

The
**AIRPOST
JOURNAL**



WALT
CONGUTH

MAY
1932

COZUMEL ISLAND, MEXICO

On The Air Again!

Cozumel has again been made a stop on FAM 5, and on very short notice too. As we all missed out on the first flights to this point in 1929, everyone will want covers of this new first flight. Here they are—

MIAMI to Cozumel, April 15, 1932 .....	.25
CRISTOBAL to Cozumel, April 16, 1932, this will be scarce .....	.75

RECENT FAM 5 & 6 ADDITIONS

MIAMI-Merida FAM 5, rare error cover with FAM 6 cachet, fine item....	1.00
BELIZE-Merida, scarce .....	.90
BELIZE-P. Barrios .....	.90
MANAGUA-Merida .....	.90
CRISTOBAL-P. Barrios .....	.60
CRISTOBAL-Merida .....	.60
MIAMI-S.P.de Macoris .....	.25
NUEVITAS-Miami .....	.40
PORT AU SPAIN-Nuevitas .....	.90
SAN JUAN-S.P. de Macoris .....	.25
SAN JUAN-Nuevitas .....	.25c
ST. THOMAS-S.P. de Macoris .....	.25
ST. THOMAS-Nuevitas .....	.25

Colon to Puerto Cabezas, F.A.M. 5

COLON-Puerto Cabezas, flown May 1, 1930 by Col. Lindbergh on the first flight of the Trans-Caribbean "express service"; one of the very rare covers of this route, and a very fine cover

7.50

Kingston to Barranquilla, F.A.M. 5

KINGSTON-Barranquilla, May 2, 1931, another rarity of this route which is almost never offered; this is the first direct flight between these points and was a sleeper on the re-routing of the Trans-Caribbean service

4.00

C. A. M. 1

NEW YORK-Boston .....	.45
HARTFORD-Boston	1.20
HARTFORD-New York .....	.70
BOSTON-New York .....	.40
BOSTON-Bangor .....	.20
PORTLAND-Bangor .....	.15
PORTLAND-Boston .....	.15
BANGOR-Boston .....	.15
NEWARK FIELD-Bangor, scarce .....	.30

C. A. M. 3

CHICAGO-Dallas .....	.30
MOLINE-Dallas .....	.60
ST. JOSEPH-Dallas .....	.40
ST. JOSEPH-Chicago .....	.40
KANSAS CITY-Dallas .....	.35
WICHITA-Dallas .....	.65
WICHITA-Chicago .....	.40
OKLAHOMA CITY-Dallas .....	.40
OKLAHOMA CITY-Chicago .....	.35
FT. WORTH-Dallas .....	.60
FT. WORTH-Chicago .....	.35
DALLAS-Chicago .....	.35

C. A. M. 9

CHICAGO-Minneapolis .....	.40
MILWAUKEE-Minneapolis .....	.80
LA CROSSE-Minneapolis	1.35
MINNEAPOLIS-Chicago .....	.45
MADISON-Milwaukee 11-23-27 .....	.40
MADISON-Rockford 3-8-30 .....	.15
ROCKFORD-Chicago .....	.12
BELOIT-Elgin .....	.15
BELOIT-Madison, scarce .....	.65

C. A. M. 10 (Sept. 15)

ATLANTA-Miami .....	.40
JACKSONVILLE-Atlanta	1.35
JACKSONVILLE-Miami	8.00
TAMPA-Atlanta	1.35
TAMPA-Miami	10.00
FT. MYERS-Atlanta	1.35
FT. MYERS-Miami	10.00

C. A. M. 20

NEWARK FIELD-Albany .....	.20
ALBANY FIELD-New York, scarce .....	.35
FT. WORTH FIELD-Little Rock....	.25

Ask for a copy of my price list — "SKY STUFF"

EDGAR C. CANTRELL

P.O. Box 1267

San Antonio, Texas

(In San Antonio see me at 210 Glenwood Court)

THE AIRPOST JOURNAL

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AMERICAN AIR MAIL SOCIETY

VOL. III No. 1

MAY, 1932

ISSUE 25

On Board The Graf Zeppelin

★
THE EPOCHAL 1928 TRANSATLANTIC FLIGHT

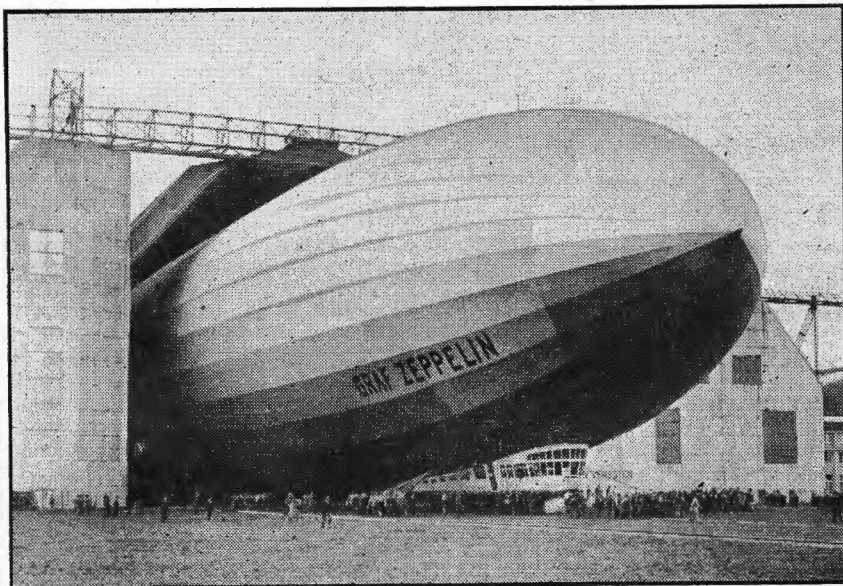
★
Written Especially for The Airpost Journal by Clara Adams,
First Woman Commercial Passenger of
the Graf Zeppelin

★

SINCE the early days of 1914 I have done much flying as a passenger in many different types of aircraft in different parts of the world. To me, flying is indeed a very great privilege. I never cease to marvel at the ingenuity of man that has conquered the air.

In fact, man's God-given ingenuity seems to have out-witted nature herself for not even the most powerful bird can make the same speed, carry tons or encircle the globe.

My first experience in the "heavenly sport" was in March of 1914 when





Clara Adams, First Woman Commercial Passenger of the Graf Zeppelin



Captain Walter E. Johnson and Charles A. Hermann were taking up passengers at \$5.00 a ride in a Thomas flying boat, they had constructed. Captain Johnson was my pilot; we took off at Lake Eustice, Florida. We reached the enormous altitude of 700 feet; and as I looked down from that dizzy height, I felt very daring and heroic. I sent up a silent prayer to the Almighty that no harm befall us; and finally after twenty minutes our craft came down on the sparkling waters, I drew a long grateful sigh and a prayer of deep gratitude went up to my Maker.

After this first taste of what was destined to be my grand passion, I flew whenever there was an opportunity to do so. Strange as it may seem, never have I had any desire to pilot a plane myself. I have almost an aversion to handling things mechanical. Principally it is the romance and spiritual uplifting which flying affords the person who revels in the beauties of God's creation that appeals to me.

