

THE AERO PHILATELIST ANNALS



Vol. XIII, No. 3
January 1966

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Vol. XIII, No. 3
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Henry M. Goodkind, Editor

Philip Silver, Assistant Editor

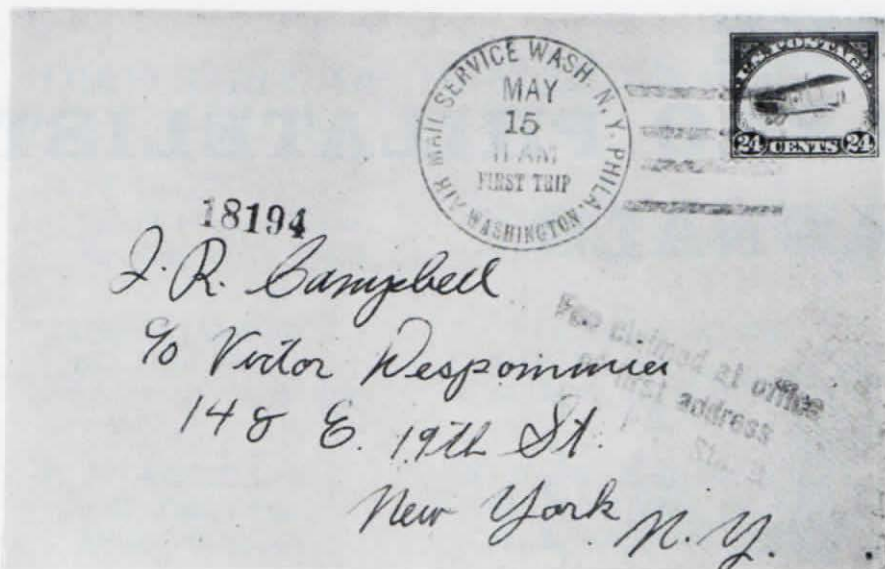
For the first time since Vol. I, No. 1 in 1953, the printing of this quarterly magazine was delayed due to the New York City transit strike during January 1966.

UNITED STATES

A Second C3 Cover Found Cancelled May/15/11 AM/First Trip

By PHILIP SILVER

In the April, 1962 issue of the AERO PHILATELIST ANNALS (Volume IX, No. 4), the writer attempted a review and re-appraisal of the first trip cancellations from Washington in use on both May 15, 1918 and May 16, 1918 on the occasion of the first flight on the newly created air route between Washington, D.C. and New York City. Some of our readers have questioned the chronology of events which caused us to list "MAY/15/10 AM/FIRST TRIP" as a normal



postmark, while giving "error" status to the one which reads "MAY/15/11 AM/FIRST TRIP." In addition, Captain Benjamin B. Lipsner, the Superintendent of the Air Mail at the time of the historic first flights of 1918, insisted in a fairly recent statement that the May 15, 1918 mail, which was forced down with Lt. Boyle at Waldorf, Maryland on the ill-fated northbound flight from Washington, D.C. to New York on that date, was sent to New York by train later that same day after being returned to Washington from the scene of the crash. *How this could be true, in the face of all the facts and evidence, which show that the May 15th and May 16th mail arrived in New York at the same time, is difficult to believe.*

Since the publication of the abovementioned article, the writer was fortunate to acquire a cover with the "MAY/15/11 AM/FIRST TRIP" postmark which is illustrated. It is backstamped "New York, N. Y., Penn. Term. Sta. May 16, 1918. 3:30 P.M." and at "4:30 P.M. Sta. D." Thus, it follows the pattern observed on all covers examined by the writer; May 15, 1918 covers, including those which would normally not have made the first flight, such as the "error" variety illustrated, all flew on the 16th and arrived in New York at the same time. Not one cover has been seen that would confirm Captain Lipsner's recollection.

This is only the second "MAY/15/11 AM/FIRST TRIP" cover seen by the writer. The other, in the Henry M. Goodkind collection, was illustrated in the April, 1962 article. This was published shortly after Mr. Goodkind acquired it. Thus, it was 44 years before the existence of a "MAY/15/11 AM/FIRST TRIP" postmark was known. One wonders, accordingly, if more than the two known recorded examples exist. A sharp examination of each May 15, 1918 cover that comes on the market in the future is promised. Likewise, readers are asked to carefully examine their postmarks. An "error" variety may be the reward.

FOR BOOKS ON AIR MAILS

See Page 76

1966 R. S. Bohn Memorial Award

Ilia Braunstein of Belgium



Mr. Ilia Braunstein of Brussels, Belgium is the unanimous choice of AERO PHILATELISTS Board of Directors to be the recipient of the 5th Richard S. Bohn Memorial Award for distinguished service to aerophilately.

The previous Bohn Award winners were Henry M. Goodkind (1962), John J. Britt (1963), Francis J. Field of England (1964) and Philip Silver (1965). The 1966 award marks the second time that this AERO PHILATELIST'S honor has gone to one overseas.

Non-philatelic Career

Ilia Braunstein was born in 1908. He was educated in Belgium, finishing by studying engineering at the famous University of Ghent. After graduation, in 1931 he went into the manufacturing of electrical appliances and dry-cell batteries. In 1945, he started making phonograph records and since then has been highly successful in this field. He is the

General Manager of the Discopness and Discotrade Companies (Mercury, Festival and Victory records). Also, he is at present the Vice President of the Belgian Recorded Music Trade Association. He resides in Brussels with his wife.

Mr. Braunstein has been honored by his country. He has received the *Gold Medal for Industry* and has been made a *Knight of the Belgian Order of the Crown*.

Philatelic Activities

Ilia Braunstein began collecting stamps when very young right after the end of World War I. He became interested in Ukrania and Russia because he had met one of the former Directors of the Post Office in Ukrania, after the latter had left Russia following the 1917 Bolshevik Revolution. The Ukrainian Postmaster had gone into exile with nothing but a stock of Ukrainian stamps. Young Braunstein happened to meet him.

After college, Mr. Braunstein became a serious philatelist; he turned to the air mail stamps of the world about 30 years ago. His collection has grown, so that now it is housed in approximately 100 albums.

He has, however, specialized in the air mail field; his particular interests now are Nicaragua, Honduras and Colombia. But the early appeal of Russia never has left him. He has formed an outstanding collection of the 1922 Consular Issues of Russia (Russia Sanabria Nos. 1-8). He has reconstructed the

settings, a remarkable achievement. This Russian collection was exhibited at WIPA 1965 in the Hopburg Palace in Vienna, Austria "Not-for-competition."

Philatelic Honors and Offices

Mr. Braunstein has been the President of the Société Aérophilatelique Belge for a few years. Also, he has been on the F.I.S.A. Presidency from almost this federation's inception. Last year he was elected the Treasurer of F.I.S.A. In 1963, he was the Exhibition Chairman of AEROPHILA in Brussels, Belgium. He devoted much time and gave freely to this international air post exhibition; his efforts made it the great success it was.

