

THE AERO PHILATELIST ANNALS



Vol. XIII, No. 1
July 1965

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July 1965

Henry M. Goodkind, Editor

Philip Silver, Assistant Editor

UNITED STATES

The Left Shift On The First Air Mail Issue

By WILLIAM H. MILLER, JR.

During his years of collecting United States air mail stamps, the writer has developed an interest in the various shifts of the vignette on the first air mail stamp (Scott No. C3). As a sideline to his more general collection, the pursuit of these varieties has proven both fascinating and challenging.

Shifts of the vignette on this stamp occur in four different directions—to the top, bottom, right and left. The extent of the shift varies greatly, and it is the more pronounced shifts that are the truly desirable ones. Perhaps the most famous of these varieties is the marked shift to the bottom, familiarly known as the "grounded plane." This stamp has been the subject of several fine articles appearing in this publication.⁽¹⁾ The discussion in the present article will be

1. AERO PHILATELIST ANNALS. Vol. III, p. 89; Vol. IX, p. 50; Vol. XI, p. 91.

confined to the left shift of the plane through the border or frame, a variety which the writer considers to be one of the more unusual ones found on this first United States air mail stamp.

The Real Shift To The Left

It should be understood at the outset that there exist varying degrees of shifts to the left. The shift described in this article is that wherein the tip of the leading wing of the plane extends at least beyond the carmine frame and into the white margin of the stamp. The block shown in Figure 1 consists of four excellent examples of such a shift. The tip of the wing on the lower left stamp in this block projects not only into the margin, but beyond the stamp itself. On the upper and lower right stamps the wing extends to within half a millimeter of the vertical guide line, and on the upper left stamp it extends all the way to the edge of the stamp.

The variance here is due to the different position of the airplane on each stamp, it being located slightly higher on three of the stamps. Thus, it should be noted that whether the tip of the wing runs off the stamp or not in this block depends entirely upon its vertical position in relation to the perforation holes. In the one case the wing is cut off by those holes; in the others it extends into the perforation itself. In all four examples the wing projects well beyond the carmine frame. The background blue shading lines, which protrude beyond the tip of the wing in the design of these stamps, cut into the vertical guideline from the right horizontal pair. From the two left stamps they run off the block entirely. It is fortunate that the guideline exists on this block as this line is helpful in emphasizing the extent of these particular shifts.

The cover shown in Figure 2 is of particular interest to this writer. It is franked with a fine example of the shift to the left, equally as marked as the shifts in the mint block of four of Figure 1. The early usage of this stamp, May 22, 1918, one week after the start of air mail service in this country, is of great appeal. Many, if not all, of the various other shifts on this stamp found on covers bear dates considerably later than this one. A further significant point about the stamp on the cover shown is the straight edge at the top. This indicates that the stamp comes from the first printing of these air mail stamps;



Fig. 2



Fig. 1. (Photos by Boutrelle)

a printing which was withdrawn from sale and carefully inspected for errors after the discovery of the famous inverted center.⁽²⁾

A few general remarks follow from the items shown in Figures 1 and 2. In the first instance, it should be emphasized that this left shift is the only one of the vignette recorded to date wherein the blue design of the plane and its background lines are to be found in part outside of the carmine framelines. This is not the case of known registration variances to the top, bottom or right.

Comparison To The "Grounded Plane" Shift

It is, unfortunately, not possible to determine if this left shift variety remains constant throughout the full sheet in which these stamps originated. In the case of the "grounded plane" shift downwards, it is known that the "grounding" becomes markedly less pronounced as one progresses towards the top of the sheet.⁽³⁾ Whether a similar phenomenon would be found in a full sheet of shifts to the left is a matter that must be left to conjecture. In the opinion of this writer, some degree of variance would almost certainly occur, but it is impossible to know how much or just where in the sheet the best shifts would be found.

Returning to the previous indication that the stamp on cover in Figure 2 is from the first printing, it is important to keep in mind the rush with which these stamps were first prepared. It should also be noted that the unusual wartime conditions prevailing in the Bureau of Printing and Engraving at the time resulted in a somewhat relaxed procedure of examination of stamp printing.⁽⁴⁾

(Continued on Page 4)

2. For an excellent discussion of the various printings see *"The First Airmail Stamps of the United States"*, by Henry M. Goodkind.
3. *AERO PHILATELIST ANNALS*. Vol. XII, p. 71.
4. *"United States, The 24c Airmail Inverted Center of 1918"*, by Henry M. Goodkind. At page 10. See also, *"Collectors Club Philatelist"*, Vol. XIV, p. 168.

SAN MARINO

Two Types Of Overprints

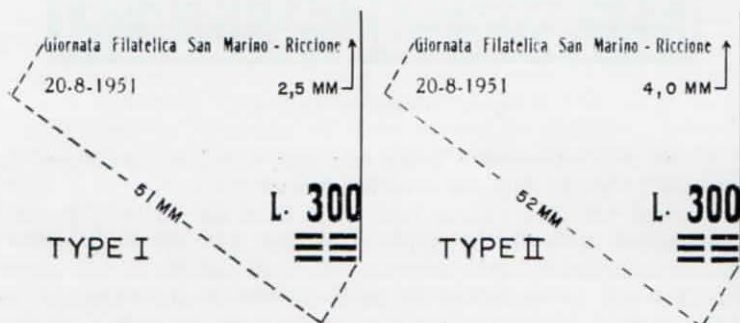
Found On Scott C76

By SEBASTIAO AMARAL

The overprints on Scott C76 of 1951 "GIORNATA FILATELICA SAN MARINO-RICCIONE" air mail stamps, which was made at the "Arti Grafiche Sanmarinesi Filippo della Balda" establishment, on sheets of twenty stamps (5 x 4), are found with two distinctive types.

The first type, which we shall name Type I, is found in the first two left vertical rows and the second type, Type II, in the three remaining vertical rows. There are, therefore, eight of Type I and twelve stamps of Type II per sheet.

The overprints of Type I measure 2.5 millimeters between the end of the last zero of "300." But on the overprints of Type II, this difference is 4 millimeters.



As it is rather difficult to measure the distinctive overprint with a millimeter gauge, the two types can be easily identified, if one measures diagonally the ends of the overprint, that is, between the top of the "G" of "Giornata" and the end of the last horizontal lower bar, which obliterates the former value of the basic stamp (L. 500). In this case, for Type I, the distance is 51 millimeters. For Type II, the difference is 52 millimeters.

The illustration shows how this is done.

