

The **AIRPOST JOURNAL**

OFFICIAL PUBLICATION OF THE
AMERICAN AIR MAIL SOCIETY

MARCH

1 9 3 2

**IN
THIS
ISSUE**

10c

**THE BALLOON POSTS OF PARIS
1870 - 1871**



AIRMAILS



MINT STAMPS

Cyenaica, 3 values	\$.15
Guatemala, "Barrios" 3 val. ....	.70
Guatemala, Interior, 4 val. ....	.45
Switzerland, new 3 values .....	.35

LINDBERGH 'CLIPPER' FLIGHT

Cristobal-Miami	\$.75
Miami-Cristobal .....	.75
Colon-Barranquilla .....	.75
Cristobal-Kingston .....	.75

ZEPPELINS

Liechtenstein-Switzerland, cd. \$1.00	
Liechtenstein-Switzerland, cvr. 1.25	
Friedrichshafen-"Malyquin" No.	
Pole flight, card \$1.25, cvr.	2.25
Fried.-Pernambuco, 2d trip, cd. 1.00	
" " " " cvr. 2.00	
Fried.-Fried, round trip, card 2.00	
Fried.-Fried, round trip, cvr. 3.75	
Pernambuco-Fried, card	1.00
Pernambuco-Fried, cvr.	2.00
Fried.-Pernambuco, 3rd trip cvr. 2.00	
Pernambuco-Fried, 3rd trip cvr. 2.00	

FOREIGN FIRST FLIGHTS

Panama, Bocas del Torro-Colon	
with new 5c internal stamp ..	.25
Colon-Bocas del Torro .....	.25
China, Chungking-Shanghai,	
10-21-31 .....	.90
Greece, Athens-Jannia, 11-12-31	1.25
Jannia-Athens, 11-12-31	1.75
Surinam, Paramaribo-Nickerie	
7-17-30	1.50
Nickerie-Paramaribo, 7-23-30	1.50

Stamps on First DAY COVERS

Canal Zone, 6 permanents.	\$3.75
New Zealand, 5-3d provisional .30	
Salvador, "Delgado" 4 values	2.75
Spain, 6 new values	1.50

TRANSPARENT ENVELOPES

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6 $\frac{1}{2}$ x3 $\frac{1}{2}$ — 25-60c; 50-\$1; 100-\$1.65

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Victoria-Rio de Janeiro	\$2.75
Rio de Janeiro-Bahia	2.00
Rio de Janeiro-Caravellas	2.00
Fried.-Rio de Janeiro	1.85
Fried.-New York	3.50
Rio de Janeiro-Sao Luiz	1.50
Rio de Janeiro-Camocim	1.50

GLASSINE ENVELOPES

2 x3 $\frac{1}{2}$	100-30c; 500-\$1.35
2 $\frac{1}{2}$ x3 $\frac{1}{2}$	100-35c; 500- 1.50
2 $\frac{1}{2}$ x4 $\frac{1}{2}$	100-35c; 500- 1.50
3 $\frac{1}{2}$ x4 $\frac{1}{2}$	100-45c; 500- 2.00
4 $\frac{1}{2}$ x6 $\frac{1}{2}$	100-50c; 500- 2.25
6 $\frac{1}{2}$ x3 $\frac{1}{2}$	50-35c; 100- .65

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THE AIRPOST JOURNAL

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VOL. II. No. 11

MARCH, 1932

ISSUE 23

THE BALLOON POSTS OF PARIS - - - - 1870-1871



Written Especially for The Airpost Journal



by L. A. Chaintrier

Translated by John W. Prevost



THE BALLOON POSTS from Paris during the Franco-Prussian War, 1870-1871, were born of necessity. The city was encircled by the iron ring of the enemy for months. Balloons and pigeons afforded the only means of communication from and to the besieged city and the outside world. Balloons were released secretly at irregular intervals, depending upon the wind to bring them safely over the German lines.

In all, 65 manned balloons were released, carrying 238 passengers, over 2,500,000 letters, 407 pigeons and 5 dogs. Most of them landed safely in friendly territory. Only three were captured by the enemy and two were lost at sea. The collecting of letters and news journals carried on these many balloons has interested collectors throughout the world. A collection of Paris Balloon letters constitutes one of the rarest and choicest collections in aerophilately. The stories of the flights of these various balloons are very thrilling and interesting. This article begins with the flight of the twentieth balloon to ascend and leave Paris. The prior flights have previously been published in The Airpost Journal and we shall continue to present the subsequent flights.—Editor's Note.

LE FERDINAND FLOCON

The "Ferdinand Flocon" was the twenty-first balloon. It was one of the standardized 2000 meter balloons of Telegraph Service.

It was piloted by Mr. Georges Vidal-Loisset, by profession a riding master.

Its one passenger, Mr. Lemerrier de Jauvelle was a highly trusted and valued officer of the Telegraph Service. His mission was to reestablish the telegraph lines about Fontainebleau in order to connect them with the subterranean wire connecting with Paris.

In spite of unheard-of efforts and ably assisted by Mr. De Brisson de la Roche, Captain of Sharp-Shooters, they were unable to succeed. For about three months, or up to the 28th of January 1871, aided by Mr. Charles Porion, an employee of the General Secretary of Postes and Telegraphs, he passed in and out of the Prussian lines all around Paris, destroying and mixing up the enemy telegraph lines. The fantastic adventures that befell them are related in the official report of Mr. Jauvelle, addressed to his superior officers, after the war. He was made a Chevalier of the Legion of Honor on February 26th, 1871.

The mail carried consisted of three sacks weighing 150 kilograms.

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The departure took place from the Northern Railway Station on Friday, November 4th, 1870, at 9 o'clock in the morning. The weather was foggy and cold and a strong north-east wind was blowing. In spite of much musketry fire directed at them at the moment of the passage over the enemy lines, the voyage was made without untoward accidents.

At 3:45 P. M. a successful landing was made at La Pierre Blanche in the vicinity of Nort, a small town situated near Chateaubriant, (Department of the Lower Loire) and at 392 kilometers from Paris.

While passing over the city of La Fleche, Mr. de Jauvelle threw over a weighted despatch, announcing the result of the election of November 3rd. at 11 o'clock at night YES 275,-224, No. 19383. This despatch was immediately carried to the Deputy-Chief of the city of La Fleche, by whom it was transmitted to Tours, by telegraph without the least delay.

The "Galilee"

The adventure of the "Galilee" contains considerable more romance than many that ascended before. It was the 22nd. balloon, with a cubical content of 2045 meters and belonged to the Postal Department.

It was piloted by Mr. Husson, a sailor of the Navy Department, and on board was Mr. Antonin Etienne, a civil engineer charged with a special mission by the Government of Paris. It was laden with seven sacks of mail weighing 420 kilograms, also a basket with six pigeons belonging to Mr. Garnier Pages.

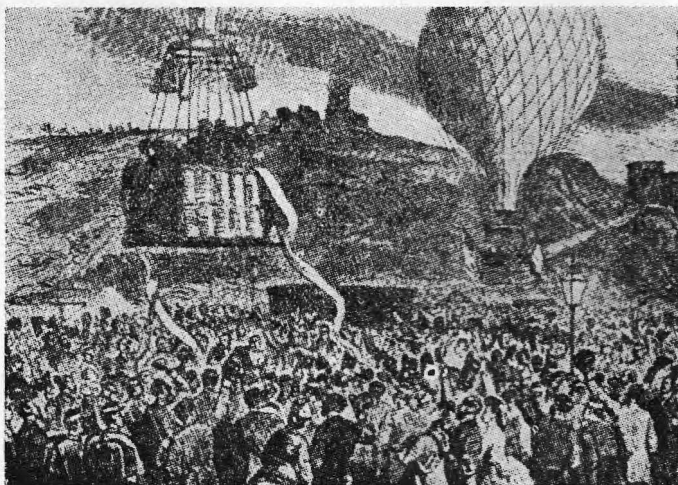
It ascended from the Oleans Railway Station, on Friday, November 4th at 2 o'clock in the afternoon. The weather was very fine but there was a strong wind from the north-east.

Here is a resume of the history of this aerial voyage as told by Mr. Etienne.

"Passing over the enemy lines, the balloon was pierced by several bullets, which obliged us to throw over much ballast in order to rise to a proper height. We passed over Versailles at an altitude of 1950 meters at 3:15 P.M., then over Rambouillet at only 1200 meters."

"At about 5 o'clock, in a great plain near Chartres, we made a first descent, but an old woman whom we found there informed us that the enemy was in the neighborhood, and that they passed and repassed fre-

(Continued on Page 27)



Departure of the balloon "Armand Barbes" from Paris,
October 7th, 1870.

FIRST EXPERIMENTAL THROUGH TRANSCONTINENTAL AIRMAIL FLIGHT



by KARL B. WEBER, A. A. M. S. Historian



THE ALL METAL PLANE invented by Mr. John M. Larsen had a number of successful trial flights, the most noteworthy of which was a non-stop flight from Omaha, Nebraska to Lancaster, Pa., on July 26th, 1920.

The all metal plane as indicated by the name, had the wings, fuselage and body of sheet metal; and a great economy in construction and operation was claimed for this type of plane. It was also claimed that this construction made it unnecessary to erect hangars at each stopping point, it being necessary only to put a canvass covering over the cockpit for the protection of the engine. Because of this economy, the Post Office Department showed interest in this type of plane, and encouraged an experimental air mail trip over the regular transcontinental route from New York to San Francisco and return.

The three JL-6 all metal monoplanes left Central Park, L. I. on July 29th, 1920 during an elaborate aerial ceremony. Eleven other airplanes were in the air and circled around while the three monoplanes were climbing for altitude, watched by a large crowd of army officers and civilians.

On board were about 100 pieces of mail, a very modest beginning for what was to be the world's longest and one of the most important aerial mail routes. Most of the letters were special delivery from New York, while others were from Otto Praeger. Second Assistant Postmaster General in charge of air mail at Washington, to the Mayors of Cheyenne, Salt Lake City and San Francisco, and to various chambers of commerce along the route.

No attempt was made to break speed records on this flight. Particular attention was paid to the wind conditions of the airway between Omaha and the coast, which for aerial mail purposes had not yet been charted. The flight was being conducted under the auspices of the Post Office Department, the United States Air Service and Mr. Larsen.

Announcement already had been made by Assistant Postmaster General Otto Praeger that through coast-to-coast aerial mail service would be instituted in the first week of September. Before that time Omaha and San Francisco would be linked under the Post Office Department's plan.

The list of the personnel of this pioneer expedition was as follows: Plane No. 1—Pilot H. T. Lewis, of the Air Mail Service; Captain Harold E. Hartney, head of the department of training, U. S. Army Air Service; Mayor Leon B. Lent, General Superintendent of the Air Mail Service and Captain Edward Rickenbacker, his assistant. This plane was owned by the army and was being "ferried" across the country to be used in forestry patrol on the west coast.

Plane No. 2—Pilot Mons Emil; John M. Larsen, designer of the all-metal monoplane; E. E. Allyn, aluminum manufacturer of Cleveland and Ernest Buhe.

Plane No. 3—Pilot Bert Acosta; Gould Dietz, President of the Aero Club of Nebraska; Lieut. Charles P. Colt; William B. Stout, of Detroit, designer of the "batwing" type of aeroplane and John Bockhorst, a

(Continued on Page 11)



Airs of the Month

Alton J. Blank

PERHAPS the stamp producing the most widespread interest at the present moment is that of Canada. This provisional is, if all present indications are true, destined to be short-lived and closely studied. One must remember that the official notice from the Post Office Department of Canada states that the first issue of Canada's air mail stamp is to be provisionally overprinted. There is no doubt since this "limited" issue as the department calls it, will soon run out, that the current stamp will also be overprinted.

In honor of its great hero, Garibaldi, Italy will issue a set of five values, and probably overprint them for all her colonies. New Caledonia presents a puzzle.

