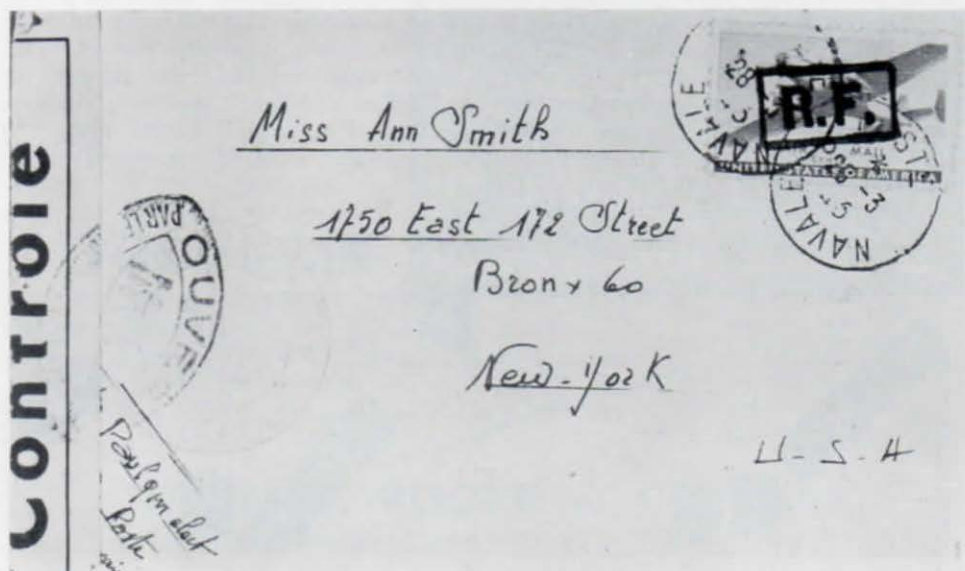


Fig. 8. The very scarce Type 7 RF in purple ink.



Figs. 9 and 10. From France without RF overprints.

circle off the stamp and on the cover. The cancellation is dated November 13, 1944, being "Poste Navale." This is in accordance with our earlier studies, confirming again that the U. S. Navy cancellation ceased being used around the end of October, 1944.

Fig. 8 has the very scarce Type 7 RF with purple ink. This marks only the seventh cover with this type seen. It has two "Poste Navale" cancels, both dated March 28, 1945.

Fig. 9 has the U. S. 6c air mail stamp without RF. It is cancelled "Paris, France, Gare De L'Est (Railroad Station)" March 31, 1945. Apparently, Moritz Paul received leave to visit France. Since the Fig. 8 cover from Algiers is dated March 28th, it probably contained a letter to Miss Smith notifying her that he was leaving for Paris. Mr. Paul wrote her upon his arrival there on March 31st, mailing his letter from the railroad station. Since Paris had been liberated from the German Army, it was possible for Sailor Paul to arrange for air mail service to the United States. Of course, in France no RF overprint was required nor available.

Figs. 10-11 and 12 can be treated together. M. Paul no doubt went to his home in France — Senones, Vosges. From there, he wrote three letters to Miss Smith. The first (Fig. 10) is cancelled April 10, 1945. Since he placed his Algiers, Poste Navale, address in the lower left corner, this letter was allowed to go to the U. S. A. at the 6c U. S. air mail rate for the Armed Forces. But Figs. 11 and 12 have M. Paul's address in France (not his Poste Navale) in the lower lefthand corner, so that one sees 50 frs. of French stamps affixed to each cover to pay the civilian air post rate from France to America, even tho both are on the U. S. 6c stamped air mail envelope. Each one is cancelled the same day, April 14, 1945.

Fig. 13 is cancelled April 28, 1945. His leave is over, M. Paul was back in Algiers. The RF is the scarce Type 7, marking it as only the eighth of this



Figs. 11 and 12. From France (Senones, Vosgue) each cover without RF and 50 frs. additional French postage required for air mail.



Fig. 13. Type 7 RF in black from Algiers April 28, 1945.

type known. The Fig. 13 Type 7 RF is hit in black, not purple, as Fig. 8.

Figs. 14 and 15 both have the Type 3 RF, one that was not previously seen

Fine Airmails

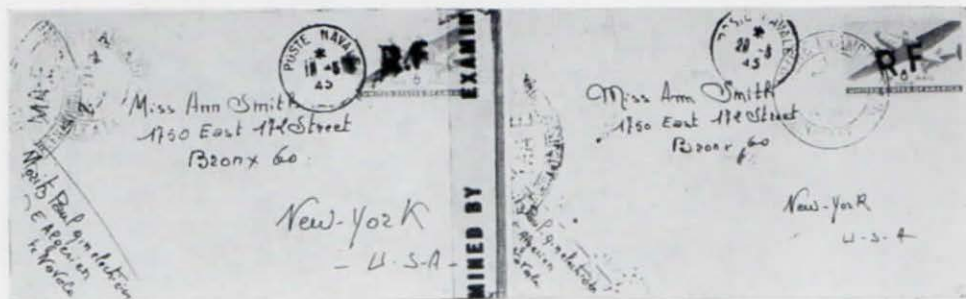


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Figs. 14 and 15. In May 1945 a new type was applied from the Algiers Naval Base, the Type 3 RF as seen on these two covers.

used from Algiers. The former is cancelled May 18, 1945 and the latter May 28, 1945, where the larger circular "Marine Francaise/service a la Mer" cancels the stamp and not the "Poste Navale" marking.

