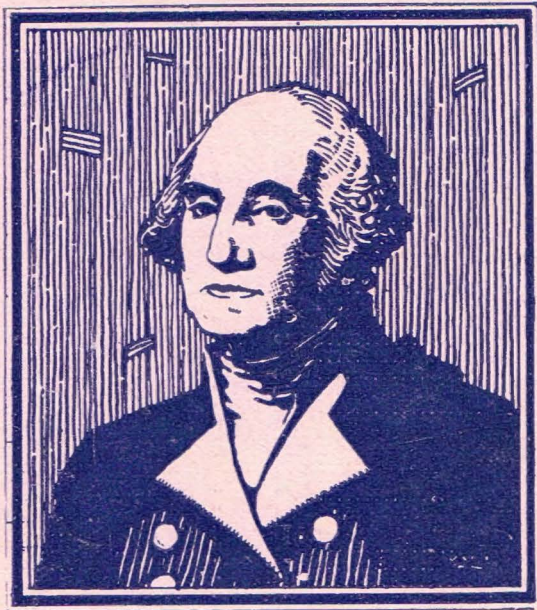


# The **AIRPOST JOURNAL**

OFFICIAL PUBLICATION OF THE  
AMERICAN AIR MAIL SOCIETY



**1732**



**1932**

February, 1932  
10 cents

# LATEST AIRS

Bulgaria, 7 values cpl. ....	\$1.20	San Pedro de Macoris-Miami ....	.60
Canal Zone, new 6 values .....	2.40	" -Port au Prince .....	.75
Short set, to 40c .....	1.20	" -San Juan .....	.60
Costa Rica, new prov. issue of		" -St. Thomas .....	.60
1000, 3 val. cpl. ....	13.50	" -Castries .....	.75
Guatemala, 15, 30c provisionals ..	.65	San Juan-Nuevitas .....	.30
2,3,15c prov. on 1st fl. cover ..	1.10	" -S. P. de Macoris .....	.30
Lattakia, prov. set of 10 .....	2.40	St. Thomas-Nuevitas .....	.30
Latvia, 3 surch., perf. or imperf. .	.80	" -S. P. de Macoris .....	.30
Mexico, 15c PERFORATED .....	2.00	Georgetown-Nuevitas .....	.150
New Zealand, 3,4,7d, cpl. ....	.30	" -S. P. de Macoris .....	1.50
5-3d provisional .....	.12	Paramaribo-Nuevitas .....	1.10
On first flight cover .....	.30	" -S. P. de Macoris .....	1.10
Roumania, new set of 5 .....	.36	FAM 10, BUENOS AIRES	
Salvador, 4 commemoratives .....	2.75	Miami-Florianopolis .....	1.10
Spain, 6 values, regular set .....	.75	" -Porto Alegre .....	1.10
Surcharged "Official" .....	.75	" -Rio Grande .....	1.10
Above imperf., either set .....	1.25	" -Montevideo .....	1.25
Sudan, 8 permanent values .....	1.25	" -Buenos Aires .....	1.25
Tripolitania, new set of 5 .....	.85	San Juan-Florianopolis .....	1.35
Panama, 5c internal .....	.10	" -Porto Alegre .....	1.35
		" -Rio Grande .....	1.35
		" -Montevideo .....	1.50
		" -Buenos Aires .....	1.50
		St. Thomas-Florianopolis .....	1.35
		" -Porto Alegre .....	1.35
		" -Montevideo .....	1.50
		" -Buenos Aires .....	1.50
		Paramaribo-Florianopolis .....	1.10
		" -Porto Alegre .....	1.10
		" -Rio Grande .....	1.10
		" -Montevideo .....	1.15
		" -Buenos Aires .....	1.15
		Rio de Janeiro-Paranagua .....	.90
		" -Florianopolis .....	.90
		" -Porto Alegre .....	.90
		" -Rio Grande .....	.90
		" -Montevideo .....	.90
		" -Buenos Aires .....	.90
		Buenos Aires-Montevideo .....	1.25
		" -Rio Grande .....	1.35
		" -Porto Alegre .....	1.50
		" -Florianopolis .....	1.50
		" -Santos .....	1.50
		" -Rio de Janeiro .....	1.35
		" -Victoria .....	1.50
		" -Natal .....	1.50
		" -Georgetown .....	1.35
		" -Castries .....	1.35
		" -Santo Domingo .....	1.35
		" -Port au Prince .....	1.35
		" -Miami .....	1.35
		Montevideo-Rio Grande .....	1.35
		" -Porto Alegre .....	1.35
		" -Santos .....	1.35
		" -Victoria .....	1.35
		" -Georgetown .....	1.45
		" -Castries .....	1.45
		" -Santo Domingo .....	1.45
		" -Port au Prince .....	1.45
		" -Miami .....	1.50

NOTE: Practically every cover is franked with air mail stamps and cacheted. Proper postmarks and backstamps. Any item is returnable if unsatisfactory. POSTAGE EXTRA ON ALL ORDERS UNDER \$1 PLEASE

## THE BERKSHIRE EXCHANGE, Inc.

Airposts of the World  
Stamps, Covers Publications, Auctions

Wooster, Ohio



# THE AIRPOST JOURNAL

Official Publication of The  
AMERICAN AIR MAIL SOCIETY

VOL. II, No. 10

FEBRUARY, 1932

ISSUE No. 22

## AIR STAMP COLLECTING ADVANCES

★

1662 Varieties Issued To Date

★

by Alton J. Blank

**A** MAJOR GROUP in the aero philatelic hobby is that of collecting Air Mail stamps. The collecting of flown covers and related historical data associated with the inauguration and expansion of air mail service constitutes another phase of the hobby. Naturally it would seem that these phases would go hand in hand, each in its proper relation to the other. However, up to the present time, this has not been the case.

Aero philatelists have been content to separate themselves into two groups and recognize a collector of Air Mail stamps as a distinct and separate personage from one who collects covers. Both have a common interest in the air mail service as conducted by various Postal Authorities the world over but do not seem to recognize that each is dependent on the other. We have had a good deal of information about cover collecting and not much about Air Mail stamp collecting. It is about time that the cover collectors get in on the "know" as to what Air Mail stamp collecting is all about, and some of its possibilities and features.

While not all flown covers are franked with air stamps it is getting to be a common occurrence for all air stamps to be used only for aerial

service. Thus we have the start of what may ultimately become an accepted fact, that is: Air Mail stamps for air mail purposes and possessing no franking value on other postal matter. The fact that the Universal Postal Union incorporates into its rules the decree that all air mail matter must bear air mail stamps of the country of origin is pretty conclusive proof of the acceptance of this idea. What is more natural than to assume that in the not far distant future all nations, both large and small, will possess their own distinctive labels for the purpose of distinguishing air mail matter from that which is to go by slower and more antiquated means? On that assumption would it not be a wise aero philatelist who started now to collect Air Mail stamps so that when they become the only means for making his covers of primary interest to him because they are flown, he will have a good start on what will undoubtedly be a distinct phase in the philatelic world?

Let us take a broader point of view than that to which we aero philatelists are prone to limit ourselves. That is the purely philatelic point of collecting stamps because they are stamps. It is interesting to note that Australia, a country

## THE AIRPOST JOURNAL

noted for its advanced ideas and ideals, has incorporated in its prospectus for a coming philatelic exhibition a distinct division for Air Mail stamps. On the surface such a division ordinarily would cause no comment. But this interesting fact is noticed: no separate division is made for various philatelic important nations, such groups must be entered under a distinct division known as "Foreign specialized collections." This, in "Notes of the Month" in Scott's Monthly Journal" furnishes food for thought" and the veiled prophecy is made that Air Mail stamps "are destined to attain a great deal more value than the issues of any individual country." There is no cause for wonder that this will come to pass.

It is safe to read the signs of the times and note that the following facts have a pertinent bearing on the subject. General collecting is passe simply because of its bulk. Specialism is not self-sufficient enough to keep its own fires of enthusiasm burning. We have in Air Mail stamp collecting a happy combination of the best features of General Collecting and Specialism. Air Mail stamps are obtainable from many countries. This fact alone is sufficient to gladden the heart of the dyed in the wool general collector. Air Mail stamps constitute a special phase of the stamp issuing activities of any country. This is sufficient enough to segregate them as a separate group and satisfy the more discriminating specialist. General collecting is old fashioned, Specializing is up to date, Air Mail stamp collecting is ultra-modern.

Healthy signs of the future stability of this phase of the hobby are found in catalogue recognition of air stamps as a separate group as compared with regular issues, commemoratives, parcel post stamps, and postage dues. Special catalogues have appeared solely for the purpose

of listing these stamps. This was not true when the philatelic mind was interested in War Stamps, Charity issues or Post-War issues. The general collector will continue to have his appetite appeased by new issues that undoubtedly will appear. The specialist will likewise be satisfied by the knowledge that he is working in virgin territory and every air stamp which he may examine has a possibility of being an unrecorded variety. One more sign—some will not regard it as healthy as others—that is, special groups, forming within, such as: Zeppelin stamp collecting, commemorative air stamps, and what is comparatively recent, the formation of a collection of air stamps picturing types of planes. The latter is comparable to ship, animal or architectural design collecting and is just as educational from an aeronautic viewpoint.

As we all know the first air mail stamp made its appearance in Italy on May 20, 1917. From that day to the end of the past year a total 1662 major varieties have made their appearance. The quantities issued varies from a very few to, in some cases, millions of copies. Prices on these stamps are in accordance with their relative scarcity and the popularity of the country in which the stamp was issued. In size they run from the diminutive "Crane" set of Uruguay to the large label-like issues of Spain. From its most crude forms to the highest type of development the field of art is represented by the different methods of engraving, lithography, and stone printing. Subjects used in the designs naturally deal with the art of flying. It is symbolized by Pegasus, Mercury, the eagle, the gull, and the condor. One needs but little study to find practically all types of flying machines portrayed from the earliest "box-kite" type of plane to the

(Continued on Page 33)

# LINCOLN BEACHEY - -

America's Knight  
of the Air

★

by HARRY A. TRUBY,  
Pioneer Cover Specialist

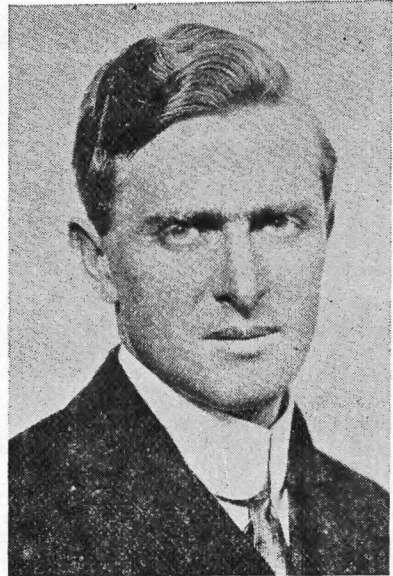
★

DUBUQUE, IOWA—July 20-21, 1912

★

**A** VIVID interpretation of the pioneering activities of Julian Dubuque found its ultimate response when he developed the mining industry in eastern Iowa, a region rich in lead deposits which had been crudely worked before this time by the Fox and Sauk Indians. Here he founded a small settlement in 1778 on the lowlands bordering the Mississippi river which was afterwards called Dubuque. The city has since spread to the slopes of the bluffs overlooking the river from which an extensive and picturesque view may be had of his Majesty's sparkling waters. Nutwood Park, Dubuque's playground where many famous sporting events took place, was the scene of an aerial circus in 1912 and a colorful audience was treated to the sight of an aeroplane cruising over the verdent summit of the hills. Skeptical residents of this section of the state who frowned upon the idea of an airship riding the airways were compelled to congratulate the committee after witnessing the splendid exhibition flights of Lincoln Beachey and Charles F. Walsh, in which a consignment of United States mail was carried on the wings of the wind as a special feature of the aerial matinee.

A magnificent aeronautic picture unfolded itself amid Dubuque's scenic charms, when the two dazzling aeronauts arrived in the city com-



★ ★ ★

ing from Benton Harbor, Michigan, where they added more lustre to their sparkling career as they spun their yarn in mid air with mathematical nicety. While the echoes of applauding crowds faded from their ears they promised the people of Dubuque the best feats in their aerial repertoire. Beachey, the demure and reserved person, who always entertained his audience by perilous feats in the air, instead of talking about them, cheerfully gave out the following statement to a reporter of the Telegraph-Herald: "I am sure glad to get back to Dubuque and show the people how we have advanced in the past year. I have always had a kindly feeling for the people of this city and I haven't forgotten how they turned out in the rain the first day of the meet last year, and what they so kindly said about me after the flights. I certainly will give them the best I have this year. I did very little high flying last year but I will try to reach an altitude of seven or eight thousand feet this time or even top the record established by Roland Garros of

## THE AIRPOST JOURNAL

France. Both Walsh and I have several new stunts that we will do under the blue of the sky while here. Walsh is a mighty good flier and I like to fly with him as we understand each other and I can work to better advantage with him than with any other flier in the Curtiss school."

"Beachey is without doubt the greatest flier in the world," said Walsh. "He does things that no other aviator would think of attempting and with such ease that it looks safe to any one but an experienced birdman who understands just how far Beachey is tempting fate. There is just one thing that I enjoy more than flying myself and that is watching Beachey fly. He is always doing the unexpected things. Those who came out to see him fly are never disappointed as he always gives them more than they expect."

"I don't believe the people of Dubuque fully realize what the flyers have in store for them Saturday and Sunday," said Beachey's manager. "They were dumbfounded at Beachey's flying last year, but will be more so after witnessing the stunts that Beachey and Walsh will perform during the next two days. Beachey's flying is really wonderful. I have seen him accomplish everything but loop-the-loop and I would not be surprised to see him do this some day. His control of the Curtiss plane, is at times uncanny. Beachey is a safe flier and knows just how far he can play with fate. He never attempts the impossible nor endangers the lives of the people who are watching him."