He has served as an International Juror three times — Melusina 1963 in Luxembourg, Philatelic 1964 in Paris, France and WIPA 1965 in Vienna. Twice, he was a member of the international Board of Judges for the air post exhibitions, in 1961 at The Hague, Holland (CURIOSA) and again in 1962 at LUPOSTA of West Berlin. Also, he has judged five National Stamp Shows in Belgium.

His collections have been exhibited in many western European countries. They have gained 12 gold, 2 gold-silver and 4 silver-gilt medals.

In 1963, Mr. Braunstein was awarded the *F. I. P. Medal of Merit*. He is recognized in Europe as one of the leading aerophilatelists.

Now, in 1966 he adds the *Richard S. Bohn Memorial Award* to his long list of achievements. The award will be personally presented to Mr. Ilia Braunstein in New York City next June at the AEROPEX banquet. He and Mrs. Braunstein will be here for this exhibition and the F.I.S.A. Congress. (*H. M. G.*)

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AEROPEX and the 6th FISA CONGRESS

June 7 through June 13 in New York

By HERBERT ROSEN, Executive Director

The first International Air Mail Exhibition ever staged in the United States will be held from June 10-12 in New York City. It is also the first time that the annual Congress of the Federation Internationale des Societes Aerophilateliqes (FISA) will be held in New York, at the same time. Both firsts combined will become a truly great event, and will make 1966 a memorable year in the history of Aerophilately. This 1966 event promises to be one of the largest and most outstanding ever held anywhere.

Held in the Albert Hall (see Page 65) of the Americana Hotel, the last word in modern hotels today, the exhibits and other activities will cover an area of nearly 40,000 square feet with 500 frames containing the most outstanding air mail collections from all parts of the world, as well as unique exhibits of Aeronautica, telling the story of aviation from the balloon to the rocket of today, in displays on loan from some of the leading European Museums, some items never before shown.

A very extensive list of Exhibit Classifications has been created for the forthcoming international Air Mail and Aerospace Exhibition AEROPEX, to give the greatest potential to every collector interested in exhibiting. In addition to the Court of Honor, Government Exhibits and Airline displays, the competitive classifications are divided into 10 groups. They start with Early

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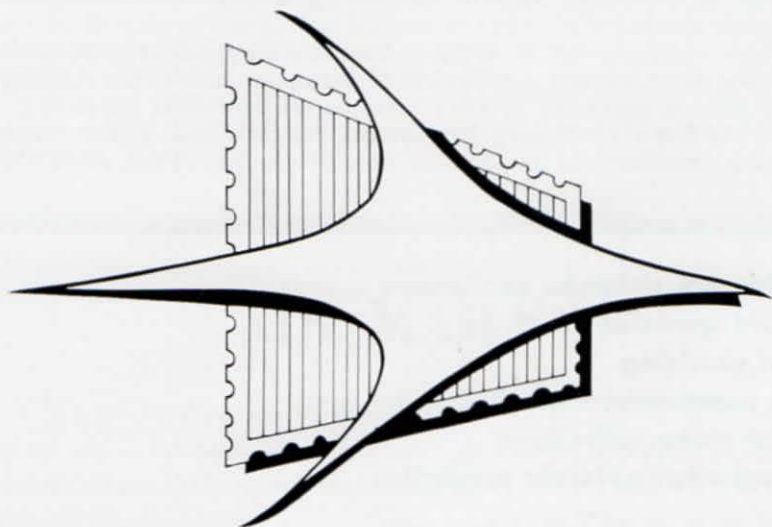
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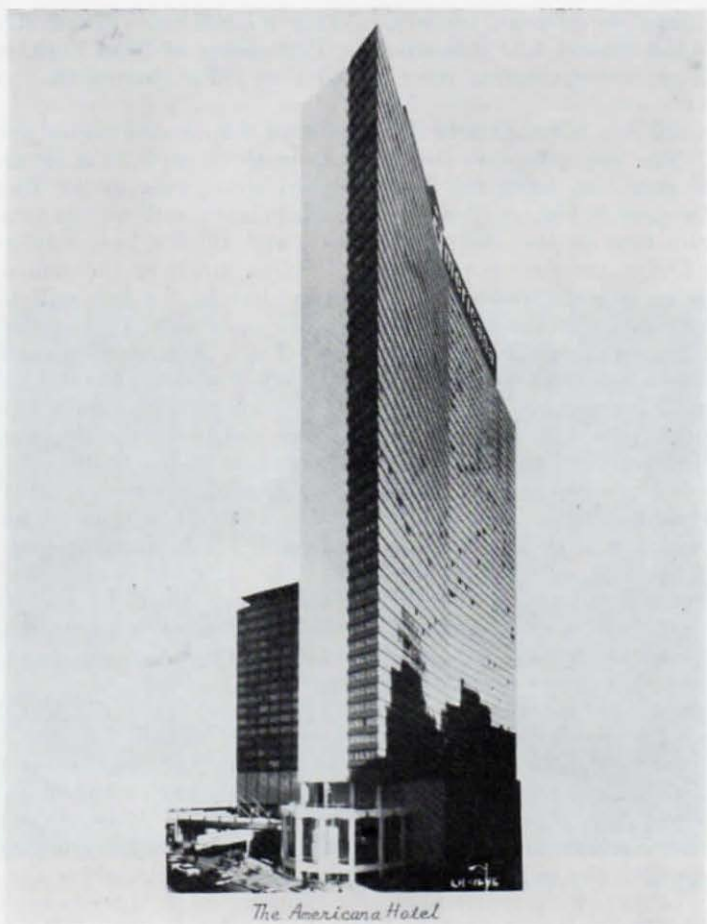


JUNE 10-12, 1966
New York City

Full Details Available From:

INDUSTRIAL EXHIBITIONS, Inc.

17 East 45th Street — New York, N. Y. 10017



Aeronautics and General Collections, as well as Air Mail Stamps, divided into four different categories. Other sections provide for Classical and Modern Aero Philately, Aero Postal Stationery, Rocket Mail, Topicals, Aerospace and Aero Philatelic Literature.

Several committees have been formed for this great philatelic and aviation event, under the *co-chairmanship of Henry M. Goodkind and Earl H. Wellman*. An Advisory Committee is made up of all the Presidents of all the F.I.S.A. member societies, as well as an Executive Committee and Program Committee, all composed of leading philatelists in the field.

Many social functions are scheduled for this three-day event; however, the highlight will no doubt be the Banquet on Saturday evening, at which the awards for the outstanding collections and displays will be presented.

One Week Program

An elaborate program has also been planned for the F.I.S.A. Congress and Convention which starts on Tuesday, June 7th, and ends on Monday, June 13th. In addition to the official meetings and Congress which will be held on three different days, many interesting attractions have been scheduled especially for

the foreign and out-of-town visitors. These include an Official Reception at the office of Mr. Robert K. Christenberry, Postmaster of New York, on the first day, as well as a visit through the General Post Office during the height of its activities.