At the end of May, 1945, our French sailor must have run out of the U. S. 6c air mail stamps, because from now on, he used only the 6c orange air mail stationery.

In June, 1945, Moritz Paul again visited his home in France, as shown by the Fig. 16 cover cancelled Senones, Vosges June 28, 1945. One understands why there is no RF overprint on this Fig. 16 cover. But did it come to New York by air mail? The return address is Senones, Vosges, not Algiers. Why does this Fig. 16 cover lack the French stamps that Figs. 11-12 had? Perhaps this Fig. 16 cover was carried by surface mail. Lacking markings on its front and back, one is unable to determine its means of transmission.

M. Paul has returned once again to his Algiers Naval Base as shown by the Fig. 17 cover cancelled "Poste Navale" July 7, 1945. Both this cover and the one dated August 8, 1945 (Fig. 18) bear the round Type 2 RF overprint, that had been last used in Algiers on November 13, 1944 (see Fig. 7) in this correspondence.

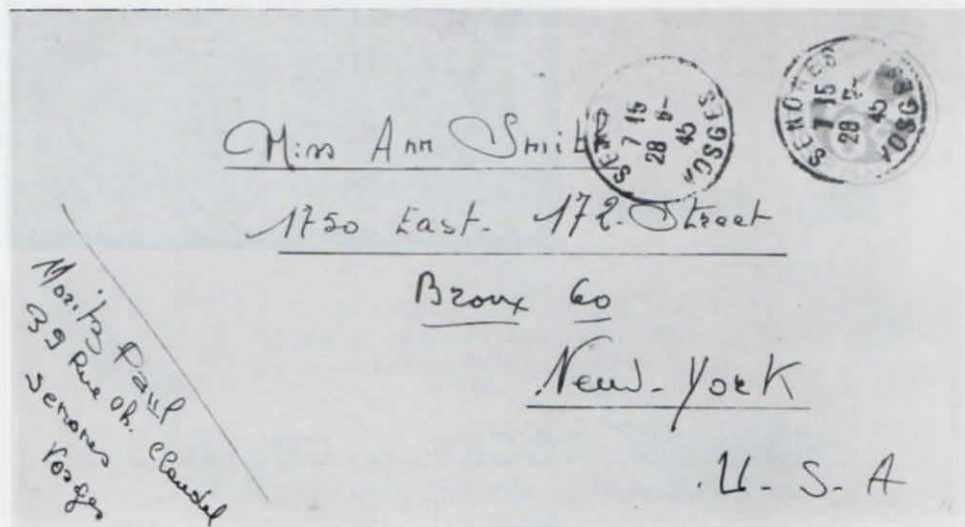


Fig. 16. A cover from France cancelled Senones, Vosges June 28, 1945.



Figs. 17 and 18. Type 2 RF overprint was used again in Algiers during July and August 1945.

Actually the story told by these covers ends with Fig. 19 cancelled "Poste Navale" from Algiers August 8, 1945. Of the hundreds of RF covers examined, not many are dated after August 1945, so that this, too, marks a late use. The circular Type 2 RF was applied upside-down.

Very little can be said about Fig. 20. There is nothing on it to offer a clue as to its mailing or receipt dates. M. Paul made a handwritten note on the top of the cover, "par Avion," but even before the postal regulations required the RF overprint, air mail needed 6c postage. Surface mail for the Military required no postage, just the notation "Free." This possibly could have been transmitted by air mail. It is known that during those troubled war years, postal regulations often were not followed. It is a pure guess on our part that this Fig. 20 cover was the second in this correspondence coming shortly after Fig. 1 dated April 1, 1944. This is theorized, because in the 1958 RF book pre-RF covers, such as this one, are found being dated early in 1944. The Fig. 20 cover is from Algiers.

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Conclusion

This Paul-Smith correspondence demonstrates the following points:

- 1) Of the 20 covers, 14 were marked by the sender as coming from Algiers; all 14 have the RF overprint.
- 2) The 14 Algiers covers have five different types of RF overprints (Types 1, 2, 3, 5 and 7).
- 3) Five covers come from France and one from New York. None of them have the RF overprint on the stamp nor the stamped air mail envelope. This shows that the RF overprints originated only on mail from North Africa or its nearby waters.
- 4) All covers from Algiers follow in every respect the postal regulations as published on page 9 of the RF book. They all carry the proper censor marks and the required French or U.S. Navy cancellations.
- 5) The position of many RF overprints show that they were hit after the stamp had been affixed to the covers. This, too, is in accordance with Section 1b of the French Republic Postal Order No. 523 PN/Ep dated Algiers, June 22, 1944.
- 6) Of the five different types of RF found on this correspondence, all were listed as legitimate in the RF book. No RF type, which was considered as either fraudulent or bogus in our 1958 writing, appears on these 14 covers.
- 7) A close examination of the ink and the formation of the overprints'