Umbrellas in various colors and raincoats were in evidence Saturday afternoon as the crowd milled back and forth under a sky mottled with dark veils of cumulus clouds through which the sunshine occasionally smiled, but the old joker, J. Pluvius, threatened to spoil the matinee when he turned on the faucet and sent down a deluge of rain at different intervals. However, the flights were not interfered with, and promptly at three o'clock two of the cleverest pilots in the business shot into the air with their primitive type Curtiss machines, gave a nice exhibition of trick and fancy flying, which includ-

ed "stunts" that seemed impossible and incredible after they had been executed. The five mile race between the two birdmen, elicited continued applause, when Beachey "opened up" and came in an easy winner. Excitement trickled through the audience as the pair continued their frivolous air antics. A game of aerial tag brought the pilots above and below each other as they flew in great circles. Beachey tumbled and circled like a great pigeon until he had driven Walsh back to earth.

Perhaps the most impressive of the stirring scenes in the day's events was the receipt and dispatch of United States mail by aeroplane. Although booked as a novelty it proved a grand success and many Iowans who saw Walsh soar over the city may recall with pride the fact that they saw one of the very first deliveries of mail by aeroplane in America. The service received the official sanction of the department at Washington. A temporary post-office was set up at Nutwood Park, where stamps and postal cards were sold to the public. Walsh became an official employee of the government when he took the oath in the presence of two attaches of the office "to support the constitution and defend the mails." While the aviators were replenishing their supply of gasoline, Herman Ternes Dubuque's Postmaster gave Walsh an order instructing him to drop the mail while flying over thirty-third and Jackson streets. After ascending Walsh flew south, around the Brunswick-Balke-Collender company's plant and dropped the bag to a postal wagon which was waiting to receive it. Beachey flew north, circled the school house, mounted higher and higher until he was almost lost in the mists that floated below the clouds. When in the vicinity of Sageville he concluded an afternoon of sensational flying as he topped the masses of dark clouds and played hide-and-seek with the crowd. A graceful spiral glide brought him down from the clouds to within a few feet of the oval where he alighted much to the glee of the audience.

Bright sunshine greeted Dubuque

(Continued on Page 32)

# THE COLUMBIA COUNTRY CLUB FLIGHT



by Francis B. Leech



**I**N IDLY running through the catalog pages devoted to early flights, I was struck by a rarity which occurred in my own home town and which catalogs in both Lwora and Berkshire at \$200.00. Naturally, this item intrigued me and, on reading the rather meager descriptions, I found that on June 15, 1918, one month subsequent to the establishment of the first official air mail route, a Red Cross benefit had been held at the Columbia Country Club at Chevy Chase, Md., a suburb of Washington, and that some covers had been dropped and sold to raise funds for war sufferers.

Not being able to find any further data on this special flight, I turned to the newspaper files of the day, but alas for the air mail philatelist, the major event of the Red Cross benefit was the appearance of the then four outstanding golfers of the country, Messrs. Walter Hagen, Fred McLeod, Chick Evans and Jim Barnes. Consequently, the golf match was ably reported, but only a passing mention was given the dropping of air mail covers addressed to members of the Columbia Country Club. The Washington Star, on the sporting page of the Sunday edition, June 16, 1918, stated that: "Capt. Weidemann, pilot of the airplane mail between New York and Washington, dropped at a height of fifty feet a bag of mail from officials of the Aero League of America to members of the Club."

Of the other three Washington papers, two had no mention of the flight and the third mentioned in its Saturday, June 15, 1918 edition that: "An army aviator would stunt over the golf course and drop mail to members."

Fortunately, I personally know a number of the older members of the Columbia Club and proceeded to

canvas them to find a cover and also to gather some authentic information. I succeeded in my first endeavor. As to the second endeavor, I was unanimously told that: "Yes, I had a letter and remember that an army aviator dropped a pouch, but I don't recall how many there were and, oh yes, I tore mine up and threw it away." This is what I call tough luck. However, one good friend had saved his cover and presented it to me.

Still trying to gather data on this cover, I took up the matter with the Post Office Air Mail Service but their files disclosed nothing. The Secretary's minutes of the governing board of the Columbia Country Club likewise were barren. Thanks, however, to the memories of Mr. Carter B. Keen, who at the time was connected with the Post Office and assisted in the arrangements, Rev. George Conner, the first Chief Clerk of the air mail, and Lt. James C. Egerton, one of the first official air mail pilots, I am able to reconstruct the picture, I believe, fairly accurately.

In the first place, some club member discussed the matter with the Second Assistant Postmaster General, Hon. Otto Praeger, for Mr. E. B. Wadsworth advises me he found that on June 3, 1918 Mr. Praeger wrote Captain A. C. Weidenback, Signal Corps, War Dept., who was in charge of the air mail route between Washington and New York, citing the fact that on June 15, 1918 the Aero Club of America would send one hundred aeroplane letters from New York to individuals attending a Red Cross drive at the Columbia Country Club, Chevy Chase, Md.

The letters were addressed in Washington to one hundred members of the club and franked with a twenty-four cent air mail stamp. Over

(Continued on Page 30)



# Airs of the Month

Alton J. Blank

**S**EMI-OFFICIAL STAMPS from Andorra, Brazil, and Bulgaria bring up the question whether readers would like news of such issues included in this column. New Zealand has sprung a surprise in the form of a stamp for use on a special dispatch Christmas day. Egypt, Haiti, and Latvia promise new issues. Venezuela has a new "long" set on the way.

## ANDORRA

The current postage set has been overprinted with an aeroplane device for use on letters to be carried by air mail from this little nation high in the Pyrenees. The stamps are semi-official in nature and are comparable to the SCADTA issues of Columbia. Face value of the set is known to be \$2.20 but details as to the denominations are not available at time of writing. Since the stamps of Andorra consist of the current French set with suitable overprint and likewise a Spanish as well as a permanent set there is excellent opportunity for local authorities to issue quite a variety of air stamps. Last June a dispatch stated that an "Andorra-Barcelona air line is soon to be inaugurated under Spanish government subsidy." Consequently it may be assumed that only the stamps in use under Spanish administration were overprinted.

## AUSTRALIA

The current 6d brwn has been overprinted "O.S." for official use to the number of 25,000 copies. Has anyone seen a copy of either the Kingsford-Smith of the 3d green with a similar overprint. The latter has been reported both perforated "O.S." as well as overprinted but neither have been seen by the writer. Can anyone submit a copy?



All data on New Issues of Air Mail Stamps should be sent direct to Editor Alton J. Blank, c/o D. E. Dickason, Wooster, Ohio.



## BRAZIL

Nine stamps have recently been seen with the word "VARIG" and a double bar and various denominations all overprinted either in black or red on the green 1300 reis Condor syndicate stamp. I do not know whether this is a new issue or a set that appeared last summer some time. The original value has been obliterated with a different intricate device on each stamp. Denominations in reis are: 50, 350, 500, 700, 1,000, 1,050, 1,400, 1,500 and 2,000. Any further information about this set will be appreciated.

## BULGARIA

Three values of the 1927 set have been reissued with a different colored overprint. They are: 1L on 6L in brown instead of carmine; 4L in green instead of blue; and 10L in blue instead of green.



## BULLETIN

### GUATEMALA

A set of four values for use only on interior air service is to be put into use this month. The official decree authorizing the issue provides for the overprinting on the old peso values which were in use before the currency of the country was placed on the gold basis.

The overprint will read: "Servicio Aereo Interior-1932." The new value, the old stamp on which the overprint appears, and the numbers printed is as follows:

Q.O.02	on P.1.50	50,000
Q.O.03	on P.3.00	200,000
Q.O.10	on P.15.00	25,000
Q.O.15	on P.15.00	25,000

Our informant does not advise us of the color of the surcharge but we assume that it will be in red since the stamps which are to be overprinted are either in dark green or black.



# THE AIRPOST JOURNAL

## CHILE

A permanent set consisting of the present values plus denominations of 30 and 50 pesos is promised for exclusive use in the foreign service.

## COSTA RICA

Two, three and five colones stamps have been produced by surcharging the tax stamps with a four line overprint in red which reads, "Habilitado 1931 Correo Aereo (value)". The two is on the green 1929 tax stamp and the three is on the 5c red brown of 1930. Two thousand copies of each were printed. The five is on the 1929 black 10c tax stamp and but 1500 were issued. Since 500 copies were sent to Bern for distribution this leaves but 1000 copies for collectors. The first day covers seen bear the date of the 19th of December, 1931. The figures given above are from the official decree of the 10th of December which authorizes the issue.

## DANZIG

In connection with the Luposta' exhibition a set of five values is to make its appearance next July.

## EGYPT

A long set of eleven values is in preparation and will consist of denominations up to and including 200mm. This set was scheduled to make its appearance this last month.

## GUATEMALA

A copy of No. 706 which shows a distinct double print has been sent for inspection by Mr. J. L. Godsey. Scott has already listed this stamp but it is the first to be seen by the writer.

## HAITI

Word reaches us that there is a strong possibility that the current set is to be surcharged with a suitable overprint for the departure of the Olympic team to the United States. Both the regular as well as the air set is to be so treated.

## LATTAKIA

The thought that some of you might be a bit statistically minded causes me to give the following information relative to the numbers of stamps printed of the first set of this country. Suggest that the figures be added to the information given last month on page 31. Op. 50 75,-

## MRS. W. IRVING GLOVER

It is with deep sorrow that we report the death of Mrs. W. Irving Glover, wife of the Second Assistant Postmaster General, at Washington, D. C., Saturday, January 23, 1932. Mrs. Glover was a prominent philatelist and in recent years an ardent air mail collector. The Airpost Journal joins with the members of the American Air Mail Society in extending to Mr. Glover our most sincere sympathy in this time of bereavement.

000, 1p. 60,000, 2p. 50,000, 3p. 40,000 5p. 30,000, 10p 25,000, 15p 20,000, 25p 15,000, 50p. 10,000, and 100p. 9,000.

## LATVIA

There are reported to be 10,000 copies in imperforate condition and 15,000 perforated of the charity set chronicled last month. The set was issued to aid the "Volunteer Militia" or "Latvian Army Reserve" and the oak leaf incorporated in the overprint is the official badge of the organization. Another set in an entirely new design is promised.

## MEXICO

One sheet of the "Official" 20c. stamp has been located with the "Habilitado Quince Centavos" overprint inverted. Nothing official is at hand about the numbers existing of the perforated instead of rouletted 20c. stamp.

## NEW ZEALAND

The surcharge "FIVE PENCE" in block letters in red ink on the 3d. stamp issued in apple-green color instead of its former one of red brown, comes as a distinct surprise from this island in the South Pacific. First day of issue was Dec. 18, 1931. The rate is to cover both that of air as well as letter postage and the stamps were issued in connection with a special Christmas flight.

Judging by articles in Australian papers much dissatisfaction has been evidenced over the appearance of the first set particularly in regards to the solid color. Evidently the 3d in apple-green is the first of the set to be reissued in new colors. Two hundred thousand each of the 3d and 4d were printed and 50,000 of the 7d, of the set issued November, 1931.

(Continued on Next Page)

**NICARAGUA**

A locally produced set of five values issued to raise funds for the reconstruction of the postoffice building which was destroyed by the earthquake last March comes to our attention thru the courtesy of The Home of the Postage Stamp. The set was issued without gum and is reputed to be limited to 5,000 copies. The design consists of two panels, one portraying the newly completed post office building as it appeared in 1930 and the other as it looked in ruins after the earthquake and fire which destroyed it. Across the top of the stamp is the inscription "Correos de Nicaragua" and at the sides the words, "Aereo." Inscribed below the panels is "31-3 Terremoto de Managua-1931." The value appears at the bottom. The design is common to all values. Colors and denominations are: 15c. pale lavender, 20c. emerald green, 25c. pale bistre, 50c bistre, and 1 Cordoba, red.

**PARAGUAY**

A four or five value set is promised from this land of prolific issues.

**SPAIN**

Another commemorative! In connection with the set issued for the observance of the 900 anniversary of the Montserrat Monastery five air mail stamps have been added to the set of regular postage. The design common to all depicts a large monoplane flying seaward over the old monastery with rugged country around it. Denominations and colors are: 5c. sepia, 10c. green, 25c. lake, 50c. orange, and 1p. grey. In anticipation of the inevitable these are listed both perforated and imperforated.

Two thousand copies of both the regular and official stamps of the Third Pan-American Postal Union Congress issues have been found in imperforate condition.

**SWITZERLAND**

Three values of 15, 20, and 90c. denomination are to be issued in connection with the International Disarmament Conference at Geneva this month. Swiss postal authorities are most accomodating in providing a special set of stamps so that the delegates might hasten the dispatch of their messages to the home

**BULLETIN!**

As we close our forms word arrives that Montgomery, Alabama will be added as a stop on the New Orleans-Atlanta route effective February 15th. Covers should be sent to the Postmaster at Montgomery for cachet. Credit news to Maurice Petty.

country.

**VENEZUELA**

Waterlow & Sons, Ltd., of London, England as preparing a set of 19 values to take the place of the old set of 16 which came out in 1930 in this country. It is reported that denominations will be: 5, 10, 15, 25, 70, 75c. and 1B., 1.20, 1.70, 1.90, 1.95, 2, 2.10, 3, 3.70, 5, 8, 10 and 20 B's. Quite a variety of rates.



**ST. PETERSBURG STAMP CLUB  
SPONSORS EXHIBITION**

The second annual stamp and cover exhibition for the State of Florida will be held February 25, 26 and 27th, at St. Petersburg, Fla. The St. Petersburg Stamp Club is sponsoring the exhibition and urging every collector in the State of Florida to reserve space for exhibiting his choice material. Suitable awards will be made to all exhibits judged winners by the judges. The exhibition is divided into six sections and each section has from one to ten individual groups. An efficient organization has been set up to handle this exhibition and its success seems assured at this early date.