The second day is completely filled with an 8-hour sightseeing trip through New York. The bus will leave the Americana Hotel at 9:00 A.M. and a guide lecturer will cover in detail the Times Square area, visit to the Empire State Building, Greenwich Village, the Bowery, Chinatown with a visit to a Buddhist Temple, Civic Center, the Wall Street area and then a boat trip across New York Bay to visit the Statue of Liberty. After lunch at the famous Albert's Restaurant, the oldest Greenwich Village landmark, the bus will leave for a visit to the United Nations and will tour the Upper New York section of Manhattan with the exclusive shopping center on Fifth Avenue, Central Park, Metropolitan Museum of Art, Harlem, Lincoln Center and St. Patrick's Cathedral.

The evening is reserved for a visit to the famous Collector's Club of New York, where at 8:00 P.M. the Aero Philatelists will present a program, followed by a reception tendered by the Board of Governors of the Collectors' Club.

Impressive ceremonies will be held on Thursday morning at the United Nations Headquarters, in connection with the First Day Issue of an Air Mail post card, which will be followed by the first F.I.S.A. Meeting and an official luncheon at the U.N.

During the build-up of the AEROPEX show, which by the way is held under the patronage of F.I.S.A., there will be a Press Reception at the Americana Hotel, for the purpose of introducing the foreign visitors as well as some of the famous old-time aviators to the press.

On Friday morning the Opening Ceremonies of AEROPEX will be held, presided over by Mr. Robert K. Christenberry, and attended by the representatives of Government, State and City agencies, the Ambassadors or Consuls of the participating countries, as well as leading philatelists and prominent personalities from the field of aviation. The second F.I.S.A. Meeting and Congress will begin in the afternoon, followed by a third session on Saturday morning, as well as meetings of the individual Air Mail Societies scheduled for the afternoon.

Among other activities planned for Sunday is a three-hour sightseeing cruise around Manhattan Island and Monday is devoted to a Farewell Party, which will take place outside of New York. In addition, during these three days a continuous program of lectures, seminars, film showings, receptions and parties is scheduled. This program will encompass every phase of aerophilately as well as astrophilately.

Special Program For The Ladies

A special program is also being developed for the ladies, especially during the time when the men are occupied with the Congress, meetings or the show itself. For example, a Beauty Presentation and Luncheon at Helena Rubenstein lasting three hours has been arranged, in addition to a visit to a famous high-class specialty store, such as Bergdorf Goodman, Saks Fifth Avenue, etc., etc., visit to famous television programs, a special "Five-o'Clock Tea" for the Ladies, etc., etc.

All in all this Exhibition combined with the Congress promises to become an outstanding aerophilatelic as well as social affair for everyone and as long as a collector is a member of one of the participating Air Mail Societies, he has the right to attend the different meetings and presentations.

A Prospectus listing many interesting details has been created for this event, and is available from the AEROPEX Executive Office, 17 East 45th

Street, New York 17, N. Y. Collectors desiring to exhibit at AEROPEX, should write to either a Commissioner or the the Exhibition Committee before March 1st, giving a short description of their exhibit as well as stating the number of frames required. A special committee will screen all entries and advise each collector of acceptance and the number of frames granted.

With several months still to go before this event, the above description can, of course, give only an approximate idea of the scope and greatness of this unique affair, and further details will be released as soon as they are available, enabling everyone to plan to attend this truly outstanding event.



The room in the Americana Hotel, New York where AEROPEX will be staged.

Executive Committee: John J. Britt, Bernard Fink, Harrison D. S. Haverbeck, Otto Kallir, Harry Levine, Stanley R. Rice, Ira Seebacher, Philip Silver.

Exhibition Committee: Edward P. Bender, Albert Philip Cohen, Lou Fishbach, Erik Hildes-Heim, Harry A. Holman, Henry Kraemer, Nathaniel Litt, William N. Mead, Georges A. Medawar, Sam Rodvien, Dr. R. Hasbrouck Shradly.

Program Committee: William Bolle, Michael P. Codd, Herman Kerst, Richard K. Malott, Robert C. Peterson.

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BELGIUM: Mr. M. Kaptein, Kriekenboslaan 29, Heverlee-Leuven 1.

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FRANCE: Mr. Henri Trachtenberg, B.P. 49, Ivry (Seine).

GERMANY: Mr. Kurt Dahmann, Fuggerstrasse 38, 1 Berlin 30.

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PORTUGAL: Capt. F. Lemos De Silveira, Rua Pedro Ivo, 3-3e EF, Lisbon (5).

SOUTH AFRICA: Capt. M. F. Stern, P.O. Box 3654, Cape Town.

SPAIN: Mr. Andrés Grifol Foix, Escorial, 175, 1, Barcelona-12.

HONORARY COMMITTEE:

Col. Bernt Balchen, most famous Arctic and Antarctic flier, chief pilot of the Byrd Antarctic Expedition, and was the first to fly with Admiral Byrd in 1929 over the South Pole.

Drs. Jan Boesman, Founder of the Netherlands Aeronautical Museum, famous Balloonist and President of F.A.I. and F.I.S.A.

Commander Edward P. Brennen, President of Early Fliers. First man to solo in 1918 at the Naval Air Station in Key West, Florida.

Clarence D. Chamberlin, made the first non-stop Transatlantic flight from New York to Germany in 1927, accompanied by Charles A. Levine, the first Transatlantic passenger.

Ernest P. Cross, Engineer on the British Airship R-34, which was the first lighter-than-air craft to cross the Atlantic in 1919.

Charles Dolfus, famous Aeronaut.

Clarence A. De Giers, first pilot to fly a sack of mail across the Isthmus of Panama in 1912.

Wolfgang von Gronau, pioneered flights across the northernmost route of the North Atlantic in 1930, and made around the world flight in 1932.

Beckwith Havens, first pilot to fly the Curtiss flying-boat in 1912. Flew first airmail in Savannah, Ga. and the first passenger across Long Island Sound in 1912.

Capt. Benjamin B. Lipsner, First Superintendent of the U. S. Air Mail Service, Washington, D. C.

Elmo N. Pickerill, Secretary of the Early Birds. First person to transmit and receive radio signals from an airplane in flight with the earth in 1910.

Col. Rougevin-Baville, Director of the "Musee de l'Air", Paris.

Ing. Peter Heinrich Schreurs, Founder and Director of the Deutsche Luftfahrt Museum in Berlin.

Maj. Alexander P. de Seversky, Aircraft designer, author and authority on aerospace strategy; holder of speed and distance records; recipient of Billy Mitchell Award and twice winner of International Harmon Trophy.

Dr. Igor I. Sikorsky, built his first airplane in 1908, created the first multi-motored plane, and flew it in 1913. Designed and piloted the first successful helicopter in the Western Hemisphere in 1939. Is considered the "father" of the helicopter and the most outstanding authority in this field.

C. R. Smith, Chairman of the Board of American Airlines and recipient of many honors in civilian aviation, among them the Billy Mitchell Award.