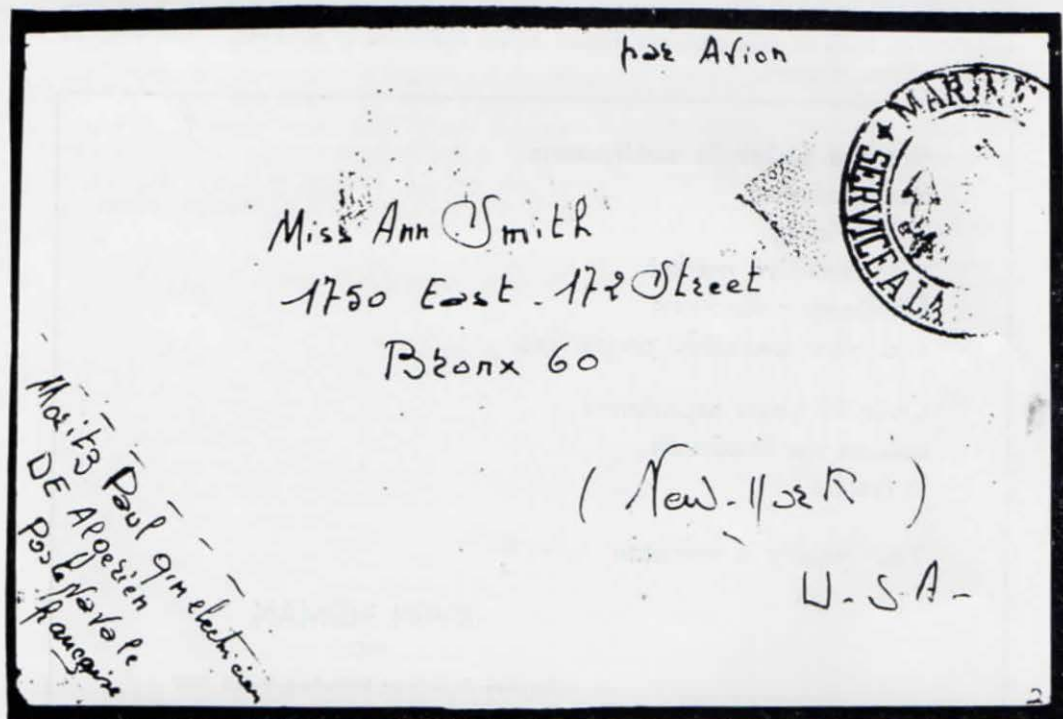


Fig. 20. A mystery cover from Algiers—undated, no air mail postage paid. Did it come from Algiers to New York City by air mail?

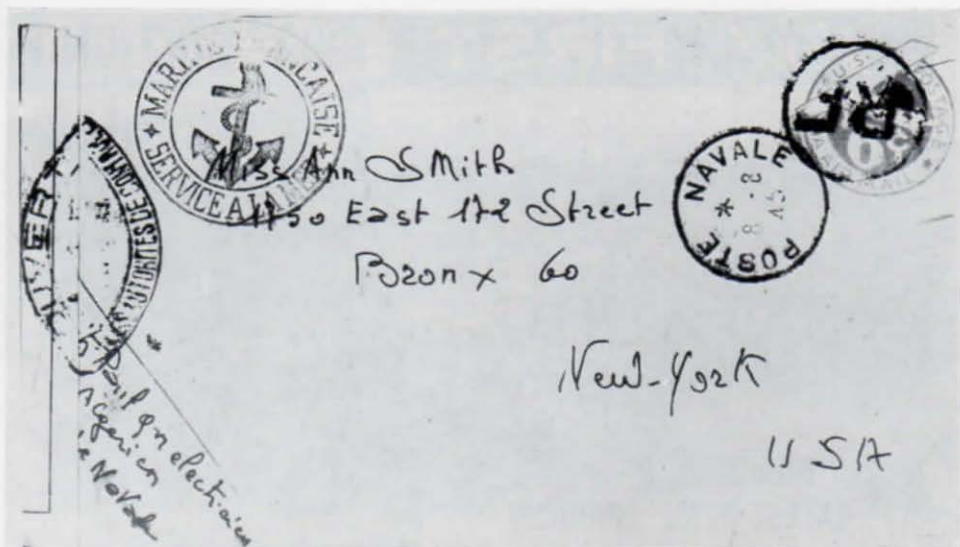


Fig. 19. The final RF overprint in the Paul-Smith correspondence dated August 8, 1945 from Algiers. The Type 2 RF is inverted.

letters match those originally considered genuine. None have shiny inks nor the characteristics of those illustrated as counterfeit in the RF book. This is regarded as a further confirmation of the accuracy of our original studies. (H. M. G.)

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LUPOSTA WEST BERLIN, GERMANY

International Air Post Exhibition September 12-16, 1962



The opening of the Second FISA Congress in the Kongresshalle, West Berlin, Germany on September 15, 1962. About 30,000 attended.

In 1912 what leading aviation authorities consider, to quote from the 2-volume, "The World In the Air" (see AERO PHILATELIST ANNALS, Vol. 3, page 94) "First Letter Sent By Air In World's History," took place near Berlin, Germany.

To mark the 50th anniversary of this historical event, an International Air Mail Exhibition was held in West Berlin from September 12 through 16. Incidentally, this year of 1912 produced some of the most interesting air mail semi-official stamps that are now prized possessions. They are Germany Sanabria Nos. 1-6 and 501 to 512 incl.

U. S. Participation

Under the patronage of FISA (Federation Internationale des Societes Aero-philateliques), this exhibit proved to be one of the most successful international air mail shows held in years. There were a total of 850 frames.

AERO PHILATELISTS, as a member of FISA, was invited to participate in *Luposta*. Our member, *Herbert J. Bloch* of New York, N. Y., was invited to serve on the International Board of Judges, and our organization also delegated Mr. Bloch to be our official representative to the Second FISA Congress that took place during the West Berlin exhibition.

Mr. Bloch has given a most detailed report to the editor of this magazine and his report now follows.

American Heads Jury

The *Luposta* International Board of Judges consisted of six members—Herbert J. Bloch (U. S. A.), Ilija Braunstein (Belgium), Frank Muller (France), Hermann Walter Sieger (W. Germany), H. Eric Scott (Great Britain) and Jonheer Wm. Six (Netherlands). The Board was instructed to elect its own president and the United States was honored to have Mr. Bloch chosen for this high position.