It happened that I was in Germany

in 1924, as the ZR-3, the Los Angeles, was making trial flights preparatory to the transatlantic voyage when the dirigible was to be delivered to the United States in accordance with the Versailles Treaty. As I stepped into the passenger gondola at Friedrichshafen, Mr. Hugo Eckener escorted me through the dirigible. I was determined to be on board when the big ship started on its transatlantic flight; but Dr. Eckener gave me no hope. He explained that even if I were his wife or daughter, he had not the power to take me. He tried hard to console me when I pleaded earnestly; and he promised to take me on the first commercial flight, as soon as he was commander of such a dirigible. However, I stayed at Friedrichshafen for several weeks hoping that I would get my wish. During this period I got acquainted with almost everyone who was connected with the Zeppelin company.

Four years later my long cherished wish was realized when I was privileged to be the first feminine paying passenger in history to fly across the Atlantic. Sixty-four men and I were passengers on the pioneer return voyage of the Graf Zeppelin. The trip lasted over seventy hours. It was without a doubt; the greatest adventure of my life and so full of thrills that the average woman would consider enough for several lifetimes. We left Lakehurst on October 29, 1928; it was 1.54 a.m. when the great silver airship left the Naval Air Station. The heavens were filled with myriads of bright stars and the brilliant harvest moon lighted up the landscape so that one could read by its light. We swept over the Jersey coast with its network of electric lights. The gigantic, inky, black, shadow which our great ship cast on the landscape beneath followed us till it was lost in the fog.

This was the first transatlantic commercial air voyage in history; and a heating system had not yet been installed. There were hours when it was bitter cold, especially when we flew over an area of icebergs. We encountered a terrific storm over Newfoundland when an 85 mile an hour gale carried us 150 miles out of our course. However,

THE AIRPOST JOURNAL

as soon as we had run out of the storm area, the flying weather continued ideal. The second day out was perfectly delightful. The ocean was calm and the sun warmed the human cargo physically and mentally. There was an atmosphere of heartiest cordiality among the men; and they were like a lot of happy boys bent on a jolly excursion.

Everybody was collecting autographs on large sheets; and Dr. Eckener's autograph headed the historic list. Clarence Terhune, the nineteen year old stowaway, almost burst with pride each time he penned his name slowly and carefully among the distinguished signatures.

For hours the mail cachet bearing in red letters "AN BORD GRAF ZEPPELIN, October 29, 1928" was constantly in use. The men stamped collars, cuffs, socks, cards, passports, vases, paper money and everything imaginable with the canceller. I made use of it; and my new leather hand bag was the first to be thus honored.

Champagne, choice wines and liquors were on board; but never did I see an abuse of the privilege even during the tense hours of the storm. The food was perfectly delicious; the kind one gets in a good German hotel. The electric kitchen was a marvel, small as it was.

There was only one lounging room which also served as the dining room; it was about 15 by 16 feet square and 7 1-2 feet high. Cozy and elegantly furnished, it had pale green, velour carpet covering the entire floor, richly upholstered chairs and settees, four round tables each seating about six persons, four windows to watch the passing show below, a small Victor talking machine with an enormous supply of records from jazz to classic, a six weeks' old Chow puppy, our mascot, all contributed towards the enjoyment of the trip.

There was an ample supply of running hot and cold water in the four washrooms throughout the flight. Yes, and we even indulged in a little dancing. There was no danger of my becoming a wall flower.

We caught our first sight of the flashing light houses on the coast of France; and there was great rejoicing on board the airship. There

BULLETIN!



COLUMBUS, OHIO, May 21-22. Army Air Maneuvers with 50 planes (also Lindbergh Anniversary). Cachet is sponsored by C. of C. but all covers **MUST** be sent to Wm. V. Miller, Box 1356. 2c stamp per cover extra necessary, if air mail field cancellation is desired. **Air Covers ONLY.**



ST. PAUL, MINN., May 15. Cachet sponsored by St. Paul Aviation Club on occasion of dedication of memorial to Speed Holman, erected at the entrance to the St. Paul Airport. All covers **MUST** be sent to Robert Lloyd Jone, 346 North Fairview Ave., St. Paul, Minn. (Being held on 15th as anniversary of his death—17th—falls on Tuesday.



DETROIT, MICH. Two events in immediate prospect and air covers should be sent to W. T. Wynn, Jr., 6517 Reuter, Detroit, Mich. **HURRY.** Air covers **ONLY.**

were eight paying passengers and \$3,000 was the charge for the trip.

All good things must come to an end; and as Thursday, November 1, dawned, the proud silver airship floated triumphantly over the seething mass of humanity which had gathered to welcome the "pride of German achievement" home. Bands were playing, thousands joined in the singing of the German National anthem, guns were booming and church bells were ringing. Flags, flowers, and decorations of red, white, blue, black and green were everywhere in evidence; as the great air liner nosed to the earth.

As the American passengers stepped out of the airship in the home hangar of the Graf Zeppelin, the band struck up the "Star Spangled Banner". Three days later the Graf Zeppelin flew to Berlin and in this 373 mile flight I was on board as Dr. Eckener's guest. I hope to tell you later on about my momentous flight in the Dornier Do-X, the largest air plane ever built by man.



Plan now to attend the third annual Convention of A.A.M.S. at Cleveland, Ohio

Review of Field's New Airpost Catalogue



**Field's Priced Catalogue of Air Mail
Stamps and Air Posts of the World
1932 First Edition. Publishers, D.
Field, 7 Vigo Street, Regent, Street
London W1, England.**



A NEW Airpost catalogue has just been published by D. Field of London, England. This catalogue covers the airmail stamps and airmail flights of the world within its 378 pages. All varieties of air stamps whether semi-official or otherwise, connected with airmail flights have been included in this catalogue. The prices where quoted have been based on market values and in cases of rarer items to their frequency on the Philatelic market. The prices are listed in two columns and in cases of actual stamps, the first column refers to perfect mint copies and the second to ordinary used varieties. All flown covers are listed separately and priced in the second column. All items, stamps or flown covers, are listed in the order of their appearance and numbered consecutively throughout each country. The countries are listed alphabetically.

An addenda has been added bringing the catalogue up to date to January, 1932 and supplements to the catalogue will appear in the "West End Philatelist" published by D. Field. With each listing of stamps or flown covers is given all the salient data concerning the reason for the issue, the number of stamps issued or covers flown and other interesting information. The catalog is profusely illustrated throughout. Stamps as well as covers are reproduced in abundance in this new catalogue. All Graf Zeppelin flights are catalogued. In the United States section are listed and priced the pioneers and early governmentals. Interesting to note that a pioneer card fully illustrated is addressed to Harry A. Truby, New Kensington, Penna, a prominent pioneer cover collector and contributor to The Airpost Journal. CAM and FAM routes

BULLETIN!