Capt. Roscoe Turner, three time recipient of the Thompson Trophy, and was second in the Speed Division of the MacRobertson International Air Race, London-Melbourne, 1934.

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ECUADOR

The 10 Suces Orange Red of 1929 Two Scarce Air Mail Stamps

By DR. ROBERTO LEVI-CASTILLO

On May 5, 1929 Ecuador issued a set of eight air mail stamps (Scott C8-15, Sanabria Nos. 13-20). Included was a very high denomination of 10 Suces. These same stamps were all overprinted "Oficial" for use by the various government departments (Scott CO1-8, San. Nos. 21-28).

In Ecuador, where I live in the city of Guayaquil, these two 10 Suces air mail stamps are popularly known as "the two vermillions." The 1966 Scott and Sanabria catalogues list them as follows:

<i>Cat. No.</i>	<i>Color</i>	<i>Quantity Issued</i>
Scott C15 (Fig. 1)	orange red	
San. No. 20 (Fig. 1)	orange red	2,000
Scott C08 (Fig. 2)	orange red	
San. No. 28 (Fig. 2)	orange red	1,000

From the above quantities issued of 2,000 and 1,000, one can see that these two 10 Suces stamps are among the rarest air mails in the world. No good stamp collection in Ecuador wants to be without them. "The two vermillions" rank as about the choicest stamps for Ecuadorian philatelists.

The Design

Both stamps (Scott C15 and C08) have the same design. The whole series has just one design, Scott AP1 or Sanabria design #2. It was taken from a photograph made on November 30, 1928. This shows a Fairchild 71 airplane of the Pan American Grace Airways Inc. flying over the Guayas River with a Canadian, Daniel E. Tobin, as the pilot. The photograph was taken by an amateur, Dr. Francisco Andrade-Arbaiza, from the deck of the Ecuadorian warship, "Coto paxi."

In the background of the original photograph are the following places in



Fig. 1. 10 suces air mail stamp of 1929 in orange red color.



Fig. 2. 10 suces Official air mail stamp of 1929 in orange red color.

the city of Guayaquil: the City Hall, a few Government buildings, the old stone City Clock and the wooden pier of the Customhouse.

Dr. Andrade-Arbaiza, the photographer, presented a print of his photograph to his good friend, Dr. Pedro Pablo Egües Banquerizo, Ecuador's Minister of Social Welfare. Later, this photograph was turned over to Mr. Sixto Duran-Ballen, Minister of Finance, who was in charge of the printing of all of Ecuador's public documents, banknotes, postage and revenue stamps.

The Minister of Finance sent the original printing order to the American Bank Note Company of New York, N. Y. in November, 1928. The photograph to be used as the model for the design was sent from Quito during December, 1928.

Later on, the colors for each denomination were selected. The one for the 10 Sueres was "P16 Red," according to the color nomenclature used by the American Bank Note Company.

The official printing order from the Minister of Finance of Ecuador to the American Bank Note Co. specifies "2,000 of the regular air mail 10 Sueres stamps with color No. P16 Red and 1,000 of the same stamps in the same color overprinted for Official correspondence."

Proofs

For final approval, the American Bank Note Company submitted proofs to the Ecuadorian Minister of Finance. At least one of these later came into philatelic hands; it is now in the writer's collection in Guayaquil, Ecuador. This is a die proof on white cardboard paper with the engraving No. 68574 in the accepted orange red color, known as "P16 Red" of the American Bank Note Co. (see Fig. 3). This measures $6\frac{1}{4} \times 4\frac{3}{4}$ inches.

Also, there is a smaller plate proof (Fig. 4) in the same color of the

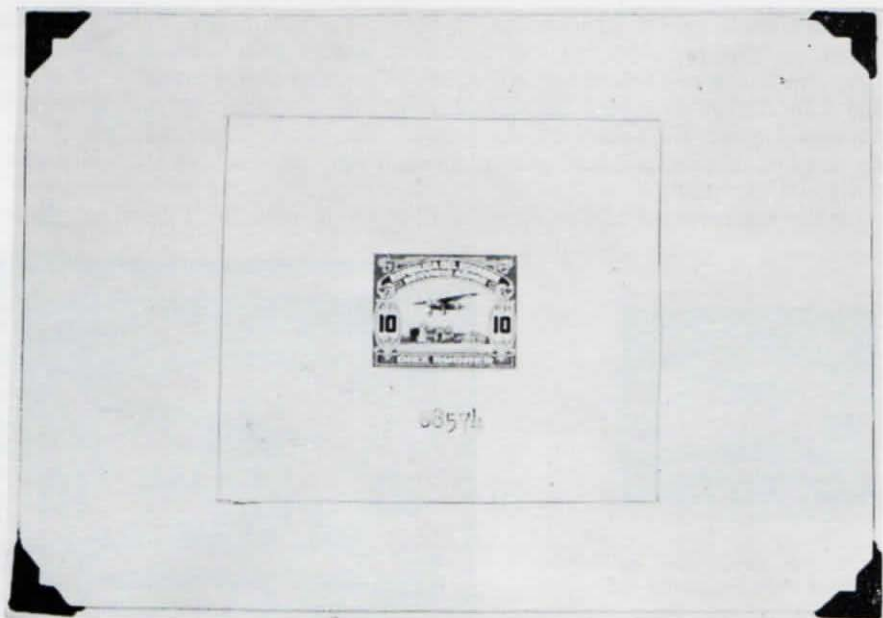


Fig. 3. Die proof on cardboard of the 10 sueres orange red air mail 1929 stamp of Ecuador with number 68574 of original plate in yellow color. The proof is in the original color (P16 Red) of The American Bank Note Company.



Fig. 4. Plate proof on thick paper with the original color (P16 Red) of The American Bank Note Company of the ten sucres orange red air mail stamp.

original stamp. This measures $2\frac{1}{2} \times 2$ inches. This, too, is in my collection.

One source maintains that both of these proofs are unique, but it is not known how many exist.*

Delivery Of The Stamps

The entire 1929 series of both the regular and the Official air mail stamps were delivered on April 25, 1929 by the American Bank Note Company's representative in Quito, Ecuador to the Minister of Finance, Mr. Sixto Duran-Ballen. He signed a receipt for them.

The stamps were packed in sealed boxes. Then they were delivered to the Main Post Office in Quito, where they were turned over to the Postmaster General for sale to the public.

\$2 (U. S.) Face Value

10 Sucres in Ecuador is the equivalent of \$2.00 in United States currency. Was there a real postal need in Ecuador in 1929 for a stamp with such a high face value? To properly answer this question, one must bear in mind that the regular air mail letter rate in Ecuador in 1929 was 11 Centavos (5 cents U. S.) per 20 grams. To use a 10 Sucres stamp would mean the posting of a piece of mail weighing 200 grams. This is almost equal to a half pound. Not much mail was going by air with such a heavy weight from Ecuador in the early years of air post.