20 U. S. Exhibits

There were twenty exhibits from the United States sent to *Luposta*. One from the *Philatelic Foundation*, New York, N. Y. was entered not for competition. This was a highly interesting historical aeronautic collection that had been



The special LUPOSTA perfin stamps issued by the West German Government for the 1962 Exhibition. Each U. S. exhibitor was presented with a set of these plus two first day covers in appreciation of his participation.

presented to the *Philatelic Foundation* a few years ago. There are photographs of many pioneer aviators and airplanes along with autographs such as Orville Wright, Brown of Alecock-Brown, Earle Ovington, Charles Lindbergh, Admiral Richard E. Byrd and many others.

Every U. S. Exhibit A Winner

A handsome, illustrated catalog was issued for Luposta. This shows that about 175 exhibits from Europe, Africa, Asia and South America were entered in competition. 24 nations were represented. The awards consisted of:

- a. Grand Award International
- b. Grand Award National
- c. 10 Gold Medals
- d. 26 Silver Medals
- e. 34 Bronze Medals

Total Prizes 72

The *International Grand Award*, the top one in *Luposta*, went to *Newfoundland* of Dr. James J. Matejka, Jr. of Chicago, Ill.

Three Gold Medals were awarded to Americans

1. *U. S. 1918 air mail issue*, Philip Silver, Brooklyn, N. Y.
2. *Canada Semi-Official air mails*, R. Hasbrouek Shradly, M. D., Englewood, N. J.
3. *American Bank Note Company Proofs*, John J. Britt, New York, N. Y.



(Left) The Official delegates to the FISA Congress at the opening session. (Right) The Postmaster General of West Berlin with other dignitaries inspecting the frames after the opening of LUPOSTA on September 12, 1962.

Sekretariat der LUPOSTA
Kongresshalle
Berlin 21



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FISA Congress special cancellation with the special air mail stamp on cover issued for LUPOSTA September 12, 1962.

The following eight U. S. exhibits won Silver Medals

1. *German Pioneer Stamps and Flights*, Max Gold, New Rochelle, N. Y.
2. *Air Stamps Of The World*, Sam Rodvien, New York, N. Y.
3. *Brazil*, Herbert A. Feist, Glenside, Pa.
4. *Austria*, Harry A. Holman, Astoria, N. Y.
5. *U. S. Air Mails 1923-47*, Henry M. Goodkind, New York, N. Y.
6. *Graf Zeppelin*, Bernard Fink, West Hempstead, N. Y.
7. *India Rockets*, John R. Dilworth, Philadelphia, Pa.
8. *"Sports" on Air Mail*, Ira Seebacher, Roslyn, N. Y.

Six Bronze Medals came to the United States

1. *Italy Pegasus Stamp*, William N. Mead, Philadelphia, Pa.
2. *U. S. A. and Uruguay*, Edward P. Bender, Woodside, N. Y.
3. *Zeppelin Posts*, Florence O. Brown, New York, N. Y.
4. *Zeppelin*, Hans Nothmann, Philadelphia, Pa.
5. *Missile Mail*, William Ronson, New York, N. Y.
6. *Rooseveltiana*, Jan Bart, Belle Harbor, N. Y.

Top Literature Award

There was a special division for air mail literature and the *Luposta* Catalogue shows over twenty entries in this important section. One of the top awards (a Silver Medal) went to this magazine, the AERO PHILATELIST ANNALS, for its entry of the two bound volumes of Vols. 1-5.

New FISA Representative

At the FISA Congress, it was unanimously decided to increase the International Board of Directors from seven to eight members. Then, it was also unanimously agreed that the new member of the Board of Directors should be from the United States and a member of AERO PHILATELISTS. The editor of this magazine, Henry M. Goodkind, was chosen to be on the Board of Directors of FISA.



(Left) Dr. Ernst Raab of West Berlin, Germany receiving the National Grand Award from Herbert J. Bloch (U. S. A.), Chairman of the *Luposta* International Board of Judges. (Right) Earl Wellman, Chicago, Ill. accepting on behalf of Dr. James J. Matejka, Jr. the International Grand Award for his Newfoundland air mail collection.

International Goodwill

The participation of members of AERO PHILATELISTS in *Luposta* and the 2nd FISA Congress produced remarkable achievements for American aerophilately which may be summarized as follows:

1. The American exhibits in West Berlin were exceptionally well received. They added a true international flavor to the exhibit.
2. In addition, the U. S. Government through the U. S. Information Services took an interest in our participation and were ready to offer assistance, if needed, to see that the American exhibits would be properly handled.
3. The President of the *Luposta* International Jury was an American.
4. The Grand Award went to an American collection.
5. All 18 Americans who exhibited won an award.
6. An American magazine — The AERO PHILATELIST ANNALS — gained a top Literature prize.
7. The FISA Board of Directors was expanded to include a member of AERO PHILATELISTS.

Brussels, Belgium in 1963

The next international Air Mail Exhibition and the 3rd FISA Congress are scheduled to be held in Brussels, Belgium from September 1 to 8, 1963.

Plans already are under way to have this as successful as the 1961 *Curiosa* (Netherlands) and the 1962 *Luposta* (West Germany). This magazine will report later on the details for Brussels, Belgium.