BOLIVIA

The contract held by Lloyd Aereo Boliviano in which provision is made that that company might issue air stamps for franking correspondence carried on its lines has been suspended. As a consequence the company's stamps have been withdrawn from sale. A new set is soon to be issued as a consequence by the Bolivian government. The design has not been decided yet but the colors and denominations are to be as follows: 5c. blue; 10c. grey; 15c. red; 25c. yellow brown; 30c. green; 50c. violet; and 1 Bolivar, brown. It is interesting to note that this set will be of a provisional nature and a more permanent one will soon follow.

BRAZIL

Helpful letters from Messrs. L. Smith and R. P. Hinrichs and a bit of research work have produced the following bit of news about the Varig set described last month. The stamps went on sale December 1, 1930 and were of a decided provisional nature having been superced-



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.



ed by a permanent set the following April. Numbers printed are 50r. 4950; 350r. 10,000; 500r. 2,500; 700r. 10,000; 1,000r. 2,500; 1,050r. 3,000; 1,400r. 7,000; 15000r. 2,500; 2,000r. 2,500. These figures will certainly prove of interest to the collector of semi-officials and gladden the hearts of those who have them in their collections if they purchased them at a fair price.

Because of change in postage rates four new values are to be added to the current series. New values are to be 800, 1600, 2400 and 3200 reis and 80,000 copies are to be printed. According to the Air Post Collector designs will be in existing types.

CANADA

Eighteen cities scattered over the width of the Dominion placed on sale the morning of February 22, 1932—the new provisional six cent air stamp. The Postal authorities very thoughtfully provided the collectors with complete information and ample time in which to obtain the stamps on first day of issue covers.

CHILE

It seems that the latest interior set is beginning to reveal an interesting amount of varieties. W. R. Gordon sends a copy of the 50c. brown with what appears to be a landing light on the upper part of the left wing. Evidently something happened to the plate and this mark appeared. I have been unable to check whether this variety is constant.

COLUMBIAN REPUBLIC

The current SCADTA set has been overprinted in heavy black type with

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the words "Correo Aereo" according to Mekeel's Weekly Stamp News. Denominations and colors are: 5c. yellow; 10c. claret; 15c. green; 20c. rose; 30c. blue; 40c. violet; 50c. olive; 60c. rose brown; 80c. yellow green; 1p. light blue; 2p. light red; and 3p. violet. Until further information comes to hand it is safe to presume that this set will take the place of the semi-official issues which have been in use in this country and is probably the forerunner of a permanent set to be issued by the government..

CYRENAICA

Three values of the current Tripolitania set have been overprinted in blue ink with the word "Cirenaica." The 50c. carmine, 60c. Orange, and 80c. purple were so treated. The set was necessitated by the opening of an air line from Tripoli to Benghazi. The design of the Tripolitania set is that of a low flying plane over columnated ruins.

EGYPT

One report states that the new set will depict a plane over the pyramids.

GUATEMALA

The set described last month duly made its appearance on the 11th of February. The overprint "Servicio Aereo Interior-1932" is arranged in five lines on the Q.0.02 stamp. It is in three lines on the rest.

Q.0.02 (Red) on P 1.50 blue 50,000
Q.0.03 (Blue) on P 3.00 gr'n 200,000
Q.0.10 (Red) on P 15.00 blk. 25,000
Q.0.15 (Blue) on P 15.00 blk. 25,000

HONDURAS

Now that the "October" set has finally been figured out and the var-



The Recent Salvador Commemorative Airpost



The New Swiss Airpost
Chronicled in this Issue



ious varieties separated from the regular issue another set opportunely comes along that was issued in November. "Servicio Aereo - VI 15 cts. - XI 1931" is the three line overprint. Stamps so printed were Scott's numbers 215-20c. yellow brown (green 628-50c. light brown red); 642-50c. orange, green and blue (black) and 643-1p buff (black). The color of the overprint is indicated by the name in parenthesis.

HUNGARY

Again the rumor is current that a new set is about to take the place of the present issue.

ITALY

Guiseppe Garibaldi is to be remembered with a set of five values which were scheduled to appear the middle of February. The surtax above the face value of the stamps is to go to the Garibaldian National Volunteers. It is also planned to overprint the set for the various colonies. Design and colors have announced at time of writing. Denominations are: 50l., 80c., 1L plus 25h., 2L plus 50c., and 5L plus 1L.

MALAYA

Definite word is at hand that the proposed air mail stamp for use in the four Federated States has been turned down "cold" by the Colonial Office in London.

NEW CALEDONIA

Word reaches us that a series of what appear to be air mail stamps has been in use since June 1931 on this island in the south Pacific. Thirty-four different stamps are

(Continued on Page 30)

CRASH COVER NEWS



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



STORMY WEATHER CONDITIONS throughout the country were responsible for the numerous airplane crashes to be reported in this month's issue.

Accidents or not—the Air Mail Must Go Through and our brave pilots accept their assignments with courage and a smile.

Official Report of Recent Crashes, Accidents and Forced Landings

January 14, 1932 (Crash)

Mobeetie, Texas, A.M. 34. 2:00 A. M. Westward. Pilot E. T. Hereford uninjured. Original load 765 lbs. Recovered, 260 lbs. Forwarded from Amarillo by plane the same day at 9:00 P.M. No marking.

Pilot Hereford was en route from Kansas City to Los Angeles. Flying off his course for over two hours due to a heavy fog and being low on gas, decided to make a landing when he saw the lights of Mobeetie. In trying to make a landing, Hereford misjudged distance from ground, striking a right-of-way fence of the Santa Fe Railroad. The wings and landing gear caught in the net wire fencing and the motor plowing its way into a soft embankment, the plane bursting into flames.

Hereford, unhurt, except a bruise over the right eye, worked desperately to save the 31 sacks of mail but succeeded in throwing out only sixteen pouches.

January 14, 1932 (Crash)

No. Madison, Ohio. A. M. No. 20. 1:05 A.M. Westward. Pilot Ernest Dryer, uninjured. Mail 89 lbs. Forwarded by plane from Cleveland.

Flying the night air mail from Buffalo to Cleveland, bucking head winds and experiencing engine trouble, Pilot Dryer was forced to make a landing when his engine went dead while passing over North Madison, Ohio.

Dryer dropped a flare and headed for a smooth field which proved to be a vineyard. Plowing through several vine rows, the plane nosed

over causing considerable damage to the plane. The pilot's head just missed being crushed to the ground. Mail was sent to Cleveland by car.

January 21, 1932. (Crash)

Genoa, Ill. A. M. 9. 6:00 P. M. South-east-ward. Pilot Chas. W. Rousch, killed. Mail 10 lbs. 15 oz. None recovered (Official Post Office Department report).

Chas. W. Rousch, on his northward flight from Chicago to Madison, on the morning of January 21st, was forced to abandon his trip at Rockford, Ill., due to poor visibility. Although fog-bound there all afternoon, refused to surrender to the treacherous rain and fog when the time arrived for taking the mail into Chicago. At 5:30 P.M. he took off only to crash a half hour later on a farm near Kingston. His plane struck the ground on one wheel, leaped into the air and nosed over, the impact killing the pilot and his plane destroyed by fire.

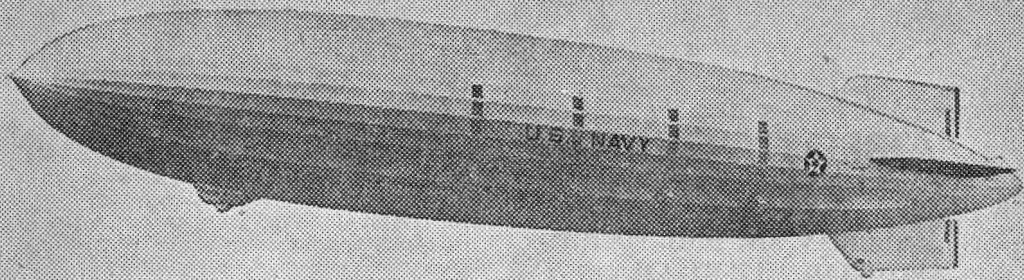
A farmer living nearby rushed to the scene but could not save Rousch who was pinned in the flaming cabin. Seeing a mail pouch just at the edge of the flames he succeeded in dragging part of it away, saving only 12 letters badly scorched. This differs from official report of none recovered. The mail saved is, however, substantiated by the postmaster at Genoa as he personally handed the mail over to Mr. B. F. Myers, Supt. of Air Mails. No special marking reported.

January 24, 1932 (Forced Landing)

Columbus Park Chicago, Ill. A.M. 9. Southward. Pilot, Lee Smith, uninjured. Amount of mail not available.

Nearing the outskirts of Chicago, Smith's motor started to miss and realized that a bearing of the engine had burned out. Flying low, he saw the public golf course and released a parachute flare so that he could pick out a favorable place to

(Continued on Page 28)



AKRON WILL CARRY FIRST MAIL



THE U. S. AIRSHIP AKRON, pride of the Navy, will carry one hundred fifty pounds of airmail on its first flight to the Pacific Coast, scheduled to take place the forepart of March, 1932. This news came by wire from Washington and is of greater interest to aero-philatelists of the world than the current Jap-China conflict is to the world in general.

Second Assistant Postmaster General W. Irving Glover advises that the Postmaster at Lakehurst, N. J. has been authorized to accept mail franked with the domestic airmail postage for dispatching on board the Airship Akron on its initial flight to the Pacific Coast. The mail closes at noon, Sunday, February 28th and will be postmarked at Lakehurst as of that date, although there is no certainty that the Akron will take off for this distance flight on this date. The Post Office Department is sponsoring an undated cachet for the face of the covers to be applied at Lakehurst, N. J. Another cachet will be applied to the back of covers upon the arrival of the mail at its destination on the Pacific Coast and this cachet will bear the date of leaving Lakehurst and the arrival destination. The load will be limited to 150 pounds and the P.O.D. will reject large quantities of mail sent in by any one individual. It is obvious that the weight load must be limited and the Department is showing an attitude of fair play toward all collectors by refusing a large number of covers to be carried for

any one person.

Second Asst. Postmaster General W. Irving Glover deserves commendation for his untiring efforts in behalf of aero-philatelists in finally convincing the Navy Dept. of the advisability of carrying a load of airmail on this flight of the Airship Akron. After this flight we anticipate that the Navy will be convinced of the usefulness of carrying some mail on these flights and that future difficulties to secure mail on board the airship during its epoch-making flights will be easily overcome.

This mail will be the first official mail to be carried on board the Airship Akron which is the Queen of the Skies. While the Akron was being built at the Goodyear Zeppelin hangar, Akron, Ohio, several cachets were sponsored by the Chamber of Commerce at the various stages of the construction of this huge airship and especially when ceremonies were being held at the hangar. It has been reported that a few covers were carried unofficially by some member of the crew during the first test flight of this airship. These covers were the beginning of a specialized collection of U. S. Dirigible covers and how there can be added the first official mail actually carried on a flight of the ship. The fact that the load is limited to 150 pounds will mean that between 12,000 and 15,000 covers will be carried.

The news of the mail to be carried was received only eight days prior

(Continued on Page 32)



THE AIRPOST JOURNAL

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★ Are We Pleasing?

THE MARCH ISSUE marks the
sixth number of The Airpost
Journal to be issued under the
new editorial staff and spon-
sored by the American Air Mail So-
ciety. We believe that every issue
has been just what we had hoped,
better than the last. We have been
able to give you some feature articles
that must have been interesting to
everyone interested in airmail. We

have given you regular departments,
chuck full of current airmail stamp
and cover news of the hour. The
new Airpost Journal has already
gained recognition in the aero-phil-
atelic fraternity and its growth has
been rapid and substantial. We are
not content, however, to rest on our
laurels. We have several new sur-
prises for our readers to be given
you as each new issue appears. The
April issue will contain a feature to
be offered regularly which we know
will be welcomed by all. Don't miss
it. We have had many letters from
our readers praising the Airpost
Journal and telling us what features
and departments they like and sug-
gesting improvements. We appreci-
ate your interest in writing to us
and urge that every reader who has
an idea for the improvement of the
magazine submit it to us. We are
anxious to know what kinds of ma-
terial or articles appeal to you,
which features or departments you
prefer. Your expressions will be a
guide for us to give you better is-
sues. Let us hear from you, today.