There is a second factor to consider about the need for such a high denomination air mail stamp. Up to 1929, the highest denomination air mail stamp issued by Ecuador had been 1 Suere or 50 cents in U. S. currency. A 5 Sucres air mail stamp was included in the 1929 series (Scott C14, San. No. 19), which has, therefore a \$1 U. S. face value. This air mail stamp took care of the need for mail weighing 100 grams or a $\frac{1}{4}$ of a pound. It seems to the writer that a 5 Sucres air mail stamp was sufficient.

*American Bank Note Company proofs are very scarce and desirable philatelic property. It is known from personal acquaintance with some American Bank Note Co. engravers or their heirs that engravers were presented with proofs of the stamps which were their own productions. Some of these proofs, which were given to the Company's engravers, later were sold; this explains how they came upon the philatelic market. (H. M. G.)

NEW! 1966 US/BNA CATALOG

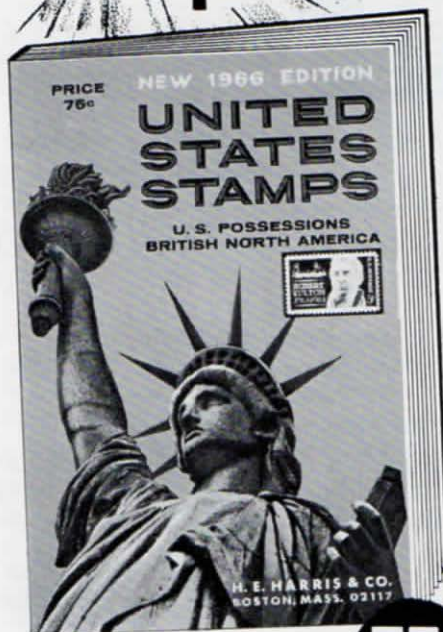
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Not Generally Sold To The Public

It is no secret in Ecuador that the 10 Sucres air mail stamps were not placed on general public sale at the post offices in Ecuador. Instead, their sale was controlled, but handled with just enough legitimacy so that all objections made by philatelists could be answered. Here is what happened.

The political situation in Ecuador at that time was not too stable. There was a de-facto Government headed by Dr. Isidro Ayora.

A foreign diplomat was serving in 1929 as a philatelic adviser to the Post Office in Ecuador. This placed this man in a very enviable position, when it came to the sale of any philatelic property. As evidence below will show, even before the 1929 air mail series arrived in Quito, arrangements had been made for a few privileged persons to "acquire the stamps for themselves."

To cover up this scheme, 419 of the 10 Sucres stamps were sent to the International Bureau of the Universal Postal Union in Bern, Switzerland. This helped to put legitimacy on these 10 Sucres denominations.

According to the records, which follow shortly, 231 of the regular air mail stamp (Scott C15, San. No. 20) and 81 of the 10 Sucres Official (Scott COS, San. No. 28) were sold over the counter at the Main Post Office in Quito to a limited number of people.

As soon as the stamps arrived in the office of the Postmaster General in Quito from the Minister of Finance, the 10 Sucres stamps were sold. They were not held for later general distribution and sale at all Ecuadorian post offices, as was the original intention.

The following record discloses the detail of sale:

HEADQUARTERS FOR

EARLY AERONAUTICA from 1800 & up (official Balloon ascension leaflets, prints, letters, etc.)
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Fig. 5. Mint block of four 10 sucres orange red air mail stamps of 1929. Blocks of four are very scarce.

“Postmaster General of Ecuador”

“Quito, May 4, 1929”

“On this date were sold over the counter at the Post Office of Quito, the following stamps:”

“Ten Sucres Vermillion Air Mail Ordinary Use”

“Dr. Juan Salinas de Lozada”	1,000	S. 10,000
“Dr. Pedro Pablo Eguez Baquerizo”	350	3,500
“Various gentlemen in Quito”	231	2,310
“Sent to Universal Postal Union in Bern”	419	4,190
“Total	2,000	S. 20,000”

“Ten Sucres Vermillion Air Mail Official Use”

“Dr. Juan Salinas de Lozada”	300	S. 3,000
“Dr. Pedro Pablo Eguez Baquerizo”	200	2,000
“Various gentlemen in Quito”	81	810
“Sent to Universal Postal Union in Bern”	419	4,190
“Total	1,000	S. 10,000”

From the strictly legal aspect, both the 1929 air mail issues were legitimately sold. The sale of both of the 10 Sucres denominations, however, was made to a few favored people, as the above record discloses. There were no laws against this; it could be done.

Philatelists Protest

Philatelists in Ecuador learned about the method of sale of the 10 Sucres stamps only when Dr. Juan Salinas de Lozada, who had bought one half of the supply of the regular air mail (Scott C15) and 300 of the Official stamps (Scott C08), offered some copies for sale in Guayaquil at four to five times their face value. Consequently, the publication of the Guayaquil Philatelic

Society, "Centro Filatelico y Numismatico de Guayaquil," published an open letter to the Postmaster General of Ecuador protesting about this controlled sale.

In reply, the Postmaster General maintained that the issues had been sold legally over the post office counter on a "first come, first served" basis. Also, he pointed out that a notice of sale had been sent to the Guayaquil Post Office. *This notice, although dated May 4, 1929, did not arrive in Guayaquil until ten days later.* No reason for this long delay was given.

Furthermore, the Postmaster General said that he regretted that, because of the limited quantities of the 10 Sueres stamps, some collectors had been unable to purchase them at face value at the post offices. He could, however, do nothing to rectify this.

New Stamps Ordered

Both of the 10 Sueres stamps (Scott C15 and COS) were never reprinted. One year later, a new issue with changed colors was ordered in much larger quantities. Decree No. 97 dated May 6, 1930, as published in the "Official Gazette, No. 330," also dated May 6, 1930 ordered from the American Bank Note Co., New York, N. Y. with the same design (Scott Type AP1, Sanabria No. 2) and in the official color designation of the American Bank Note Company "A A Black" the following:

- 15,000 regular air mail 10 Sueres (Scott C30, San. No. 42)
- 10,000 Official air mail 10 Sueres (Scott CO12, San. No. 46).

In July, 1930 an additional 10,000 of the Official air mail stamp (Scott CO12) were ordered.

10 Sueres Unknown On Commercial Covers

Most all of both of the 1929 10 Sueres air mail stamps are known only mint. Your editor, Mr. Henry M. Goodkind, informs me that for over thirty-



Fig. 6. A rare cover with the series of 2c to 10 sueres complete (C8-15, San. 13-20) on first day cover dated from Quito, May 5, 1929.