URUGUAY

Official Air Mail Stamps

By PHILIP SILVER

(Continued From Page 24)

Possibly Issued Before 1931

In the course of his examination, the writer has found one copy of the 16c indigo air mail "Pegasus" stamp with a clear 1930 cancellation. This is indeed startling and may possibly alter all our thinking about these official air mail stamps. It is only unfortunate that the right quatrefoil punch has partially gone through the month part of the cancellation, but from what remains it would seem that the cancellation is dated *October 19, 1930*. Now, since the 16c indigo basic Pegasus stamp was issued on August 20, 1929, this early use cannot be eliminated on the question of impossibility because of the date of issue of the basic stamp. It is, however, cause for perplexity, since no other 1930 dated copy has been found. All others seem to have been used in 1931 and the act in the Postal Archives indicates that 1931 is probably the year when these air mail stamps were first punched. The stamp in question is shown in Fig. 4. The cancellation appears to be genuine.

One point about the cancellation is puzzling, however. Most of the official air mail stamps were cancelled with a circular handstamp bearing the words "Oficial Y Prensa" in the upper portion of the circle. On the stamp shown in Fig. 4, the letters in the upper right portion of the circle appear to be either "Ion" or "Ior." If the former, the word would probably be "Clasificación;" if the latter, it would probably be "Exterior." We are inclined to exclude the word "Clasificación" because this has never been noted on any official mail examined by us in the past ten years. However, in the examination of much official mail sent abroad, a circular cancellation bearing the word "Exterior" in the upper part of the circle has been frequently encountered. Such a cancellation is shown in Fig. 5. When seen on mail used in the 1920 period, it is invariably applied to the back of the card or envelope, occasionally on the face of same but hardly ever on the stamp itself. The word "Exterior" incidentally means abroad or "outside the country." It would appear that postal regulations required this cancellation to be applied on all mail sent to any foreign country outside of Uruguay.

Apparently, however, the use of the word "Exterior" in cancellations used in the late 1920's and the early 1930's to cancel the stamp itself became fairly



Fig. 4. 16c indigo air mail stamp of 1929 with two quatrefoil punches. The cancellation appears to be October 19, 1930, probably the earliest cancellation known on the official air mail punched stamps.

common. The writer has in his possession at least 50 covers flown on Zeppelin mail, first flights and commercial flights during the period from 1929 to 1933 where an "Exterior" cancellation obliterates the stamp itself, all these on other than official mail.

One may conjecture that this type of cancellation was used to obliterate the stamp shown in Figure 4 and the writer is prepared to state accordingly that his original puzzlement is, therefore, resolved as to the use of such an "Exterior" cancellation on the stamp. Look again at the stamp shown in Fig. 4. Note that there is part of another cancellation at the left part of the stamp. This may well be the "Ofical Y Prensa" handstamp but there is not enough of it shown to be sure. An enlarged drawing of the parts of that cancellation, which can be clearly distinguished, is shown in Fig. 6.

The discovery of this cancellation is of great consequence in the writer's opinion, because it establishes for the first time a date of use for these punched air mail official stamps six months earlier than any previously known. It remains to be seen whether any other copies bearing additional 1930 dates will be discovered by specialists in the air mail stamps of Uruguay.

It was stated previously that both the Sanabria and Llull catalogues gave the dates of issue — actually usage would have been a better word — as late as June 1932. "The 1948 Catalogo De Los Sellos Aereos Del Uruguay" gives the dates at 1931-1932. Having noted this earliest use in 1930, a word, therefore, should be said about the latest use in June, 1932. The writer has seen several copies of these punched official air mail stamps bearing dates in June 1932. There is, however, a question in his mind as to the genuine usage of the cancellations on these stamps, but it is felt that it would be more fitting to include this analysis under the heading of "Types of Cancellations Used."

Types Of Cancellations Used

The "Exterior" cancellation shown in Fig. 5 and in the drawing in Fig. 6 is not considered by the writer to be a type which deserves specific classification in this study at this time. It is believed to be a one-time use by a postal clerk, probably in error. It is quite likely that the handstamp was picked up by the clerk by mistake; otherwise, its use on the punched official air mail stamps would be much more common.

The most common type of cancellation applied to these stamps is the "Ofical Y Prensa" cancellation mentioned previously. For convenience an enlarged drawing is shown in Fig. 7. Of the more than one hundred used punched official air mail stamps examined, almost all with clear cancellations show use of this legend in the handstamp. The word "Prensa" means *newspaper*; thus, this cancellation was used for official mail and for the mailing of publications which may be classified as newspapers. A word must be said in explanation, however. No attempt was generally made by postal clerks to apply the handstamp with



Fig. 5. A clear example of the "Exterior" cancellation usually found on the message side of official mail of the 1920's.



Fig. 6. Enlarged drawing of the "Exterior" cancellation found on the stamp shown in Fig. 4.

Fig. 7. Enlarged drawing of the "Oficial Y Prensa" cancellation, most widely used on official air mail punched stamps.

Fig. 8. Enlarged drawing of the "Porte Pago" cancellation on the cover shown in Fig. 9.

extreme care. As a result, most are smudged or undecipherable; it is the exceptional cancellation which clearly shows the words "Oficial Y Prensa" or any part thereof.

Another known type of cancellation is shown in the drawing in Fig. 8. This is the extremely scarce "Porte Pago (postage paid)" handstamp. The drawing is an enlargement of the cancellation on the cover shown in Fig. 9. As the more common "Oficial Y Prensa" cancellation, the "Porte Pago" is also known used on official mail during the period of the 1920's. Fig. 10 shows a



Fig. 9. The 24c claret air mail stamp of 1929, punched with two quatrefoils and cancelled with "Porte Pago" cancellation of August 25, 1931.

similar cancellation on an official card of the Museum of Natural History of Montevideo used September 27, 1924, franked with a pair of the 1923 Teru-Teru stamps. "The 1948 Catalogo De Los Sellos Aereos Del Uruguay" mentions, at the bottom of page 60, that examples of this type of cancellation have been seen, but no illustration is shown.