UNITED STATES

(Continued from Page 3)

Both these factors undoubtedly contributed in an important way to the issuance of stamps of poor registration such as these left shifts. It is interesting to note here that the two known sheets of "grounded plane" stamps were also found to have occurred in the first printing.

In conclusion, the writer believes this left shift to be a truly outstanding variety, the scarcity of which is unquestionable in his experience, and one well worthy of pursuit both on and off cover by those engaged in the collecting of these first United States air mail issues.

INTERNATIONAL EXHIBITIONS

Vienna, Austria June, 1965

AEROPEX New York, N. Y. June, 1966

It is reliably reported that approximately 300 stamp collectors and dealers from the United States visited one of the largest and finest international philatelic exhibitions ever seen — WIPA 1965 held in Vienna, Austria from June 3 to 13th. Many of the American visitors were accompanied by their wives, and a few with their children, so that the total number of United States visitors to WIPA 1965 was close to 600.

This eye-witness report will not attempt to cover the entire exhibition, but instead will concern itself with matters of interest to aero-philatelists. One will be the air mail section of WIPA 1965 and its relation to the entire show. The other will be about the 1965 FISA Congress held in Vienna during the WIPA exhibition and its action in having the 1966 FISA Congress in New York City.

19th And 20th Centuries Separated

Much as we enjoyed and admired the WIPA 1965 exhibition and the fine hospitality extended to visitors, it was an "Old World" stamp show, staged in an "Old World" setting in an "Old World" city. Also, the exhibition was run mostly by "Old World" philatelists and judged by a jury heavily weighted with "Old World" 19th century stamp lovers.

The exhibition was mounted in two great halls, a kilometer ($\frac{5}{8}$ of a mile) apart. The grandiose Hopberg, the former Winter Palace of the Emperors and Empresses of Austria, was exclusively 19th century philately.



Fig. 1. For WIPA 1965, Austria issued a special set of six stamps. But not many knew that two WIPA 1965 aerograms were also issued. This one here in blue for international air mail and a 3.40 S. in brown and buff for European air mail.

The quarters for the Court Attendants and the servants to the royalty, the Messepalazt, housed the 20th century exhibits and, of course, the air mails.

Since the special WIPA stamps, the branch Post Office and other activities were located in the Hopberg, the attendance was greater here, although the Messepalazt drew big crowds.

The Hopberg is enormous, and exhibits were all over the place on three floors. Some Americans were amused to find fine exhibits of Classic stamps in the basement, and to get to the Men's Room, one had to walk past wonderful 19th century collections from the Balkan States. Oddly enough, the Grand Award exhibit, 19th century Turkey, was only about 25 feet away from the Men's Room entrance in the basement.

The frames in the Messepalazt was not as scattered and all were on the entrance floor. But the 20th century exhibits were split into two separate buildings, and for some unknown reason, the air mails had a part in one and the balance in the other hall. It certainly took a strong pair of legs to just view the air post section. Nearby was a small third building that housed the philatelic literature exhibits.

The lighting was excellent in the second Messepalazt, where a good portion of the air mails were, far better than in any other part of the WIPA exhibition. In fact, this lighting was about the finest ever seen at a stamp show.

The Air Mail Exhibits

One, who had seen the exhibits at the recent aero-philatelic shows, such as those in The Hague, Holland in 1961, West Berlin in 1962 and Brussels, Belgium in 1963, saw a repeat of many exhibits shown at these previous shows. But one erred if he did not inspect each one again, because much new material had been added. Also, there were about 20 exhibits that had not been in the aforementioned shows.

As could be expected, the great proportion showed European air mails. Outside of several fine United States displays, not very much was shown from the other American countries. For instance, one walked and continued to walk past frame after frame with Zeppelin stamps and covers, thinking they would never end. The displays of Italy with its Balbo material seemed to us to resemble more a prosperous stamp dealer's stock than the conventional philatelic exhibit. But all in all, WIPA 1965 had a great and well represented display of aero-philately. Most of the exhibits were attractively mounted and their presentation showed a good grasp of philatelic knowledge.

The Judging

The judging of WIPA 1965 was divided and done by individual small groups. Four European aero-philatelists were assigned the task of doing the air mails. The chairman was Mr. Ilia Braunstein, President of the Societie Aero-philatelique Belge and the man who ran AEROPHILA 1963 in Brussels, Belgium. Mr. Georg Sobetzky, renowned for his books on the early Austrian air mail, also judged as did one of our members from West Germany, Mr. Horst Aisslinger.

The jurors had to work very hard. Not only was the competition severe, but a lot of walking had to be done to cover all the exhibits. According to the exhibition catalogue, there were a total of *71 air mail exhibits mounted in 377 frames*. Incidentally, the WIPA 1965 exhibition catalogue came in two separate books, one for the Hopberg and the other for the Messepalazt. (These catalogues now are scarce and they were sold out by the end of the exhibition's second day.)

Finally, the air mail judges had to face the entire WIPA jury for approval of the air mail awards. This presented a problem, because with the entire jury overloaded with the 19th century Classic stamp lovers, logically they wanted to continue the long-established custom of giving most all the major awards to the early 19th century material and leave only "the crumbs" for the 20th century.

The entire WIPA exhibition had 920 exhibits. Only 25 Gold medals (First Prizes) were awarded to the exhibits in competition. Therefore, air mails did exceptionally well by receiving two of the 25 coveted First Prizes.

WIPA 1965 overall with its Government showings, the Court of Honor and the special non-competitive division under the FIP rules had about 5,000 frames on view, thus justifying the statement made in the beginning of this report that it was one of the greatest stamp shows ever staged. This applies, not only because of the quantity, but also for the high quality of the material exhibited.

The attendance was great and usually, long lines were seen not only to buy the new WIPA stamps at the Hopberg and Messepalazt Post Offices, but to enter the halls and to view certain sections of the exhibition.

The Air Mail Awards

The two *Gold* medals for air mails went to:

"Air Mail Stamps of the World" exhibited by this reporter.

"Pioneer Air Post of the World" by Dr. Ernst Raab, West Berlin.

Next, there was a class for awards close to the Gold category. These are called *Gold and Silver* and four were made to:

"Pioneer Air Posts" by Jean Gravelat of France; also with an Honor Prize and felicitations of the jury.

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"Newfoundland Air Mail" by Dr. James J. Matejka, Jr. of Chicago, Ill.; also with felicitations of the jury.

"Belgium Pioneer Air Post" by J. Henin of Belgium.