Fig. 7. The complete set of Official air mail stamps (CO1-8, San. 21-28) cancelled Quito, May 5, 1929, the first day. (Collection of Henry M. Goodkind. Photo by Boutrelle).

five years, he has sought to find both Scott C15 and C08 on commercial covers without success. The reason is obvious. Philatelists had to pay large premium prices for both these stamps. They feared, therefore, to chance their valuable copies to possible damage through handling in the mails.*

Only a very few covers with the 10 Sucres air mail stamps exist; these are rare. All known are philatelic covers franked with the complete set (see Figs. 6, 7 and 8). Mr. Goodkind reports that he estimates seeing only five or six covers with the regular air mail stamps (Scott C8-15, San. Nos. 12-20) and can recall only two with the Official stamps (Scott CO1-8, San. Nos. 21-28). This is interesting because the latter one with a first day cancellation of May 6, 1929 (Fig. 7) is in Mr. Goodkind's collection; the second cover (Fig. 8) is in my collection. This is not cancelled the first day but later, on August 6, 1929. Can anyone report more covers with Scott CO1-8?

Mint Copies Are Scarce

A number of copies in the original stock of 2,000 of Scott C15 and 1,000 of Scott C08 have not survived. This is the reason. The main source of supply was Dr. Juan Salinas de Lozada; he recently died.

Also, a stock was held by Dr. Pedro Pablo Egúez Baquerizo. He had died some years ago from a sudden heart attack. His stamps had been stored in a bank safe deposit box. The humid, very damp climate in Guayaquil had damaged his stamps. After his estate had been settled, his heirs took his stamps out of the bank and found them completely ruined. Their condition was so bad that they were unsaleable to collectors; they had to be discarded as junk.

This latter event means that these 1929 high denomination air mail stamps are much scarcer than most realize. The writer, therefore, believes that the catalogue prices are undervalued in reference to mint copies. Mint blocks of

*We agree with this opinion. For many years, we have sought the 10 Sucres air mail on commercial covers without success. In our collection, however, is a commercial cover from Quito, Ecuador to New York, N. Y. with three 5 Sucres (C14) air mail stamps. (H. M. G.)

four are very hard to find (Fig. 5). As for covers, as mentioned previously, they are exceedingly scarce.

Counterfeits Made in Europe

When stamps become scarce and valuable, as happened with both of the 10 Sucres orange red air mails, this indicates that the demand exceeds the supply. To try to balance this by satisfying the growing philatelic demand, counterfeits are made.

Counterfeits of the 10 Sucres regular air mail (Scott C15) were manufactured in Europe some years ago. (This information was given in this magazine, *AERO PHILATELIST ANNALS* Vol 1, No. 4, April, 1954, page 125.) They are not good imitations (Fig. 9). The color of the counterfeit is too pale; it is a more yellowish than red orange. The printed impression is crude; the counterfeits do not have the fine appearance of an engraved American Bank Note Company printing. The perforations are rough; they do not have the clean appearance of the genuine perforations; they also gauge differently.

One familiar with the genuine stamps should experience little trouble spotting a counterfeit. The ones usually fooled are those who do not know these issues.

It is reported that the counterfeits came about in this manner. A former employee of Dr. Salinas de Lozada stole a few copies of Scott C15 from him. He took them to Genoa, Italy. Using the stolen genuine copies as a model, the imitations were copied from these. All of these European counterfeits are ungummed.

The counterfeits were taken back to Ecuador and sold at a good price because of the stamps' scarcity. It should be remembered that many collectors in Quito and Guayaquil, Ecuador had not seen the genuine; they did not know how they really looked. They bought the counterfeits. Also, when word of the counterfeits' sale reached Italy, some European stamp dealers began shipping



Fig. 8. A rare cover with the whole series of 2c to 10 sucres Official (COI-8, San. 21-28) all on a cover (not first day) dated from Quito, August 6, 1929.

Fig. 9. Counterfeit copy of Scott C15, San. No. 20 that was made in Europe many years ago. Compare the crude impression on this to the ones in Fig. 1, 2 or 5.



more imitations for sale to collectors in Ecuador. Mr. Goodkind tells me that very few counterfeits were imported or sold in the United States.

Those in Ecuador, who had purchased the counterfeits, did not know about this deception until years later. When Dr. Juan Salinas de Lozada began selling his stock of genuine 10 Sucres, collectors in Ecuador noticed the difference. They immediately bought genuine copies, replacing their counterfeits, which many simply threw away in disgust.

Consequently, at the present time, the supply of counterfeits has dried up. Outside of the United States because of its laws, counterfeits are collected in the rest of the world. These Ecuador 10 Sucres air mail counterfeits now sell for more than the genuine. This is a peculiar situation.

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As mentioned previously, a contract air mail route was established on September 15 between Los Angeles and Seattle, with various intermediate stops along the way. The entire length of this route from one terminus to the other was 1099 miles, although the distance between any other two points was less than 1000 miles. Thus, a letter from Los Angeles to Seattle, or visa versa, would require 15 cents in postage, this being the rate for over 1000 flown miles. All other letters required merely the 10 cent rate. An original rate chart is pictured in Figure 1. This chart, prepared by the Pacific Air Transport Company for public display, clearly defines these rates. It will be noted that the 15 cent rate is the first item listed.

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AIR MAIL from SEATTLE is delivered in PORTLAND on first morning carrier delivery of same day; in MEDFORD, OREGON, before noon; in SAN FRANCISCO on first afternoon carrier delivery of same day; in FRESNO and BAKERSFIELD on afternoon delivery, and in LOS ANGELES on the same afternoon if Special Delivery stamp is affixed, otherwise on first delivery next morning.

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Fig. 1. (Photos by Boutrelle)

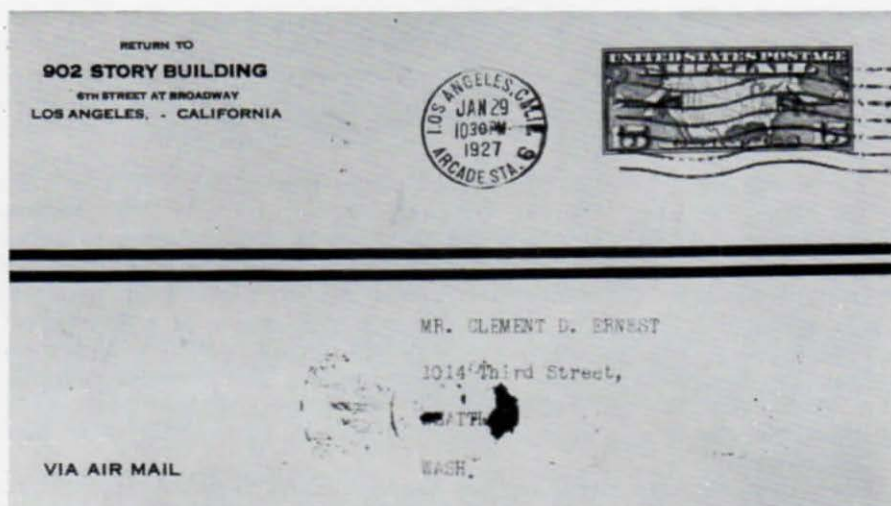


Fig. 2

First flight covers carried on this route on September 15 bear 10 cents in postage, with the exception of those carried between the two termini, and which bear a 15 cent rate. The 15 cent air mail stamp not yet being available, these latter covers are franked with regular postage or commemorative stamps to make up the proper rate.