Such exhibitions as this promote and further the hobby. Anyone in St. Petersburg on these dates should avail themselves of the chance to see this fine exhibit. Further details to any Florida collector desiring to enter his collection in the exhibit may be secured from H. E. Warner, Secy., St. Petersburg Stamp Club, Box 1795, St. Petersburg, Florida. Special commendation should be given this local society for the newsy bulletin which is issued for its members. Y. Briddell, an ardent air-mail collector is President of this local society.



★

**THANKS**

To the many who so kindly sent Christmas and New Year greetings, the Editor of this column sends sincere thanks. It is a physical impossibility to acknowledge them all and it is hoped that the sincerity of this acknowledgement will make up for failure to send a personal message.

★

**F. A. M. 10**

OUR FINE Co-operator, George S. Chapman, of San Juan, Porto Rico kindly sends official figures on the dispatches from St. Thomas, U. S. V. I. to points on the extension below Santos in Brazil and to Montevideo and Buenos Aires. They are as follows:

- To Florianopolis ..... 42
- To Rio Grande do Sul... 46.....
- To Porto Alegre ..... 42.....
- To Montevideo ..... 46
- To Buenos Aires ..... 46

The above are PIECES not pounds and makes them as scarce as the proverbial hens' teeth. We are further advised that dispatches to these points from San Juan ran scarcely higher in quantity which will make these San Juan dispatches probably the best of FAM dispatches from Porto Rico.

I have also been shown Port au Prince and Santo Domingo dispatches to the above five points. They bore no special markings but needless to

by L. B. Gatchell

All F.A.M. news should be sent direct to the editor of this page, 120 Shotwell Park, Syracuse, N.Y.

★

say are most desirable and scarce.

Another correspondent who wishes to remain undisclosed has shown us additional interesting items on this extension. A brief description will likely be welcomed.

Rio de Janeiro to Rio Grande du Sul and Buenos Aires. Postmarked November 1, backstamped Nov. 3rd, Rio Grande and Nov. 6, Buenos Aires. Each bears a pictorial cachet in black showing plane over buildings and inscription PRIMER MALA AEREA PANAIR-BRASIL-URUGUAY-ARGENTINA. The Montevideo northbound cover described last month comes with cachet in both blue and purple.

Southbound covers from Bahia  
(Continued on Page 31)

**March 16th  
Auction**

**SUPER COLLECTION OF**

**MINT AIR MAILS OF**

**Prince S. de M.**

Also the Balance of

**Dr. Bernard Kohn**

**AIR MAIL COVERS**

**Eugene Klein**

200 So. 18th St., Philadelphia, Pa.

# THE AIRPOST JOURNAL

## THE AIRPOST JOURNAL

Published Monthly at Albion, Pa.,  
U. S. A., by the  
**AMERICAN AIR MAIL SOCIETY**  
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Geo. D. Kingdom, Editor-in-Chief  
Walter J. Conrath, Business Manager

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for a period of six months.

The Airpost Journal is published on the  
25th of each month. Advertising copy  
must be received by the 15th of each  
month, 10 days before publication.

### What to Collect

This is a question much debated  
but never decided. Our thought is  
that this is a question that should  
be left to posterity. Collecting is  
primarily a hobby, and no one or  
even group of persons can or should  
ever try to dictate to the rest of  
the group, what should be collected  
and what should be disregarded.  
That which provides the most interest  
and attraction for the collector  
should be his choice. I will go one

step further and assert that no matter  
what that collector is collecting,  
if he has proceeded in a wise and  
intelligent manner in his efforts that  
he will possess something which any  
other person imbued with the collecting  
instinct will enjoy looking at  
and knowing about.

### What's in the Airpost Journal

In this same connection, many of  
our contemporaries have openly set  
a standard or policy as to the type  
of material which they will print for  
the benefit of collectors. The Airpost  
Journal has and will refrain  
from trying to control the collecting  
fraternity in its collecting choices.  
An examination of any issue will  
reveal that we offer more varied  
articles about airmail stamp and cover  
collecting than any other similar  
publication. We will continue to  
give you feature and regular articles  
concerning every phase of airmail  
stamp and cover collecting written  
by the leading exponents and authorities  
on the special subject about  
which they write.

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\*Costa Rica 2, 3, 5 Colon .....15.50  
\*New Zealand 3 values ..... .50  
\*Tripolitania 5 new values ..... .85  
\*Panama 5c special flight ..... .10  
\*Latakia 10 values ..... 2.60  
\*Roumania 5 values ..... .35  
\*Bulgaria 7 values ..... 1.35  
\*Spain 6 values Pan-American airs .75  
\*Spain 6 values, official air ..... .75  
\*Spain 12 values imperf. Pan-  
American airs ..... 2.15  
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P.O. Box 36 ..... Rome, N.Y.

# CRASH COVER NEWS

★  
By Geo. W. Angers, Crash Historian of A.A.M.S.  
★

**A**LTHOUGH the purpose of this Department is to give accounts of "Crashes" only, we find it necessary to also list accidents and forced landings in order to serve as a guide to collectors who might otherwise think that a crash account has been omitted. There has been considerable discussion and controversy regarding the differentiation between a crash and accident cover. Space is limited in this issue to dwell on the subject, but we will endeavor, in the very near future to correctly define the two in order to permanently place them in their proper category. The question of what should be catalogued also deserves consideration.

★  
**OFFICIAL REPORT OF RECENT  
CRASHES, ACCIDENTS AND  
FORCED LANDINGS**  
★

**November 26, 1931 (Crash)**

Pasco, Wash. AM-5. 11:12 p.m. Eastward. Pilot Edward C. Bigelow, killed. Original load of mail, 75 lbs. 14 oz. All recovered and forwarded from Pasco the next day.

On approaching Pasco, the pilot encountered a local fog; in coming down low to locate the field, he was caught in the low hanging fog and

in attempting to turn, struck the ground with power full on. The impact was terrific, the plane rebounding some thirty feet. So badly was the plane tangled that it required nearly two hours to extricate the body and mail from the plane. It was a miracle that the plane did not take fire as the wreckage was sprayed with gasoline from the broken tanks. The flight from Portland to Pasco, up the Columbia river gorge, is the first lap of trans-continental airmail from the northwest to the East. From here a plane leaves for Salt Lake City.

**November 15, 1931 (Accident  
on Forced Landing)**

Bickleton, Wash. AM-5 Westward 8:20 p.m. Pilot Louis Goldsmith, uninjured. Mail, 127 lbs., undamaged and trained through to Portland. No further particulars.

**November 28, 1931 (Forced  
Landing)**

Near Spartansburg, N. C., AM-19. Southward, 1:15 a.m. Pilot Jamieson uninjured. Mail 117 lbs. The trip was cancelled at Spartansburg on account of bad flying weather and the mail was trained from there.

**November 30, 1931 (Accident)**

On desert, thirty miles north of El Paso, Texas, AM-33, southward. Pilot A. E. Cabana, uninjured. Mail eight pounds. A relief ship picked up the mail at 8:35 a.m., December 1st and flew it to El Paso, arriving there at 10:00 a.m.

Pilot Cabana was flying the mail from Albuquerque to El Paso. Weather conditions were favorable until he reached Engle, N. M., at which point snow was falling. On the eastern side of the Ogden Mountains, dodging bad weather, he encountered a blizzard, necessitating a forced landing in a salt marsh, without injury to plane. While waiting for the snowstorm to abate, Pilot

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# THE AIRPOST JOURNAL

Cabana slept in the plane all night. The next morning at 6:30 he tried to take off from a rough stretch of ground but the plane struck a clump of greasewood and the landing gear was damaged. He was found shortly afterwards by C. H. Chidlaw, pilot of the rescue plane.

## December 11, 1931 (Forced

### Landing and Crash)

Whitehall, N. Y., F.A.M. No. 1, Montreal to Albany, Trip No. 296, Southward at 2:00 p.m. Pilot Sidney Cripps, uninjured. Mail 52 pounds Recovered intact and trained to Albany.

Pilot Cripps left St. Hubert, Canada at 12:15 p.m., enroute to Albany and Newark. He encountered dense fog near Whitehall and was forced to bring his plane to earth. After making a successful landing, the wheel locked and the plane skidded for 300 feet on the ice covered field, hitting a telephone pole and the wire fence. One wing was damaged and the undercarriage broken away.

## December 24, 1931 (Crash)

Airport, Pa., near Kylertown. AM-17. Eastward. 5:30 p.m. Pilot Jimmy Johnson uninjured. Mail 48 pouches containing 1399 lbs. Mail undamaged, was trucked from scene of crash to Kylertown emergency field, from which it was flown to New York leaving at 12 midnight the 24th and arriving Newark Airport at 1:30 A. M. Christmas morning.

Flying an old type Curtiss carrier

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### MILTON EHRLICH

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A.A.M.S. 1099

pigeon plane at a speed of 125 miles an hour, Johnson was on his way from Cleveland to New York when at a height of 14,000 feet one of the wings collapsed. As the wing fragment flapped, it stove in the side of the fuselage, tearing out the instrument board. As it was caught by the wind it struck Johnson a severe blow on the side of the head and knocked him unconscious.

The plane headed for earth and spiraled out of control for almost two miles with the unconscious pilot sitting in the cockpit. As the plane plunged downward, Johnson partially regained his senses and at a height of 4,000 feet, the dazed pilot acted upon instinct and "bailed out." He next found himself safely on the ground, struggling with his open parachute, in the high wind. The plane, a total wreck, lay 300 yards away. Pilot Johnson is a pilot with several years' experience and has been flying over the Hell Stretch for almost a year.

## December 31, 1931 (Did not

### Carry Mail)

Springfield, Ohio, Pilot L. L. Bowen, injured.

This item is listed so that collectors of "crashes" may know the status of this accident.



## High Lights of Sales of Crash Covers at Recent Auctions

Berkshire Exchange, Inc. 14th Sale, Dec. 12, 1931:

71a—Jan. 4, 1921 San Francisco, Cal. Cat. \$25.00 .....	\$24.05
73—May 5, 1921 Rock Springs, Wyo. Cat. \$25 .....	\$23.50
115—Jordan Valley, Ore. Cat. \$2.60 .....	\$2.60
160—Huron, O. Leo McGinn: Crash Cat. \$15 .....	\$8.60
185a—Sept. 13, 1929 Ft. McPherson, Ga. Had both crash and F.A.M. cachets. Cat. \$40.....	\$11.45
222—Hartford, Conn. Pridham Cat. \$20 .....	\$12.50
Seymour Rose Auction, November 28, 1931:	
170—Park City, Utah 3-11-20 Cat. \$5.00 .....	\$2.60
335—Glide, Oregon 3-2-31. Cat. \$5.00 .....	\$5.40



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1911 — 1931

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It will certainly also be of interest to learn that the manuscript before its publication was submitted to Dr. Hugo Eckener, and that the latter in a communication to the Authors, dated March 30, 1931 wrote as follows:—"The Handbook prepared by you is undoubtedly of real value to all philatelists."

We have made an arrangement with the publisher by which we accept orders for the Handbook on his behalf. As we expect that the first Edition will be quickly exhausted, we recommend that everyone interested in the subject send us his order promptly.

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**W**ELL, FOLKS, by the time that you read this, air mail service will no doubt have been inaugurated over the long-awaited-for Omaha-Watertown spur of (C.) A. M. 18. As many of you know, this spur was authorized by the Post Office Dept. some time last summer and has been hanging fire ever since that time due to difficulties encountered in awarding the contract for the operation of this spur. The contract for this spur was finally awarded to the Boeing Air Transport Inc., operators of (C.) A. M. 18. Inaugural service over this spur is scheduled for January 16, 1932. One trip will be made daily each way between Omaha, Nebraska and Watertown, South Dakota with intermediate stops at Sioux City, Iowa and Sioux Falls, S. Dakota. Official first flight cachets will be furnished the postmasters at Sioux City, Sioux Falls and Watertown. No official cachet will be furnished Omaha for use on first flight covers dispatched from that point.

News of domestic routes for the

## APPROVALS

New and Old Issues Airmails.

References Required.

E. GOETZ

1722 CRILLY COURT CHICAGO, ILL.

by Chas. G. Riess

Information concerning C.A.M.'s should be sent direct to the editor of section, P.O. Box 11, Albany, N. Y.



past few months has been very meagre and continues to be so due to the fact that with but one or two exceptions practically no new additions or routes have been inaugurated during that time.

Many collectors still continue to advise me that although they send their covers for first flight dispatch properly prepared and ready for mailing to postmasters at such points as have AIR MAIL FIELD postoffices that their covers in many cases come back with the regular post office cancellations instead of with the AIR MAIL FIELD cancellations. For the benefit of those collectors who desire to obtain first flight covers from AIR MAIL FIELD postoffices, the following information is given.

**FIRST**—Prepare your covers by properly addressing same and attaching the necessary air mail stamps to them, or, if ordinary or commemorative stamps are used, do not forget to mark the covers, "VIA AIR MAIL."

**SECOND**—Enclose the covers in an envelope together with a short letter, shorter the better, explaining on what first flight you desire the  
(Continued on Page 30)

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---

Ruth Stewart and Debie Stanford, famous Women flyers, were killed January 5th, while on their way to establish a new record to South America. Both participated in the 1931 National Air Races and I offer covers signed by them at \$3.00 each or two for \$5.00, one of each signature.

**MARK C. EMSLEY**  
1299 Idlewood Ave. Lakewood, Ohio

---



ZEPPELINOLOGY



U. S. S. AKRON

In view of the many covers received by the Akron, O. C. of C. every time they have sponsored a cachet for the U. S. S. AKRON, I believe a column on this great airship and news about the one now being built, (ZRS-5) will be of interest to all collectors. If you like this column write and say so, I'll give a photograph of the Akron to the first twenty-five collectors who write and tell what they think of this column. You can write and say you don't like the news and you will receive a photograph if you are one of the first twenty-five. I will try to answer all questions about these airships, but don't forget a stamped, self-addressed envelope if you want a personal reply.