No study of cancellation types used on the punched official air mail stamps can be considered complete without a discussion of the "Servicio Oficial" cancellation. This type is mentioned on page 60 of "The Catalogo De Los Sellos Aereos Del Uruguay" published by the Club Filatelico Del Uruguay in 1948, which is quoted as follows:

"We have observed, on a copy of these stamps, another cancellation which appears to be extremely scarce. It bears the date June 1932 and the word 'Oficial' can be read in the lower part."

As with the "Porte Pago" cancellation no illustration is furnished. The writer is fortunate, however, to have seen several cancellations of this type (Figs. 11a, 11b and 11c). One distinguishing characteristic of all three examples shown is the double-line perimeter of the outer circle found on no other cancellations used on the punched official air mail stamps. In the upper circular portion is the inscription "D. Gral CORREOS" which stands for "Direccion General de Correos or Director General of Posts." In the lower part of the circle is the legend "Servicio Oficial" which means "Official Service." An enlarged drawing of this cancellation type is shown in Fig. 12.

By far, the most striking and illuminating thing about the three examples shown is that they all bear the same dated cancel, June 8, 1932. Thus, it appears that this "scarce" cancellation is not scarce at all but is the only way it was ostensibly used and on the only date known, June 8, 1932. To the writer, this is more than mere coincidence. A photograph of Fig. 11a was sent to Mr. Robert Hoffmann in South America. He believes it to be an inspection post-

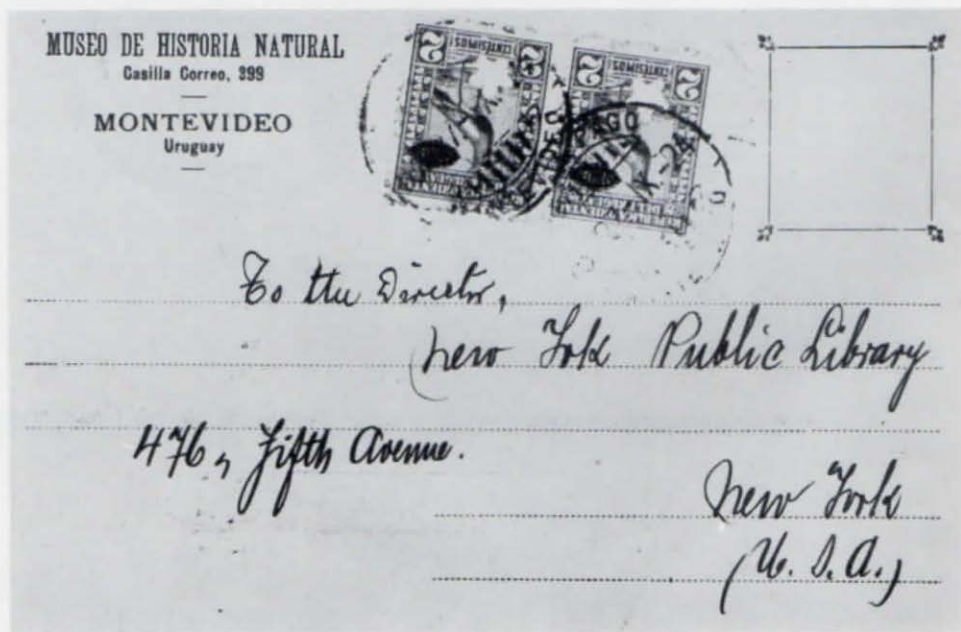


Fig. 10. The "Porte Pago" cancellation on a pair of the 1924 official issue, punched with single star. The stamps are affixed on official card of the Museum of Natural History mailed to New York.



Fig. 11a. "Servicio Oficial" cancellation dated June 28, 1932 on the 60c emerald green air mail stamp of 1930 punched with two stars. Note cachet of the Foreign Ministry at left. (Collection of Beatrice M. Berner).

Fig. 11b. "Servicio Oficial" cancellation on the 40c dark brown air mail stamp of 1929, punched with two stars. The portion of the cancellation that can be seen is 8-VI-32. In all probability, this is part of the June 28, 1932 date. (Collection of Herman Kerst).

Fig. 11c. "Servicio Oficial" cancellation on 60 air mail stamp, punched with two stars. This photograph of part of a cover showing the stamp and cancellation is from the collection of Dr. E. Hormaeche of Montevideo, Uruguay. Dr. Hormaeche advises that the cover is addressed to the Uruguayan Ambassador to Paris, France.

mark applied by an inspector in the course of his work. The piece on which the cancellation is applied bears the cachet of the Foreign Ministry.

The one shown in Fig. 11b has no distinguishing cachet. However, the cancellation in Fig. 11c, from the collection of Dr. E. Hormaeche, is on a cover addressed to the Uruguayan Minister in Paris. Thus, again the coincidence is entirely too patent. Two out of three of these "scarce" cancellations are on piece or cover of correspondence from the Foreign Ministry. From this and the similarity of dates, the writer reluctantly concludes that these cancellations were applied by complaisance for someone probably connected with the Foreign Ministry. Thus, they are not really "Official" cancellations deserving of type classification, but merely interesting items which round out the complete cancellation picture. This is not to gainsay their desirability, however, but merely to exclude them from type listing.