The Canadian Post Office Department will apply six cachets to first flight air mail when the following routes are inaugurated early in June:

Prince Albert-Montreal Lake.
Prince Albert-Lac la Ronge.
Montreal Lake-Prince Albert.
Montreal Lake-Lac la Ronge.
Lac la Ronge-Montreal Lake.
Lac la Ronge-Prince Albert.

Letters for these initial flights should be marked with one of the above routings and bear six cents Canadian postage. All covers, in order to insure transmission by the inaugural flights, must be sent under cover to the District Superintendent of Postal Service at Saskatoon, Saskatchewan, to reach him not later than May 28, 1932.



EARL MILLS of Los Angeles, advertises on the back cover page a special service for first day covers of the new 2c and 5c Olympic Games issue. As an addenda to the advertisement Mr. Mills states that the seal, which will be applied to the special envelope, is official, and not the envelope.

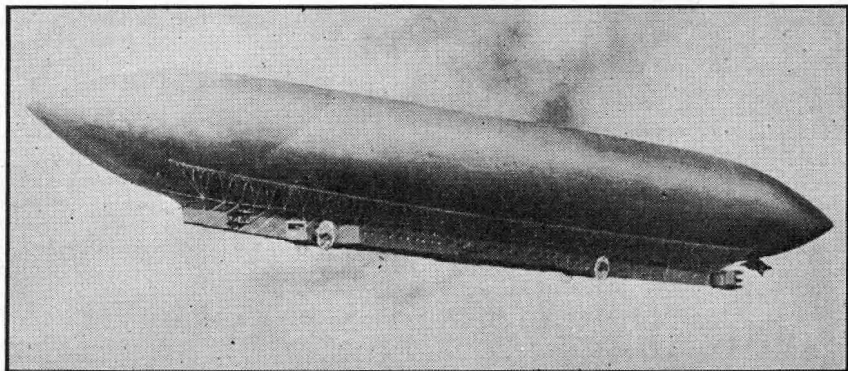
are listed but covers not priced, however the U. S. Graf Zeppelin covers are catalogued and priced.

The catalogue is a veritable mine of information and data about airmail stamps and flown covers and to anyone interested in the hobby it is an indispensable guide for their use. The Airpost Journal heartily endorses this publication as being a worthy edition published in the interests of aero-philately. The publishers are entitled to the support of the hobby and this support will spur the publishers to proceed further with their work and give to the airmail hobby future valuable publications. The volume, bound in red half morocco with gilt lettering is sold for 10-6 shilling postfree, which is about \$2.10 at the current rate of exchange, plus 28c duty, by the publisher who will gladly accept your order, or the editorial offices of The Airpost Journal will take your order and secure your catalogue for you.



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The Vaniman Airship "Akron" which exploded 1,000 feet in the air near Atlantic City, N. J., July 2, 1912. The explosion is said to have been caused by a too sudden expansion of gas due to the heat of the sun.



THE FIRST DIRIGIBLE "AKRON"



U. S. S. Akron's Ancestor of a Decade Ago was a 258 Foot Blimp



by HARRY W. AARON



MELVIN VANIMAN'S airship "Akron," built and flown twenty years ago, was the pioneering ancestor of our present queen of the skies, the U. S. S. "Akron." The sweet potato-shaped blimp "Akron" of 1912 was then the latest thing in lighter-than-air craft, as is the rigid type Navy ship bearing the same name today.

Vaniman, commander of the first dirigible to carry the name "Akron" into the sky, built his airship to withstand the storms of the Atlantic ocean and to carry at least a dozen men across its water to Europe, but on a test flight, the last prior to the attempt to cross the ocean, the "Akron" went to her doom in calm weather.

The gas bag of this dirigible was 258' feet long and 47 feet in di-

ameter. Beneath the gas bag was the so-called car, which was about 150 feet long. This compartment was connected to the gas bag by steel tubing of light construction. The dirigible was powered by three gasoline engines, one a 100-horsepower motor and the other 80-horsepower.

On the morning of July 2nd, 1912 Commander Melvin Vaniman and his crew, with the help of about a hundred policemen, firemen and others, floated the dirigible "Akron" out of its hangar. The launching was accomplished without difficulty and the ship sailed gracefully away over the waters of the Absecon Inlet. Vaniman maneuvered her down over Atlantic City, N. J. and after a few minutes headed the "Akron" out to sea. In this great airship with Commander Vaniman was his younger brother, Calvin, Fred Elmer, George Bourrillion of Philadelphia and Walter C. Gest, a friend of Vaniman's financial backers. When the "Akron" was a half mile off Brigantine Beach, flying at a height of about 1,000 feet, the spectators saw

a burst of flame outlined against the morning sky. In a few seconds they witnessed the car of the dirigible detach itself from the gas bag and shoot downward into the water, followed by the collapsed gas bag. By intuition everybody appeared to have realized what had occurred.

Fishermen and yachtsmen immediately started to the rescue. Every kind of a craft was brought into use and soon a hundred boats were on their way to what, a few minutes ago, was the greatest dirigible in history. When the boats reached the wreck they found only the collapsed gas bag floating on the water. The car was submerged in about eighteen feet of water and after a search a submerged body, that of the younger Vaniman was found. Divers went down, but little could be done until low tide, when Gest's body was disentangled from the wreck as were the others.

There were many theories as to the cause of the disaster. One was that air got into the gas bag. Another that the rays of the morning sun expanded the gas and caused the bag to burst. A third was that flames somehow reached the gasoline tank and a fourth theory advanced was that a stray rope caught in one of the propellers and was whipped around so that it tore a hole in the gas bag.

Death came instantly to Commander Vaniman and his crew of four, who had hoped to be the first to cross the ocean in a dirigible.

I have been told this great adventure cost its backers \$500,000. Mr. F. A. Seiberling, President of the Seiberling Tire and Rubber Co., who was at that time president of The Goodyear Tire and Rubber Company, was one of the backers of the first airship "Akron" as was his brother, C. W. Seiberling.

Souvenir postal cards said to have been made from the same material used for the bag of the "Akron" and bearing a likeness of the ship are known to exist. If plans were made for the carrying of mail on this airship, they probably were never completed.

★ ★ ★

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'Round the World With the Graf Zeppelin

★

(Material through the kind permission of the National Geographic Magazine and its Editor.
Gilbert Grosvenor)

★

THE WORLD FLIGHT of Graf Zeppelin was not launched by Dr. Hugo Eckener for the sole purpose of giving a few thousand cover-enthusiasts pretty-looking covers, in fact, I doubt whether the eminent Doctor had ever heard of such a racket as that of having cover-collectors finance his trip as other men of renown have done, without much success.

This main object and purpose was to make the world Zeppelin-conscious or rather show that lighter-than-air type of machines could fly great distances. In addition, he meant to show the world, that in a world trip one would have to pass through all kinds of rough weather and that the Graf Zeppelin was capable of it at any time.

His greatest task that lay before him was the second lap of the journey—from Friedrichshafen to Tokyo—the most difficult piece of air stretch to go through, since most of the country lay in uncharted regions. Especially in Siberia the land itself is wholly uncharted and there are treacherous mountains which loom within a minute's notice. In a case of this kind, the pilot, however, must be fully informed of the exact heights of the mountains before venturing forth, as the foggy and cloudy weather is of a certain degree of density and is unavoidable.