"Zeppelin Mail and Early German Pioneer Air Post" by Dr. R. Atanassoff of West Germany; also with the felicitations of the jury.

The next high category of awards were five *Silver-Gilt* medals to:

Dr. R. Hasbrouck Shrady, U. S. A.

Ernst Rosenfeld, U. S. A.

Adolf Kosel, Vienna, Austria.

Dr. R. Revelli, Italy.

Sebastiao Amaral of Brazil; also with an Honor prize.

16 *Silver* medals were awarded to air mails; three to Americans — Louis N. Staub, President of AERO PHILATELISTS, Philip Silver, winner of the 1965 Bohn Memorial Award and Sydney Lazarus.

There were 22 *Bronze Silver* medals, of which three also went to the U. S. A. Of the 10 *Bronze* medals, two were awarded to U. S. A. exhibits, while three exhibits received *Diplomas*.

Analyzing The Air Mail Awards

As stated before, *there were 71 individual air mail exhibits. 62 received awards* as follows:

2 Gold	22 Bronze Silver
4 Gold Silver	10 Bronze
5 Silver Gilt	3 Diplomas
16 Silver	

Evidencing true international competition in WIPA 1965, there were 19 different countries exhibiting. Tabulating the aforementioned 62 air post awards, *this is the country breakdown by medals:*

12 West Germany	1 Belgium
11 United States of America	1 Brazil
7 Great Britain	1 Greece
5 Austria	1 Hungary
4 Italy	1 Portugal
3 France	1 Romania
3 Netherlands	1 South Africa
3 Poland	1 Spain
3 Switzerland	1 Turkey
2 Israel	

Also, it is interesting to observe that FISA is directed by a Presidency consisting of eleven members. This FISA Board won four of the higher awards — both of the Gold, one Gold Silver, one Silver Gilt medal and two other medals, a total of six. This would indicate that FISA is run by some of the leading aero-philatelists in the world.

One Non-Competitive Gold Medal Exhibit

WIPA 1965 was conducted under the rules of the FIP and, thus, exhibits that have won two or more Gold medals in previous FIP-sponsored shows are automatically removed from competition and placed into a special non-competitive division. This is considered an Honor Class and all the exhibits receive a Gold medal. There was one air mail exhibit here, that of Commander G. Colombo of Italy.



Fig. 2. The 1965 FISA Congress in Vienna, Austria, showing a part of the delegates. A few can be identified. At the rear table, from left to right (with glasses) Mr. H. Eric Scott of England, John Smith of the AAMS, Henry Kraemer, AERO PHILATELISTS' delegate, Herbert Rosen and the one with his hands on his forehead, Henri Trachtenberg of Paris, France. The lady is Mrs. C. M. Gray, Secretary, British Air Mail Society. Mr. Geoffrey Solomon of England is in the left foreground.

The writer had never seen this collection and so, with four other well-known aero-philatelists — one from Brazil, from Portugal and the U. S. A. — spent time carefully examining this Honor Class exhibit. Perhaps the entire collection was not on display at the Hopberg. But judging only by what was on exhibit, not one of the four could rate this exhibit as an outstanding air mail collection.

Looking back to the American international philatelic exhibitions — TIPEX in 1936, CIPEX in 1947 and FIPEX in 1956 — one recalls the top air mail collections such as those of Dr. Philip Cole, Oscar Liechtenstein and Thomas A. Matthews of the U. S. A. and Sir Lindsay Everard of England. The Italian exhibit in Vienna, Austria had very little U. S. air mail and practically nothing from the other Americas. Certainly, an Honor Class air mail collection must show Honduras, Mexico and Colombia and the top air post stamps from other American countries.

Time For Two Grand Awards

This is 1965 and the year is closer to 1966. Consequently, the 20th century is almost 66 years old, no longer young by anyone's calculation.

Furthermore, WIPA 1965 had to be divided into two separate exhibitions — the 19th century in the Hopberg and the 20th in the Messepalast. Also the WIPA Exhibition Catalogue was issued in two parts.

Therefore, it would seem logical for these large international philatelic exhibitions to have *two Grand Awards, one for the 19th and another for the 20th century.*

Europeans Weak On American Philately

It has been this reporter's observation, after his fourth visit to European

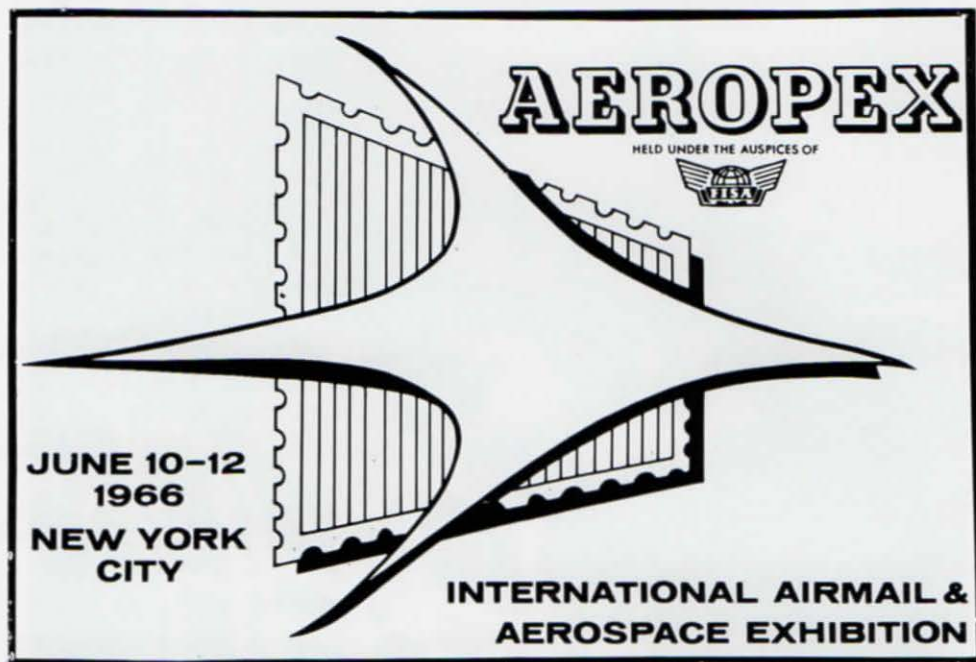


Fig. 3. The official poster for AEROPEX 1966 that was unveiled by Mr. Herbert Rosen at the 1965 FISA Congress in Vienna, Austria.

stamp shows since 1960, that most American philatelists know and collect European stamps, but not many European stamp collectors have an interest or much knowledge of American stamps. An incident happened at the Messepalazt in Vienna to prove this.