On the basis of the above conclusion, the question about dates of usage becomes germane once again. The decision is accordingly reached that the period of use of the punched official air mail stamps starts from sometime late in 1930, — October 19, 1930 on the basis of the cancellation shown in Fig. 4 — and continues until late in 1931. The June 1932 date previously used by the Sanabria, Llull and Club Filatelico 1948 catalogs was apparently based on cancellations similar to those shown in Figs. 11a, 11b and 11c. The writer, therefore, feels



Fig. 12. Enlarged drawing of the "Servicio Oficial" cancellation in Fig. 11a.

more in accord with Mr. Hoffmann's statement that the use of punched official stamps for air mail purposes was discontinued in December of 1931 and that unpunched air mail stamps were used for official mail starting in January 1932. It would be interesting if the appearance of this article should "smoke out" use of punched official air mail stamps during the period from January 1932 to June 1932.

This study of cancellations on these punched stamps was started by the writer several years ago. During the past two years, he has corresponded with Mr. Herman Kerst, a Uruguay specialist of Des Plaines, Illinois. In the course of this correspondence, Mr. Kerst has been kind enough to supply items for study from his own specialized collection. Also the illustration of cancellation types was supplied him by Dr. E. Hormaeche of Montevideo, Uruguay. (See Fig. 13).



Fig. 13. Four different cancellations used on official air mail stamps, prepared by the Club Filatelico del Uruguay for inclusion in the forthcoming revision of "the Catalogo De Los Sellos Aereos Del Uruguay." Courtesy of Dr. E. Hormaeche.

Dr. Hormaeche and the Club Filatelico del Uruguay are apparently attempting a revision of the 1948 *Catalogo De Los Sellos Aereos Del Uruguay* and the illustrations provided in Fig. 13 will appear in that catalog in the near future, it is hoped. The reader will note, that except for minor variations in some of the vertical slugs and horizontal lines, the drawings prepared by the writer (Figs. 6, 7, 8 and 12) bear great similarity to those supplied by Dr. Hormaeche and the Club Filatelico del Uruguay.

(To Be Continued)

Book Review

The American Heritage History of Flight published by The American Heritage Publishing Co., Inc., 551 Fifth Avenue, New York 17, N. Y. 416 pages including Index; 450 illustrations. Price \$15 (pre-Christmas \$11.95) for regular edition. Deluxe edition \$17.50 (pre-Christmas \$14.45).

Handsomely produced, profusely illustrated with exceptionally clear reproduction, this book attempts to tell the story of the conquest of the air from old times going back to China and Leonardo da Vinci to this year's U. S. Project Mercury by Lt. Col. John Glenn.

Each of the ten chapters represents an important development in flying and the years covered are well grouped. For instance, Chapter 1 covers the years up to 1782, Chapter 2 Balloons from 1783-1903, Chapter 3 Heavier-than-air machines 1783-1903, Chapter 4 from 1903-1914 with the Wright Brothers, Louis Bleriot and others. Of course, World War I (1914-1918) is Chapter 5, while Chapter 6 deals with this reviewer's favorite period, 1919-1927, of Alcock-Brown, Byrd and Lindbergh. Chapter 7 treats the years 1928-1939, Chapters 8 and 9 World War II and the final one the 1945-1962 period.

An aero-philatelist with his interest in pioneer flight covers and famous air post stamps needs a comprehensive and reliable historical source for his background material, and thus, a book as this was expected to supply it.

In aero-philately, 1911 was a momentous year. So were 1912 and 1913. When was the first official air mail carried? Was it India in 1911 with Pequet or Germany with Hans Grade? Also in the running is the 1911 Garden City, N. Y. flight by Earle Ovington, while Switzerland's Oscar Bider must not be forgotten, nor Egypt.

But consulting the American Heritage book's comprehensive index, one is surprised to find *no* Earle Ovington, Hans Grade, Henri Pequet and Oscar Bider.

Our hopes rose after this disappointment as we found two illustrated pages devoted to our own 1911 Vin Fiz flight by Calbraith P. Rodgers including a map of this pioneer trans-continental flight.

This pleasure, however, did not endure as one turned to the post World War I period with the heroic attempts to fly the Atlantic. Yes, Newfoundland's Alcock-Brown 1919 flight is described, *but not Hawker*. This latter omission seems unbelievable, especially since Great Britain's Royal Aeronautical Society is credited as one of the book's consultants.

One finds several references to the famous British Hawker planes named after Harry G. Hawker, so that this makes the omission of his 1919 feat all the more difficult to explain.

Later on, Newfoundland aero-philately produced its other great rarities, e. g., the De Pinedo. There is no mention of this famous Italian flyer. And the other famous Italian, General Balbo, gets only a few lines. The book very briefly describes his historic Rome-Chicago flight as follows ". . . under the command of General Italo Balbo who also led a 1933 mass flight from Italy to Chicago."

Ross Smith is in the book as is the other great Australian, Kingsford Smith, but not the famous Spanish flyers, Gallarza and Lorigo, who in 1926 flew from Madrid, Spain to Manila, Philippines.

Graf Ferdinand Von Zeppelin and Dr. Hugo Eckener are adequately handled, except no mention was made of Zeppelin's visit to the United States during our Civil War, when he came here as the Prussian government's official observer of Dr. Lowe's balloon ascensions for the Union Army. This experience exerted a great influence on this German's later achievements with dirigibles.