So the route through upper Siberia was abandoned for one through southern Siberia, but was also found to be unnavigable due to certain rainy seasons that would make the flight at this time impossible. Finally the Doctor tried the most far-

by Edwin Brooks

★ ★ ★

thest northern route; over the mouths of the Ob and Yenisei rivers. This would lead into unknown territory, but seemed interesting indeed to the able explorer.

Quoting the experience of the Doctor we find that:

"The flight beyond the Urals led over such wonderfully interesting regions that the deviation from our original plan was perhaps not to be regretted from the point of view of geographical interest.

"On the Siberian side of the mountains we saw dozens of tremendous forest fires, the dense smoke of which covered a vast area of many hundred square miles and hid the earth from the airship.

"We were obliged to pass through layers of smoke, which drifted from the south to north at a distance of from 40 to 50 miles, until it was clear enough for us to be able to see fairly distinctly below, but for many miles the view was very indistinct and the smell of the fires continued for hours.

"After passing this zone we turned toward the northeast, over a bend of the River Ob, where, after describing an easterly course, it flows in a northerly direction. We soon arrived at the taiga territory, a region of widespread swamps which lie on both sides of the Ob."

Soon the giant ship, its cabins lighted, the occupants carefree and happy, sailed silently and majestically over the deadly black-green swamp lands, unmindful of the tragedy that would occur should the big ship decide to take a nose-dive.

But as nothing really happened we will let Dr. Eckener say that:

"We flew over that dread waste

★ ★ ★

Photo Shows Dr. Eckener (right) in front of cabin of the Graf Zeppelin at the Friedrichshafen hangar.



THE AIRPOST JOURNAL

the whole night, from 7 in the evening until 9 o'clock next morning, and it was with sensations of relief that we finally hailed the broad Yenisei River, which, notwithstanding its loneliness and remoteness, seemed to us like a safe street that would lead us again to towns and people.

"The banks of the river extended endlessly, a monotonous waste, not a house, not a settlement, in sight, not a boat on the broad, powerful stream to enliven the picture. After about an hour, a small village of a few huts appeared on the left, and at the right was Imbatsk, for which we had been looking."

When finally inhabitants, animals and humans, were noticed below the giant Graf Zeppelin, they took to their heels in fright, no doubt thinking the world was at end. Soon the ship was flying toward the lower course of the Tunguska River, where it turns directly northwest. Never before had anyone seen these territories, at least not from the air.

Late in the afternoon, the ship flew through a well of black menacing clouds which for a moment shook the Zeppelin somewhat but was soon righted without much ado.

By the next morning the ship was flying through uncharted space known as the Stanovoi Range, a huge row of treacherous mountains, with an average of 3,500 feet. This was cleared by the Graf Zeppelin by a scant 300 feet, at times through dense fog.

It was soon learned that rocks, and not clouds alone forced the navigators to go higher. Here is how they found out:

"Halfway toward the Okhotsk Sea we had flown over ridges of 3,300 feet and more. By following deep canyons as long as possible, we were able to maintain an elevation of 2,300 to 2,600 feet until vast barriers of rocks blocked our way and forced us to ascend higher and higher.

"The mountains became more abrupt and awesome, partly covered with woods, partly barren and rising to magnificent peaks. We tried to find our way, if possible, over lower ridges, but soon had to ascend to 3,600 and 3,900 feet."

It was at six o'clock the next morning that the ship crossed the southwest point of Hokkaido and then to the sought-for point of the trip—Tokyo. This was reached the same afternoon at five o'clock after having traveled almost 7,500 miles from Friedrichshafen in less than one hundred hours. A remarkable accomplishment!

This, as had been seen before, was the most hazardous lap of the entire trip, for the Lakehurst to Friedrichshafen lap had been quite eventful to compare with this and as a matter of fact so were the other laps.

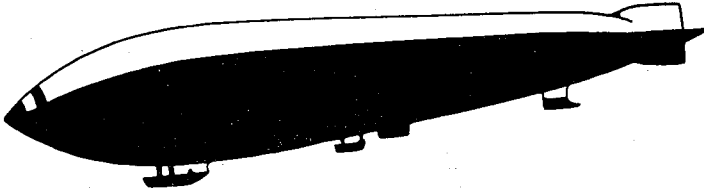
Covers and mail were taken aboard at Lakehurst on August 7, delivered to Friedrichshafen on August 10, some dropped and more taken on for the trip to Tokyo which was reached on August 19. The same procedure was done at Tokyo and the ship left on August the 23rd. The Zeppelin arrived at Los Angeles on August 27th, taking off on the following day to arrive on the 29th at Lakehurst. On September 1st the giant ship left for its birth-place and arrived there on the 4th. It took the Graf Zeppelin exactly 354 hours and 42 minutes for the whole trip with a total of 24,983 miles.

Had Jules Vernes been alive today he would have been overcome with joy at the far reaching affect of his prophecy in his book, "Around the World in Eighty Days" which in those days seemed like a drunken man's dream. But it was no pipe-dream and it won't be long before some air-minded person will make the trip without a stop, clipping off several more days. But at the same time we mustn't forget Dr. Eckener in making this dream of Count Zeppelin come true—More power to you, Doctor Hugo Eckener, in making the world 'air-minded'!

★ ★ ★ "DON'TS"

DON'T forget that a word of thanks shows appreciation for the service that some other collector is doing for you.

DON'T use a filler smaller than your cover. It will cause your cover to be torn in handling thru the mails.



ZEPPELINOLOGY



HARRY W. AARON

17417 E. Park Dr., Cleveland, Ohio



THE DAMAGE done to the AKRON on Feb. 22nd, was not as bad as first reported, and no doubt by the time you read this, she will be ready to start, if not already on her way to the coast, carrying 150 pounds of collectors' mail.

I think that all editors will agree with me, that it was only through the untiring efforts of Mr. W. Irving Glover, Second Assistant Postmaster General, and the Post Office Dept. that the Navy consented to have mail carried on the AKRON when it was to leave for the west coast. It is no doubt very disheartening to those who are trying to do everything for the collectors that they can, to have an Editor of a magazine condemn them for not sending out the notice at least thirty days prior to the flight. I feel assured that Mr. Glover sent out the notices as soon as he knew that the AKRON would carry mail, and this information was not held until the last for favored friends.

I think that we all owe Geo. D. Kingdom, Bulletin Manager, our sincere thanks for having the AAMS bulletin out in four hours after he received notice that the AKRON would carry mail. Members should have envelopes with him at all times.

We will soon know if the ZRS-5 is to be made larger than the AKRON or not, as the sixth ring will be in place this month and as that will complete half the frame work, it will have to be decided, before the work can continue.

The New York Herald-Tribune of Feb. 7th, states that the giant Zeppelin LZ-129, now being built in Germany, is to have a capacity of 600,000 cubic feet more than the AKRON but it will be shorter by thirty-five feet.