On the Sunday after the June 3rd opening, we were standing before the frames with our own exhibit, talking to a few friends. We noticed that many people were viewing our exhibit. As our friends left, we decided to remain near our exhibit and observe what was happening.

It is estimated that a person stopped and looked at our exhibit every 15 seconds. Some took only a quick glance, while others looked for ten minutes or more. For close to an hour, we kept standing near our frames and observing the viewers.

Now it so happens that one of the most popular stamps in America and one that always draws great public attention was on exhibit. This was a copy of the famous United States air mail of 1918 with the inverted center. In this period of approximately one hour with a viewer about every 15 seconds, not one noticed or stopped to notice this famous United States stamp.

The people looked at the Zeppelins and the early stamps, but the United States 1918 air mail error with the inverted center was completely ignored. It was mounted alone on one album page and displayed in a good central position in one of our frames, so that it could catch one's eye.

FISA Congress

The 5th FISA Congress was well attended. It was held on June 10, 1965 at the Palfy Palace, which is near to the Hopberg. There are three Americans on the FISA Presidency — the writer, Earl Wellman and Dr. James J. Matejka, Jr. both of Chicago, Ill. The Presidency met the day before.

There were delegates from over 20 air mail organizations. The AERO PHILATELISTS' delegate was our Director, Henry Kraemer. The American Air Mail Society was represented by Mr. and Mrs. John Smith. Admiral Jesse Johnson, a past president of the AAMS, attended as an observer. Mr. Herbert Rosen of New York also was a FISA delegate (Fig. 2).

FISA President, John Boesman of Holland, again conducted the meeting. He had arranged for a most interesting guest of honor, one of the surviving pilots who in 1918 carried the first air mail of Austria from Vienna to Krakow and Lemberg. This was in March, 1918, three months before the first U. S. air mail was inaugurated. As fitting, President Boesman presented this pioneer aviator with a special FISA medal and all present rose applauding loudly as this presentation was made.

Another worthy aero-philatelist was honored. This was Mr. Milton Weil of Switzerland, who had compiled and edited some of the fine Swiss air mail catalogues.

New York In June, 1966

For the Americans attending the FISA Congress in Vienna, Austria, the most important business was the granting of the FISA sponsorship for the next Congress and Exhibition in 1966 to New York City.

A three-day air mail exhibition, called AEROPEX, will be held from June 10 to 12, 1966 at the Americana Hotel under the management of Mr. Herbert

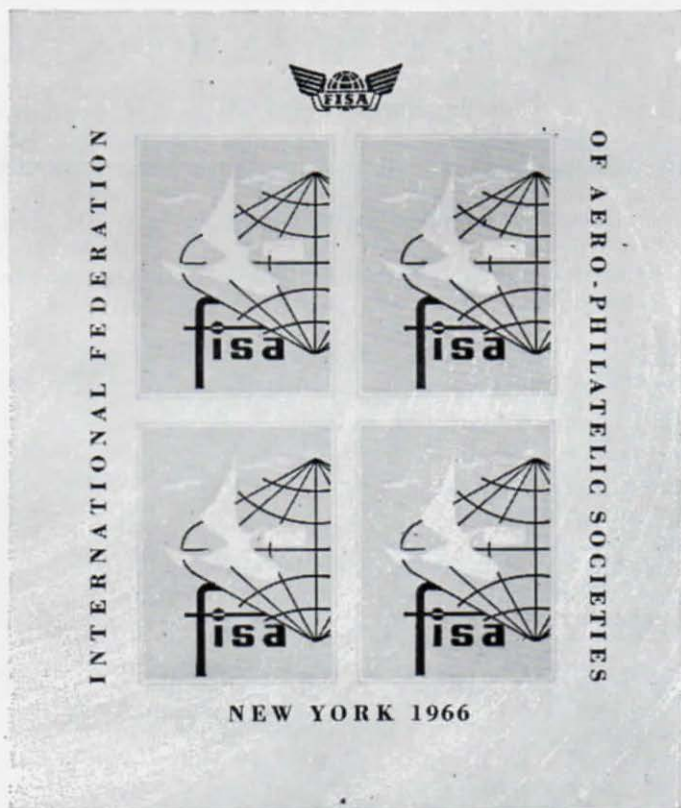


Fig. 4. This special miniature FISA sheet with the labels was handed out to all delegates at the 5th FISA Congress.

Rosen, the well-known INTERPEX man. The 1966 FISA Congress probably will take place at the same hotel during AEROPEX.

AEROPEX will follow shortly after SIPEX, the 1966 International Philatelic Exhibition in Washington, D. C. From conversations with many in Vienna, Austria during WIPA 1965, many aero-philatelists from Europe plan to come to America for both shows and some stops at other American cities and places of interest between the Washington, D. C. and the New York City shows.

But AEROPEX should not only attract foreign visitors. AERO PHILATELISTS is acting as one of AEROPEX'S sponsors. Therefore, it is hoped that many non-New York members of AERO PHILATELISTS will plan to be in New York next June.

During WIPA 1965 there were many receptions, dinners and cocktail parties to which all visiting philatelists were invited. Similar hospitality is expected over here next June, 1966.

Progress reports on the 1966 AEROPEX and FISA Congress will be in future numbers of this magazine. Also, Mr. Rosen will see to it that the stamp papers receive much publicity about our 1966 exhibition and FISA Congress.

Many members of AERO PHILATELISTS have read about the European international air mail shows and the foreign aero-philatelists. 1966 will offer our members the great opportunity to meet many who share their interest. Please, make your plans now and do not miss this great 1966 event. (H. M. G.)