Why?

Recently, your editor received a
letter in regular form and appear-
ance, announcing that a certain
event would take place at a certain
date, a cachet would be provided and
covers would be properly handled.
This letter came by airmail and had
every appearance of being regular.
Eventually, it has been discovered
that the writer of this letter does not
exist, that the event will not occur
and that the address given for for-
warding covers is fictitious. The
Postmaster at the office of the city is
holding hundreds of letters which he
cannot deliver because of the malici-
ous and false letter written to your
editor, and others.

The whole story is unfortunate
and it is to be regretted that there
is such a person who apparently is
attempting to degrade the airmail
cover collecting hobby. This per-
son could gain nothing personally
and has only caused many collectors
inconvenience and expense. Your
editor is unable to see any motive
for such an act except maliciousness.
The more important question which
arises from this unfortunate incident,
is, how far shall an editor be re-

THE AIRPOST JOURNAL

quired to go to verify information and data which is sent to him so that his readers will not be deceived? It is impossible for any editor to take the time and spend the money to investigate every person who sends contributions to him. He is compelled to depend considerably upon the inherent quality of truthfulness which exists in human beings, taking into consideration at all times the nature of the material contributed.

So, in final conclusion, it must be considered that the above incident is merely an unfortunate occurrence which we must accept and regret. Incidentally, the Postmaster of this city advises that several of the letters inclosing covers do not have return addresses written on the outside envelope. Every person forwarding covers should never fail to have a return address on the inclosing envelope to meet such exigencies as occur in this instance.



FIRST TRANSCONTINENTAL AIRMAIL FLIGHT

(Continued from Page 5)

motion picture photographer.

Stops were made on the westward trip at Cleveland, Chicago, Omaha, Cheyenne, Salt Lake City and Reno. Bad weather and fog was encountered in a few of these places which necessitated the lay over of a day in some cases. At Omaha, Nebraska plane No. 1 "cracked up" when it hit a house while taking off but no one was injured. A shift of the personnel in the planes was made, Captain Rickenbacker going in Plane No. 2 with Pilot Emil.

The two remaining planes arrived at the Oakland Flying Field, Oakland, California on August 8th, 1920.

J. N. Larsen, owner of the planes, delivered to Postmaster Joseph J.

Rosebrough of Oakland, the package of the New York letter, which marked the historical event of the first official delivery of transcontinental air mail. However, none is known to have found its way into a permanent collection.

Plane No. 2 was left on the west coast and the one remaining plane, piloted by Bert Acosta with Captain Rickenbacker, Mr. Larsen and Mr. Allyne left Los Angeles on August 4th, 1920 and "joyrided" eastward. Stops were made at Amarilla, Texas; Roswell, N. M.; Omaha, Neb.; Kansas City, Mo.; Chicago, Cleveland and Bellefonte, Pa., and many minor cities. Many friends of the personnel of the plane, were taken up at various places and given the thrill of riding in a plane. The plane arrived in New York on August 22nd, 1920.

The flying time of the round trip was a little over fifty-nine hours. There is no record of any mail having been carried on the eastward flight.

March 16th Auction

SUPER COLLECTION OF

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10 diff. First Day Covers45c

CHARLES HOUSMAN
Bridgeville Penn'a

MARKET NOTES BY SHYLOCK



THE NEWCOMER to the folds of philately seems to start out with the wrong idea. The opinion prevalent among most collectors is that the spaces in their albums must be filled up in the shortest possible time. No consideration is given to how or when the missing items are to be obtained, the stamps being picked up as they come to hand, placed in the book and forgotten until the next lot comes along.

This may be alright for one who does not take the hobby too seriously and cares little about completing his collection; the main object being the passing of time. In that case, nothing further needs to be said, the collector has his good time and no harm is done to himself or his collection.

On the other hand, we have the collector who is interested in completing his collection and goes about it in a serious manner. He does not make the common mistake of buying packets because he can get so many stamps cheaply. He considers the fact that these packets consist mainly of odd values of little face value and consequently pays no attention to such "bargains." When one figures the time and trouble necessary to obtain the missing values to a set, he realizes that it will cost him more, not only in actual cash, but in wasted effort.

Most dealers carry airmails in complete sets as it is the easiest way to handle them, very few maintain

a stock of odd values and a want list is pretty apt to come back only partially filled. It seems natural, therefore, to buy according to market conditions. It is logical to expect that a set bought complete will be less expensive, all things considered, than the same stamps purchased from time to time.

The above, however, does not settle the beginner's problem entirely. A collector of limited means may get discouraged when he sees provisional or scarce sets jumping in value before he gets a chance to get them. This article is written with such persons in mind. Would it not be more logical to buy the scarce stamps first and then pick up the common items later? The rare items are low today and high tomorrow; the increase in the regular issues being very little, if any, from year to year. The collector who follows this line of reasoning will agree that his pocketbook will be benefited by the purchase of what he will eventually want, at the time it is low priced, rather than burden himself with the regular issues of little value and see the good items go beyond his reach.

To sum up, it is cheaper in the long run to pick up the stamps you know are going to be worth having, at the time they appear. The others may be left to some later moment when your ship comes in, with enough funds to catch up on the current stamps.

COSTA RICA—Quite a fuss has been kicked up in the various papers about the latest provisional set of three values. Reports have it that the first printing of about 1500 copies was brought up with but a few being sold to the public. Undoubtedly this is true, but it has always happened in the past and will in the future. Statements have been made that the stamps are to be reprinted, but so far nothing further to this effect has been noted by this writer. One always hears conflicting stories about an issue of this sort but the possibilities are 100 to 1 that nothing will turn up and those left



Shylock will be glad to answer any questions on stamps that readers may have. Send your letters to the Airpost Journal and enclose a self-addressed, stamped envelope.

THE AIRPOST JOURNAL

in the lurch will be caught in the wild scramble to fill up.

It is quite true that issues of this sort do hurt the hobby, but until the catalogue editors get together and agree on some method of handling them, the wisest course for the collector to pursue is to pick them up when they are available.

GUATEMALA—A series of three provisionals was issued to frank mail on the first flight from Barrios to Miami. Only 10,000 sets were issued and these should be good stamps in time to come. Current prices range from double to triple face value, but these will undoubtedly be increased as soon as the supply dwindles a bit.

HONDURAS—More junk from this neck of the woods. From all appearances some high official's favorite nephew is having his whims satisfied by the monthly issue of air-mail stamps as well as lining his pocket with a neat little nest egg by means of the sales to dealers and collectors. We wonder why the government has not opened a subscription list for the benefit of other collectors, seeing that the stamps are appearing on a monthly basis. It would help if they would use some of the collectors' cash to buy a linotype for the printer's devil who is trying to see how many combinations of type he can make, as well as arranging the various positions he is so fond of passing out.

NICARAGUA—A provisional air-mail series was issued on January first, consisting of 5,000 sets, proceeds from the sales to go to the rebuilding of the postoffice which was destroyed by the earthquake last year. Here is another case of mulcting the collector but incriminations are in vain. The collector must grin and bear it, while digging up the prices of these stamps. Obviously, one is not obliged to put them in his collection but perhaps the collector can console himself with the thought that it is for a "worthy cause." We have done it a number of times in the past and will no doubt continue to do so in the future.

NEW ZEALAND—A provisional five pence on the three pence (issued but a short time ago) appeared last

month without any previous fanfare of publicity, being issued for the special Christmas mail flights. There is no question but what this stamp will be scarce as the supply undoubtedly was small to start with.

★ ★ ★ ITALIAN FILATELIC DIRECTORY: REVIEW

★
ANNUARIO FILATELICO ITALIANO, Seventh Edition, 1932.

The Federation Internationale de la Presse Philatelique, via Allioni 9, Torino, Italy has just published the seventh edition of the directory of philatelists in Italy. This 275 page book, is divided into the various provinces of Italy and under each division is listed by cities, the collectors residing therein. A map of the subdivision is at the beginning of each section. In the back part of the book is a list of the Philatelic Societies in Italy and a directory of the members. The price of the book is \$1.30 plus the postage and can be secured from the publishers above mentioned.

AIRMAIL STAMPS

ALL FINE ALL MINT

Bolivia Zeppelin 311-12-14-15-16	\$5.50
Costa Rica, new 3 values...	\$13.00
Cuba 5c to 1 Peso	\$3.10
Cuba Interior, 3 values	95c
Ecuador "Mendez"	\$5.50
Latakia, 10 values	\$2.40
New Guinea, 1st set, 13 val...	\$9.00
Paraguay Zeppelin	39c
Peru No. 801 reissue	\$3.25
Philippine Island L.O.F....	\$13.50
Salvador, 670-73	\$2.20
Spain "Republica"	\$6.50
Suriname D. O. X.	\$6.80
South West Africa 501-04...	\$2.40

TOBECK BUYING SYNDICATE

PATCHOGUE, N. Y.

1932 Price List of Airposts Free



MR. ROYS N. BROWN has kindly shown the writer an excellent booklet brochure on the U. S. Foreign Air Mail Service. This well done pamphlet is entitled "Our Air Mail Service with Latin America" and is issued under the imprint of the National Foreign Trade Council, India House, 1 Hanover Square, New York City. The work is an exhaustive one particularly designed to bring home the savings to the average business house that can be effected through the use of FAM service to Latin American Countries. There are many statistical tables and a complete map of the various routes. The price is 25c and a copy can no doubt be obtained from the above address.

Mr. Brown also kindly gives an interesting account of a widely travelled and much postmarked cover that recently came into his possession. Let him tell it: "It was mailed November 7th from Montevideo to Paramaribo arriving there November 13th where it was marked "Retour a l'envoyeur." Next postmark is Cayenne, Nov. 14th. Why it went there I can't dope out. On December 2nd it was received in Colon, Panama and proceeded to go down the west coast for the next cancellation is Valparaiso, Chile, December 21, 1931. It finally reached its starting point, Montevideo, December 26th, having traveled I should judge about 11,500 miles." Some

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.



trip—it looks as if quite unwittingly Mr. Brown has got himself a round South America cover!



F. A. M. 8

Our friend and co-operator Everett Erle reports an interesting transit marking that has recently been put into use by the Brownsville Air Mail Field post office. Mr. Erle states that the marking is half again as large as the ordinary registered mail cancellation, and is blocked off like a clock, from 1 to 12. Within the circle is "RECEIVED", Dec. 21, 1931, Air Mail Field, Brownsville, Texas, in five lines. An arrow points to the hour 12. This was used on a recent flight from the Canal Zone.



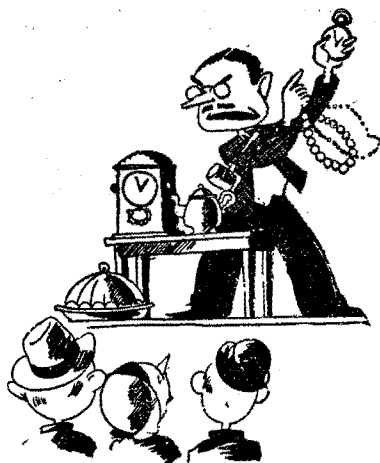
F. A. M. 10

On short notice Macéio, Brazil was added as a point to which dispatches for U. S. might be made on and after February 1st. The first dispatch from San Juan and St. Thomas under this order took place February 6th, plane NC-145-M, pilot W. A. Cluthe. Due to short notice dispatches to this point were extremely small in quantity being as follows: San Juan 60, St. Thomas 47. Begin to scramble, boys, as that's hardly enough for you all! Reliable information indicates that Macéio has been dispatching northward mail for over a year and as the planes have always stopped there it would seem that northward mail dispatched at this time would not have significance as a first flight. This also goes for southward dispatches from Macéio to points below it on the route. Who HAS a real Macéio first flight? As may be guessed, the above information came from our regular and untiring contributor, George S. Chapman of San Juan.