Alton J. Blank tells me that the gas bag of the first Akron was cut into pieces, the size of a postcard, with an appropriate inscription printed on one side and were sold to the public. The design on the front shows the airship at sea, a group of gulls flying nearby, and a ship or two on the waters beneath. On the other side was the ordinary postcard information such as—"Stamp Here", "Correspondence" and "Address." Anyone having one of these "cards" or knowing more about them, please write me.

The ZRS-5 has been named the U. S. S. Macon, after the city of Macon, Georgia.

Dr. Karl Arnstein has been called to Lakehurst, N. J., to supervise the repairs of the AKRON. Which leads me to believe the report that the ship would be ready to leave for the coast on April 1st, is false.

What is the difference between a blimp and a dirigible? During the war the British used a B type of limp airship, as distinguished from the rigid type, quite naturally the B-limp ships were contracted into Blimps by the people and name has stuck. Dirigible means a balloon that is equipped with motors and steering apparatus, to make it directable or dirigible. Any motored lighter-than-air ship can be called a dirigible. Therefore a blimp is a dirigible, but not all dirigibles are blimps.

(Continued on Page 32)

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MISS FLORENCE LAMPORT of Phil-
adelphia, Pa., secured the most in-
teresting article by Mrs. Clara
Adams appearing in this issue. We
are really proud of the fact that
an aero-philatelic magazine was able
to publish an article written by an
actual passenger on this world
traveling Graf Zeppelin. Mrs. Adams
has also been a passenger on an-
other of the giants of the air and
has promised to write for us, some

of her experiences on this flight.
Don't miss this. Airpost Journal
readers, we are sure, appreciate im-
mensely the efforts of Miss Lamport
to give them Mrs. Adam's story.

WELCOME NEWS has been received
to the effect that the Third Annual
Convention of the AAMS will be held
in Cleveland, Ohio on September 1st,
2nd and 3rd, at the Hotel Hollen-
den. The Cleveland Air Mail So-
ciety is to be the host and this active
society is noted for its hospitality.
A good time is assured by all col-
lectors that attend this three day
conclave and the writer urges that
everyone make plans to be there.
The writer will be there and would
like to meet all the readers of the
Journal.

ERIK HILDERSHEIM kindly for-
wards a card prepared for mailing on
the first dirigible named "Akron", a
complete story of which appears in
this issue. The card is made from
a piece of the fabric of this airship
and is a very attractive and rare
item.

"**THE LANDING FIELD**" is the
name of a four-page paper published
by the Aerophilatelic Society of New
York. The news is mainly about
New York collectors and their ac-
tivities but is sent free to any in-
terested collector. Further infor-
mation is securable from Harold Apple-
baum, 1258 Brook Ave., Bronx, New
York City.

EDMOND L. MILLER, 812 W.
Creighton Ave., Fort Wayne, Ind.,
has just sent samples of a new air-
mail envelope which he is printing.
The designs are very attractive and
the quality of paper very fine.
Samples will be mailed to anyone
sending five cents to Mr. Miller.

IT IS WITH SINCEREEST REGRET
that we publish the obituary of
philately's friend, A. V. Dworak.
The editor of this column wrote his
first airmail column through the
kindness of A. V. Dworak.

WE ARE very much pleased to have
a visit from L. B. Gatchell of Syr-
acuse, N. Y., National Secretary of
the A. A. M. S. and editor of our
F.A.M. section. Bart is a most
efficient Secretary and enthusiastic
airmail collector.

Cleveland Host to 1932 AAMS Convention

To the Members of the American
Air Mail Society,
Dear Fellow Members:—

The time has arrived when announcement should be made regarding the Convention of our Society for 1932.

This important matter has been under consideration by your Officers and Directors for some time as we wished to serve the Society to the best of our ability in the selection of the time and place for our annual meeting.

Because of the present financial condition of the country and the need for economy among most of our members, we have been influenced by the idea that we should convene in a locality which would be accessible to the largest percentage of our membership. This means that we must select some place in the middle part of the country.

The "Cleveland Air Mail Society" which is Branch Chapter No. 3 has extended a very cordial invitation for us to meet with them; the Officers and Directors have accepted this invitation. This invitation also includes the arrangement for an Aero Philatelic Exhibition with proper awards in each class of entries.

Therefore it gives me pleasure to announce that the annual Convention of our Society will be held in the Hollenden Hotel, Cleveland, O. on the 1st, 2nd, and 3rd of September, 1932. I shall look forward to a large attendance.

Yours sincerely,

H. H. GRIFFIN,
President.



The News is Out—Cleveland, Ohio will be host to the Third Annual Convention of the American Air Mail Society to be held September 1st, 2nd and 3rd, at the Hotel Hollenden. The invitation of the Cleveland Air Mail Society to the National organization has been accepted by the Board of Directors. That the Convention will be a success is assured by the

announcement that the Cleveland Air Mail Society will be the host. Detailed plans are being worked out and full announcements will be forthcoming in the next issue of the Journal.

A competitive exhibition of airmail stamps and covers will be sponsored by the local society in conjunction with the convention and every collector will be given an opportunity to display his favorite collection. Proposed plans indicate that the fee for entering your collection in the exhibition will be less than in the previous exhibition held in Cleveland in 1930. In fact, it is expected that the general cost of entertainment, banquet and other incidentals in connection with the convention will be reduced to the minimum in order to have a convention in harmony

(Continued on Page 35)

Russian Air Post STAMPS

1922, 45r	(Scott 701)	\$1.40
1923, 1r to 10r, set of 4 (702-705)		3.25
1924, 5k to 20k, set of 4 (706-709)		.60
15k on 1r inverted surcharge (708a)		90.00
1927, 10k and 15k	(710-711)	.25
1930, Zeppelin 40k and 80k perforate 10½.....	(712-713)	1.75
Similar set, perforated 12½ (712-718)		1.75
Similar set, imperforate horizontal pairs (712a-713a)		45.00
1931, "Dirigible Construction" imperforate 10k to 1r set of 5		1.40
Similar set of 5, perforated		1.25
"North Pole" imperforate 30k to 2r set of 4	(725-728)	2.50
Similar set of 4 perforated (729-732)		2.50

Eugene Klein

200 SOUTH 13th STREET
PHILADELPHIA PENNSYLVANIA



Airs of the Month

Alton J. Blank

ITALY comes to the front with two sets for chronicle this month. A set of five values, upright in design, commemorates the fiftieth year of Garibaldi's death. Another, of six, honors Leonardo da Vinci, and are horizontal in format.

Paraguay also issues two triangular stamps for the Zeppelin.



COLUMBIAN REPUBLIC

Herewith are figures on the numbers printed of the recent provisionals made by surcharging the SCADTA set with the words "Correo Aereo". 5c. 10,000; 10c. 90,000; 15c. 440,000; 30c. 200,000; 40c. 40,000; 50c. 15,000; 60c. 23,000; 80c. 10,000; 1p. 18,000; 2p. 6,000; 3p. 5,000; 5p. 3,500; and 20c. (registry) 15,000.

It is reported that a permanent set is being prepared.

CUBA

Covers are at hand dated April 4th as well as the 5th, both represented to be first day of issue of the 5c. purple stamp in the design of the national series which appeared last year. Who will set us right as to the correct date? The appearance of this value is a companion to the 10, 20, and 50c. for use on the interior lines of the island.