FOR BOOKS ON AIR MAILS

See Pages 16 and 25

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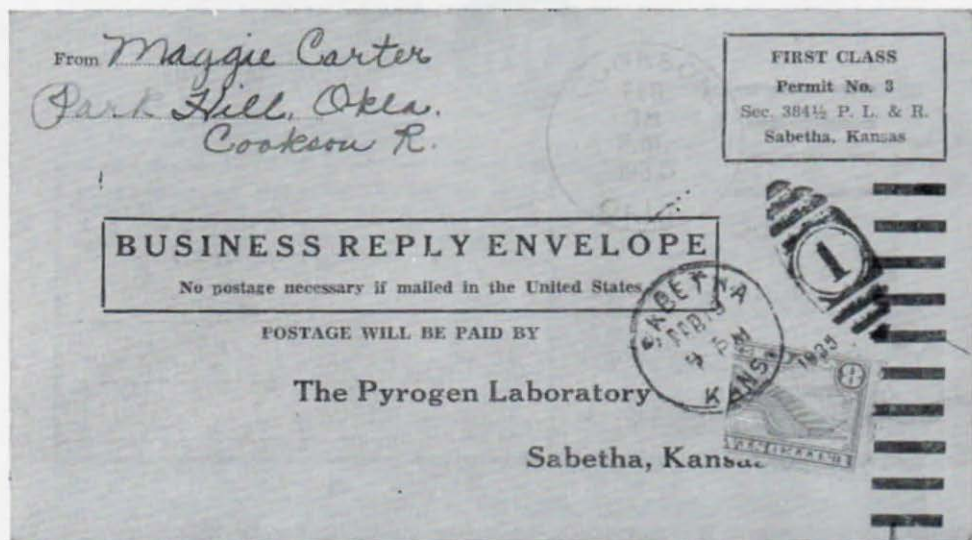
Through the kindness of Mr. Georges A. Medawar, publisher of the "Sanabria Air Post Catalogue," the writer recently obtained the cover illustrated franked with a vertical bisect of the United States eight-cent air mail stamp of 1932 (Scott C17, Sanabria No. 19). Enclosed in this cover was an article written by the late Mr. Bertram W. H. Poole which appeared in the September 22, 1941 issue of "Meekel's Weekly Stamp News." Mr. Poole calls this cover "A Curious Provisional." Our query is, "Is this actually a provisional or merely a philatelic curiosity?"

Defining A Provisional Stamp

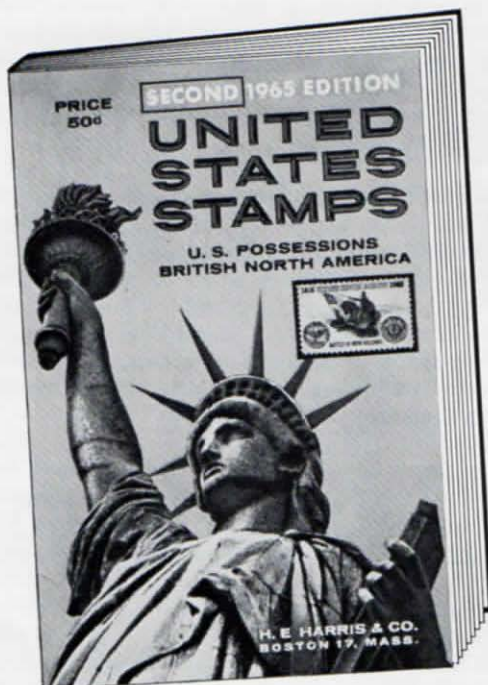
A provisional stamp is one ordinarily issued by a government when the stamps normally in use are in short supply or unavailable. As an example, if a 10 centavos denomination stamp is needed, a stamp of another denomination may be surcharged "Vale 10 centavos" or any obsolete stamps in the government vaults may be surcharged for such purpose. The surcharged stamp has provisional status; that is to say it serves provisionally or temporarily until a fresh supply of 10 centavos stamps can be printed. In some instances, a provisional stamp fills a need for a denomination not previously required but made necessary by a rate change. Whatever the circumstances, a provisional stamp is a temporary expedient.

Indeed, the following definition from the Merriam Webster "New International Dictionary" emphasizes the word temporary: "— of the nature of a temporary or tentative provision; adapted to present conditions, needs, knowledge, etc., but subject to change; provisory, temporary; not definitive; as, a provisional government, treaty, or conclusion." Perhaps a better definition for our purposes is found in Random House "The American College Dictionary": "4. Philately. A stamp which serves temporarily pending the appearance of the regular issue, or during a temporary shortage of the regular stamps."

Now that the nature of a provisional stamp has been established, reference



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is made to Mr. Poole's article. It reads:

Talk of the Week

By B. W. H. POOLE

A Curious Provisional

We have just been shown a provisional, made by a United States postmaster, that is probably unique. This takes the form of a half 8c air mail stamp of 1932 (Scott's No. C17) used in payment of 4c postage due! It was used owing to a lack of postage due stamps or, more probably, as a convenient means of getting rid of a stock of stamps for which there was little or no demand. We have before us some fifty of these provisional postage due stamps all on entire printed "business reply" envelopes addressed to "The Pyrogen Laboratory, Sabetha, Kansas", and, of course, cancelled at Sabetha, Kans. These covers were all used between January 26 and February 26, 1935, and two kinds of cancellations are shown. The first is the regular postmark of this town showing circular date stamp with upright oval "killer" at right and the year date between, while the other is a double circular dater containing the name Sabetha, Kans., at the top and "Parcel Post" at the bottom. Some of the stamps were bisected by being cut into halves with a scissors while others were just simply torn in two.

It would hardly seem that there was any "philatelic" connivance in the making of these make-shift provisionals; the half stamps are struck in all sorts of positions on the envelopes, no care was taken to see that the cancellations tied the cut sides of the stamps, and where the stamps were placed on the upper part of the envelopes they were generally mutilated by being pierced for some sort of filing system.

It will be recalled that in 1934 the rate on air mail letters was reduced to 6c and a stamp of that denomination made its appearance on July 1st of that year. Consequently practically every post office in the United States was left with a stock of 8c stamps for which there was practically no demand and no legitimate use except in combination with other values for letters weighing more than one ounce. Having carried his stock of these unwanted stamps for six months or so the postmaster of Sabetha evidently conceived the idea that to use them in the collection of postage due charges was an excellent way of getting rid of them without loss. Apparently it did not occur to him that he could collect the postage due charges in bulk and simply cancel the 8c air mail stamps in blocks or sheets for this purpose. Instead he meticulously placed a half stamp on each letter requiring 4c and thus made these interesting provisionals. We have, of course, no means of knowing how many of these stamps were so used or over how long a period the stock of 8c stamps held out. However, as some six and a half years have elapsed since these bi-sects were made and this seems to be the first time they have been recorded it would seem very likely that this little lot of fifty or so are all there are and, in the words of the old song, "there won't be any more".

Two important facts must be ascertained in order to prove Mr. Poole's thesis:

1. that there was postage due on the covers, and
2. that the postmaster at Sabetha, Kansas had no stock of postage due stamps available during January and February, 1935.