AUCTION REVIEW

By Donald E. Dickason

I am glad to be able to review the three sales mentioned below in this issue. There have been several other sales during the current month which listed air mail items of importance, but the lack of priced catalogues makes a review impossible. I again ask the cooperation of auction firms in getting in priced catalogues for review in this department.



★ Third Sale of Haig G. Ouzounian January 23, 1932

THIS SALE featured a very fine collection of mint air stamps, and included a number of the standard rarities and errors. Prices received, on the whole, were well up to the current market on almost a full retail basis, and the average of catalogue realized strikes me as having been about as high as realized in any sale of recent months. Of the 281 lots of air stamps, I will mention just a few of the more interesting items. U.S. Zepps—12 separately lotted sets, from \$11.50 to \$14.50; blocks of four, \$50; plate number blocks, \$58. The market on these stamps has been considerably depressed due to the evident unloading by a number of collectors and small investors who have been feeling the financial pressure.

Albania 616-621-Valone-Brindisi set with error "SHQY RTARE"—\$35; Bolivia-Zepp. set with surcharge inverted, \$120; same in bronze ink, \$110; Columbian Rep. No. 1, \$400; France-Ile de France, pair, \$76. Various lots of the first issue of Honduras brought very good prices, running about two-thirds catalogue. A quantity of errors of Lebanon sold for what seemed to me quite high prices for such material. Mexico Postal Congress short set, \$30.50 and the 1 peso, \$175. Newfoundland

Columbia, \$305. The Philippine 2, 4, and 10 peso Madrid Manila No. 316, 317, 311 brought \$35, \$55, and \$110, as compared to catalogue valuations of \$40, \$60 and \$100 respectively. The average lot brought from one-third to one-half catalogue as they ran, and I should say that this sale was one of the most successful of those held this season.

★ 71st and 72nd Sales of Eugene Klein Dec. 16 and Jan. 20

In these two sales, Mr. Klein has continued the dispersal of the notable collection of Dr. Bernard Kohn, which collection was very complete in covers and stamps in the standard varieties and many of the errors. It seems to me in examining the prices realized that these two sales show a distinct advance in prices realized over the first of the series held in November. Few notably high figures are seen, but a general average of very sane and satisfactory results is evident. It has been especially interesting to note the variation in prices received in the Klein sale of Jan. 20 and the Quzounian sale of the 23rd on identical items. It becomes very evident that the auction results or rather the results from a single auction sale cannot be taken as a safe guide to the current market. In lot after lot of mint

(Continued on Page 26)

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.



First, I want to express sincere appreciation for all news items received from readers since last issue. For coming events, please let me have them not later than the tenth for publication the first of the following month. Obviously, short notice events cannot be listed here but send them in to the Bulletin Manager, Mr. Kingdom, as early as possible.



COMING EVENTS: BOUND BROOK, N. J. will celebrate Air Mail Days on March 12th and 13th. For properly sponsored cachet, send covers to George A. Kreyling, 210 W. Union Ave., Bound Brook, N. J.....**CLEVELAND, OHIO**, fifth anniversary CAM 11 on April 21st. Covers to Mark C. Emsley, 1299 Idlewood Ave., Lakewood, O. for cachet by Penna. Air Lines. Pilot autographs at 25c each, provided covers are addressed to Washington; Mr. Emsley also will receive covers for downtown amphibian airport dedication in the spring, date indefinite.....**ST. PETERSBURG, FLA.**, March 26, visit of Old Ironsides. Covers to York Briddell, P.O. Box 668. (non-aero event,) and another non-aero, **WILMINGTON, N. C.**, in April, cachet for dedication of Confederate monument at the site of Fort Fisher. Covers to Beckwith D. Smith, 509 Dock St.....Note change of address of cachet director L. B. Wood, now at 4 Bartlett St. SW., Grand Rapids, Mich.....There will not be any airport dedication at Montrose, Colo., Dunedin, Fla., or Hot Springs, S. D.....**NORTH BEND, OR.** dedication date indefinite, may be May 28. Covers to R. A. Annin, Secy. C. of C.

Readers are invited to listen in on

Radio Station W.O.L., Washington, (457.9 meters, 630 kilocycles) each Saturday at 5:15 P.M. for a series of "Stamp Romances" being given by Albert F. Kunze, President of the Washington Philatelic Society. After hearing one, your comments in a letter to the station, would be appreciated by the editor of this page.

McALLEN, TEX. dedication covers (see last issue) were actually picked up by American Airways Air Mail Plane, which left Brownsville on January 9th. Does anyone have covers of 10th, or do they exist?.... Does any one know status of covers from Brewton, Ala., January 11th; Lakeland, Fla., August 26; Nantucket, Mass., September 11; or Apponang, R. I. September 28?

SANFORD, FLA., dedicated new airport (replacing one dedicated last year) and applied black pictorial cachet on January 19th....**OCALA, FLA.** mailed 300 covers with plane shaped cachet (both red and purple) for City-County Airport Dedication, Jan. 20th....**QUINCY, FLA.** Exchange Club applied nine line blue cachet (printed) on 75 covers the 21st, and a similar six line one to 50 covers on the 22nd, for the dedication of the William Corry, Jr. Airport. Also, C. W. Williams, Sec. C. of C. signed a typewritten cachet on 54 other covers on the 21st.

EXPERIMENTAL flight on Kohler Aviation Lines by Silver Wings and Miss Martin, carried 124 covers from Milwaukee to Grand Rapids, where airport back stamp was applied and covers mailed on January 15th. Purple cachet, and they originated with George Zimmerman—150 covers originating with L. B. Wood had blue cachet and Grand Rapids airport stamp applied on January 16th, and were flown to Detroit and mailed there same day—Covers carried from Milwaukee on 15th were cacheted in magenta at Grand Rapids and mailed in Detroit on December 16th—some with ma-

THE AIRPOST JOURNAL

genta cachet were carried from Milwaukee to Detroit and back to Milwaukee for mailing—others originating with C. B. Camp were carried from Detroit to Milwaukee and mailed on the 19th—color unknown.

CENTURY AIR LINES first flight passenger service, Feb. 3, applied five line cachet to 84 covers carried unofficially on this flight, to El Paso from San Francisco via Los Angeles, Tucson and Douglas. They were divided: 37 with green cachet via El Paso; 25 with black cachet via San Francisco; and 22 with red cachet via Los Angeles.

FLORIDA AIR TOUR brought covers with various markings from following points: (more detailed information on specific ones for stamped envelope, if desired) Jan. 11th, Vero Beach, Bradentown, Palakia; 12th, Bartow, Quincy, Winter Haven and Avon Park; 13th, Fort Myers; 16th, Tampa; 18th, Orlando and Arcadia; 19th, Sanford; 20th, Ocala, DeLand and Lakeland; 21st, Madison; 22nd, Tallahassee.

MONROE, LA. welcomed Frank Faulkner and the city's first autogiro with circular cachet by Stamp Collectors' Club in red on January 12th and blue on 13th....PORTLAND, ORE., welcomed Sir Hubert Wilkins on January 16th with cachet in green by Aero Club....VANCOUVER, B.C., welcomed him on January 28th with black printed cachet by Kinsmen Club, applied to 98 covers....VICTORIA, B. C. welcomed him on 27th, but no covers BELLINGHAM, WASH., welcomed him on the 29th and at least seven covers were mailed from there, which had been carried in his plane from Vancouver. They bear typewritten cachet.... LOS ANGELES on 20th anniversary of first air mail flight there, was commemorated with private five line blue cachet applied to covers mailed at the Air Mail Field, January 20th to 28th, daily numbers in order being 134, 61, 52, 59, 53, 51, 57, 48, 114....COMPTON, CAL., Jan. 20th, typed cachet "Commemorating the receipt from Dominguez Field", etc. of this same mail flight anni-

versary, was signed by the Postmaster....PORTLAND, ORE. had ten line cachet to 21 covers on January 23rd for Capt. Frank Hawks round trip speed flight from Mexico to Canada....LEBANON, PA., January 28th welcomed Admiral Byrd and map shaped cachet sponsored by the Exchange Club was applied to 1700 covers in several different colors.... DEARBORN, MICH., Jan. 29th, four line black cachet sponsored by Trans-American Airlines Corp. reading "Eddie Stinson, Dean of American Aviators buried at Dearborn, Mich." was applied to 313 covers.... WASHINGTON, D.C., January 30th, purple eight line cachet sponsored by Aero Club was applied to 794 covers in honor of the reception to the fliers who made records in 1931, at which event their Certificates of Award were presented by President Bingham of the N. A. A....FORT WAYNE, IND., February 1, eight line printed cachet by Jr. C. of C. for visit of Capt. Frank Hawks.

FIRST FLIGHTS

WATERTOWN	\$.15
SIoux FALLS	\$.15
SIoux CITY	\$.15

AUTOGRAPHS

(on appropriate covers)

J. R. Wedell	\$1.00
Earle Ovington	\$.40
Alton N. Parker	\$1.25
J. E. Fechet	\$1.50
Ira Eaker	\$.75
Col. J. J. Grady	\$.50
W. Fenington	\$.50
H. T. Miller	\$.50
Jean La Rene	\$.75
H. Siener	\$.50
E. Couples	\$.50
H. A. Amos	\$.50
Ma. Leslie G. Mulzer	\$1.00

Send for a copy of my weekly airmail cover pricelist. Some unusual items are offered in each issue.

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

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



I NTERESTING and unique covers have been shown me from the Island of Niuafoou where the mail was dispatched from the island to passing boats by native swimmer and the inbound mail was sealed in a tin can and towed ashore by the swimmer. A shark caused the abandonment of the unusual type of postal service and a canoe has now been substituted for the swimmer. W. G. Crosby, P.O. Box 602, San Pedro, Calif. sent me covers of the Tin Can variety as well as the Canoe mail.

Carl M. Becken

Mr. Becken announces that he has purchased the entire stock of covers and the manufacturing rights of the Perpetual Airmail envelopes from the Jackson-Clark Stamp Co. He will continue to market these fine quality envelopes and conduct an airmail cover business. Mr. Becken has long been an ardent aero-philatelist being a charter member of the American Air Mail Society and

the Twin City Air Mail Society. He will conduct his business at 4465 Aldrich Ave., South, Minneapolis, Minn.

Air Mail Story

In the March issue of the Cosmopolitan is the first of a series of stories about the beginning and development of the airmail service of the United States and also the story of the thrilling experiences of the air mail pilots while flying the mail. It is a well written and very interesting story.

F. W. Kummer

Mr. Kummer announces that he is the successor to I. Gomez Sanchez, prominent Zeppelin dealer in New York City. Mr. Kummer is co-author of the Handbook of Zeppelin Letters and Postal Cards, recently published. Mr. Kummer states that he will continue to specialize in Zeppelin mail, first flight covers and airmail stamps, and his ad in this issue announces the many services which he offers.

Cleveland Air Mail Society

On Tuesday, February 16th, the Cleveland Air Mail Society was host to about 125 persons, the occasion being a special meeting at which were shown the moving pictures of the building of the U.S.S. "Akron" and an interesting lecture by Mr. Miner of the Goodyear Zeppelin Corp. concerning dirigibles and their development.

John W. Prevost

Special appreciation is hereby expressed to Mr. Prevost for his splendid translation of the Paris Balloon Post article which appears in this issue. Mr. Prevost has promised to translate all future articles for us and we feel certain that our readers keenly appreciate this contribution.

What's On Your Mind

Do you like the covers of the APJ? Do the feature articles interest you? Have you some favorite branch of airmail stamp or cover collecting that you would like to have a feature article about? Let the editor know your opinions and wishes.

FRANKLIN AIRPORT - Nov. 2, 1929

Dworak's No. 1054 with seal of C. of C. in Gold 50c

JOHNSTOWN, PA. - July 17th, 1929

Dworak's No. 778 60c

WILLIAMSPORT, PA. - July 20, 1929

Dworak's No. 786 60c

Money orders or cash accepted—no checks. Only limited number of covers on hand. **H. D. EGOLF**

Box 396 Norristown, Pa.