CYRENAICA

The five values of the new set mentioned last month are to be 50 and 80c. and 1, 2, and 5 L. Colors and design have not yet been announced.



All data on New Issues of Air Mail Stamps should be sent direct to Editor Alton J. Blank, 1452 Beall St. Wooster, Ohio.



DOMINICAN REPUBLIC

Two varieties of the 20c. blue Solar quadrant stamp have been noticed with distinct difference in the arrangement of the numerals indicating the value. On the normal stamp the numerals "20" slant downward in the lower left and upward in the right. The variety has the numerals slanting just the opposite. According to Mr. H. E. Huber these stamps were printed in sheets of 25 (5x5,) and the second and fourth rows are normal while in the first, third and fifth rows the variety occurs. From this it would appear that the normal stamp would be less common than the variety.

EGYPT

The design for the new set has been temporarily discarded and a new one is in preparation. It appears that authorities were not pleased with the first proofs and are having pictures taken of planes flying over the pyramids in an attempt to obtain a more satisfactory design.

IRAQ

Bradbury, Wilkinson & Co., have been commissioned to engrave a suit-





able series of stamps for use in this kingdom. The stamp will probably be the size of the current Persion series, and in design show the River Tigris with palm trees on either side and in the background an Imperial Airways plane.

ITALY

The Garibaldian National Volunteers are to receive the benefit of the surtax derived from the sale of five stamps issued in honor of the Italian national hero, Guiseppe Garibaldi. The 50c. carmine shows a group of men in front of a house, the 80c. olive green presents Garibaldi's home, the 1 L plus 25c. red brown the same as the 50c., the 2 L plus 50c. blue the portrait of a woman,

and the 5 L plus 1 L olive green, the hero himself. The frame consists of a pair of eagles with curved wings and the inscription "Cinquantenario Garibaldino 1882-1932." First day of sale was April 6th, 1932. There is a strong possibility that the set will be suitably overprinted for the colonies.

Six very attractive stamps were issued the 14th of March under the auspices of the Dante Alighieri National Society depicting the portrait of Leonardo do Vinci and one of his inventions, a flying machine. Colors and denominations are as follows: 50c. brown, 1 L purple, 3 L scarlet, 5 L green, 7.70 L plus 2 L blue, and

(Continued on Page 36)

SUPPLEMENTARY PAGES

For The International

AIR POST ALBUM

NOW ON SALE

Providing spaces for all Air Post Stamps issued and chronicled since January 1931 to January 1932.

This is the second set for the De Luxe Linen Hinged Edition and the first for the Hinged Post Edition.

PRICES

DeLux Edition, Pages Linen Hinged — \$2.50

Hinged-Post Edition Pages — — — \$1.25

— Postage Extra —

Scott Stamp & Coin Co.

1 West 47th Street

--

New York City



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.

★ ★ ★

their initial dispatch on January 29th over FAM 6 to connect at Paramaribo with FAM 10. The covers from San Juan and St. Thomas bear the normal cancellations of these points, 6 AM at San Juan and 9 AM at St. Thomas with (as expected) no cachet. They bear the Maceio backstamp of the 10th and the Correio Aereo backstamp of the 11th. Geo. S. Chapman also shows us a cover from Santo Domingo, dated Feb. 5, by the same first flight to Maceio. The cover has no special cachet but the usual CORREO AEREO and registration cancellations. Backstamps same as above.

★

F. A. M. 5

The Postal Bulletin of Wednesday, April 6, carried the following announcement:

Service on F. A. M. 5, route 5, Miami, Fla., to Cristobal, Canal Zone, will be changed to embrace Cozumel Island (Mexico) between Ha'ana and Merida both ways, effective with flight leaving Miami April 15 and with return flight leaving Merida, April 19, 1932.

Service on F. A. M. route 8, Brownsville, Tex., to Mexico City, Mexico and San Salvador, El Salvador, will be changed so as to perform the twice-a-week service from Mexico City, by Vera Cruz, San Geronimo, Tapachula, Mexico, and Guatemala City, Guatemala, to San Salvador and return, omitting service between Tampico and Vera Cruz, effective with flight from Mexico City, April 16 (with connection leaving Brownsville April 15) and with northbound flight leaving San Salvador April 17, 1932. No change in schedule for F. A. M. route 5.

Apparently the only portion of special significance to collectors is that referring to dispatches to and from Cozumel, Mexico. The time was short—yet we still have hopes.

(Continued on Page 32)

★

THE MANY LETTERS received commenting on the absence of this column last month has more than ever convinced the writer (who has never doubted it) that the interest in FAM's is a keen, active and healthy one. Thanks indeed friends, for your letters. Sickness and other troubles, prevented the column being with you. Apropos of the interest in FAM's there seems to be a quiet, but determined, drive going on behind the scenes to fill up the missing spaces in many a collection. This refers in particular to the scarcer items of which the quantities are but meagre. These are not going on the auction market altogether but are changing hands actively through private sale. No this is not propaganda to bull the market. As many will testify in personal correspondence and publicly I have always set down these covers as those which I felt should have special attention. I can assure you that I am fully satisfied with the "market" as it is. There's too many vacant spaces of my own to be plugged!

★

F. A. M. 10

The dispatches to Maceio as per note in the March issue were duly made and are now in hand. San Juan and St. Thomas made their first official dispatch on February 6th, but Miami interpreting the order "effective February 1" to mean "on and after February 1" from the start of the F. A. M. 10 route, made

ZEPPELIN MAIL



Special Offer:



ARCTIC FLIGHT 1931

- 10 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.

IN MEMORIAM

A. V. DWORAK

1871 - 1932

A. V. Dworak, owner of The Gossip Printery and publisher of Weekly Philatelic Gossip, The Air Mail Collector, The World Stamp Market, The Mail Order Trade, and numerous other publications, died at his home in Holton, Kansas, March 23, 1932, aged 60 years.

Mr. Dworak was born near Crete, Neb., June 2, 1871, where his father was schoolmaster of the district school. The family moved to Geneva, Neb., in 1880, and it was there that Mr. Dworak received his early training in the printing trade. He later attended the University of Nebraska, but came back to finish his apprenticeship at the printer's bench.

The first Gossip Printery was started in a little back bedroom of a bungalow he had built himself, in Denison, Kansas. It was here that Gossip, his senior publication, came

into being in June, 1915. The printery was moved to a small outbuilding at one side of the house, after the bedroom became too crowded. The young girl he married in Denison became an invalid and we see him moving the printery to Siloam Springs, Ark., in an effort to improve her health. She died in 1920, and he moved the printery to Holton.

He remarried in Holton, in 1921, and built his present printery in 1924, equipping it with new machinery almost throughout.

He is survived by his widow, Mrs. Dorothy E. Dworak (who will carry on the business); two children, Gerald R. Kirby of Weed, California and Mrs. Josephine E. Nostrum of Kansas City; his mother, Mrs. Anna S. Dworak of New York City, and a sister, Mrs. William Cotton of New York City.