The normal gasoline supply of about 124,000 pounds is stored in a total of 110 aluminum tanks of three sizes, the majority of them being of 120 gallons capacity. These tanks are located alongside the two side corridors, convenient to the engine rooms. A rather extensive system of piping, principally aluminum, permits fuel to be received at the bow or amidships and to be circulated at will. Fuel also may be shifted in flight from one container to any other.

The motors are VL-2 gasoline Maybach, this is a 12 cylinder, 60 degree "V" design engine, water cooled, with aluminum pistons and crankcase. Compressed air is used for starting. This motor carries a sea-level rating of 560 horsepower at 1600 r.p.m. or a total of 4,480 horsepower for the eight motors.

Akron C. of C. had a cachet for the ring raising of the new ZRS-5 on December 19, no notice was given out for this event. Say, C. D. Smith, how about sending me a little advance notice on these events? Smith is the fellow who handles all the cachets in Akron for the C. of C. More about him later. He is a collector, and knows what a collector wants and likes on his covers.

More of this next month if the editor-in-chief thinks you want this column; so let us know.

HARRY W. AARON,  
17417 E. Park Dr., Cleveland, Ohio



ZEPPELINS FOR 1932

Well, it looks like 1932 will be the banner year for dirigibles. Four of them—yes, four—are scheduled to make their debuts next year, the sister ship to our Akron, a new German playmate to the Graf Zepp., and a pair of twins for the Soviet Govt.

Incidentally, the names of the two Russian Zepps will be the "Pravda" and the "Klim Voroshilof". You remember, of course, that a voluntary subscription made possible these ships. The Russian people and the stamp collectors have contributed seven and a half million dollars! The ships will not be very large, but of semi-rigid type. One is under construction at Moscow and the other at Leningrod under di-

(Continued on Next Page)

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April 18, 1st Trip, Return, error in cachet .....	1.15
July 6, 1926, Philadelphia to Washington, D.C. (cat. 3.00) .....	.85
July 6, 1926 Washington to Philadelphia (cat. 3.25) .....	.85
Feb. 1, 1927, First Day 10c rate, large Official envelope .....	.25

rection of Prof. Vorobief.

But that is not all. The Soviets are planning two very large ships—but these will take some time, and only if the first two prove satisfactory. It looks like England is out of the race. The R-100 will be scrapped. Some say because of the disaster of the R-101, others say because of the big expenses, while the wise ones claim that both ships were far from perfect. However, a nation like Great Britain will not stay far behind, and may build another airship in the near future.

I wish some of our Italian friends would give us more information regarding a small dirigible just finished. It is to be a military or commercial ship.

Chances are that mail will be carried on the Akron on its flight to Hawaii. However, I don't think any special stamp will be issued. I see that Champion, together with several other European houses, refuses to list any of the Bolivia Zepp. stamps (Scotts 311 - 26). They describe the stamps but remark that they were not sold regularly to the public—Samuel Bendet.

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## AUCTION REVIEW

By Donald E. Dickason

★  
14th SALE OF THE BERKSHIRE  
EXCHANGE, INC., DEC. 12

★  
**B**EARING out further what I had to say last month about the current habits of many mail bidders these days, I have compiled some interesting figures which were available to me. There were 195 mail bidders. They made aggregate bids of 3216, and bought 635 (the balance of about 400 lots going to floor bidders.) Of these bidders, 44 out of 195 bid so low that they bought no lots, and 45 more were able to get only one lot apiece. The general average for the whole group was 16 1-2 lots bid, 3 1-4 lots bought per bidder. The slightly over one-half of the bidders beyond the above unsuccessful ones took on an average of 5 1-2 lots apiece, on bids on an average of about 23 lots bid by each bidder. That surely demonstrates my statement that many collectors are under an absolutely false impression as to the sort of prices prevailing these days.

The 106 more or less decent bidders got, as in the Klein sale, some real bargains but an active group of floor bidders saw to it that not too many got past. The general average of this sale was distinctly above the level of prices attained in the sale of late October, and bidding was on a considerably better basis, in spite of the 89. A very nice collection of air stamps—none of the great rarities, but practically everything else—sold at prices which should average better than 1-3 and probably at least forty per cent. of Scott—which you should realize is no mean percentage by the auction route when a whole collection, with both the popular and unpopular items is included. Some lots went cheaply; a number went at prices

## THE AIRPOST JOURNAL

which are greater than the firm sponsoring this sale has listed in its own price list for similar sets! As in the Klein sale, the semi-officials were the most popular of the whole lot.

Pioneer and government flights averaged about 1-3 catalogue, as in the other sale reviewed. C.A.M.'s showed quite a bit of activity, and went at very decent figures. The rarities of the F.A.M.'s went at good, and often high prices, while the more common lots went begging for bids. Crash covers, as usual, made the final purchasers go way up on top to buy them. Zeppelins were this and that—some good prices, and some not so good. Again, the more common items couldn't get anyone interested. Foreign flights continue pretty cheap, and still present a real investment field to be taken up by wise collectors. Paris Balloons in

a small but choice selection, brought but few bids, but those were reasonably good. In the stamps, the Nicaragua earthquake series seemed to provoke the most interest of any lots. The first set of four (divided into four lots) brought a total of \$80.65 for the set, and the second set brought \$42.70, with almost every stamp bidder making some sort of attempt to buy these lots. The Suriname DO-X set, and Spanish Republica provisionals also were favorites in popularity.

No one claims that prosperity is with us yet, but as I see the collecting fraternity absorb sale after sale amounting to a good many thousands of dollars monthly, at prices as decent on the average as the two just reviewed have brought, I'm hard to convince that there's very much of anything wrong with this hobby of ours.



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1911 — 1931

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—PLEASE NOTE NEW ADDRESS—

# . . . here and there with the editor . . .



## "Up Ship"

I have just finished reading this most interesting book written by Lieut. Commander C. E. Rosendahl in command of the Navy's pride the U. S. S. "Akron". The book contains a complete story of the development of dirigibles and also the many thrilling experiences that he encountered while aboard these lighter-than-air crafts. Referring to his story of the attempt to moor the Los Angeles to the Patoka, at Bermuda in February, 1925, which was not accomplished due to unfavorable weather conditions, he comments, "And so, to the delight of the insatiable stamp collectors, the Los Angeles dropped the mail, and without mooring, pointed for Lakehurst." I highly recommend securing this work from the library and spending a couple of evenings reading this splendid book.

## "U. S. S. Akron"

Recently I had the pleasure of hearing David S. Ingalls, Asst. Secretary of the Navy for Aeronautics, talk concerning the value of planes and dirigibles in defense of our country. He also showed some fine moving pictures of the Air Maneuvers of 1931 in which the Naval Air Carrier "Saratoga" and the dirigible "Los Angeles" took part. Naturally, I quizzed him on the possibility of mail being carried on the "Akron" this spring on her flight to the Pacific Coast. His only statement was to the effect that they planned to carry mail on some flight of this huge air liner but doubted if it would be the Pacific Coast trip.

## Washington

On the occasion of the 200th anniversary of the birth of George Washington it is interesting to note the foresight of the Father of our Country. He predicted that at some time air propelled machines would transport goods between coun-

tries and continents. Until now has hardly such means of transportation been recognized as feasible and practical. This quality of our First President is an attribute to his greatness.

## Berkshire Exchange, Inc.

One of the leading aero-philatelic concerns in the country has a great personnel in the names of Don Dickason, S. H. Falkoff and Alton J. Blank. Knowing these boys personally, convinces me of the fact that they know their airmail. All are splendid writers and we are proud to present their articles in The Airpost Journal.

## Contemporaries

August Dietz, Jr., editor of the airmail section of the New Southern Philatelist in the December issue writes that the A. P. J. is the best magazine of its kind that he has ever seen. Thanks, August, and that means something from a chap who writes a crack airmail column himself in the N. S. P.

## Fifteen Fliers Crash

M. S. Petty, our Dedication Editor, reports that recently while descending in an elevator following a banquet in Washington, fifteen fliers were given a non-stop ride to the basement floor. Fortunately there were no casualties and no covers carried. Prominent among the elevator crashers were Clarence Chamberlain and Ruth Nichols.

## Washingtonian Passes On

President Emeritus W. A. Johnson has been lost to the Washington Philatelic Society by his recent decease. President Johnson welcomed the A. A. M. S. convention delegates at the opening session of the convention last August. He was also in charge of the meeting of the W. P. S. at which several of our members were present. He was beloved by all who knew him and philately suffers a distinct loss by his death.

## AN OPEN LETTER TO MY FELLOW AIR MAIL COLLECTORS

As an ardent and advanced air mail collector I have taken pride in gathering one of the largest general collections.

Up to some six months ago I kept up on all first flights and air mail stamp issues all over the world, but business pressure has since not left me the time required to attend to them. As I still cannot find the necessary time to give to our hobby, I have decided hence to specialize on U. S. pioneers.

The remainder of my material will, therefore, be broken up. As much of it has been gotten together with the help of fellow aerophilatelists all over the world, I now invite you all in return to avail yourselves of this unique opportunity to add to and complete your own collections.

My air mail stamp collection has already been sold intact, and it may also be found most expedient to dispose of the foreign rarities and general European and South and Central American material in Europe.

I wish you all, however, to join in a sort of private mail bid auction for the remainder at least. For instance, I have almost all C. A. M. and F. A. M. flights from point to point and extensions complete, including first day covers with the new 10c and 5c rates, or more than 1150 items in all. The first cash offer of \$550.00 takes this lot.

There are also most Zeppelin and Catapult flights, Lindbergh Goodwill Tour cachets, first day covers from inauguration of air express on the various routes and a host of other material, but no crash covers, and the best items have not been picked beforehand, as this is the first offering. I will also consider bids for individual routes or single items. Naturally, I prefer though to sell a bunch of covers in each transaction, and cannot entertain offers of exchange.

Please, therefore, write in what you need and are prepared to pay. Use either the Berkshire or Dworak catalogues and give A.A.M.S. membership number or commercial references. First reasonable offer gets the items. To simplify matters I will ask to be excused for not acknowledging receipt of each communication. No answer probably means that the items in question have already been sold.

The eminent aerophilatelist, Mr. Erik Hildesheim, has helped me go over the material and pass an opinion on its present value. He will handle the transactions for me and can be reached in care of me. Hoping that you may continue to derive as much pleasure and recreation from air mail collecting as I have, I am

Sincerely,

**KIRK A. LANDON**

A. A. M. S. No. 189

1841 BROADWAY, NEW YORK CITY

# Dedication and Unofficial Air Mail Covers

Maurice S. Petty

News of future and past events under this section should be sent direct to Mr. Petty, 617 Kennedy St., N. W., Washington, D. C.

★

Many thanks to the many members sending Holiday greetings, as well as news items. Attendants at the last A.A.M.S. Convention, who heard the welcome of Washington's President, William A. Johnson, will be grieved to hear that he departed this life on December 31st, after a stroke of paralysis.

★

**COMING EVENTS:** Oklahoma City, Okla. airport dedication set for Feb. 1st. Covers to George S. Shirk, 111 E. Boyd, Norman, Okla.....RICHARDSON, WASH. reported to dedicate airport soon, but no cover information....GALVES-

## SOMETHING NEW AND UNUSUAL !

**Rocket Mail — July 1, 1931**  
Struthers, Ohio Poland, Ohio  
Struthers to Poland .....\$10  
Poland to Struthers .....\$10

These bear the most unusual and clever cachet ever designed! In addition they bear four notable autographs, including that of the pilot.

**Only Twenty Mailed in Each Direction!**

Yorktown First Day Covers  
via Air Mail .....\$ .25  
**20th Anniversary Air Mail**

**Los Angeles to Mineola.....\$ .50**  
Bears P.O. cachet and autographs of Earle Ovington and postmasters at Los Angeles and Mineola. Also Ovington's cachet and backstamp.

### FIRST FLIGHTS

6-15-31 Little Rock, Ark .....15c  
7- 1-31 Monroe, La. ....20c  
9- 1-31 Trinidad, Colo. ....40c

All with P.O. cachets

Write in for a copy of my weekly air-mail cover pricelist. Some nice bargains offered in each issue!

**FREDERICK W. WEINGETZ JR.**  
8761 - 118th St. A.A.M.S. 1265  
**RICHMOND HILL, N. Y.**

## BULLETIN

### Bellflower Airport

At Long Beach, California will be dedicated February 18th and 19th, and a cachet will be provided. Send covers unstuffed to Mrs. E. V. Gailbraith, 1144 Rhea St., Long Beach, California.

★ ★ ★

TON, TEXAS, will dedicate airport in February or March. Covers for cachet (asking that they be held for proper date) to E. S. Holliday, Asst. Sec. of C. of C.....SAN ANGELO, TEX. will have cachet for first night flight on A.M. 33. Date indefinite. Covers to J. C. Deal, Mgr. Board City Development....NEW ORLEANS, LA. has been reported to dedicate Shushan airport. Definite information from Orleans Levee Board and the Times Picayune state that dedication will not take place until February, 1933, hence, cannot advise sending covers yet.

BOBBIE TROUT expects to carry souvenir mail on her flight from Honolulu to Los Angeles for a price. If interested, write for details to Earl Mills, 750 North Hayworth, Hollywood, Calif.....SUNNYVALE Air Base will welcome the Akron and will have several cacheted events. Send covers to James W. Green, 203 N. 4th St., San Jose, Calif, and suggest sending at least 2 covers. State kind of covers collected....Regret the mix-up in two events: that occurred here last issue. Should have read, "Orlando, Fla., cachet for Air Tour, etc." (which has now passed) and WILLIAMSBURG, VA., Airport dedication covers to be sent to Albin L. Meisel, City Engineer, for cachet. Date indefinite but soon. Still have time for the latter is you hurry.... Two events that are not Aero, but are of unusual importance. For properly sponsored cachet for Olympic Winter Games at Lake Placid, N. Y., Feb. 4th, send covers to Aerophilatelic Club of New York, 4743-38th

## THE AIRPOST JOURNAL

St., Long Island City, N. Y. and not elsewhere. If you send cash, they will stamp your covers with the new stamps. Send several days in advance....For cachet to commemorate the Bi-Centennial of Washington's birth, in Washington, D. C., send covers to the editor of this place, before Feb. 22nd.