AIR MAILS NEW ISSUES

*COLOMBIAN REPUBLIC new set of 14 values complete \$21.00

*COSTA RICA, 2,3,5 Colon empte \$14.00

*CYRENAICA 3 values complete .. \$.15

*GERMANY Pair No. 630 Tete Beche, pair No. 630 and No. 635 Se Tenant strip of four No. 631 Tete Beche. These stamps were made for booklets \$.70

*HONDURAS 4 prov. val. Nov. '31 \$1.10

*NEW ZEALAND, 3 val. No. 801-03 .39

*SPAIN, 12 val Pan-American issue, imperf. \$2.00

*SPAIN, type A54 Barcelona issue perf. and imperf. Overprinted REPUBLIC & 4 diff. planes, 8 val. \$2.70

*SWITZERLAND 15,20,90c new val. .36

New Issue air mail service. Satisfactory references required.

A. H. OLENA, 66 Beaver St., New York

ZEPPELIN MAIL



Special Offer:



ARCTIC FLIGHT 1931

- 16 different cards, mailed from 8 to 9 different countries\$ 7.00
- 10 different covers, mailed from 8 to 9 different countries.....\$12.50
- 15 different cards, mailed from 8 to 9 different countries\$11.00
- 15 different covers, mailed from 8 to 9 different countries.....\$18.50

1. SOUTH AMERICA FLIGHT 1931

- 10 different cards, mailed from 8 to 9 different countries.....\$10.00
- 10 different covers, mailed from 8 to 9 different countries.....\$18.00

2. SOUTH AMERICA FLIGHT 1931

- 10 different cards, mailed from 8 to 9 different countries.....\$10.00
- 10 different covers, mailed from 8 to 9 different countries.....\$18.00

3. SOUTH AMERICA FLIGHT 1931

- 10 different cards, mailed from 8 to 9 different countries.....\$10.00
- 10 different covers, mailed from 8 to 9 different countries.....\$18.00

1., 2. and 3. SOUTH AMERICA FLIGHT 1931

- 30 different cards, mailed from 8 to 9 different countries.....\$27.50
- 30 different covers, mailed from 8 to 9 different countries.....\$50.00

— PRICE LIST FREE —

I have just made up a special price list of the 1., 2. and 3. SOUTH AMERICA FLIGHT of 1931. Different cards and covers are listed. If you want to complete these three flights in your collection ask for the the above mentioned list.

ZEPPELIN MAIL FROM 1910 to 1931

I have the largest stock of Zeppelin cards and covers on hand. If you need anything write me at once and I will make a special offer.

APPROVAL SERVICE

Two references will bring you a very interesting approval selection of ZEPPELIN MAIL at real bargain prices.

Auction of First Flight Covers, Zeppelin Mail & Airmail Stamps

If you are interested in my coming AUCTION let me put your name on my auction catalogue mailing list.

ADVANCE SERVICE FOR ZEPPELIN MAIL

Every collector who is interested in cards and covers of the COMING ZEPPELIN FLIGHTS should write to me asking for my special information bulletin.

—DEALERS—

I want to get in touch with dealers who are interested in the sale of my HANDBOOK OF ZEPPELIN LETTERS, POSTAL CARDS & STAMPS —Ask for information.—

CAM's, FAM's and FOREIGN FIRST FLIGHT COVERS

If you want any of these flights, please let me know and I will make you a special offer.

I have just taken over the business of Mr. I. Gomez Sanchez and will continue to specialize in Zeppelin mail, First Flight covers and Air-mail Stamps.

F. W. KUMMER

Successor of I. GOMEZ-SANCHEZ
56 Seventh Avenue

P.O. Box 66, Wall St. Station
New York, N.Y.

PACIFIC COAST NOTES

★
By Fred H. Wilde

★
All news of Pacific Coast aerial events should be sent to Fred H. Wilde, 917 N. Burris Ave., Compton, Calif. as early as possible.

★
MISS BOBBIE TROUT is to be awarded one of the few medals granted each year by the federation Aeronatique Internationale, in recognition of her achievements, including the world's endurance record for women, made in company with Edna May Cooper. She also had held the world's solo endurance record, and is scheduled to try a flight from Honolulu to Los Angeles in the spring of 1932.

In Los Angeles, Juanita Burns is in training for a Seattle-Tokio flight, some time in April.

Hoshinori Nagoya and Kanekichi

Asai, former members of the Japanese army are dickering with officials of the Bellanca Aircraft Corp., Wilmington, Del., for a plane to fly the Pacific—possibly Oakland-Tokio.

Mobeetie, Texas, Jan. 14—T.&W. A. Express mail plane crashed into a railroad embankment and burned near here about 1:00 a.m. today. Pilot Hereford escaped uninjured. The plane was bound from Kansas City to Los Angeles. Fifteen pouches, or about 250 pounds of "ordinary" mail was lost.

Six army bombing planes from March Field took to the air on Jan. 17, to drop 10,000 pounds of rations to snowbound Navajo Indians around the Winslow, Ariz. district. Beans, coffee, flour, sugar, salt pork and dried fruit were enclosed in 100 pound packages, well padded after the first attempt, on which occasion the covers broke and scattered the contents. A total of about 45,000 pounds was thus delivered.

Six hundred army and navy planes are scheduled for a great air parade for famous pre-Olympic visitors, including President Hoover, Gov. Rolph and others who will visit San Diego, July 28.

Flying to L. A. from Kingman, 278 miles, Capt. Frank Hawks averaged 210 mph. a new record for the distance. He is now aeronautical advisor to the Texas Co., and with a party of his company's aviation officials is making a coast to coast survey of T. & W. A. Inc., planning service for cross country planes on L. A.-N. Y. routes.

Completing a three-flag speed hop Jan. 23, Aqua Caliente-Vancouver-Agua Caliente, Capt. Frank Hawks failed to break the existing speed record set by Jimmy Wedell a few weeks ago, on the northward leg. The round trip was made in 13 hours and 44 minutes.

A post-graduate examination in parachute folding, packing and jumping was successfully completed by six airplane pilots at L. A. Municipal Air Port, January 24. They bailed out from an elevation of 5,000 feet.

(Continued on Page 33)

Zeppelins for Sale

1928

Friedrhn-Lakehurst, 5 letters Mk. 4
Catalogue \$8 each less 70 per cent
Friedrhn-Lakehurst, 1 card, Mk. 2
Catalogue \$3 each less 70 per cent
Lakehurst-Friedrhn. 10 cards \$.52
Airmail St. & Lindy. Catalog
\$2 each less 70 per cent

1929

Friedrhn-Lakehurst, delayed in France
3 letters Mk. 4 Cat. \$12.50 ea.
less 70 per cent

1930 ROUND THE WORLD FLIGHT

Lakehurst-Lakehurst, 2 letters U.S. St.
\$3.50; Cat. \$20 each less 25 per cent
Lakehurst-Tokio, 1 letter, U.S. St. \$2.05
Cat. \$18 net less 25 per cent
Tokyo-Lakehurst, 4 nice cards, 58 sen.
Cat. \$11.40 net less 25 per cent
Los Angeles-Lakehurst, 2 letters U.S.S.
60cets; Cat. \$2.60 each less 70 per cent
COMPLETE COLLECTION \$80

PAN AMERICAN FLIGHT

22 letters complete set with only
Seville-Pernambuco missing.
Catalogue price \$161—for \$85

E. THOMA

322 W. 46 St.

N. Y. City



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



Pilot Edward C. Burton

This pilot, of the Canadian Airways Ltd., has been flying the mails longer than any other pilot in Canada. The following extracts from "The Bulletin" published by the Company, gives some interesting side-lights on Pilot Burton.

Ottawa Journal, Sept. 4th, 1918, carried the following item—**OTTA-WA AND BACK ON THE SAME DAY. Longest Mail-Carrying Trip on the North American Continent Completed.**

The longest aerial mail carrying trip on the Continent of North America was completed last evening when Pilot E. C. Burton returned from Ottawa. He left Leaside (Toronto) at 8:00 A. M. yesterday carrying mail and reached Toronto again at 7 o'clock last night.

Considering the indifferent weather of yesterday, the trip was made in just half an hour over the schedule time. Letters were taken to Ottawa and answers brought back. Those with special delivery stamps on them were delivered in Toronto last night. The machine used was "The WINNIPEG" one of the gift airplanes, and the distance covered was 540 miles.

We move forward to 1932 and read "The Mail and Empire" of Toronto, Ont., recently in which the following item appears:

E. C. BURTON JOINS THE CATERPILLAR CLUB. Battling against thick fog—aviation's worst foe—Edward C. Burton, 177 Old Orchard Grove, Pilot of the Canadian Airways, abandoned his Stearman

airplane late Saturday night when he ran out of gas, jumping 2,000 feet through inky darkness to safety with a parachute. He landed on the Northern shore of Lake Erie near Lowbanks, 10 miles East of Dunnville, Ont.

Leaving Toronto at 6 o'clock on Saturday night on the regular mail run, Burton reached Hamilton on schedule and picked up the mail there. Then he pointed the machine's nose towards Detroit, passing over London shortly after 7 o'clock.

He ran into a heavy fog bank at Chatham but continued on his way through the ever-thickening mist, hoping for a break as he approached Detroit. Approaching Detroit his worst fears were realized when he found the city blanketed in a thick cloak of fog.

A landing was impossible, so he started back towards Hamilton. Two hours overdue. Burton's non-arrival at Detroit worried the airport officials there and messages were broadcast requesting everyone throughout Western Ontario to keep an eye out for him.

His predicament became almost hopeless when he near Dunnville. He could not see to make a landing and he knew that he would run short of fuel before reaching Hamilton, the nearest air base.

His plight told him that he must "bale out" and sign his entry blank.

Thus Burton became the first civil air pilot in Canada, it is believed, to "join" the Caterpillar Club. Without a doubt, he is the first airman in Canada ever to be forced to desert his ship at night.

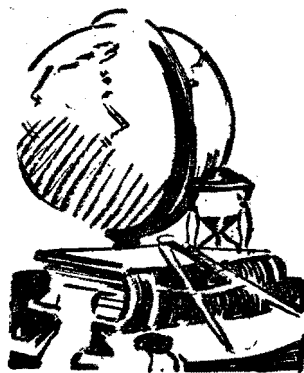
The mail bags were torn, but the mail was still intact, partly damaged by oil. The registered mail was discovered intact in the wreckage.

FOREIGN AIR NEWS

CAPT. FRANK M. HAWKS on "Texaco 13" carried on NON-STOP-FLIGHT Rome-London on June 15th, 1931: 14 covers from Rome to London. 4 covers bear the postal arrival mark, meanwhile the others the date-cachet of American Embassy. On June 17th, Capt. Hawks accomplished NON-STOP-FLIGHTS in BOTH directions and carried on the reverse flight 16 covers from Rome Fascisti A.F. to London. He probably forgot the mail in the plane, as arr. pmk. of Croydon Aerodrome dates 1 week later: June 24, 1931 on British 1-2 penny stamp.

When Wing Commander Ch. Kingsford Smith intended to break Mollison's record of connecting Australia to London, after his misfortune in Asiatic Turkey, and arrived Oct. 6th in Rome, he had the courtesy to sign by primitive light the 10 covers to be carried on the last stop to London. These bear the pmk. of Rome of Oct. 7th and arrival pmk. of London W. of same day besides the arr. pmk. of Croydon of Oct 8th.

The return from London on his memorable CHRISTMAS flight was initiated Jan. 7th (from Hamble, Hampshire) with other three companions on the glorious SOUTHERN CROSS. He arrived in Rome 8th inst. and received us very kindly, recording the previous visits and little help as interpreter on the Fascisti A. F. Wing Commander Kingsford Smith had once more the kindness to sign one cover for the Hon. Postmaster of Darwin, N. T. (Australia) and 11 for us and these were postmarked next day when he took off from Rome. The newspapers of yesterday (Jan. 20) bring the notice of the record flight, as the famous veteran-plane arrived at Darwin 19th inst., after 12 and a half days, which means a record for commercial planes. This was also a rapid flight against the . . . politic career. He



received in Port Darwin a wire from Sydney with an offer to present his candidature to the elections for Cambera Parliament. However, he refused, as he prefers to fly the skies.