Unfortunately, at this late date, the second fact cannot be determined. Mr. Poole, writing, as he did, six years later in 1941, might have been able to get the answer by contacting the Sabetha postmaster. He chose, instead, to draw conclusions based upon examination of covers similar to the one illustrated. Therefore, any conclusions now drawn on the alleged provisional status of the bisected air mail stamps used on these covers must consider the logic of the situa-

tion that required such use and the regulations of the Post Office Department then in force.

Not According To Postal Requirements

If reference is made to the cover shown on Page 13, it will be noted that it is a business reply envelope with an imprinted first-class permit in the upper right corner. This meant that the sender did not need to affix postage when sending the envelope back to the addressee. The latter paid the first-class postage for each letter according to weight. If the letter's weight, including any enclosure, was an ounce or less, the amount due under the permit was three cents for the first-class rate, in effect since July 6, 1932. To that must be added an additional one cent to make a total of four cents. This penny charge was required by Order No. 2562, June 7, 1932 which fixed the postage charge on business reply cards and letters in business reply envelopes at one cent per card or letter in addition to postage at the regular first-class rates. This additional charge for handling business reply cards and letters was originally imposed in 1928, when such handling charge was two cents per card or letter, reduced to one cent on October 1, 1928. Order No. 2562, referred to above, merely fixed the same one-cent rate even though the first-class rate had been advanced from two cents to three cents an ounce. This one-cent handling charge is clarified at this point so our readers will understand why one-half of an eight-cent air mail stamp with a supposed four-cent equivalency was used by the postmaster at Sabetha, Kansas.

Mr. Poole's thesis is that the postmaster chose to collect the four-cent fee for each letter by affixing a bisected air mail stamp in lieu of postage due stamps, assuming such postage due stamps were not available or, even if they were, in order to use up his supply of the 1932 eight-cent air mail stamps because they were obsolete and no longer represented a first ounce air mail rate.

Not A Provisional Stamp

Such a thesis, of course, does not have the color of validity for a number of reasons. In the first place, the use of bisected stamps was prohibited by postal regulation. The writer has seen many bisected air mail stamps almost all used on philatelic covers. In most instances, the post office of first address collected postage due for the correct air mail rate and disregarded the franking value of the bisected stamps. In some cases, covers were not assessed postage due either because of complaisance or because the use of the bisected stamps escaped detection by postal officials. But, in any event, use of bisected stamps, air mail or others, was prohibited.

In the second place, use of air mail stamps for other than air mail purposes

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had long been disallowed. Starting in June of 1928, air mail stamps were valid only on air mail letters or parcels. The only exception was that air mail stamps could be used to prepay other services such as special delivery or registry in connection with an air mail letter or package. Thus, this is a second prohibition that would seem to mitigate against the use of these eight-cent air mail stamps by the Sabetha, Kansas postmaster. The regulations prohibiting use of bisected stamps and use of air mail stamps for other than air mail purposes were obviously directed at the using public. Certainly, the prohibitions applied to officials of the Post Office Department as well, and the flouting of such regulations by a postmaster would seem to be highly unlikely.

But, even more damaging to Mr. Poole's thesis of the use of these bisected stamps as provisionals is the actual definition of what a provisional is: "a stamp which serves *temporarily* pending the appearance of the regular issue or, during a temporary shortage of the regular stamps." Thus, the use of the bisects merely to use up a supply of obsolete stamps, assuming that postage due stamps were available, would automatically eliminate provisional status. Such a situation would have to depend solely on the fact that postage due stamps were, indeed, unavailable.

So, we must question Mr. Poole's theory about these alleged "provisionals." There is always the possibility that, regardless of regulations, the postmaster at Sabetha actually used the bisected stamps for postage due purposes in the absence of postage due stamps and, thus, gave them provisional status. But, the arguments against such use seem to be more valid. The logic of the situation, in the writer's opinion, stamps these as curiosities rather than provisionals. (*P. S.*)

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BELGIUM

1930 Belgian Congo Flight Stamp

What Was Its First Day Of Issue?

In 1930, for a special flight from Brussels, Belgium to her colony in Africa, Belgian Congo, a new stamp was issued. The first 5-franc air mail stamp of Belgium (Scott Type AP1) has a brown lake color. This was changed to a dark violet color for the special flight to Leopoldville, Belgian Congo and it is listed as Scott C5 or Sanabria No. 5 of Belgium.

When Issued?

Last year, a friend asked if there was in our collection a first flight cover with Belgium Scott C5. If so, would we please check the date and notify him of it, *because he had found different dates of issue in every catalogue he had consulted.*

Belgium Sanabria No. 5 was in our collection on a first flight cover to Leopoldville, Belgian Congo and the dates were recorded to report them to our friend. This cover is shown on Pages 21-22, both the front and the back.

Then, after the dates were told to our inquirer, the fun began, because the dates on this cover did not tally with those in the American catalogues; each of them gave three different dates of issue.

A promise was made to look up every catalogue that might list this Belgian air mail stamp in the Collectors Club Library and make a note of the first day of issue in each. Some general catalogues, as "Yvert & Tellier" of France and "Zumstein" of Switzerland list this stamp but omit the date. But the tabulation that follows is most revealing, because a total of *eleven* different catalogues (American and foreign) have *four different dates of issue.*

These four general catalogues have the following:

<i>Catalogue</i>	<i>1930 Date Of Issue</i>
Scott, Vol. II, 1964 edition	December (no date)
*Minkus, Vol. 2, 1962 edition	December 3
Gibbons, Part II, 1965 edition	December 12
Michel, 1964 edition	December 5

The following *five specialized air mail catalogues* show this:

<i>Catalogue</i>	<i>1930 Date Of Issue</i>
Sanabria, 1963 edition	December 5
Scott, 1946 edition	December 6
Champion, 1939 edition	December 5
D. Field, 1934 edition	December 6
Silombra, 1956 edition	December 6

Also, there have been some *specialized Belgian catalogues* and in two of them, the following information was found:

<i>Catalogue</i>	<i>1930 Date Of Issue</i>
Balasse, Part 2, 1949 edition	December 3
Prinet, 1945 edition	December 3

*Of the nine non-Belgian catalogues, all the American and foreign ones gave the wrong date of issue with the exception of Minkus. December 3, 1930 is correct.

This shows that this 1930 Belgium-Belgian Congo Flight stamp could have been issued on December 3rd, the 5th, the 6th or the 12th.

Air Post Catalogue Information

To refresh our memory and learn about this Belgium air mail stamp, the notes concerning it in the air post catalogues (the older as well as the newer editions) were read. These, too, varied to a great degree; some were very short, while a few were very informative, at great length.