ST. AUGUSTINE, FLA. mentioned last issue, should have been ST. PETERSBURG.....R. T. Hilgren tells me that the Cusick, Wash. dedication was Sept. 18 not 19th—BOISE, IDAHO, to Stignite, Atlanta, and Warrens, Idaho, emergency relief mail flight took place on Dec. 21st and those covers seen have four line cachet. Towns were snowbound and the plane took mail to them for Christmas. ....PILOT JAMES WEDELL covers postmarked at Pueblo, Colo., in December, were carried by him in attempted transcontinental speed record flight which he had to abandon at Pueblo....COLUMBUS, OHIO, American Legion had green and magenta cachet to 52 covers on January 1st, when schedule changes made 24 hour coast to coast service a reality.

OLD IRONSIDES tour continued from last issue. Beaumont, Tex. Mar. 8-13; Port Arthur, Tex., Mar. 13-18; Lake Charles, La., Mar. 20-22; Tampa, Fla., Mar. 26-30; Key West, Fla., Apr. 2-5; Washington, D. C., Apr. 14 and indefinitely.

MIAMI, FLA. applied cachet as shown on this page in December issue on January 7-8-9, in different bi-color daily. Also on the 10th, with supplementary magenta "Extra Day, Jan. 10", as the races were extended one day. The celebrated "Red" Jackson was killed while stunting on the 6th....AUBURN-OPELIKA, ALA. opened airport and had Post and Gatty visit on December 6th. Few covers with typed cachet reported....ALLENTOWN, PA. welcomed Paul Siple on Dec. 12, with attractive Arctic scene in blue, with red wording overprint, by Exchange Club. 636 mailed....READING, PA. welcomed Sir Hubert Wilkins with a pretty pictorial cachet by Reading Times, Dec. 12th, in green, also

purple....SAN JOSE, CAL. had printed cachet December 12th for Good Will Flight of State C. of C.

NEW BERN, N. C. dedication covers explained by several readers. Was scheduled for Nov. 4th and some covers mailed. Was not actually held until Nov. 21-22-23. C. of C. says no covers mailed, but some are reported cancelled on the 22nd....McALLEN, TEX., dedicated airport on January 9th, and ink inscription by Legion Post 37 and rubber stamp of Chamber of Commerce (in black) were placed on covers.

AKRON, OHIO, C. of C. began the first of the series of covers for the ZRS-5, sister ship of the Akron, on Dec. 19th, by applying circular green cachet for the ring laying....WILMINGTON, N. C. C. of C. celebrated the 20th anniversary of the first air mail flight in the State, on January 1st, with an appropriate cachet including a replica of the 1912 cachet. Seen in several colors....GREEN BAY, WISC., had type set cachet for 3rd anniversary of AM 9, on Dec. 15 ....PORTLAND, ORE., Aero Club had blue cachet for Aero Club Convention and 28th Wright flight anniversary on Dec. 17th. 324 covers mailed, of which 300 were signed by Edna Christofferson, widow of the famed pilot....CAMDEN, N. J. Dec. 17, 35 covers mailed with typed cachet for visit of Adm. Byrd, but covers are postmarked at 1 A. M. Dec. 18....SUNNYVALE, CAL., Jan. 4th, printed cachet (801 mailed), "commemorating construction of Air Base Dock" showing a map of the contingent territory.

Can any reader furnish information on covers postmarked at Detroit on Dec. 31, with small three line red cachet reading "Dedication date, Oct. 9, 1931, Cheboygan County Mich., Air Port. Sponsored by Cheboygan Boosters Club"?

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**F R E E**  
**Newfoundland 1932**

**Catalogue**  
Prices average 38% Scott.

**REV. BUTLER**

Sandy Point, St. Georges, Newfoundland

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PACIFIC COAST  
NOTES

★  
By Fred H. Wilde

★  
All news of Pacific Coast aerial events should be sent to Fred H. Wilde, 914 N. Burris Ave., Compton, Calif. as early as possible.

★  
**A** NICE Christmas present was received on December 9th, in the shape of a cover, autographed and carried by Jimmy Wedell, from Agua Caliente, Mex., to Vancouver, B. C., on his record breaking flight. Incidentally the cover was mailed from Alameda, Calif., the day he left there on his second record breaking flight, to Los Angeles, made in 1 hour and 29 min. 15 seconds. Just twenty-two covers were carried on these "hurry ups" according to Earl Mills.

Covers returned from Bandon, Ore., dedication indefinitely postponed.

Funeral services were conducted at Santa Barbara, Calif., December 9th, for Samuel P. Hopkins, New York aviator, who died from injuries received at Goleta airport recently. He was a director of the Lake Champlain Aviation Club. We offer our sincerest condolence to his family.

Geo. Fawkes of Vancouver, B. C., reports covers mailed on occasion of dedication of Vernon, B. C. airport, October 2nd., and sent me a cover to prove it. Many thanks for correction and cover, George, who also reports a cover carried by Frank Hawkes on his attempt at a southward record, B. C. to Mexico and mailed from Yreka, Calif., December 2nd, at which point Frank was

**1932 AIR MAIL PRICELIST No. 5**  
Just Issued

Lists all Air Mail sets to date in mint condition and at lowest prices. This list should be in the hands of every collector. Send two cents to cover postage.

**EDW. FLIEDER**  
519 Second Ave., Seattle Wash.

forced down.

Santa Barbara city council passed an ordinance making it unlawful to operate an airport in the "residential" section of the city. This is, of course, aimed at our good friend, Earle Ovington's airport, Casa Loma Field. There is scarcely a residence within gunshot.

On Monday, December 14, the S. Calif. Chapter N. A. A. held a dinner meeting. The eats were fine, and the speakers gave us the inside dope on the actual situation in regard to transportation problems, as between the airways and the railroads. This from J. B. Miller, sales manager Lockheed Aircraft Corp., and Ralph Ring, traffic Rep. of the Varney Speed Lanes.

Hoot Gibson acted as M. C. and a sportsman pilot, declares he is more at home on a horse than in a plane, or on a mule. Jimmy Wedell was there and tho' second to none in the air, appeared to be somewhat bashful in meeting strangers. E. L. Remelin, pioneer airmail pilot on the Pacific Coast and now flying the mail between Seattle and San Diego, explained the blind flying tests as required for transport pilots. Denny Vincent, under a nom de plume, provided some very startling entertainment, but takes his life in his hands when in all seriousness and without any announcement to those present, he simulates a German pilot, and informs those present how rotten is everything in the U. S., especially aeronautically, and particularly in regard to the company assembled. After the denouncement when he is introduced as one of the speakers, most of us, who's fingers were itching, felt much relieved and everything was calm once more. We finished the program with an air trip from Canada to Mexico via the picture route. Sound effects were provided by E. L. Remelin, who knows that route from A to Z. A very interesting meeting and if collectors are in a position to attend such meetings, I am sure they will find it time well spent.

Honolulu, December 18—Lieut. William A. Cooke, U. S. Army stayed in the air 21 hours and 36 minutes  
(Continued on Page 34)





All information concerning Canadian Air Mail should be sent direct to Editor W. R. Patton, Box 2384, Winnipeg, Man., Canada.



### NEW 6c AIR MAIL STAMP

**A**S STATED in the January issue, this surcharged stamp may soon be issued. The matter was taken up with Ottawa by the writer, and efforts made to have these stamps on sale on a certain date at Montreal, Toronto, Hamilton, Windsor, Winnipeg, Regina, Moose Jaw, Lethbridge, Medicine Hat, Calgary, Edmonton, Vancouver and Victoria. This would give every collector a nice chance to get first day of issue of these stamps, and at all points where there is air mail service. A nice little set of 13 first day covers. The department has also been asked to notify all those on the list so that you all might get in on this. The reply from Ottawa is that it will be given careful consideration, and may result in something being done to let us have a first day of issue stamp of Canada, something never yet done in this country, although an attempt was made in 1927 with the Confederation issue. This was unfortunately defeated by the many Postmasters who sold the issue in advance, some cases two weeks in advance, although the first day was actually to be June 29, 1927.

### Error in December Issue

On page 25, under the title of "Changes in Canadian Airmail Postage Rates" the last paragraph reads, "The rate to the United States and all other countries not mentioned above will be 6c for the first ounce, and 10c each succeeding ounce or fraction thereof." What I should have written was "The rate to the United States will be 6c for the first ounce, etc.

### LAC LA BROCHET FLIGHT

From a correspondent in Saskatchewan we have the following letter: "I sent five covers up to the R.C. A. F. (Royal Canadian Air Force) and Lieut. Morfee carried them to Lac la Brochet and return. He certified on the face of each cover "Air Mail First Flight to Brochet and return to Cormorant Lake, Man., August 21st, 1930. A. L. Morfee, Flight Lieut." These are certainly nice covers to have, and another thing. This flight was a nice chance for a few collectors and very few there were, who put in a letter or two and had them personally signed by the pilot, who is a very likeable chap. (Lieut. Morfee) thus getting a nice cover. As to the Dealers they were left out in the cold as it is hard-

## Omaha to Watertown

Point to point covers from the  
New A.M. 18 Spur

Watertown, s; Sioux Falls, n & s; Sioux City, n & s; Omaha, n; Omaha Air Field, n; North Platte Air Field to Sioux City, Sioux Falls and Watertown.

### FIFTEEN CENTS EACH.

No finer covers obtainable; typewritten address, bi-color stamp, Hammermill envelope, all covers backstamped.

Franklin Roe

DIXON,

ILLINOIS

ly likely if anybody sent in a package of 100 covers all addressed the same, they probably would have been returned. Even if they were carried, Lieut. Morfee would not have signed so many, and there is no P. O. at Lac la Brochet, thus giving the Dealer a very poor chance of proving they had been carried on the first flight. Yes, boys, there is a chance to put it over the Dealers now and again, which gives us a thrill to Cover Collecting, the grand new game.



**EMBARRAS PORTAGE**

Here is a little bit of news on this flight, and it makes your covers just a little more interesting. This is not only a first flight, but a first day cancellation of a new Post Office. Embarras Portage only got their new Office opened on December 17th, 1931, the day your covers are postmarked or backstamped.

Fort McMurray-Embarras Portage. Covers are postmarked 9-Dec. 17-31. This likely means 9 o'clock Dec. 17, 1931. Backstamped 10-Dec. 17-31 at Embarras Portage, which might be 10 o'clock. However, this does not always follow on Postmarks in Canada which are handstamped, it does mean the time if machine stamped. Handstamps at many Post Offices which have the number above the date mean a certain time of stamping, which can only be found by referring the number to the Postmaster who can then furnish you with the time of stamping. The cachet is

in black, and shows a canoe with two men paddling up the River. The sun is either rising or setting behind the trees, with the usual plane overhead. At the bottom, in three lines, we read "Canada Air Mail-Inaugural Flight. Ft. McMurray - Embarras Portage."

Embarras Portage-Fort Chipewyan postmarked Embarras Portage 10-Dec. 17-31 and backstamped Fort Chipewyan, 11-Dec. 17-31. The cachet is again in black, and shows a log house with plane overhead. A woman sits by the door with a dog, while on the other side stands a man with another dog. The wording in the bottom is the same three lines mentioned just above with the last changed to read "Embarras Portage-Fort Chipewyan."

Fort Chipewyan-Embarras Portage. These covers are stamped at Fort Chipewyan 11-Dec. 18-31, and backstamped Embarras Portage 12-Dec. 18-31. Black cachet showing sun rising over the trees in the background, a prospector carrying a heavy sack, and followed by two dogs (known in the North as huskies) wading through a stream and the usual plane overhead. The wording at the bottom is similar to other cachets, with proper routing in last line.

Embarras Portage-Fort McMurray. Cancelled Embarras Portage 12-Dec. 18-31 and backstamped Fort McMurray 13-Dec. 18-31. Same color cachet as the others, black, and shows an Indian and white man carrying a canoe through the bush. Plane flying overhead. The bottom line of wording in the cachet is changed to show this routing.

Every cover from this flight seems to have the cachet carefully applied, and all the postmarks nicely applied. We owe a hearty vote of thanks to Superintendent Hale, formerly Inspector, who was promoted to Superintendent on the death of Supt. Leger last year. (Edmonton Post Office, Alta.) A polite word of appreciation would do no harm from you readers, as Supt. Hale has worked pretty hard for us all, especially with the 104,000 covers carried on the Fort McMurray-Aklavik flight of

(Continued on Page 36)

**TWO GOOD BARGAINS**

In 1st. Flight Air Mail Covers

315 Official Canadian Govt. Covers, about 45 varieties, at about 8c each.

The Lot for \$25.00 cash

460 CAM & FAM Covers, about 107 varieties. Covers from 1926 to date, some covers cat. \$6. Cat. value of the lot about \$205.00.

The Lot for \$50.00

PENNA. STAMP CO.

Greensburg,

Penn'a

# FOREIGN AIR NEWS



## New Air Route in Manchuria—Sino-Japanese Conflict

**T**HE NEW AIR ROUTES in Manchuria (China) where the Japanese soldiers and the Chinese soldiers have been fighting since the 18th of October this year, as you know well from your newspapers. The existing air route in this district is so far, from Japan homeland Keijo (chosen)-Dairen (near Port Arthur). Whilst owing to the recent and still going on the Sino-Japanese conflict, it is generally earnestly desired to extend this air line further to **Moukden-Chang-chun-Tsitsihar**. The main purpose of this new air route is to bring the badly awaited news from the Japanese fighting soldiers in this district to their home in the quicker way and vice versa. The test flight was already successfully made on the 3rd inst., from Keijo to Mukden by the Fokker plane.