Cryenaiica: First flights from Tripolitania to this distant Italian Colony of North Africa was initiated from Tripoli December 26th. A splendid cachet was employed on the mail for the 1st stop: SIRTE (about 50 carried) and Bengasi (Chief city of Cirenaiica) about 350 carried. The journey was accomplished without in seven hours, which is a record for the distance of 700 miles. Pilots: Comm. Ragazzi and Barattini on the 1st Caproni Plane christened "CI-RENE" (820 hp. motors Jupiter and Lyn of Alfa Romeo Works); passengers: H. E. Gen. Badoglio, Governor of Tripolitania, and other prominents. 2nd Caproni Plane "LEPTIS" was piloted by Comm. Paterniti and Velani.

The first return flight took place from Bengasi on Dec. 28. The following mail was carried: to Sirte, about 20; to Tripoli less than 40; to Malta, 20; to Siracuse about 20; to Rome, about 60. The stop at Sirte was delayed until December 29th. From Sirte less than 25 were carried in both directions to Bengasi (on Dec. 26th) and Tripoli on Dec. 29th). The return fl. mail bear ordinary pmks. only—all mail bears arrival resp. transit aerial pmk. of Tripoli of Dec. 29th and was

backstamped also at destinations.

The pictorial air stamps of Tripolitania: 50, 60 and 80 cent. (oblongs) have been overprinted CIRENAICA and put on sale in Rome (Philat. Office of Colonial Department) on 14th inst. The sale on the Colonial P.O. at Bengasi will probably begin soon, when 1st day covers will be possible to secure.

On Dec. 11th took place a special flight from Brindisi to Cape Town; only 10 covers were mailed on this occasion from Brindisi. Tomorrow, Jan. 22, the regular 1st flight will be initiated from Brindisi to Cape Town.

A record flight has been attempted this morning from Rome to Cape Town by the well known flyer, Cav. Francis LOMBARDI. He intends to break all records and reach Cape Town within four days. 67 letters are carried on the plane (Caproni 105. Tourist type; Gipsy motors.) Particulars follow.

S. Bayer.

Early Scadta Flight

In the summer of 1925, a mail carrying flight was made by a Scadta survey plane from Colombia to Cristobal and from Cristobal to various Central American cities. Planes left Cristobal, Aug. 14th, carrying a total of 212 letters, as follows: to Costa Rica, 125; to Nicaragua, 34; to Honduras, 18; to Salvador, 17; to Guatemala, 18; and 41 covers were received in Cristobal from Colombian points. Credit Richard N. Stetson.

New Ecuador Route

A newspaper clipping dated at Quayaquil, Ecuador January 24th, tells of the opening "recently" of a new "one way" air service carrying mail from Quito to outlying towns. The entire route is over 10,000 feet above sea level and the planes make the complete trip without landing, due to lack of landing facilities. Tulcan, near the Colombian border is named as the farthest city served, with a number of cities between this point and the capital, being served. Credit D. E. Dickason.



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AIRMAIL SERVICE was inaugurated as scheduled over the Omaha-Watertown spur of A. M. 18 on January 16, 1932. Attractive first flight cachets of various shapes were applied in different colors to airmail dispatched from Watertown, South Dakota, Sioux Falls, South Dakota and Sioux City, Iowa. First flight covers dispatched from Watertown received a circular cachet applied in magenta, portraying a fishing scene. Covers dispatched from Sioux Falls received a square cachet, applied in green, showing the Sioux waterfalls. Covers dispatched from Sioux City received a square cachet, applied in purple, the upper half of the cachet portraying a prairie schooner of 1848, while the lower half shows a 1932 river-front view of Sioux City with a mail plane overhead in the foreground.

No official first flight cachets were applied to covers dispatched north-

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.



bound from either Omaha or the Omaha air mail field, although such covers are just as necessary as are covers dispatched from such points as were furnished with first flight cachets, if one desires complete directional coverage of this spur. Received covers of additions at hand indicate that such covers did not receive first flight cachets although several collectors have reported that they have received covers of additions with first flight cachets.

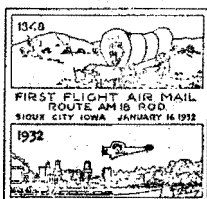
Effective February 1, 1932 numerous schedule changes of little importance to (C) A. M. collectors took place on A. M. routes 2, 30 and 33. On this same date Springfield, Ohio, which some time ago had been discontinued as a stop on A.M. 20, was again restored as a stop on this route.

Effective February 15, 1932, Birmingham, Alabama was discontinued as a stop on A. M. 23 on account of the addition of Montgomery, Alabama to this route on February 16, 1932. However, Birmingham still remains as a direct stop on the air mail system, receiving service via A. M. 33.

First flight covers just received from Montgomery, Alabama bear a double-lined circular cachet, applied in magenta, suitably worded and showing a picture of the State Capitol at Montgomery in the center.

The editor of this section takes

(Continued on Page 29)



. ZEPPELINOLOGY .

★

HARRY W. AARON

17417 E. Park Dr., Cleveland, Ohio

★

I am very glad to know that there are so many collectors interested in the U. S. Zeppelins as indicated by the many who wrote me last month; would like to hear from you often, and I hope you liked the picture of the "Akron". I would like to hear from all collectors interested in the ZRS-4 and ZRS-5.

★ ★ ★

SUNNYVALE, California has been called the future home of the U. S. S. Akron, Lieut.-Commander C. E. Rosendahl in his letter to me states that, Sunnyvale will be the home port of the ZRS-5 now being built at Akron, Ohio and that Lakehurst, N. J. is the home port of the "Akron." He also states that as yet there are no plans in existence for carrying of mail in the Akron.

Belly Bumpers To Be Feature of Giant Zeppelin

Within the next few years you will be reading a lot about the "belly bumpers." The National Air Races in 1932 will perhaps give most of us a chance to see lighter-than and heavier-than-air men give their first public appearance. The belly bumpers are the five men who will fly the planes carried aboard the U. S. S. Akron. They are so named because they will "land" their planes on the belly of the ship, catching a hook in the upper wing into a trapeze device lowered from the airship. The Akron's hangar, or airplane bay to the Navy, is 75 feet long, 50 feet wide and 24 feet high. Airplanes will probably be stored, one in each corner and one in the center. A 32-foot doorway thru which the planes will be lowered, is in the center of the space. Around the sides of the bay will be work benches, machine shop and lockers.

New type planes are being designed because the smallest ships

now used by the Navy are too large for efficient handling in such small quarters. There will be five planes carried, four of them will be small, single-seated fighters and one will be a two-seated observation plane. The single observation plane it has been pointed out, could be used to ferry Rosendahl or other important Navy men from the ship to earth while in flight. Twenty-four men will make up the special aircraft squadron, five commissioned officers, all pilots, 18 enlisted men to handle planes and do mechanical work and one mess boy. The insignia on the planes will be a pilot fish.

The U. S. S. Akron is the first Zeppelin to carry airplanes as part of its fighting equipment.

Received some letters asking what ZRS stands for; ZRS stands for Zeppelin Rigid Scout, as distinguished from the non-rigid ships or Blimps used by the Navy. The Shenandoah, which broke in two over Ava, Ohio in 1925, was the ZRS-1 because it was the first Zeppelin.

(Continued on Next Page)

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A FEW SAMPLE OFFERS

April 15, 1925, Lakehurst to Bermuda	
Second Flight (cat. \$1.00)	20
April 16, 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

lin Rigid Scout built for the Navy. The second was otherwise designated than as the ZRS-2. It broke in two over the River Humber, near Hull, England, during a test flight. The U. S. S. Los Angeles was the third of the group and is formally designated the ZRS-3. The U. S. S. Akron is designated by the Navy as the ZRS-4 because it is the fourth to be built for them. The Zeppelin now being built by the Goodyear Zeppelin Corp., at Akron, Ohio is the ZRS-5 to the Navy.

Did you know that the U. S. S. Akron is not the first Zeppelin to be named AKRON?; see next month's Airpost Journal. The first AKRON was built 20 years ago.

If Castle M. Smith has his way with the Akron C. of C., we will have a new cachet on the next ZRS-5 event, and it is a dandy. I have been promised that the next event of the ZRS-5 on which the C. of C. has a cachet, advance notice will be sent out as soon as possible so that all collectors may send covers, but as some of these events take place on short notice, advise having covers there at all times. C. of C. will hold covers for next event, but will not hold them for any special cachet. All covers are mailed on first event taking place regardless of what the event may be—ZRS-5 or otherwise.

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AUCTION REVIEW

(Continued from Page 15)



stamps duplicated in these two sales, wide discrepancies in the final prices are shown. In some cases the New York sale brought the better figure; in others, the Philadelphia; but in very few cases were the figures even near the same. If one can take the average auction price on an individual item, he can get a usable figure, and the auctions show quite definitely the trend of prices on any line of material, but that is about as far as we can safely go.

Mr. Klein offered a very fine lot of foreign flown covers in his 71st sale and I have been agreeable surprised at the really decent prices obtained for most of the lots. As cover collecting goes, the average collector in this country is pretty local in his enthusiasms and passes up most things from other nations. I have been arguing for some time that their tendency was passing, and I am glad to see my impressions confirmed by what seems to be quite a lively interest in foreign flights in this sale. A notable collection of Paris Balloon Posts was included, and sold at prices which were by no means startling, but not so bad considering the very few active collectors of these pieces in this country.

The auction sale is a guide to one thing at least, and that is the inherent financial stability of the hobby. Sale after sale comes and goes, and the material as put up for sale is just as regularly bought and absorbed into other collections. Many collectors may be in abnormal need of realizing on their investments, but there seem to be just as many who are ready and anxious to invest.

APPROVALS

New and Old Issues Airmails.

References Required.

E. GOETZ

1722 CRILLY COURT CHICAGO, ILL.

THE AIRPOST JOURNAL

THE BALLOON POSTS OF PARIS — 1870-1871

(Continued from Page 4)

quently; although we had but little ballast to spare, we reascended and made a further run of about 16 kilometers.

"It was at 6 o'clock that we made our second descent, after having asked of some countrymen if the enemy were in the vicinity. On their negative reply, we opened the throttle, and touched ground aided by the countrymen.

"Hardly a quarter of an hour had we set foot on the ground that the cries of the women warned us of the arrival of Prussian cavalry; I had barely time to pass the Government dispatches to a countryman, begging him to get them to Tours as soon as possible; this he did." This duty performed, we waited for the enemy by whom we were made prisoners of war; they had just come down from Fresnoy Le Gilmert, about 11 kilometers to the west and 88 kilometers from Paris."

"Conducted to Chartres, we were searched, even to the linings of our clothes. The next day, November 5th at 3 o'clock in the morning we were taken to Versailles; from there led to Nogent, on foot, to take a train which was to transport us to Germany; there they decided to send us to Chateau Thierry still on foot.

"During the night following our arrival, with the aid of a brave man who succeeded in getting my guard drunk, I succeeded in making my

escape. I went with him to his home where I shaved off my beard and donned the clothes of a countryman which was furnished me. I stayed there three days hidden there. On the fourth, I managed to secure a safe-pass under a false name from the Prussian commander of the place which allowed me to go as far as Chaunoy.

"On Monday, November 21st, I slept in a little village about three kilometers from Soissons. On the 22nd, I hired a conveyance which took me to Chaunoy and I arrived at Amiens the next day, November 23.

"After many tribulations, I reached Tours, where I was able to report to my superiors and explain the cause of my delay.

"Husson, from whom I separated at Chateau-Thierry was taken to Germany as a prisoner of war."

The "Galilee" was the first balloon captured by the enemy.