Since the "Theodore Champion, Catalogue Aerien, 1934" was the one offering the fullest information, the following is a free translation into English done by the writer of this French catalogue's notes:

"This stamp, printed in sheets of 100 (two panes of 50), had been prepared for an air post link between Belgium and the Belgian Congo in the summer of 1930. The flight was delayed until December 7th, the date on which the airplane piloted by Aviators Van der Linden and Fabry were ready to leave in order to reach Leopoldville on December 15th. The postal rate was set at 5 francs per 10 grams; the amount of mail prepared before departure was 6,241 pieces.

"The stamp remained on sale after the flight left Belgium.

"The flight covers carry a special red rectangular cachet written in both French and Flemish. (The catalogue's description of the cachet is omitted, because it can be clearly seen in the upper left corner on the front of the illustrated cover).

"A large amount of mail, prepaid with this stamp for air mail to the Belgian Congo and return, was sent back to Belgium by ship through error. This seamailed Boma, Belgian Congo on December 24, 1930."

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Front of the flight cover with the special Belgium-Belgian Congo stamp, Belgium Scott C5, Sanabria #5. (Photos by Boutrelle)

Flight Covers

As noted before, the cancellations and other postmarks on the front of the illustrated cover still do not offer a solution to the mystery of the exact first day of sale of this 1930 Belgian air mail stamp. Therefore, it was decided to send this cover to one of the leading philatelic authorities in Belgium, who also has been very active in aero-philately. Having met and gotten to know *Mr. Raul Hubinont* of Brussels, Belgium during the International Air Post Exhibition in September, 1963 in Brussels, Belgium (AEROPHILA '63), the cover was sent to him with a request for the information about this special stamp and its correct first-day of issue. Mr. Hubinont was an International Judge at this 1963 exhibition. Also, he was a founder of the S.A.B. (Societe Aerophilatelique Belge) and an author of many articles on Belgian air post.

December 3rd Is The Date Of Issue

Mr. Raul Hubinont returned the illustrated cover with his remarks as follows:

The number 5 air mail stamp of Belgium was issued on December 3, 1930. The plane departed for Belgian Congo on December 7, 1930 with the two aviators, Vanderlinden (notice his spelling of this name is different; others spelled it "Van der Linden") and Fabry.

The flight had encountered a number of postponements. It was finally scheduled for December 3, 1930. But due to bad weather conditions, it was again postponed to December 4th and the weather still did not permit the plane to start until December 7th.

After this special 1930 flight, Belgium still worked on establishing a regular



The three Leopoldville, Belgian Congo backstamps

schedule of air mail with her leading colony in Africa. This was finally opened on February 23, 1935. For one collecting flight covers, Mr. Hubinont mentions two survey flights between Belgium and Belgian Congo. One was from Antwerp, Belgium to Leopoldville, Belgian Congo on March 24, 1934. The other, which was the official flight to test the chances of a regular air mail service, took place on December 20, 1935.

This Number 5 air mail stamp of Belgium remained on sale after the December 7, 1930 flight to the Belgian Congo. 40,000 stamps had been issued, so that it is evident that a large percentage were used on the special 1930 flight.

Flight Cover Markings

Mr. Hubinont explained in detail each of the postal markings on the front and back of the illustrated cover. The three regular Belgian postage stamps all are cancelled Brussels, Belgium December 2, 1930, 18-19 o'clock (6-7 p.m.). He explains these four-line cancellations as this:

2 (the day)
XII (the month)
18-19 (the time)
1930 (the year)

The 5-franc air mail stamp (Scott C5) is seen near the bottom on the front of the cover and this is cancelled — Brussels, Belgium, December 6, 1930, 15-16 o'clock (3-4 p.m.). This is proper, Mr. Hubinont explains, because the flight took place on December 7.

Now for the three Leopoldville, Belgian Congo postmarks on the back of this cover; two are December 15, 1930, the date of arrival. The December 21, 1930 backstamp shows the date of the return flight from Leopoldville.

This cover did return by air to Belgium. It was addressed to Malines, Belgium but upon reaching there, it was forwarded to Brussels, as the postmarks indicate.

Mr. Hubinont closed his letter by stating that he believed that he had supplied all the information sought. He had! Consequently, it is hoped that from now on no more confusion about the first-day of issue of Belgium Scott C5 or Sanabria No. 5 will remain.

To repeat, this stamp was issued on December 3, 1930 but first used on December 7th of the same month. (*H. M. G.*)

(Reprinted by permission from *Scott's Monthly Stamp Journal*, published by Scott Publications, Inc., 461 Eighth Avenue, New York, N. Y. 10001).

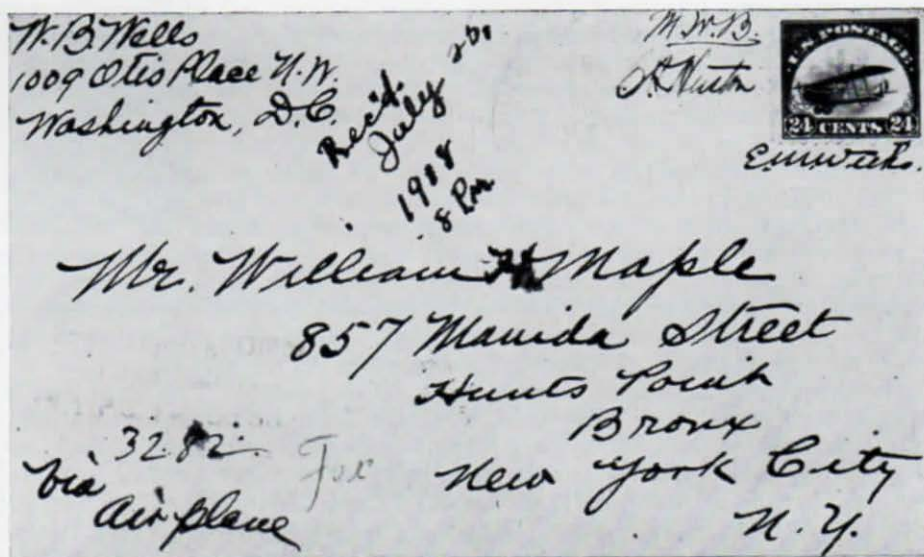
UNITED STATES Our First Air Mail Stamp A Cover Of Interest

By ALTON L. MAPLE

The illustrated cover with a copy of the first air post stamp of the United States — the 24 cents carmine rose and blue issued in 1918 (Scott C3) — was addressed to my father, the late William H. Maple, who died in 1949.