The above new air route is under the official preparation and is generally expected to be open to the public before long.

YUASA & CO.  
Tokyo, Japan

## Report of Philippine First Flights And Pioneers

The U. S. Army Air Corps (squadron stationed at Clarks Field) Fort Stotsenburg (Pampanga Province, P. I.) has been lately very active with pioneering new Air-trails or new routes, and made several First Flights and pioneers, transporting

Air Mail in due official way, previous announcements and corresponding permits or authorizations in every and each case from the Bureau of Posts of the Philippine Government and in accordance of Rules and Regulations established. All were carried in Mail Bags as regular official Air-Mail, with its proper Way-bills of Dispatch, etc.

**1931, November 5th, First Flight from Statsenburg to Calauag Tayabas.** Left Statsenburg at 8 A. M. and dropped the mail-bag on the roof of the Municipal Building late in the afternoon of the same date, but was stamped by the Postmaster of Calauag only the following morning at 10 o'clock, November 6, 1931. Only 73 covers and cards were carried, addressed to Baet Caramines, Calauag, and Manila, in total! All are bearing the dispatch postmark of Fort Statsenburg, Pampanga, P. I., Nov. 5, 8 A. M., 1931 and the receiving postmark: Calauag, Tayabas, P. I., Nov. 6, 10 A. M., 1931 and in green colour the Pioneer Cachet reading: VIA U. S. ARMY AIR SERVICE - AIR MAIL - NOV. 5, 1931, PIONEER FLIGHT; and also a small red cachet in a circle FIRST FLIGHT.

Note — This flight was intended and made also to DAET, CAMARINES, but arriving there they found a typhoon approaching and on account of the storm the plane was unable to land nor to descend to a low altitude, and they flew to

## A \$7.50 VALUE FOR ONLY \$2.15

A DOUBLE FIRST FLIGHT ROUND TRIPPER and a LOST PLANE COVER ALL IN ONE. PASCO - ELKO - PASCO ON CAM No. 5

THE SECOND C. A. M.

INAUGURATED April 6th, 1926. Cover has both First Flight Cachets. Rubber stamp facsimile signatures of Chief Pilot Leon D. Guddeback and Pilot Franklin Rose. Besides the special Lost plane cachet. Some have the scarce Elko Magento Cachet.

Listed No. 666 in the December Auction Sale at \$7.50.

Only \$2.15 Cash Includes Registration.

**PIONEER AIRMAILS**

301 COLUMBIA STREET

PASCO, WASHINGTON

## THE AIRPOST JOURNAL

CALAUAG, Tayabas, the next province, and being unable also to land on account of the strong wind, they dropped from a considerable height, the mail bag which fell on the roof of the Municipal Building, and being too late, the mail bag was recovered by the Post-Office, the mail was stamped only the following day and after an exchange of cables and orders from the Director of Posts from Manila. The typhoon later, and the following day cause big damages to several Provinces in the Islands and with a loss of several millions of Pesos property and crops!

—W. BRUGGMAN.

### Japanese Pigeon Posts

During the recent conflict between the Japanese and the Chinese in the Manchuria District, it has been necessary to use the pigeon as a means of letter communication. These covers are very interesting and are certainly representative of a branch of aero-philately. Credit to Yuasa and Co. of Tokyo, Japan.

### Chinese Air Mail Route

The Kwangsi Government will soon open a route between Nanking, Wuchow and Liuchau.

### Martinique

Air Mail service from this country via FAM routes has been indefinitely postponed according to advices from the Postal Dept.

### Australian Foreign Flight

One of the most interesting of recent foreign flights was the special Christmas mail flight from Australia to England successfully completed by Charles Kingsford-Smith. He started in the plane "Southern Sun" on November 16th, crashed in India, got a new plane, the "Southern Star" and resumed his journey, reaching London December 16th. A special cachet "Special Air Mail Australia-England" was applied in purple and a special Christmas cover was provided.

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### CACHETS and CANCELS

Do you collect registry cancels, first day of issue, war censors, ship cancellations, or foreign covers? If so it will pay you to write me.

Yale Bull-dog (New Haven, Conn) \$6.00

**CHARLES W. HOUSMAN**

Bridgeville

Penn'a

ed by the contractor. About 50,000 letter were carried, majority of which were non-philatelic. A return flight is planned.

### British Guiana First Air Mail Dispatches

Thru the courtesy of W. A. Husbands and Mr. F. Birkitt, Postmaster General, we list the first air mail flights from British Guiana, the date of the flight and the quantity of mail flown (figure in parenthesis) Sept. 23, 1929 to Paramaribo, Suriname (376); Sept. 25, 1929 to Trinidad (446); to St. Lucia (97); to Antigua (78); to San Juan, P. R. (544); to San Domingo, D. R. (8), and to Miami, U. S. A. (1034); March 12, 1930 to Bahia, Brazil (4); to pernambuco (11); to Rio de Janeiro, Br. (88); to Argentine (44) and to Uruguay (31); May 12, 1930 to Caracas, Venezuela (9); April 2, 1930 to Bahamas (0); to British Honduras (6); Canal Zone (0); to Costa Rica, (6); Panama (0); and Mexico (0); December 31, 1930, to British Guiana (106); February 6, 1931, to Curacao (51); to La Guaira, Venezuela (4); to Maturin, Ven., (7); to Nicaragua (30); to Rep. of Honduras (29); to Salvador, C. A. (29); to Guatemala (36); to Peru (28); to Colombia (33); to Ecuador (36); to Chile (28); and to Mexico (3).

This list constitutes the official dispatches of air mail from British Guiana to the countries and cities above.

### SIAMESE FLIGHTS

#### Bangkok - Nakhon Ponom - Bangkok Contract Airmail

The first flight inaugurating Contract Air Mail (the Operating Company being the Aerial Transport Co. of Siam, Ltd.) took place on August 25th, 1931, when a Puss Moth plane piloted by Capt. Khun Chamroenpluk took off from the airfield in Nakhon Rajasima for Nakhon Ponom on the Siam-French Indo China border, a distance of nearly 515 kilometers, covered in slightly under 3 hours.

Mails posted in Bangkok to catch the first outward trip closed on the 24th August at 6 p.m. and railed to Nakhon Rajasima the next morning.

(Continued on Page 38)

# BUY YOUR STAMPS AT THE RIGHT PRICE!

New Club Idea in Buying Gives You the Benefit of  
LOW PRICE

## TOBECK BUYING SYNDICATE

(FORMERLY FRANK TOTH)

(INTERNATIONAL AIR MAIL SPECIALISTS)

Patchogue, N. Y.

.... Is simply a central Buying Office, where the Combined Purchasing Power of many collectors grouped together in the form of a Club, get the Great Advantage of Purchasing Stamps for their own collections at Direct Import Prices, plus a small charge for sorting and mailing. This eliminates the Wholesaler's profit and gives you an opportunity to buy More Stamps for Your Dollar.

---

We Want a Limited Number of Members Added to the Already  
LARGE SELECT GROUP So That We May Further Increase  
Our Purchasing Power, Therefore Giving All Our  
Members Still Lower Price.

**WE PAY CASH FOR ALL OUR STAMPS**

**We Therefore Must Consider Only Those  
Who Pay Promptly**

**FOR APPLICATION WRITE NAME IN FULL—ADDRESS  
AND REFERENCES.**

---

## TOBECK BUYING SYNDICATE

(FORMERLY FRANK TOTH)

FRANK TOTH

C. W. BECHTOLD

INTERNATIONAL AIR MAIL SPECIALISTS

Patchogue, N. Y.

# THE AIRPOST JOURNAL

## THE COLUMBIA COUNTRY CLUB FLIGHT

(Continued from Page 7)

★

the rear flap was pasted a label bearing a red cross in a fancy square frame. Printed on the label is:

**Due One Dollar  
To The  
WOODLEY PARK  
AUXILIARY  
District of Columbia  
Chapter  
AMERICAN RED CROSS**

I have been unable to ascertain whether the cachet appearing on the front of the envelope was placed thereon by the club or by the Aero League. I suspect, however, that it was done in Washington and the one hundred covers forwarded under separate cover to the Aero League.

The cachet bears five lines in a parallelogram, the whole cachet being applied in magenta and reads:

**AIR MAIL  
NEW YORK TO  
COLUMBIA COUNTRY CLUB  
WASHINGTON  
— June 15, 1918 —**

The covers were hand cancelled, placed in a separate pouch and flown on the regular New York-Washington run, probably by Lt. James C. Egerton. The Washington terminus at the time was the Polo Grounds located south of the White House and adjacent the Potomac River. Upon arriving in Washington, Captain Adolph C. Weidenback, who was in charge of all air mail flying operation from June 1 to July 29, 1918 and was later known as Willoughby, flew the covers out to the Country Club on the north edge of the city and, after stunting to amuse the large crowd, dropped the pouch on the eighteenth green. The committee then had a bevy of beautiful maidens page the members to whom the letters were addressed and delivered them on payment of \$1.24 which included the postage and \$1.00 for the Red Cross.

Apparently, the members who received the covers felt that they had done their bit on paying for them as eye witnesses have stated to the

writer that the front porch of the club house was littered with torn and discarded covers.

The Berkshire Standard Airpost Catalogue lists this item as U. S. No. 105, under Official Government Flights, while in the Dworak Specialized Catalogue this cover is listed under Experimental Flights as 8--2. Berkshire reports that only three covers are known to exist and further that a three line cachet slightly different than that described above was used on some of the covers. Unfortunately, I have been unable to secure any data on this point.

★ ★ ★

C. A. M.'s

(Continued from Page 16)

covers to be sent.

THIRD—Send the covers to the "RAILWAY MAIL SERVICE," at the particular city where the AIR MAIL FIELD from which you desire the covers to be sent from is located.

FOURTH—Do not send covers to the local postmaster at any city requesting him to mail them from an AIR MAIL FIELD postoffice. Air Mail Field postoffices are operated as direct units of the RAILWAY MAIL SERVICE and as such are not branch postoffices of general postoffices located in various cities.

FIFTH—Do not send covers intended for first flight dispatch from regular postoffices to the RAILWAY MAIL SERVICE. Send only covers intended for first flight dispatch from AIR MAIL FIELDS under separate cover to the RAILWAY MAIL SERVICE, and only covers intended for first flight dispatches from regular city postoffices under separate cover to the postmasters at the various cities concerned.

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### JUST SPECIALS

Merida, Mex.-U.S. FAM-5.....35c  
(Not more than 3 to a customer)  
\*Paraguay Zepps (2) .....65c  
\*Hungary Zepps (2) .....\$1

**JOSEPH J. GOLDBERG**

3409 W. North Av. Chicago, Ill.

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# THE AIRPOST JOURNAL

## F. A. M.'s

(Continued from Page 11)

bear a boxed cachet in purple showing plane and inscription VIA PAN-AIR. The dispatching postmark of November 1 and backstamp of November 5. It should be noted that the backstamp in this case is one day earlier than the backstamp of the other dispatches. Why?

We have also noted covers Buenos Aires-Montevideo bearing the cachet similar to covers for Buenos Aires-New York described last month. The dispatch is dated November 7 and backstamped November 9.

The first southbound dispatch for the five extension points from Georgetown, British Guiana did not take place until November 11 which was the date of the third through flight from Miami. Covers bear a boxed cachet in purple reading--FIRST AIR MAIL EXTENSION, NOV. 11, 1931 FROM GEORGETOWN. The backstamp at Buenos Aires is November 17th.

Several dispatches by connecting routes have been noted, namely Havana and Managua, Nicaragua. The latter apparently went around the Lindbergh circle to Port of Spain while the former was likely trained to Camaguey, Cuba to connect with through service by FAM 6 and 10.

### Yankee Clipper

I have been privileged to see an interesting cover flown north to Miami on the Yankee Clipper and thence to Puerto Barrios on first flight, then out of Puerto Barrios on first dispatch. These combinations are interesting even though they do not belong in a simon pure collection. But who wants to be a simon pure collector?

The Clipper Cristobal cachet has been noted in black as well as green reported last month. This new color comes on Registered mail—at least some of it!

### F. A. M. 6 New Points

Returns on these interesting covers are now practically complete. A detailed description is out of the question but here is some dope in tabular form.

The Cuban cachet used at Neuvitas

## F.A.M. EXTENSION December 1931

NUEVITAS - MIAMI	\$.45
NUEVITAS - SAN JUAN	.50
NUEVITAS - ST. THOMAS	.50
NUEVITAS - MACORIS	.75
NUEVITAS - PT. au PRINCE	.75
MIAMI - MACORIS	.30
MIAMI - NUEVITAS	.26
Pt. au PRINCE - MACORIS	.90
Pt. au PRINCE - NUEVITAS	.90
SAN JUAN - MACORIS	.35
St. THOMAS - MACORIS	.35
SAN JUAN - NUEVITAS	.35
St. THOMAS - NUEVITAS	.35
MACORIS - MIAMI	.60
MACORIS - SAN JUAN	.60
MACORIS - St. THOMAS	.60
MACORIS - NUEVITAS	.90
MACORIS - Pt. au PRINCE	.90
MIAMI - MERIDA	.26
BELIZE - MERIDA	1.25
CRISTOBAL - MERIDA	.75
MIAMI - BARRIOS	.45
BELIZE - BARRIOS	1.25

### F. A. M. No. 5

MIAMI - CRISTOBAL	\$.50
CRISTOBAL - MIAMI	.50
COLON - MIAMI	.85
MIAMI - BELIZE	.60
MIAMI - TELA	.60
MIAMI - MANAGUA	.60
CRISTOBAL - CARTAGENA	.80
CRISTOBAL - BARANQUILLA	.80
CRISTOBAL - CURACAO	.60
MIAMI - CRISTOBAL	.85
GUATEMALA - MANAGUA,	
3, 16, 1930	1.50
CRISTOBAL - MARACAIBO	.60
CRISTOBAL - PTO CABELLO	.60
MIAMI - CIENFUEGOS	.20
MIAMI - KINGSTON	.30
MIAMI - LA GUAIRA	1.15
KINGSTON - MIAMI	.75

### F. A. M. No. 6

MIAMI - SAN JUAN	\$.35
MIAMI - SANTO DOMINGO	.55
SAN JUAN - MIAMI	.30

### F. A. M. No. 8

MEXICO-New Laredo, Oct. 1, 1928	1.50
New Laredo - MEXICO, Oct. 1, 1928	2.00
TAMPICO - BROWNSVILLE	.75
MEXICO - BROWNSVILLE	.75
BROWNSVILLE - TAMPICO	.30
B'VILLE - MEXICO	.25
B'VILLE - GUATEMALA	1.06
B'VILLE - SALVADOR	.40

Free price list of F.A.M.,  
C.A.M., and First Day  
Covers upon Request.  
—Covers on Approval—

## SUPERIOR STAMP COMPANY

1348-J St. Clair Avenue,  
Cleveland Ohio.