The pigeons were sent to the Prussian Major in command, and the mail confiscated and searched at the General Quarters of the Third German Army.

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JUST SPECIALS

A.M.9 WINNIPEG (So.) Auto-
graphed by pilot (W.C.A.)40
MEXICO CARRANZAS (906-11).....1.65
PARAGUAY ZEPPELINS (1931).....70

JOSEPH J. GOLDBERG

3409 W. North Ave., Chicago, Ill.

CRASH COVER NEWS

(Continued from Page 8)



land. Smith brought his plane to a safe landing and telephoned to Chicago Airport for a truck.

January 26, 1932 (Accident)

Knolls, Utah. A.M. 18. 8:00 P.M. Westward. Pilot Jack Parshall, uninjured. Mail 153 lbs.

Flying through a blinding snow-storm, Parshall was forced to make a landing on rough ground, losing both wings. He was uninjured and tramped seven miles to the nearest telephone to report the accident to Salt Lake City. Mail forwarded by plane on the same date.

February 2, 1932 (Crash)

Marcellus, Mich. A. M. 27. 1:30 A.M. Westward. Pilot, Francis H. Rust, injured, subsequently died of pneumonia from long exposure. Mail, 7 pouches (weight not yet available.) Forwarded from Kalamazoo. Special marking from that office, reading "Forced Landing at Marcellus, Mich."

Rust, flying for the Thompson

Aeronautical Corporation crashed north of Marcellus on his Kalamazoo to Chicago flight. He encountered snow squall and heavy fog and at Marcellus circled the beacon several times in an effort to locate a suitable landing place. He apparently lost control of his plane and realized a crash was inevitable, bailed out but was too low for his parachute to open properly. His fall was broken by trees and brush but suffered a broken leg and other injuries. The plane landed, a mass of twisted fabric and metal in a swamp 30 feet away from Rust. Search was delayed due to weather preventing the use of planes and it was only 17 hours later that the pilot was found wrapped in the folds of his parachute, unconscious. He died at the hospital on February 4th from pneumonia—another hero of our air mail system.

Pilot Francis H. Rust first started to fly at the age of 17, in 1914. In 1926 he took the airmail contract between Cheyenne and Pueblo, subsequently flew for the Michigan Air Transport Co. and the Universal Aviation Corp. He had more than 5000 hours in the air to his credit.

February 2, 1932 (Crash)

Rio Vista, Calif. A.M. No. 18. 12.24 A.M. Eastward. Pilot John W. Sharpnack, killed. Original load of mail, 203 lbs. Recovered, none.

Pilot John W. Sharpnack, veteran flier of the United Air Lines, left Oakland for Reno at 11:45 P.M. the night of February 1st. His last radio message stated that he had encountered a snowstorm and was attempting to fly above it at an altitude of 7,000 feet. No official explanation is given for the mishap. The pilot's body was not burned but every bone in his body apparently had been broken by the impact of his crash. This fact led to the theory that possibly Sharpnack's plane had caught fire aloft and that in the plunge the pilot had leaped out to escape the flames. He did not wear a parachute. The Company reported that Sharpnack apparently had attempted to make a landing in the storm, staying with the ship in an effort, and had crashed into a ditch on a range. The first

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THE AIRPOST JOURNAL

of the searchers to locate Sharpnack was Pilot William Campbell of the Pacific Air Transport, who crashed his plane when attempting to land on the swampy ground, but was uninjured.

February 2, 1932 (Forced Landing)

Locomotive Springs, Idaho. A. M. No. 5 Eastward. Pilots George T. Douglas and Ed. Greer, uninjured. No record of mail available.

Pilot Greer was a new pilot, breaking in on the route from Boise to Salt Lake City. They were forced down by bad weather on an emergency field at Locomotive Springs, about 150 miles from Salt Lake City.

February 7, 1932 (Crash)

Knight, Wyo. (10 miles east). A. M. No. 18. 6:00 A. M. Pilot, Paul (Red) Andret, killed. Mail, approximately 300 pounds, undamaged.

Pilot Andret had left Salt Lake City at 4:30 A. M. for Cheyenne and the accident occurred an hour and a half later. This data was reported by Mr. E. B. Wadsworth, Supt of Air Mails, Washington, D. C. Further details will be given in next month's issue.

I wish to thank the following collaborators for clippings and notes sent in the past month: George D. Kingdom, Frank Costanzo, Alec Poczy, B. F. Myers, Albert Brown and Todd Fagan.



C. A. M.'s

(Continued from Page 24)

this method of acknowledging receipt of many letters received from various collectors which it has been physically impossible for him to answer promptly, inasmuch as he is home only on week-ends since January 1, 1932, business requiring that he be out of town most of the time. However, all letters will be answered as soon as possible and your patience in awaiting replies shall be appreciated.

ATTRACTIVE MINT AIRMAILS

AUSTRALIA, No. 303, 6d sepia. \$.14
BRAZIL, No. 928, 2500 on 3000 R. .25
BULGARIA, No. 805-S11, 1-50L. \$1.35
LEBANON, No. 213-6, Red Plane. .45
SUDAN, No. 405-13, 5M to 5P. \$1.25
SUDAN, No. 405-7, 5.10, 15M. .20

S. E. THACHER

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FAMOUS PILOTS CRASH

Roy Minor, Burbank transport pilot and famous stunt flyer, bound for L.A. from Bakersfield on January 24, ran out of gas and crashed in a vineyard near Delano, and he and two passengers were injured. Sad coincidence, but Eddie Stinson crashed the following day for the same reason and we are sure collectors in general sincerely regret the death of the latter.

C. A. M. SALE

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1st Flights these sets at Bargain Prices

ERNEST KOHL

Box 45

Newton, N.J.

AIRS of the MONTH

(Continued from Page 7)

known with a "Par Avion" overprint. This appears to have been handstamped with a steel die. A resident of Noumea, the capital of the island, states that this is a temporary issue. An Australian, on a barnstorming trip, obliged the Government by carrying the mail from point to point. The only plane on the island has since been smashed but a company is forming to buy two planes to run passengers and mails in New Caledonia and the New Hebrides. Let us hope that we do not have a repetition of the New Guinea occurrence. Does any reader have copies of the stamps or official information about them?

NICARAGUA

Ten thousand each of the current postage stamps are to be overprinted with "Correo Aereo Oficial" and constitute a set for use by government officials.

SALVADOR

The engraved set which appeared

in September 1930 is to have a "1932" overprint and may appear the first of this month. Plates for the one colon stamp have been ready for some time and this stamp may appear in April. Mr. Castellanos states that this will take the place of the provisional which appeared last fall.

SWITZERLAND

The International Disarmament Conference issue, consisting of three values all bear a common design of a large monoplane, tri-motored, in flight each of its propellers making large circles partially obliterating the design of the plane. Otto Baumberger was the designer. Above on the left is the cantonal insignia of Geneva and across the top the words, "Conference Du Desarmement Geneva 1932" Underneath the plane is the word "Helvetia" and the denomination. The set is to be current for twelve months.

Colors are: 15c. green and grey green, 20c. vermillion and buff, and 90c. blue and grey.

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FOREIGN FLIGHTS

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MISCELLANEOUS

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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.

- 1381—Emil A. Thurman, 1374 Laharpe St., New Orleans, La.
1382—Felix A. C. Koch, P. O. Box 290, N. S. Station, Pittsburgh, Pa.
1383—John J. Power, Pepeekeo, Hawaii.
1384—Nelson Wasserman, 83 Chambers St., New York, N. Y.

ADDRESS CHANGES

- 984—Theodore A. Witter from R. D. No. 7 to 1620 - 27th St., N. W., Canton, Ohio.
1018—D. D. Aldred from 4841 Lawndale Ave. to 4402 Sharon Ave., Detroit, Mich.
1044—Pat Milam from Box 522 to Box 628, Nashville, Tenn.
1376—Philip Chambre from 3743-88th St., Jackson Heights to 2541-30th Rd. Astoria, N.Y.

ADDRESS WANTED — MAIL RETURNED

- J932—Ted Loeff, formerly 1319 1-2 Wilshire Blvd., Santa Monica, Cal.
DECEASED—588—Hugh P. Tiemann.

RESIGNATIONS ACCEPTED

- 103, 117, 318, 337, 354, 716, 455, 516, 626, 628, 673, 939. The names of the above were posted in last month's report.

RESIGNATIONS FILED

Resignations listed below will be accepted thirty days hence if no objection is filed with the Secretary. See Article 8, section 3 of the By-Laws dealing with resignations. 12—Malcolm H. Ganser; 586—Leo Tammer; 591—Richard F. Minnich; 637—Rafael R. Garcia; 734—Dr. Philip G. Cole; 809—W. R. Humphrey; 854—Kenneth G. Lee; 924—Stephen J. Kandra; 998—George A. Kieffer; 1008—Herbert J. Rich, Jr.; 1030—H. H. Biggs; 1035—S. Shafer; 1051—George E. Wylie; 1052—Leon Globensky; 1069—A. Harbush; 1123—C. W. Derby; 1178—Chas. W. Spahr; 1196—Vallie Mae Harris; 1225—Fred A. Kuehn, Jr.

THE AIRPOST JOURNAL

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 March 15th. The name immediately following that of the applicant is the name of the proposer.

Sherman J. Corbett, 93 Oak St., Meriden, Conn. Ackerman,
Samuel W. Burgess, 4225 Howell St., Philadelphia, Pa. Gatchell,
Henry F. Vicha, 4230 E. 131, Cleveland, Ohio Kingdom.
Archie Mac A. Davis, Royer, Blair Co., Pa. Klein.
Joseph J. Mattes, 1113 Cornelia Ave., Chicago, Ill. Witter.
Harry E. Huber, 5913 Rippey St., East Liberty Sta., Pittsburgh, Pa. Parsons.
L. W. Erickson, A-3, Jefferson Apts., Nashville, Tenn. Milan.

It is with genuine regret that your Secretary has learned from Karl Weber of the death of our fellow member, Hugh P. Tiemann. Mr. Tiemann was an active and interested devotee of our hobby and his loss will be keenly felt by his many friends.

Although not a member of this Society, it seems appropriate and quite in order to mention the recent passing of Mrs. W. Irving Glover. Mrs. Glover, while shunning the limelight of publicity which surely might have been hers through the reflected popularity of her distinguished husband, was an ardent collector and real friend of every devotee of air mails. Your Secretary feels certain that every member would wish to join in the Society's expression of sympathy to Mr. Glover.

Respectfully submitted,

L. B. GATCHELL,

Secretary-Treasurer

LATE NEWS BULLETIN



Akron Damaged February 22—Pacific Coast Trip Temporarily Postponed



While being walked out of her Lakehurst hangar for a test flight Monday morning, February 22nd, the Akron broke loose from its stern moorings in a sudden gale, was swung around and struck the ground, resulting in the damage of the lower fin and tearing of a part of the fabric covering. Word from Second Assistant Postmaster General Glover under date of February 25th, advises that the scheduled Pacific Coast mail carrying flight of the Akron has been postponed temporarily due to this unfortunate accident. Plans for the carrying of mail as originally announced by the Department have been abandoned for the present time and until such date as repairs are made and the Navy Department notifies the Post Office Department of the proposed schedule, no definite plans can be announced.

If and when the flight is made the mail load will be limited to 150 pounds and the Post Office Department requests that air mail collectors be reasonable in their demands for covers. The Department reserves the right to reject or dispatch mail in excess of the stipulated amount by other means as they see fit. Covers already received by the Post-

master at Lakehurst will be held until such time if and when the Akron departs for the Coast flight. Notice will be sent to those on the Department mailing list when the Akron is prepared to make the trip and plans for carrying of mail are completed.



AIR MAIL TO BE CARRIED ON BOARD THE AKRON

(Continued from Page 9)

to the closing date for receiving covers, due undoubtedly to the hesitancy of the Navy Department to accede to the request of Post Office Department for mail carrying space on board the ship. Within a period of four hours from the receipt of the wire from Mr. Glover the news had been mailed to members of the American Air Mail Society who had envelopes with the Bulletin Manager. If you didn't secure the news in time to send your own covers, we suggest that you look about early for covers.