What about the Jupiter balloon flight from Lafayette, Ind. in 1859 that the United States Post Office Department honored with a centennial commemorative air mail stamp in 1959? The aero-philatelist finds nothing on this in *The American Heritage* book.

1918 is a momentous year for the American aero-philatelist because of our first air mail on May 15, 1918, that created the famous 24-cent stamp and the valuable error sheet with the centers inverted. Covers from New York, Philadelphia and Washington with the first U. S. air mail stamp cancelled May 15, 1918 offer the evidence of what transpired at that time.

The Washington-New York mail due to an accident in Waldorf, Md. just outside Washington, did not fly on May 15th but was flown by Lt. Edgerton on May 16, 1918 as all covers indicated.

All that this book says about May 15, 1918 is, to quote:

"A humiliating mishap marred the day; the pilot assigned to fly from Washington to Philadelphia flew southeast to Maryland instead. His mail eventually went north by train."

This magazine has tried repeatedly to dispel this apocryphal account of the Washington-Philadelphia-New York May 15, 1918 mail going by train. It is discouraging when an authoritative work as this tends to perpetuate this mistake. Later students may claim the train story as correct because they read it in "*The American Heritage Book Of Flight*."

Back in 1930, a two-volume work "*The World in the Air*" by Francis T. Miller was published by G. P. Putnam's Sons, New York, N. Y. This reviewer continually has used this for reference on aeronautical history. The 1962 book by the American Heritage Publishing Company will not replace the 1930 work for historical source material. The earlier history is both more comprehensive and more accurate for the aero-philatelist.

In conclusion, it is this reviewer's opinion that the American Heritage book is very good and has much to recommend it. But it has too many shortcomings to be ranked as great or among the best aviation histories published. (*H. M. G.*)

Obituary

William H. Knemeyer

One of our Founder Members, William H. Knemeyer, passed away in Winter Park, Florida last August at the age of 78.

Back in 1945, the late Richard S. Bohn had the idea of forming a specialty group interested primarily in the collecting and study of air mail stamps rather than flight, souvenir and fancy cachet covers. He corralled a few of his neighbors, who were collecting air post stamps and covers but who wanted to know more about them.

"Bill" Knemeyer was one of the original Port Washington, Long Island, N. Y. gang and his interest, financial help and encouragement did much to convert AERO PHILATELISTS from an idea to a reality. After our formation in 1946, he was a regular attendant, seldom, if ever, missing the twice-a-month meetings in New York City.

It was only his retirement to Florida about seven years ago that caused "Bill" Knemeyer's absence from the New York scene. In 1960 for our convention in Atlantic City, N. J., he made a special trip from Florida to actively participate in this event. It now turns out that this was the last time most of his old philatelic friends were to see him.

"Bill" was not a profound scholar and made no pretensions about it. He was an enthusiastic collector. Stamps afforded him great pleasure and relax-

ation. He gained his knowledge from others, and was so appreciative for this that he lent frequent encouragement to those who did the writing and research. This is attested by the many letters that the editor received from him since he resided in Florida. Once when he did not receive his regular copy of this magazine, he was very upset about this and his letter urged that this never happen again.

Mrs. Knemeyer passed away in Florida a few years ago. "Bill" is survived by his daughter, Mrs. Fred Macnutt. Here was another case of a father turning to stamp collecting because of his children. Years ago in Port Washington, N. Y., when "Bill" Knemeyer saw his daughter and son-in-law working on stamps, he became interested. The philatelic bug bit and stayed with him.

Good-bye Bill. We hope that you find that copy of U. S. C3a in one of those mixtures that you must be assembling up above. If you do, don't let Dick Bohn talk you out of it. (H. M. G.)

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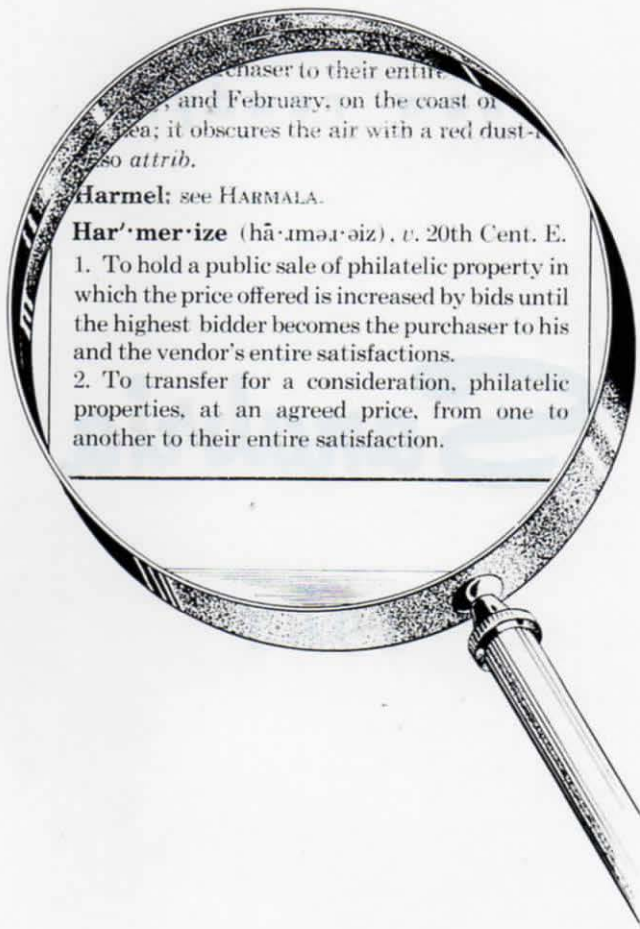
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