## THE AIRPOST JOURNAL

comes in purple for Northbound mail and greenish dirty blue for southbound. Camaguey also used a cachet, applied in green, but why is not yet established. Under the new routing, Camaguey is not on the route and it is difficult to see how this point can be recognized by catalogues or collectors.

The U. S. diamond shaped cachets appropriately worded were applied in red at St. Thomas, purple and red at San Juan and black at Manila. Port au Prince, Haiti applied a neat four line cachet in blue reading—**PREMIER VOL—PORT AU PRINCE S. P. de Macoris (or Neuvitas)-PAN AMERICAN AIRWAYS** to mail dispatched by first flight to these new points.

### F.A.M. 5 New Points

The Miami diamond shaped cachet is found in violet on dispatches to this route. As far as is known this is the only color used.

The Barrios first flight cachet described last month comes in both purple and black. This cachet was also applied to all incoming mail. No change in the text which reads—**BARRIOS - MIAMI** was made on the southbound dispatches nor was there any change in the overprint on the special stamps. There were three such stamps, by the way, rather than one as described in last minute notes last month. A fact of major interest comes in advices from Postmaster Bliss at Cristobal that there were but 20 covers received at Cristobal on the first dispatch from Puerto Barrios. There will be many a gap in sets, that's certain!

Cristobal dispatched to Payo Obispo as well as to Merida and Puerto Barrios. This first mentioned was an added starter and ought to be scarce. No, Clarence, we didn't get a one. The Cristobal cachets were different for each point, appropriately worded and covers bear the beautiful new air mail stamps.

Havana cacheted in black all first flight mail for Merida and Puerto Barrios. Cachet same type as used at Neuvitas, etc.

Large, fancy cachets were used for Mexican dispatches from Merida and Payo Obispo. Those seen were ap-

plied in purple.

R. E. Harding sends up a first day cover January 1, 1932 of the special air mail series issued by Nicaragua for use that day only. The stamps are an unnecessary issue and are extremely crude lithographs, nevertheless, we'd be lying if we tried to say we weren't glad to have this cover!



### LINCOLN BEACHEY

(Continued from Page 6)

on Sunday and thousands of spectators found excellent seats on the scenic hills that overlooked Nutwood Park. The natural seats provided by the high hills were densely populated while the "artificial grand stand" within the enclosure was only sparsely patronized, the ratio being about five outside to one inside. Beachey made the crowd tingle with excitement when he executed several thrilling feats with his machine under perfect control. Streaking back and forth from one end of Nutwood Park to the other with his arms extended, he cut a great figure eight, as he skillfully guided the plane by the movements of his body. An acrobatic feat that chilled the crowd was an imitation of an amateur making his initial flight. The prettiest scene in the many pictures of the day was enacted when Beachey and Walsh soared into the blue and topped a great mass of silver clouds that reflected the brilliant sun's rays. Walsh received an unusual tribute from the admiring crowd when he tilted his machine and shot to earth in a steep spiral, righted his machine and sailed up into the blue sky again, played tag with Beachey and then came down.

The final and crowning scene of the afternoon took place when Walsh climbed aboard his mechanical bird and streaked away from the postal station at the park with a consignment of mail, circled the city and dropped it to a waiting mail wagon at Thirty-third and Jackson streets. Beachey as usual flew north and disappeared in a dark mass of clouds, then swung back and executed his sensational dive which brought him



## THE AIRPOST JOURNAL

safely down to earth.

A reporter writing for the Telegraph-Herald about Dubuque's picturesque drama of the air, laconically said: "When the gate receipts were counted up at the end of Sunday's performance it was found that had the promoters been able to charge admission to the hills around the park they would have been able to declare a substantial dividend, but unfortunately the hills were non-dividend producers and instead of a dividend a deficit was left. As an amusement venture, however, the matinee in the clouds produced large dividends of joy to the people of Dubuque."

As a tribute to Dubuque's prominent citizens who sponsored the dramatic spectacle, a special postmark was provided for the aeroplane mail service. The inscription in small pica type, read: "Aerial Mail Service.—July 20th, 21st,—Dubuque, Iowa". It was enclosed within a rectangle one inch wide and two and five-eighths inches long. In addition to the special postmark which served as the obliterater, the regular Dubuque dauber type postmark was applied. The route was officially assigned number 643,001 by the department. Aviator Walsh carried 2,500 pieces of mail matter on the two flights.



### AIR STAMP COLLECTING ADVANCES

(Continued from Page 4)

modern low-winged high-speed monoplane.

Before looking ahead to what this coming year is going to bring us let us briefly review the past. Many attractive looking sets have appeared. The primary reason for this lies in the fact that permanent issues which take the place of the hasty provisional sets are now in use. In January, Albania, Honduras, and Newfoundland set collectors hearts "a-flutter" with their attractive emissions. The S. W. A. large and small overprint fiasco occurred and the Italian Trans-Atlantic flight

stamp appeared. February brought the Kingsford-Smith stamp from Australia and Curacao and Czechoslovakia placed excellently engraved series on sale.

In April the first of the coming summer's crop of Zeppelin stamps showed up from Russia. Tripolitania's flying boat set brought instant demand from the younger generation of collectors. May and June saw the fantastic Dutch Indies definitives along with the individualistic Java-Australia stamp appear from one side of the world and the Luxemburg, San Marino, and Russian "Dirigible Construction" sets from the other. Hungary, Egypt, Iceland, as well as Germany and Russia issued sets in connection with flights of the Graf Zeppelin. The watermarked Newfoundland set superceded the unwatermarked one of the first of the year. Syria and Lebanon completed their ten value permanent sets the latter part of the summer.

In September the New Guiana and Albania "Tirane-Rome" provisionals came up for chronicle and Sudan's permanent set portraying a silhouette of the Gordon statue at Khartoum took the place of the February provisionals. In the fall and closing months of 1931 Netherland's highly attractive and futuristic red and blue stamp, The Suriname's "DO.X" set, the Dominican Republic's change in design of its permanent set, the Argentine Revolutionary commemorative series, the Bulgarian peasant girl and dove, the first commemorative set of the new Spanish republican government with its many values and hues, and the Paraguay and Brazil Zeppelin stamps received their share of attention from the aero-philatelic collector. The past month of December does the year 1931 justice with most attractively designed Canal Zone, New Zealand, Panama, Salvador, Rouman-

## THE AIRPOST JOURNAL

ian issues coming on the market.

So much for what has happened—now let us look ahead. Not being a seer and not being blessed with the gift of prophecy it is altogether in order that nothing but generalities can be given. Since about 400 stamps a year have been issued in both 1930 and 1931 it is natural to assume that a similar number will make their appearances this coming year. However with present conditions in mind and the knowledge that a goodly proportion of the air mail stamp issuing countries have done away with use of provisional issues it is logical to state that the maximum has been reached. This year will have no "deluge" of issues.

More thought is being put into the designing of air stamps and 1932 will see sets of unsurpassed beauty. Numerous values, which are a necessity, and sudden rate changes because of currency adjustments will be one of the dominant features in determining the scope of sets. It may be a bit premature, but it is sound to state that the era of purely speculative sets is rapidly drawing to a close because of two factors: economic conditions, and the dulling of the novelty of such an idea.

Air mail stamps have a utilitarian purpose, a distinctive type of beauty, and a modern universal appeal. Most every one is interested in aviation. The collecting of these issue satisfies in the busy executive, the suppressed desire to fly, calms the immature wanderlust in growing youth, and affords relaxation for the aviator whose daily line of duty calls him to guide an airship. The history of flying can be read on the album pages and many feats of world renown are therein portrayed.

Taken all in all the present day collector of air mail stamps has it just a little bit better than that of his brother philatelist. He is continually "in" on the up to the minute events of the day, he is pioneer-

ing in a field that is unlimited in scope, and he is specializing, which is the key to our modern day existence. From a monetary point of view there is no time like the present to build up a collection. Air stamp prices can never again be what they are today. Limited issues are being absorbed on every side, dealers' stocks are rapidly becoming becoming depleted, especially in the older issues, and the number of collectors is increasing by leaps and bounds. It is an economic fact that prices invariably rise as supply decreases and demand increases. A word to the wise is sufficient.



### PACIFIC COAST NOTES

(Continued from Page 24)

today and on landing at Galt Glider airport claimed new world endurance and distance records. Record at present is held by Ferdinand Schultz, of Germany, with a mark of 14 hours 7 minutes. The American record for distance was held by Lieut. W. J. Scott, U. S. Army, 104 1-2 miles. Scott was fatally injured at Galt Airport yesterday, December 17, while his sail-plane was being launched.

Upon inquiry, I find the Franco-American stamps mentioned in last month's news are only stickers.

Dec. 23 and 24 reports state that mail planes, E and W, bound have been grounded at Sacramento and Reno, due to very bad flying weather. Mail is being forwarded by train. Does this constitute "emergency mail of the reverse order? Airlines are evidently considering safety of human life, as against the old feeling "the mail must go through". Fewer crash covers and more fine lives preserved for Christmas cheer and Airmail service in the New Year. That appeals to the editor infinitely better than the best of crash covers. Oh yes, he has a few.

And on December 8, slides in the mountains blocked the trains carrying mail transferred from the grounded airplanes.

(Continued on Page 36)



# American Air Mail Society

Organized 1923 as the Aero Philatelic Society of America

PRES.—H. H. Griffin  
6801 Lucerne Avenue,  
Cleveland, Ohio

1st VICE-PRESIDENT  
Wm. H. Conkling  
2nd VICE-PRESIDENT  
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EXCHANGE MANAGER  
T. F. Donahue, 2352 Washington Ave., Newton Lower Falls, Mass.

HISTORIAN AND RECORDER  
Karl B. Weber, 114 Montana Street, N. S., Pittsburgh, Pa.

ADVANCE BULLETIN SUPERINTENDENT  
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## DIRECTORS

George W. Angers, Raymond V. Bahr, Walter Conrath, Henry S. Parsons  
Maurice S. Petty, James T. Schweier, Karl B. Weber.

The Exchange Department—Each member is entitled to two 20-word exchange notices per year; in the official publication, without charge.

The Advance Information Bulletin is sent regularly only to those members who are in good standing and provide a supply of self-addressed stamped envelopes in which to mail it. Address the Manager.

OFFICIAL PUBLICATION — THE AIRPOST JOURNAL

## Secretary's Report

### NEW MEMBERS

The following have been admitted to membership since last report. Membership is a privilege, not a right, and may be terminated at the will of the Society.

- 1370—George Grebner, Brons & Bourland, Peoria, Ill.
- 1371—C. B. Allison, 124 West 4th Street, Los Angeles, Calif.
- 1372—B. M. R. Hall, 1136 Northwest Blvd., Columbus, Ohio.
- 1373—Francis Greeley, 1087 E. 4th Street, Brooklyn, N. Y.
- 1374—Francis G. Nichols, 274 Wahcanah St., Pittsfield, Mass.
- 1375—Leslie A. Roone, Box 1445, Harlingen, Texas.
- 1376—Philip Chambre, 3743-88th St., Jackson Heights, N. Y.
- 1377—Charles A. Buchholz, 706 Quincy St., Brooklyn, N. Y.
- 1378—H. F. Christensen, 10 Bridge St., New York, N. Y.
- 1379—H. B. Marx, Rua Rodriga, Silva 13, Rio de Janeiro, Brazil.
- 1380—Henry E. Gerrish, 74 Fairfield Ave., Hartford, Conn.

### ADDRESS CHANGES

- 20—Carl M. Becker, from Box 461, Beaver Dam, Wisc., to 4405 Aldrich Ave. S. Minneapolis, Minn.
- 54—H. E. Yplegre, from 760 Stanford Ave. to 8944 Gibson St., Los Angeles, Calif.
- 127—Mrs. H. W. Haupt, from 1433, 6th Ave., to 2833 University Ave., Des Moines, Iowa.
- 204—Norman Siephos, from 320 W. 86 St. to Hotel Mayflower, 15 Central Park West, New York, N. Y.
- 264—John Decker, from 1476 Avenue A to 1482 York Ave., New York, N. Y.
- 364—Guy M. Tweed, from 403 W. King St., to 117 College Ave., Lancaster, Pa.
- 383—J. B. Borne, from Box 601 to Box 603, San Francisco, California.
- 466—Norman B. Ringelman, from 2267 Whitney Ave., to 1441 Goodale Ave., Toledo, O.
- 878—James E. McNeal, from 810 Farmington Ave., to 468 Fern St., W. Hartford, Conn.

# THE AIRPOST JOURNAL

**ADDRESS WANTED — MAIL RETURNED**  
J674—Osgood E. Waite, formerly 9 Woodbury St., South Portland, Maine.

**REINSTATEMENT**  
322—Everett Earle, 2908 Bush St., San Francisco, California.

**JUNIORS REACHING MAJORITY**  
443—Leon E. Pepperberg                      525—Isadore Rosen

**RESIGNATIONS FILED**  
Resignations listed below will be accepted thirty days hence is no objection is filed with the Secretary.