WEST COAST AIRMAIL SOCIETY

The second regular meeting of the West Coast Airmail Society was held Sunday, March 27th, with the newly elected President, Mr. A. N. Brown in the chair. The Constitution and By-Laws were formally adopted, and plans made for the future activities of the organization. Primarily organized for the purpose of uniting airmail collectors of San Francisco and the Bay Region, provision has been made for inclusion of out-of-town members. Further information may be secured by addressing the Secretary-Treasurer, Mr. Ted Hofer at 819 Geary St., San Francisco. Meetings are held the last Sunday of every month—and thru the generosity of the Management of the Hotel Steart, these meetings will be held in that well-known hostelry., the next being April 24th.

Everett Earle,
Publicity Director

• FIRST FLIGHTS •

England — Cyprus — England

Air-mails from John Bull's Island to Cyprus, the Isle of Venus and Love, (see your Shakespeare and Scott's No. 116) and from Cyprus to England were inaugurated April 16. The flights will be among the major First Flights of this year, and covers ought to be a good investment as extremely short notice was given of initial flights. Covers listed below are neat, specially designed, with backstamps.

First Flight, England to
Cyprus\$1.00

First Flight, Cyprus to
England \$1.25

Both—\$2.00. Banknotes or M.O.

P. W. Ireland

165 Woodstock Rd. Oxford, Eng.

MINT AIRMAILS

Newfoundland 50c unwmk...\$1.50
Panama 256-7, Cat. 90c.....40c
Guatemala 703 used, Cat. 50c...25c
—Postage Extra—

Airmail Stamps

on Approval - References essential

H. D. D I C K
P.O. Box 36 Rome, N.Y.

THE BALLOON POSTS OF PARIS

1870 - 71

★
Written Especially for The Airpost Journal

★
by L. A. Chaintrier

Translated by John W. Prevost

★
Le Daguerre

★
LE DAGUERRE was the twenty-fifth balloon and was sent out by the Post Office Department. Its cubical capacity was 2045 meters and its outer envelope was made up of strips of yellow and blue percaline.

The pilot was Mr. Sylvain Jubert, a sailor of the National Marine. There were two passengers, Mr. Pierron, a civil engineer and Mr. Nobecourt, a pigeon fancier.

The mail carried consisted of five sacks weighing 260 kilograms and in addition, there were five baskets of pigeons, 17 belonging to Mr. Nobecourt and 13 to Mr. Laurant. It is also claimed that Mr. Pierron took his dog along.

The ascension took place, from the Orleans Railway Station, Saturday, November 12th, at 9:15 A.M.

At the same time another balloon, Le Niepce, ascended, but carrying no mail. It was sent out by the Post Office Department, carrying Mr. Dagron, a photographer, Mr. Fernique, engineer of Manufactures and Arts, Mr. Poissot, an artist and a relative of Mr. Dagron, Mr. Gnocchi, an aid of Mr. Dagron's and Mr. Pagano, a sailor and aeronaut. In addition the balloon was laden with 600 kilograms of apparatus, belonging to Mr. Dagron and destined for use in the fabrication of the films for the Pigeon Post.

The two balloons were subject to a violent gunfire from the enemy, from the moment they arose and

★
Editor's Note—This story is a continuation of the article on Paris Balloon Posts in the April issue. Subsequent issues will contain complete stories of the flights of these balloons.

★ ★ ★
passed over the first trenches of the Prussian army. They attained an altitude of 800 meters, but Le Daguerre was pierced by several projectiles and the damage was really serious. Le Niepce, more fortunate succeeded in passing the danger zone without damage. Le Daguerre,

Xth OLYMPIAD

FIRST DAY COVERS FROM LOS ANGELES
CALIFORNIA

I WILL SEND YOU 9 First Day covers franked as foll: 1 with 2c single; 1 with 2c pair; 1 with 2c BLOCK of 4; 1 with 5c single; 1 with 5c pair; 1 with 5c BLOCK of 4; 1 with 2c & 5c singles on same cover; 1 with 2c & 5c pairs on same cover; 1 with 2c & 5c BLOCKS of 4 on same cover.

Plate No. Blocks will be supplied where possible.

ALL FOR ONLY\$1.75

And here is the Service that goes with it:

1. Personal attention to all orders.
2. Positively no straight edges.
3. Covers neatly addressed & mailed direct to you.
4. Covers via air & registered when postage permits.
5. Special cacheted envelopes of fine quality.
6. Special "stuffers" in all covers to prevent damage & preserve cover.
7. Money refunded on any unsatisfactory cover.
8. All orders reaching me by Noon the day preceeding the Day of Issue, will be filled.

This is the latest, most economical & complete Service I know of. This low price possible only on orders for entire set (as listed above). All 9 covers to go to one name and address.

TERMS: Cash with order.

REFERENCES: First National Bank & Postmaster, Holtville, Calif.

MEDIA FROST Holtville, Calif.
Air Mail and Cover Specialist

THE AIRPOST JOURNAL

losing its gas, in spite of the efforts of the occupants who kept throwing overboard sack after sack of ballast, approached the earth, carried by the wind.

At ten o'clock it passed above Guermantes (Seine & Marne.) Here the enemy calvary started in pursuit and finally overtook the balloon at Jossigny, near Ferrieres, 21 kilometers from Meaux and 42 kilometers from Paris.

The unfortunate aerial voyagers, seeing themselves pursued, threw overboard all of their ballast and began to make preparation to throw over the mail sacks. Mr. Pierron succeeded in unhitching one sack and a basket of pigeons, just as the balloon passed over the Ferrieres wood. But now the balloon began to twist and turn with great violence, and the occupants could only crouch at the bottom of the basket, and await with anguish the first contact with the earth. This was rude enough, but no serious damage was done. After the three voyagers alighted, the balloon in two bounds arose and caught on the roof of a farm house.

The journal *Der Schwabischer Mercur* of November 18th, 1870 informs us that the first man of the

pursuing calvary to arrive on the scene was an artillery man named Muhlbacher. It was 11 o'clock A.M.

The three aeronauts were made prisoners by Lt. Count de Soulheim, who seized the balloon, the four sacks of mail and 24 pigeons.

The journal *Le Gaulois* of Paris of November 16th, offers the following information.

"The news of the loss of *Le Daguerre* was brought to Paris by five pigeons, each the bearer of an identical dispatch which was sent by a guard of the Ferriers wood. The dispatch was as follows: 'Large yellow and blue balloon fell at Jossigny near Ferrieres. Prussians captured the balloon the aeronauts and the rest. I saved only one sack of mail and six pigeons'."

This referred to the bag of mail and the basket of pigeons thrown out over Ferrieres wood by Mr. Pierron.

The aeronauts were taken to Germany as prisoners. It was learned after that Mr. Nobecourt was carried to Versailles in a cart where he was kept in a cell for 15 days. From thence he was sent to Glatz in Silesia, where he remained five months.

The four captured mail sacks were sent to Versailles, where the correspondence was opened by the German Secret Department. The four baskets of pigeons were also put at the disposition of the same department.

Le Daguerre was the second balloon captured by the enemy.