At first glance, this cover may not seem unusual or different from all the other covers with C3. But it is, because the names and autographs are of those who designed and engraved our first air mail stamps.

My father, William H. Maple, was an engraver with the American Bank Note Company and became well known in the field of engraving, particularly for his work on postage stamps. He did the engraving for many of the stamps printed by the American Bank Note Company for Central and South American countries. Also, he worked on the engravings for the stamps of Canada, as well as some Asiatic and European countries.



The sender of this 1918 air mail cover, Mr. W. B. Wells, was formerly with the American Bank Note Company in New York, N. Y. before being employed by the Bureau of Engraving and Printing in Washington, D. C. Mr. Wells, when with the American Bank Note Company, had become a friend of my father, and mailed him this cover from Washington, D. C.

As for the two autographs and the initials near the stamp, these were secured by Mr. Wells for my father, and here is who they are:

C. A. Hutson designed the stamp.

M. W. Baldwin (who initialed the cover, M.W.B.) engraved the central blue design showing the Jenny airplane.

E. M. Weeks, along with E. M. Hall, engraved the numerals and the lettering on the red frame.

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Catalogue Review

The Australian Air Mail Catalogue, 2nd. Edition. Edited by H. N. Eustis of Adelaide, Australia and Published by Review Publications Pty., Ltd., of Dubbo, N. S. W. Australia, light cardboard cover.

This new catalogue, reprinted and revised from the first edition of October, 1937 and its supplement of December, 1941, is a history of the Australian air mail from the first flight of 1914 to December, 1941 inclusive. Many years of research have gone into the preparation, which has resulted in 28 additions in the pioneer period. The detailed description of each flight enables the collector to readily identify the covers in his collection. Each flight is numbered and covers between intermediates are given "A" numbers. The amount of covers flown is shown, where possible. The reviewer suggests you read carefully, the instructions, "How to use this catalogue," on page six.

Prices, a major problem in the preparation of any catalogue, and especially so when it is not known how many covers were flown or how many exist, are, in this catalogue the basis for negotiation between the collector and the dealer. This reviewer finds a considerable variation exists between the prices quoted in Australia, England and the United States. Some prices in the catalogue seem low and others are high. It is impossible for the editor of any catalogue to price the various items according to the market. In the pioneer period, a market only exists when one of these rare items comes up for sale.

Your reviewer has one criticism to make of the pricing. The Air Vignettes with the exception of the "Ross Smith," "Herald" and "Pals" are a bit high. Quite a number of first flights used labels prepared just for special flight for use on flown covers. In some cases, these labels were advertising in form and were used on the same routes after the first flight. Many other labels would be called just that, "Air Labels," here in the United States. Unused labels catalogue rather high, in my opinion. Mr. Field of England has expressed the same opinion.

This is not a criticism, but rather a suggestion that future catalogues show more illustrations particularly of the pioneer period. There are first flights after 1929, but most agree that flights between 1914 and 1929 are the only ones that actually can be classed as "Pioneers."

This reviewer is very pleased with the catalogue, and, as a collector of Australian flights, recommends it highly as a reference book and guide to the air mail postal history of Australia. (*Frank E. Adams*).

GERMANY

1912 Air Mail For The Leipzig Margareten Fair

By HERMANN E. SIEGER

(Editor's Note. In the German publication "Siegerpost" of 1964 there is an article on the 1912 semi-official stamp of Germany listed as Sanabria No. 507. Not very much has been written about this interesting early air mail stamp. Dr. R. H. Shrady supplied some information in his article on the semi-official air mail stamps of Germany on page 39 of the October, 1960 number (AERO PHILATELIST ANNALS, Vol. VIII, No. 2).

Mr. Hermann E. Sieger, well-known air mail dealer in West Germany, has supplied us with an English translation of the article that recently appeared in his house organ and has kindly granted us his permission to publish this.

The illustrations are from the editor's collection.)



On May 18, 1912 to mark a public fair and holiday in Leipzig, Germany, a special air mail stamp was issued to attract the public's attention to this event.

The stamp was one of the first air mails issued in Germany.

For the public fair, a special stamp was made with an inscription along the outside of the design reading: "Margareten/ Volksfest (Public Fair)/ Leipzig 18. Mai. 1912/ 50 Pfg. Flugpostmarke (air mail stamp)." The design depicts two winged men flying over the earth while dropping flowers.

This air mail stamp was printed by lithography in sheets of 50 (10 x 5) and line perforated 12. One part of the sheet has a margin, but not the other. There are three

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different color shades of this stamp known, although the Michel "Germany" Catalogue (1965 Edition) lists only two color shades (see Page 107, No. 4).

Special commemorative post cards were printed with the following inscription on the address side; "Margareten-Volksfest/ In Leipzig/ am 18 Mai 1912." On the national postage stamp, that was required to be used, a circular black cancellation reading, "Margaretenvolksfest/ zu Leipzig/ am 18. Mai 1912," was applied (See illustration on Page 27).

The air mail stamp carried a surtax of 50 Pfg. per card.

The air mail stamp was cancelled with a rubberstamped marking that reads: "Durch Luftpost $\overline{5}$ 12," as the illustration shows. This was probably regarded as a postage stamp, because the air mail stamp was later used on regular mail. The stock remained in the possession of the Reichpost (German State Post Office) and was used on mail from Bureau #13 in Leipzig without dates from 1919 to 1922.

For the special flight on May 18, 1912, the pilot, Oswald Kahnt, carried mail made up with these special post cards bearing the air mail stamp. He flew a distance from Leipzig of about thirteen miles. It is believed that a Grade type airplane was used.



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A post card with the 1912 Leipzig Fair air mail stamp (San. No. 507) flown on the special May 18, 1912 flight. (Photos by Boutrelle)

The exact quantity of this 1912 mail is not known. But the amount of mail transported cannot be great, because these air mail stamps on 1912 flight cards are very scarce and very difficult to find.

Fortunately, mint copies are in much more plentiful supply and so a collector can obtain the stamp for much less than a flown card.

For all air mail collectors interested in the pioneer period of aero-philately, this air mail stamp and, especially, the 1912 use on this early flight, is an item of great historical interest. The air mail stamp is a forerunner of the many



The picture side of the 1912 Leipzig Fair flight post card.



The 1912 air mail stamp used later on regular mail. This one is cancelled March 8, 1913.

later official air post stamps issued by governments all over the world starting in 1917. Also, this pioneer 1912 air mail stamp is listed in many catalogues of the world.

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