103—Dr. Bernard Kohn	455—R. S. Foster
117—E. K. Mulcahy	516—V. Lidell
318—M. Ohlman	626—Floyd D. Schockley
337—William Evans, M.D.	628—E. S. Knapp
354—F. J. Bozer	678—M. F. Cassell
716—Nelson E. Willits	939—Floyd Hollister

## APPLICATIONS POSTED

Following have made application for membership in the Society. If no objection is received and references are found in order, they will be admitted on February 15th. The name immediately following that of the applicant is the name of the proposer.

Emil A. Thurman, 1374 Laharpe St., New Orleans, La.	Petty.
Felix A. C. Koch, P.O. Box 290, N. S. Station, Pittsburgh, Pa.	Gatchell
John J. Power, Pepeekeo, Hawaii.	Kingdom
Nelson, Wasserman, 83 Chambers St., New York, N. Y.	Kingdom

Pending a siege of bad eye strain, the Secretary requests indulgence as to correspondence and for this brief report.

Respectfully submitted,

L. B. GATCHELL,  
Secretary-Treasurer

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## CANADA

(Continued from Page 26)

1930. (See Canadian notes in January issue.)

### AMOS-CHIBOUGAMAU

Effective Jan. 1st, 1932, the Post Office at Chibougamau, P. Q., was closed. The Air Mail service from Amos to Chibougamau has therefore been withdrawn until further notice.

### WESTERN CANADA AIRWAYS LIMITED

With the March issue, it is hoped to commence an article on this Company, giving the readers of the Journal a full account of this Company, and the many first flights carried out by this, the largest Air Mail Company in Canada. The officials of the Company are getting much material ready for me. If the article is not started in March it will commence in the April number, and I can promise you it will be an article well worth reading.



### PACIFIC COAST NOTES

(Continued from Page 34)

Prescott, Ark. C. of C. returning covers. No dedication soon at their emergency landing field.

A properly sponsored cachet will

be applied to covers carrying airmail postage, for arrival of U. S. Akron, at Sunnyvale in March. Work is going ahead at the airbase, three eight-hour shifts per day. Guards prevent pictures being taken, so you'll have to wait till the "big boys" on the newspapers are all set. The mast has been started, piling for the hangar or dock is about finished, and contracts out for the helium tanks and water tower. Roads are being improved so the public can get to the site for the "big doin's". San Jose will have a cachet for the "arrival" covers, to be mailed from there. San Francisco will also have a cachet, covers to be mailed from that city, so I am given to understand. Covers handled by Jas. W. Green, 203 N. 4th St., San Jose, who provides the above information, will be mailed from Sunnyvale, unless otherwise requested. (Believe Collector Long is handling covers on the S. F. end of this event.) You are requested to state definitely how your covers are to be mailed—dedications, shows, tours or miscellaneous. This is only fair, as it gives the holder a chance to segregate covers ahead of events. J. W. G. assures collectors there is no charge

# CLASSIFIED ADVERTISING

★  
RATES

1c PER WORD — MINIMUM CHARGE 25c  
Copy for this section must be received by  
the 10th of the month.

Mint Airmail stamps on approval against  
first class reference. Many bargains. Write  
for application blank. Milton Ehrlich, 147  
Lefferts Ave., Kew Gardens, L. I., N. Y.

Autographs—I have a dandy selection of  
famous pilots' autographs at 50c each.  
Send for list now. Autographs bought,  
sold, exchanged. Meyer Biddelman, 437  
Jelliff Ave., Newark, N. J.

Airport Dedication covers wanted. Will  
give in exchange duplicate dedications or  
autographs of noted flyers. Milton Ehrlich,  
147 Lefferts Ave., Kew Gardens, L. I., N.Y.

F.A.M. 5:—A rare Lindy item. First direct  
Miami-Habana Flight, April 26, 1930 (50  
covers carried) \$1.00 Justamere Airmail  
Collection. 158 Hollis, Jackson, Mich. 22-2t\*

EXCHANGE DEPT.

A. A. M. S. Members are entitled to two  
20-word ads per year in this Exchange  
Section, free of charge.

EXCHANGE

Pioneers, Crash Covers, Paris balloon mail  
desired; offer early European flights and  
pilot signatures. Hildesheim, 118 W. 51,  
New York

Will exchange air mails and covers for  
mint air mails. What have you? Olaf T.  
Gylleck, 1302 Washington Ave., Grand  
Haven, Mich.

for handling covers.

Also from Jas. W. Green comes  
the info that a good will tour,  
recently completed in N. California,  
was led by Major Macready, the old-  
time flyers and aero pioneer, who  
made a record for cross country  
flying a while back. Thanks for the  
cover, James.

Three days' notice out here on  
the 24 hour schedule, L. A. to N. Y.,  
including one new stop, Kingman,  
Ariz. This was chronicled for Jan.  
1, but covers have not shown up so  
far—January 9.

An all-B. C. air tour is contem-  
plated about July or August, making  
a circuit of the mainland and Van-  
couver Island. It is expected to  
visit twelve or more cities. Van-

Have many good early C.A.M.'s to ex-  
change for needed covers. Ernest Lee,  
c/o Dispensary, Marine Corps Base, San  
Diego, California.

Will exchange C.A.M.'s, Dedications, First  
Day Covers for U.S. Stamps and F.A.M.'s  
I can use. Will give good trade. I. Rosen,  
517 West 182 St., New York, N. Y.

Exchange desired in better grade F.A.M.  
C.A.M.'s, Officials and Pioneers. Basis  
Berkshire or Dworak. Address Arthur W.  
Barrus, 147 Mosley Drive, Syracuse, N. Y.

Will trade Accounting Course back issues  
"Journal of Accountancy" and "System"  
for good U.S. stamps or Airmail Covers.  
Address Benton E. McFarland, A.A.M.S.  
1346, 833 Albany St. Schenectady, N. Y.

Foreign members who would like to ex-  
change Used Air Mail stamps and First  
Flight covers, please write to Joseph J.  
Goldberg, 3409 W. North Av., Chicago, Ill.

Wanted—F.A.M.'s, N.Y.R.B.A.'s, early C.  
A.M.'s and mint U.S. Airmail. Have crashes  
Zepps, and C.A.M.'s to offer. Address T. F.  
Donahue, Newton Lower Falls, Mass.

For F.A.M. first flight covers and mint  
Airmail stamps—will give first flights,  
air-mail stamps. Berkshire Catalogue basis.  
Address Tadeusz Yrzewski, A.A.M.S. 198,  
Krolewska No. 35 Warsaw, Poland.

Wanted, C.A.M. covers 87-3; 90-3; 101-3;  
107-3; 108-3; 121-3; 122-3; 125-3; 162-3;  
231-3; 409-3; 641-a-b-3; in exchange will  
give colored cancels of which I have  
hundreds. Bill Hafner, A.A.M.S. 777; 269  
Locust Ave., Babylon, N. Y.

couver business men are working on  
this event, and further details will  
be forthcoming later.

An Aero Philatelist Society has  
been formed in Vancouver, B. C. with  
Colin Manlove as first president.  
Miss W. Orr, 722 Granville St. is  
secretary and anyone interested in  
this organization is invited to write  
to her for information.

For above items and other news  
not pertaining to Pacific Coast in-  
terests, I am indebted to Geo.  
Fawkes of Vancouver. I'm afraid if  
it were not for George and J. W.  
Green, this column would be consid-  
erably shorter than it is.

Referring to inquiries by many  
collectors, widely scattered, regard-  
ing Advance Aero News Service bul-  
letin, sometimes published by J. T.

# THE AIRPOST JOURNAL

Nicholson, Glendale, Calif., I have been authorized to state for publication that J. T. Nicholson is unaccountably missing, his whereabouts being unknown either to his family or to those most closely associated with him in the interest of aero events. Inquiries, either to the editor, or to J. T. Nicholson's last address will not help matters, as no one is in a position to make a more detailed statement of the situation than is herein given. The A.A.M.S. bulletin is indefinitely discontinued.

Thanks also to someone for U.S. Submarine 54 cover from New London, Conn.

Notice on January 5 states that Varney Air Ferries, Ltd., is inaugurating a new trans-bay ferry service, Oakland-S.F. about January 20, using Sikorsky amphibian five-passenger planes.



## QUARTERLY REPORT OF THE SALES DEPARTMENT Oct. - Nov. - Dec., 1931

Balance on hand September 30, 1931	\$192.78
Books on hand September 30, 1931, . . . . .	232 value \$34575.76
Books received Oct., Nov., Dec, 1931 . . . . .	57 value \$1054.38
	289 \$5630.14

Books retired Oct., Nov., Dec. 1931 . . . . .	98 value \$1766.37
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Books on hand Dec. 31, 1931 . . . . .	191 value \$3863.77
Cash Sales for Quarterly period (Oct. Nov. Dec, 1931) . . . . .	\$520.81

Expenses for Quarterly Period (Oct. - Nov. - Dec., 1931)	
To members on account . . . . .	\$411.69
Commission paid . . . . .	80.90
To regular insurance . . . . .	20.75
To extra insurance . . . . .	9.80
Postage to members . . . . .	9.28
	\$532.42

Balance on hand Dec. 31, 1931 . . . . . \$181.17

This is the second report of the Sales Department and attention is directed to the sales for this three month period exceeding that of the seven months preceding and this in face of the continued bad economic conditions causing many members, for the present at least, to reduce their volume of purchases and in other cases discontinue their activities.

The New Year is starting off very

satisfactory and I anticipate a still further increase in the sales for the first quarter. Many of our members are becoming familiar with the method of handling both stamps and covers and this will overcome any decline in sales resulting from lack of cash on the part of the less fortunate members.

I would appreciate the members complying with the suggestions offered in my first report as it will save a lot of correspondence.

There are several hundred members to whom it has not been possible for lack of time to address reply cards to, requesting their co-operation in the Sales Department and to such members I urge that they drop me a card stating what they desire to collect and Circuits will be mailed them. This also applies to members who have already received card and thru oversight have not returned me the reply portion.

Do not overlook adding to our membership, by securing the application of that friend of yours for the A.A.M.S.

Fraternally submitted,

H. C. CARPENTER,  
Sales Manager  
600 So. Ry. Bldg., Cincinnati, O.



## FOREIGN AIR NEWS

(Continued from Page 28)

A special round cachet was used on mails, the inscription in English reading "FIRST FLIGHT INAUGURATING CONTRACT AIR MAIL, BANGKOK-NAKON PANOM 24-8-31" and in Siamese "AKAS PRAIS-NEE SIAM 24-5-2474 KRUNGDEB-NAKON PANOM". Registered mails of which there were only five sent, were obliterated in purple, whereas ordinary mails were cancelled in dark red. About 550 grams were despatched.

Nakon Rajasima did not use a special cachet. Covers carried from this point, as far as can be ascertained, is almost negligible.

The return journey was made on the 27th and a cachet similar to that of Bangkok was applied on light green. Number of cover carried comparatively small.

C. J. CHAN.

**BOBBIE TROUT**  
**FAMOUS AMERICAN AVIATRIX**  
TO FLY FROM  
**Honolulu to Los Angeles**  
**ALONE**

Miss Bobbie Trout, holder of many air records for women pilots, is going to attempt a solo flight across the Pacific Ocean from Honolulu to Los Angeles, shortly after the first of March, 1932.

To gratify the wishes of philatelists and others, Miss Trout is going to carry some specially printed and cacheted air covers which are offered to philatelists and others as follows:

**COVER No. 1**—The **SPECIAL CACHET COVER** will be carried by Miss Trout, will be autographed by her, and will be post-marked **HONOLULU** the day of her departure for Los Angeles. Upon her arrival at **LOS ANGELES** it will again be stamped and postmarked, and then forwarded to the addressed by Air Mail.

**COVER No. 2**—For every **SPECIAL CACHET COVER** ordered, Miss Trout will have a Special Cachet applied on a self-addressed and stamped envelope. In addition, Miss Trout will autograph this cover, which will be mailed from Honolulu the day of her departure. This cover will be carried by boat to the mainland and then forwarded to the addressed by Air Mail.

**COVER No. 3**—In addition, a Special Cachet will be applied to a second self-addressed and stamped envelope which will be autographed by Miss Trout upon her arrival in **LOS ANGELES**. This cover will then be forwarded by Air Mail to the addressed. Note: Covers No. 2 & 3 must be sent with your order and stamped.

The rate of the above three covers—one Commemorating Miss Trout's departure from **HONOLULU**, one carried by Miss Trout in her flight from **HONOLULU** to **LOS ANGELES**, and one Commemorating her arrival in **LOS ANGELES**—is five dollars (\$5.00). Each of these covers will be personally autographed by Miss Trout.

**ALL ORDERS FOR COVERS MUST BE IN BEFORE MARCH 1st, 1932.** Cashiers' checks or Postal Money Orders must be made to the order of **THE BOBBIE TROUT FUND** and sent to

**EARL MILLS**

**750 NORTH HAYWORTH AVE., HOLLYWOOD, CALIFORNIA**

Hazards of the flight prevent assuming responsibility for return of covers. If flight not started, all remittances will be refunded

Note: Anyone interested in a West Coast Advance Air News Service, write to Mr. Mills.

# SKY STUFF

FT. WORTH FIELD - Memphis, CAM 20, June 15, 1931 .....	.25
FT. WORTH FIELD - into Memphis, CAM 33, June 15, 1931, via Jackson and SPUR ROUTE north, backstamped, scarce .....	.25
FT. WORTH FIELD - into Birmingham, CAM 33, May 30, 1931 .....	.20
FT. WORTH FIELD - Pueblo, CAM 33 & 12 tie-up, Aug. 1, 1931 .....	.20
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