HAMMERMILL BOND AIR MAIL ENVELOPES

The Standard of Quality at a
New Low Price
Regular 6 3-4 size with
Red and Blue Border

100	\$.60
500	\$2.50
1000	\$4.75

(Postpaid)

WALTER J. CONRATH
Albion AAMS 471 Penn'a

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★ RATES

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

5 Different Air Mail Covers 27c; First
Flights, First Days, Dedications and Mis-
cellaneous covers. Fill in your collection
now, cheaply. Cover Mart, 333 Orange Ave.,
Long Beach, Calif.

Will exchange C.A.M. covers for dedica-
tions 540, 748, 751, 846, 921, 1009, 1010, 1113,
1263, 1273 to 1283, 1298, 1299, 1321, 1356,
1515, 1592-3-4-5, 1671, 1725, 1735. A. J.
Zeman, 333 Orange Ave. Long Beach, Cal.

Sir Hubert Wilkins visits Vancouver, B.
C. Covers with printed cachet—35c. Few
mailed. Geo. Fawkes, 2107 Manitoba St.,
Vancouver, B.C., Canada.

Newfoundland—set of four F.F. covers.
Jan., Feb. 1931. St. Johns-White Bay Dis-
trict. Three pilot autographed. Scarce un-
watermarked 15c airmail stamps. Very
fine—scarce. \$4.50. Fred Wilde, Compton,
California.

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*

Quincy, Fla. dedication, blue 25c; gold
35c; Columbus, Ga., 25c; Ocada, Fla. 25c;
Alaskan Air Star Routes to exchange.
J. Karl Howard, Tallahassee, Fla.

EXCHANGE DEPT.

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

EXCHANGE

Want dedications, crash, pioneers, U.S or
airmail stamps, for crash, dedications,
Canadians, Newfoundland, C.A.M.'s, etc.
Fred Wilde, Compton, California.

Send me 100 fine precancels (higher val-
ues) 3c up and receive Air Mail Covers.
Carl Becken, 4405 Aldrich Ave. So. Minne-
apolis, Minn.

Send me three dedications or first flights
for normal and inverted blocks precanceled
Black Hardings, this city, Geo. Albrecht,
3251 - 37th St. Long Island City, N.Y.

Wanted: Cash or exchange—Crash covers,
US & Foreign, ships, planes, trains. Also
any oddities of new Washingtons and
Olympics. Bendet, 816 East 9 St., N.Y.C.

Wanted—newspaper clippings and pictures
of Graf Zeppelin Flights, also photographs.
Walter Conrath, Albion, Pa.

PACIFIC COAST NOTES

(Continued from Page 20)

All were students of Harry Booth,
professional jumper. They called it
their "leap year" party. One of the
party, catching his leg in the cord of
his chute, rode head downward to
the ground. Only dented it a little
—the ground, we mean—and was
not seriously injured.

Airmail covers from Lake Placid
took from four to seven days to
reach the Pacific Coast.

From Reno comes word that Pilot
Ray Little, of United Air Lines,
dropped food into a small mining
camp near Valmy, Nev., whose oc-
cupants had been snowed in since
Christmas.

Century Pacific Air Lines, having
 flown 1,250,000 miles without ac-
cident or loss of a single piece of
baggage, suffered a most serious loss
on Friday, January 29, when their
Bakerfield-L. A. bound plane was
lost in very bad weather—of which

the Pacific Coast has had more than
its share recently. Plane, pilot and
passengers were found February 4,
after an intensive search, crushed
and badly burned.

From an army observation plane,
piloted by Lieut. Hoffman, lost in the
Sierras; Lieut. Cocke bailed out
somewhere en route, and was found
by forest rangers with his chute.
Said he jumped to lighten the plane,
on which ice was forming. No
trace of plane or pilot has yet been
found.

And a word to Pacific Coast col-
lectors. You surely do not want a
one man column to represent you in
your journal, do you? If you like,
or if you do not like it, write and
express your wishes as to what you
would like to see therein, then send
the info' for inclusion. We have
not been going long enough to get
any blue ribbons, but with your help
we shall at least not have to hang
any crepe on the column.

An airmail pilot crashed near Rio
Vista and Pilot Sharpnack, plane

THE AIRPOST JOURNAL

and mail were burned beyond recognition. This is on the Oakland-Salt Lake route. 200 pounds of mail were burned.

Another near Marcellus, Mich., in which Pilot Rust lost his life.

And still another on February 7, when Pilot "Red" Andret, flying the mail from S.L.C. to Cheyenne crashed six miles east of Knight, Wyo., and was killed. No report of mail damage or recovery.

Jimmy Carson, veteran airmail pilot of W. A. E., January 9th was forced down about 40 miles southwest of Las Vegas in a blinding snowstorm. He was uninjured and mail is safe. Automobile party will recover mail and forward it to Los Angeles.

Crashes in the last few months have taken terrible toll of veteran pilots, mostly due to bad weather. The editor wonders if delivery of mail—important as it is—is really justification for the loss of so many lives? Why not save both mail and pilots by a little more conservative judgment during such severe and treacherous weather as the whole country has experienced this winter.

Mrs. Edna Christofferson, who's autograph we were so glad to receive on Portland dedication covers a while back, is off to Alaska, leaving Yakima for Wainwright, from where she will hunt for a million dollar cargo of furs, deserted in the Bering Sea, on the Steamer Baychim. William R. Graham, experienced Alaskan pilot will be at the controls. News received here too late to try to get covers aboard.

Second annual American Legion air show at Kern Co. air port, May 1. Sacramento Valley air tour, sponsored by State C. of C., May 2 and 3. No information on cachets. Might try C. of C. if interested.

S. F.-Chicago plane of the United Air Lines made the trip in 17-3-4 hours, two and one-fourth hours under schedule, a new speed record on that run for passenger planes, on February 5th.

On the same day Col. Art Goebel climbed to 20500 feet in a Diesel-powered plane, breaking the world's

record for that type of craft, set by Clarence Chamberlain a few weeks ago.

Leo Nomis, veteran motion-picture stunt flyer, crashed to his death on February 5, while making scenes for "Sky Brides." He served as air instructor during the war.

Covers received from Aklavik, N. W.T., cancelled January 19. Who knows anything about them?

Cachet at Vancouver, January 28, six line black, commemorating visit of Sir Hubert Wilkins.

Florida air tour covers received include Fort Myers, DeLand, Plant City, Quincy, Madison, Palatka and Sarasota. No real cachets.

Cover received from Everett, Pa., cancelled January 26. Who knows?

A five line cachet was used on covers commemorating F.F. passenger services over Century Pacific Lines—S.F.-L.A.-El Paso. 37 in green from El Paso. 25 in black from San Francisco and 22 in red from L. A. These were cared for by Jas. W. Green, San Jose, and will make a nice tie-up with Century Pacific flights if in the future they are successful in obtaining mail contracts for which they are working. Cachet sponsored, I understand, by Century Pacific Air Lines.

And talking about covers—who has McAllen, Texas, ded'n? We sent covers there in Sept. last, and C. of C. returned them saying "no ded'n". Someone please tell us what the cover catching charm consists of.

Thanks for covers received are due J. W. Stoutzenberg, L. Smith, Earl Mills, Le Metzgar—long time no news, Le. Wassa madda? Was that actually a Byrd from Auburn?—Jas. W. Green, G. B. Camp, Bill Schneider Jr., G. Fawkes—that's George, not Guy—and W. G. Crosby.

A.T. & W.A. plane was forced down at Victorville by heavy storm February 8. Mail was transferred to train for Chicago.

Editor—Advance Aero News Service initials were given as A.A.M.S. in last month's magazine. Hope no one gets confused over the omission. A.A.N.S.

TO MY Fellow Air Mail Collectors

The untimely death of our esteemed and beloved friend and collector,

Mr. HUGH P. TIEMANN, of Pittsburgh, Pa.

left to his widow a very fine collection of Pioneer Covers, Governments, CAM's, FAM's, and a complete collection of Zeppelins, (including all rarities); Historical Flights, Catapult Covers, etc.

Mrs. Tiemann has appointed me to sell this collection, either as a whole or in part and I take this medium to call the attention of my fellow collectors to some choice covers. Naturally I can not entertain any exchanges and prefer to sell a section, such as Pioneers, etc. at one time. All sales must be for cash and final as required to settle the estate. If anyone is interested to buy the whole collection which consists of about 1500 very fine covers and catalogues about 6000 dollars, he will get a real bargain.

Following I shall give the section of

PIONEER COVERS

GARDEN CITY ESTATES	Sept. 30, 1911
ST LOUIS	October 6, 1911
ROCHESTER	October 21, 1911
FORT SMITH	November 3, 1911
ALBANY (crash)	December 23, 1911
WILMINGTON	January 1, 1912
LOS ANGELES	January 21, 1912
LOS ANGELES	January 28, 1912
LOS ANGELES (Dominguez Field)	January 28, 1912
BATON ROUGE (crash)	April 10, 1912
SAUGUS	June 1, 1912
EVANSVILLE	June 6, 1912
PORTSMOUTH	June 27-28, 1912
BENTON HARBOR	July 18, 1912
ROCKPORT	August 22, 1912
PLAINFIELD	August 24, 1912
BOONVILLE	August 29, 1912
McLEANSBORO	September 26-28, 1912
McLEANSBORO	September 4-6, 1913
BEMUS POINT	July 30, 1914
MILWAUKEE	September 15, 1915
MILWAUKEE	September 17, 1915

Those covers amount to roughly between \$900.00 to \$1000.00 cat. (Berk.-Dworak) and are in fine to superb condition. The first reasonable cash offer will get the entire lot. This is the first time in many years that such a splendid collection of Pioneer Covers has been offered. Do not miss this opportunity as here is a **REAL INVESTMENT**. Please act quickly or you may come too late. Give references. Write to

KARL B. WEBER,

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Historian and Director
A. A. M. S. No. 60.

MONTGOMERY—on the Air

MONTGOMERY-Atlanta; MONTGOMERY-New Orleans, each....	.12
ATLANTA AIR MAIL FIELD into Montgomery .....	.20
NEW ORLEANS AIR FIELD into Montgomery .....	.20

OTHERS AT ONLY 12c EACH:

CAM 1—Bangor-south; Portland-Bangor; Portland-south.	
CAM 2—Memphis-St. Louis; Memphis-Springfield.	
CAM 9—Pembina-Minneapolis; Duluth-St. Paul; Mandan-St. Paul; Bismarck-Fargo; Jamestown-St. Paul; Valley City-Fargo.	
CAM 11—Washington-Akron; Pittsburgh-Washington; Pittsburgh-Akron.	
CAM 12—Pueblo-Albuquerque; Santa Fe-Cheyenne; Santa Fe-Albuquerque; Albuquerque-Cheyenne; Amarillo-Cheyenne; Trinidad-Santa Fe; Trinidad-Denver.	
CAM 18—Nashville-Louisville.	
CAM 18—Watertown-Sioux City; Sioux Falls-Watertown; Sioux Falls-Omaha; Sioux City-Watertown; Sioux City-Omaha.	
CAM 28—St. Joseph-St. Louis.	
CAM 30—Denver-Kansas City; Salina-Kansas City; Salina-Denver.	
CAM 33—Amarillo-Ft. Worth; Wichita Falls-Ft. Worth; Wichita Falls-Pueblo; Albuquerque-El Paso; El Paso-Pueblo.	

Postage extra under one dollar.

My current list — SKY STUFF — would interest you.

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San Antonio, Texas

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AUSTRALIA, New 6d, O.S. overprint12
CYRENAICA, 50, 60, 80c, 3 values15
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MEXICO, No. 943 (rouletted) & 116818
NEW ZEALAND, No. 801-0328
NEW ZEALAND, New 5-3p, green10
SALVADOR, No. 670-73 (6000 issued)	2.25
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