C8 Issued For The 15-Cent Rate

On September 18, and as a direct result of the establishment of this contract route, the 15 cent Map air mail stamp was issued. Covers posted after that date, correctly using this new stamp to carry a letter from one end of the route to the other, are most difficult to locate. They are highly regarded by United States air mail collectors. Such a cover is shown in Figure 2. It was mailed in Los Angeles on January 29, 1927, and was carried to its destination in Seattle on the following day's flight.

The 15 cent contract rate had a comparatively short period of life. On February 1, 1927, all air mail rates were reduced to 10 cents per half ounce regardless of the distance flown.⁽³⁾ Thus, the 15 cent contract rate was in effect for approximately four and a half months. Furthermore, only on this West Coast route was there a need for this over 1000 mile rate. No other contract route in the United States ever required it. There has been some confusion among air mail collectors on this point with regard to the Chicago to Dallas, Texas contract route opened in May of 1926. Some early catalogs have listed this route as slightly over 1000 miles.⁽⁴⁾ However, in a rate schedule issued on October 1, 1926, the Post Office Department specifically lists this route as 987 miles in length, and with a 10 cent rate from Chicago to Dallas. There was no 15 cent rate requirement here.⁽⁵⁾

The scarcity of covers similar to that shown in Figure 2 is indeed apparent when one appreciates these facts, and those interested would do well to keep a sharp eye open for these interesting air mail items.

3. *Supra*. Note 1. At page 78.

4. Dworak, *Specialized Catalog of U. S. Airmail Covers, 1931 Edition*.

5. *United States Air Mail Schedules*. Publ. by U. S. Post Office Dep't. in Chicago.

Book and Catalogue Reviews

Sanabria. The World Airmail Catalogue 1966. 1350 pages (5¼x8½"). Every design illustrated. Clothbound. Edited by Georges Medawar. Published by Nicolas Sanabria Co. Inc., Ridgefield, Conn. 06877. Price \$15.

This is the biggest and fattest edition of the long-established Sanabria air mail catalogue (first one, 1936, 30 years ago) ever issued. As time progresses, with the issuance of so many new air post stamps, the publisher's problems multiply almost in proportion to the number of stamps to list and price. The more stamps, the more difficulties to overcome, the more knowledge required.

The editors of the earlier air mail stamp catalogues, in contrast, had a much easier job. They had only a few thousand items to consider. They could supply ample information with copious text notes. This reviewer has before him a 1940 Sanabria with approximately 700 pages (narrower and shorter than the 1966 page size). This shows that the 1966 book is more than double the 1940 edition.

The editor, Georges Medawar, has handled the problem of size in a very practical way by the use of abbreviations for the names of printers, colors and other data. One, not a constant Sanabria user, should read the eight introductory pages, because these explain the method of listing.

Is the 1966 book a good one? What about the accuracy of its information and the reliability of its prices? It is far from a perfect job. In fact, there a number of mistakes, some careless. But most catalogue users are overcritical. They never take an overall view. It does not matter if 99 out of 100 listings and prices are right. The critic jumps on the one mistake.

Viewed, therefore, on the overall basis, Sanabria 1966 is a fine reference book. Its mistakes are in the small minority, perhaps less than 5%.

The following are some of the features that appealed to this reviewer. 1) The listings and prices are reasonably comprehensive, as one expects in a specialized catalogue. 2) Every different stamp design is illustrated; outside of a few, the illustrations are clear. 3) Many stamps are priced "on cover" even if far too many of these prices are too low. 4) Mint stamps are priced by set, which is the way air mails are bought and sold at public auction sale. 5) Proofs and essays are listed at the end of each country, not lumped together as a separate section at the end of the book. 6) For the specialist, minor varieties get a full treatment.

This reviewer believes that if an individual wants to draw his own conclusion about the new Sanabria catalogue, he should open it to Colombia on page 205 and look at the entire Colombia section to page 240. Here one will see a comprehensive listing that no other catalogue offers.

Aero-philately has greatly changed in the last twenty-five years. Now, there are very few professionals exclusively dealing in air mails. Also, we used to have annual editions of two air post stamp catalogues in this country and a few others abroad. Now, only Sanabria has endured, which long ago ceased being an annual edition. Finally, no one is offering air mail stamp albums any more.

The vigor and prosperity of aero-philately, however, has not waned with the aforementioned changes. Judging by public auction sales during 1965 in New York, London and some European cities, they never saw such a boom. No catalogue can keep up with the spiralling prices of Italian Balbo as well as Zeppelin stamps and covers. Semi-officials are in great demand. Early U.S. air mails are making "space flights."

Air mail stamp collecting, therefore, is down to one catalogue that is issued

every three to five years. All that is left is the Sanabria Catalogue. It does a job that no general catalogue possibly can do. It fills a need. Also, \$15 every five years or so is not an exorbitant price these days. This reviewer hopes to see the 1966 Sanabria book sell so well that the editor and publisher will be encouraged to start soon working on his new edition. (H. M. G.)

The World's First Airplane Flights (1903-1908) by Charles H. Gibbs-Smith. Published by Her Majesty's Stationary Office, 1965. 32 pages, illustrated. Price 2/6 (\$21).

This pamphlet, profusely illustrated, is a remarkably compact compilation of information about the early days of aviation. In its "Table of Powered Take-off and Flights," it vividly shows through the use of bargraphs the early struggle to become airborne.

Many names, familiar to collectors of pioneer air mail covers, are here, detailing their early achievements. A brief summary of the first piloted attempts to fly, and a reprint of an eyewitness account of the Wright Brothers (1904) powered flight, first published in a journal called "Gleanings in Bee Culture" by A. I. Root, make exciting reading.

Mr. Gibbs-Smith has also written "An Account of the work of the Wright Brothers 1899-1911" and the "Airplane, a historical survey of its origins and development," and "The Invention of the Airplane 1799-1909." (Albert Philip Cohen)

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AERO PHILATELISTS

Minutes of the 19th Annual Convention

I. The 19th annual convention meeting of Aero Philatelists, Inc. was held on November 20, 1965 at the Collectors Club, New York, N. Y. President Louis N. Staub called the meeting to order at 2:20 P.M. and welcomed the members and guests in attendance.

II. The Secretary, Mr. William N. Mead, was called upon to read the minutes of the 18th annual convention held at the Collectors Club, New York. The minutes were approved as read and accepted with thanks.

III. The Treasurer, Mr. Bernard Fink, was then called upon for the annual report of the financial condition of the organization. He presented a statement which reflected a cash balance on hand of \$1123.32, accounts receivable of \$876.00, and accounts payable of \$642.00. A projection for the year 1966 estimated expenses of \$2500.00, including unusual expenses anticipated for the F.I.S.A. meeting, and an estimated income of \$1750.00, which would leave a credit balance at the end of 1966 of approximately \$600.00. Mr. Fink reported that there had been a number of resignations and deaths during the past year and that all members whose dues were in arrears for more than one year had been dropped from the rolls. We now have 312 members in good standing and 28 whose 1965 dues have not yet been paid. Mr. John J. Britt proposed that a commendation be placed on record for the excellent report and services rendered by Mr. Fink. The membership unanimously concurred.

IV. President Staub called for a standing period of silence in honor of the following members who had died during the year.

Mr. William Ehrmann
Mr. James Hostaman
Mr. William Jacobs
Mr. Leonard E. Livingstone
Mr. Robert J. Lyon

V. It was announced that the Richard S. Bohn Memorial Award for 1965 was presented to Mr. Philip Silver, for his outstanding services to aerophilately, at the SEPAD banquet in Philadelphia, Pa. by Mr. John J. Britt.

VI. Mr. Henry M. Goodkind, Editor of the AERO PHILATELIST ANNALS, which continues to receive worldwide acclaim for its format and contents, spoke on the current status of our publication. Mr. Goodkind stated that four issues were planned for 1966 and that the January issue would stress AEROPEX, the international air mail and aerospace exhibition to be held in New York City, June 10-12, 1966. He also stated that our backlog of articles was not large, but satisfactory, although rather heavy on U. S. air mails. He urged that more members share their knowledge by submitting articles on subjects with which they are familiar.

Editor Goodkind then called attention to the fact that 1966 would mark the 20th year of continuous appearance of our publication. He reported and requested that it be entered upon the records that no bills for the cuts used during the past year have been presented and that President Staub is preparing these cuts for the AERO PHILATELIST ANNALS without charge. Mr. Henry Kraemer moved that special thanks be given to Mr. Goodkind for his outstanding



19th Annual Convention. November 20, 1965, The Collectors Club, 22 East 35 Street, New York, N.Y. Left to right: (seated) Dr. Albert C. Baugh, Philadelphia, Pa.; Henry Kraemer, Director; Albert Philip Cohen, Corresponding Secretary; Sam Rodvien, Vice President; Louis N. Staub, President; Bernard Fink, Treasurer and William N. Mead, Secretary, Philadelphia, Pa. (Standing) Henry M. Goodkind, Editor; Harry A. Holman, Past Secretary; Fred Kizer; William H. Miller, Jr., newly-elected Director; Stanley R. Rice, Past President; Herbert Rosen, Executive Director, AEROPEX; John J. Britt, First President; Irving Weinberg, Philadelphia, Pa.; Angelo Zappacosta, Philadelphia, Pa.; Nathaniel Litt and Richard H. Thompson, Lutherville, Md. (Photo by Boutrelle)

voluntary work and dedication as editor of the *THE ANNALS*. This was seconded and unanimously carried.

VII. President Staub then called upon the Nominating Committee for recommendations for the Class of 1968 Directors. In the absence of Mr. Philip Silver, Chairman, the following slate was presented by Mr. Henry Kraemer.

John J. Britt
 Albert Philip Cohen
 William H. Miller, Jr.
 Stanley R. Rice
 Ira Seebacher
 Louis N. Staub

There being no further nominations from the floor the abovenamed nominees were declared elected as Directors for the Class of 1968 and the Secretary was directed to cast one ballot to that effect.

VIII. There was no old business to be brought up.

IX. Upon the call for new business, Mr. Herbert Rosen rose to discuss AEROPEX. He indicated that the prospectus was in preparation, all major air mail societies had indicated their participation, the working and honorary committees were being formed, and that many internationally known airline executives, famous fliers, and other well-known figures in heavier-than-air, lighter-than-air, and aero-space fields had accepted invitations to participate. He stated that the F.I.S.A. Congress would convene on June 8, ceremonies at the United Nations would be held on June 9, and AEROPEX would open on June 10, 1966.

X. Mr. John J. Britt awarded the Chapter No. 1 Trophy, for the best exhibit by a member of Chapter No. 5 in the SEPAD exhibition, to Mr. Hans Nothman. In his absence, the trophy was accepted by Mr. Irving Weinberg.

XI. Mr. Henry M. Goodkind reported that Mr. Franc Ritter, one of our charter members, who recently tendered his resignation as Director because of ill health, had resigned as Art Director of Eastman Kodak. He indicated that Mr. Ritter had worked faithfully for AERO PHILATELISTS for many years, had designed our lapel pin, and had prepared much of the art work for our publications. In consideration of this faithful service, Mr. Goodkind moved that the Secretary write a letter of appreciation to Mr. Ritter. Following discussion, Mr. Goodkind amended his motion to the following—"Be it moved that a scroll be procured and suitably engraved for presentation to Mr. Franc Ritter in appreciation of his services to AERO PHILATELISTS." The motion was seconded and approved unanimously.

XII. The Directors present then retired to elect the officers for the coming year and returned to announce that the following had been re-elected to serve for the year 1966 —

<i>President</i>	Louis N. Staub
<i>Executive Vice President</i>	Sam Rodvien
<i>First Vice President</i>	R. H. Shradly, M.D.
<i>Secretary</i>	William N. Mead
<i>Corresponding Secretary</i>	Albert Philip Cohen
<i>Treasurer</i>	Bernard Fink

XIII. There being no further business, the meeting was declared adjourned by President Staub at 3:35 P.M.

Respectfully submitted, *William N. Mead*, Secretary

MEETING NOTICES

Chapter No. 1 — New York, N. Y.

Meets second Thursday each month at 8:00 P. M. in the Collectors Club, 22 East 35th St., New York, N. Y.

Chapter No. 5 — Philadelphia, Pa.

Meets third Thursday each month at 8:00 P. M. in the Liberty Federal Savings & Loan Assn., 202 North Broad St., Philadelphia, Pa.

No meetings are held during July or August

Members, friends, guests, and all interested collectors
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— RARITIES INCLUDE —

United States

- 1877 Buffalo Balloon 5c unused tete-beche pair. Single copy used on cover
1918 2c Inverted center
1930 Zeppelin, unique set of large Die Proofs
A set in top Plate Blocks of 6

Australia

- 1920 "Ross Smith," mint miniature sheet, also the stamp used on cover

Colombia

- 1919 2c on cover; 2c with serifs on cover; 2c o.g. strip of three, one stamp with serifs.

France

- 1928 "Ile de France" mint set; used set on cover; mint set with wide spacing

Greenland

- 1932 Semi-official — Franck Expedition — 10 ore brown red, unused

etc., etc., etc.

Italy

- 1933 Balbo triptych sets of 20 pairs on covers, single without overprint
1933 "Volo di Ritorno" triptych mint, Official 1933 "Servicio di Stato" triptych mint and on cover

Mexico

- 1929 The set of seven perf. values and the two imperf. values in pairs
1935 Earhart mint and on autographed cover
1939 Sarabia, mint block of four

Newfoundland

- 1919 Martinsyde Manuscript overprint on cover
1919 Martinsyde, overprinted set of four
1919 Hawker mint and on cover
1927 De Pinedo mint and on autographed cover
1930 Columbia mint and on cover

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- 1926 Issue complete with two 16c Sampsons and the 26c wmkd.

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