Note

We have just learned of the failure of two balloons, *Le Galilee* and *Le Daguerre*.

The Department of Paris is much disturbed and with reason, and undertands that the departure of balloons in daylight will become more and more perilous, for the enemy, now warned is perfecting its methods of destruction and pursuit.

It is decided that from now (November 16th,) on all departures will take place at night preferably in the middle of the night or at such hours as seem most favorable, following the moon movements and the state of the atmosphere.

USED AIR MAILS

		Cat.	Net
Netherlands,	701-3.....	.50	.25
Nicaragua,	701.....	1.25	.50
"	702.....	1.50	.60
"	703.....	1.00	.40
"	704.....	1.00	.40

Used Airm on approval against references.

JOHN ARNOSTI, A.A.M.S. 1328

Box 445, Gr. Cent. Sta., N. Y. City

NOW OUT!

The United States Specialized Catalog
of First Day Covers

1932—SECOND EDITION—1932

"Bigger and Better Than Ever"

Contains a complete listing and accurate pricing of all first day covers of United States stamps. The first attempt to give figures on the number of covers mailed from various first day cities has been embodied in this catalog. It is a most helpful book in mounting your first day covers.

— Price 35 Cents —

AUGUST & BIDDELMAN

510 S. 18th St., Newark, New Jersey

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.



FUTURES: SAN PEDRO, CAL. C. of C. will cachet air covers on arrival of U. S. S. Akron, if sent OPEN AND EMPTY and outer envelope marked "For Akron Cachet" About May 2nd.

OMAHA, NEBR., May 27-30. Annual Air Races, and National Elimination Balloon Races. No cover information, but C. of C. probably will hand covers.....ST. PAUL, MINN. May 16-22. Northwest Aircraft Show. No cover information.....ST. PETERSBURG, FLA. Cachet for air covers May 12, 13, 14, event not stated. It is further stated a cachet there every month (reason not given) this year. Covers to York Briddell, Chairman Aviation Comm., C. of C. OPEN.

BOUND BROOK air mail days set for March 12-13 cancelled. All covers were mailed from NEW ORLEANS Air Carnival, April 8-11. Pictorial cachet by Famous Flier Inc., was applied there four days. On the 10th a different nice cachet by American Airways Inc. and Aero Philatelic Club was applied in honor of the 20th anniversary of first New Orleans Air Mail Flight. Covers capably handled by AAMS member, E. A. Thurman.

NO airport dedications will be held at Brownwood, Tex., Marfa, Tex., Oxford, N. C., Annapolis, Md., Lamar, Colo., Hays, Kans., Del Rio, Tex., French Lick, Ind., Rexton, Mich., Owensboro, Ky., Union, Mo., Effingham, Ill.....Springdale, Ark, will dedicate in about three months according to their Community Club in letter to Charles Walter.

SANFORD, FLA., mailed 260 covers on January 19th airport dedication.....HUNTINGTON, TENN. mailed only ten or fifteen last October 13I have just received cover....postmarked Detroit, April 10th, signed by Ralph R. DeVore with no mark-

ings. Don't know if he is the sender or someone connected with an event of that date.

PASADENA - ALHAMBRA AIR-DROME dedicated for use of Lincoln Air Lines, with 52 covers mailed by Fred Wilde, on March 12th and 33 on March 13th. Typed inscription signed by R. B. Curtis....CLEMENCEAU, ARIZ. dedicated on March 19-20. Montezuma Stamp Co. of Clarksdale, Ariz. had 250 envelopes printed on short notice, stated not for speculation but for convenience of collectors who may have them for 15c each. Fred Wilde reports few without markings. All mailed on 19th, none on 20th as Post Office closed Sundays AUBURN-OPELIKA Airport Opening or dedication took place on April 4th. About 1500 covers from both cities, three line hand stamp cachet from Auburn, but

George Washington Memorial Building

Will be Dedicated
MAY 12, 1932

The portrait on the present 9 cent stamp was taken from the picture in Washington's Masonic Lodge at

ALEXANDRIA, VA.

Special embossed envelopes will be addressed to you for this historical occasion. These covers will be officially cacheted by the Post Office Department.

Cover with 9c stamp.....	\$.18
Cover with block 9c.....	.47
Set both covers .....	.60

ROBERT M. HAYES
2019 Howe St. Chicago, Ill.
In answering please mention
The Airpost Journal

a printed three line one from Opelika Lee County C. of C. advises me that the airport was not completed on date of Post and Gatty visit December 9th and was not turned over by contractors until February 20th. Hence, I doubt if the previously reported covers of Dec. 9th, have any rank as Airport covers. (They are OK as Post and Gatty covers).... TULSA, OKLA., dedication Municipal Airport, March 24th with poor two line cachet by C. of C. to about 500 covers in black and same by P. O. to about 300 more in red. Very few have date "3-24-31" changed to "32" in ink.

CHEBOYGAN, Mich, dedicated October 9th and covers bear four line cachet or sticker of that date. Flown in Detroit News autogiro to Detroit and were not mailed from there until December 31st. About 150 of them and they certainly should rank as dedication covers.... McALLEN, Tex. mailed most of dedication covers on Jan. 9th, few on 10th and about 100 altogether.

GALVESTON used black cachet to about 800 covers on March 17th, the 20th anniversary of first air mail

flight there. Four line ink cachet to about first ten. Dedication not yet held....SAN DIEGO, two line ink cachet and P.M. signature on April 7th covers, the 20th anniversary of first air mail flight there.

Very pretty cachets for Old Ironsides' visit to Lake Charles, Tampa and St. Petersburg.

OTHER UNOFFICIALS SINCE last issue, briefly, have been: Newark, O., March 11, visit Asst. Sec. Navy, Ingalls....Madison, Wisc. Mar. 12, and Chicago, Ill. March 12, cachet by Chicago Assn. Commerce, unofficially carried on experimental flight over Northwest Airways linesNewark, March 12, first passenger mail flight to Montreal....Akron, Mar. 18, typed cachet for raising zero ring in U.S.S. Macon....Springfield to Buffalo, Ill., April 5th, carried by Lowell B. Mason, first candidate to make aerial campaign....Masillon, O. Mar. 29th, visit Paul Siple....Portland to Seattle, April 1st, 125 covers carried on shuttle flight by Air Express. Bear United Airlines cachet and Amer. Ry Express sticker and were handled by friend McCamley of Portland....Los Angeles Air Mail Field, April 1st, four line red cachet for first shuttle flight by United Air Lines....Byrd visit to Clarksburg, W. Va., on March 15, resulted in 25 printed envelopes by Lions Club; to Lorain, O. on March 28th in printed blue cachet by Kiwanis Club; and to York, Pa., on April 2nd, in attractive purple cachet by Junior Service League....Detroit, April 2nd, first day National Aircraft Show, purple cachet of Transamerican Air Lines applied to 3210 covers by AA MS member W. T. Wynn, Jr. and his committee....LOS ANGELES, April 6th had familiar design cachet in two colors for Army Day Aerial Review.

The editor of this page would like to see airport dedication covers of Clyde, Cal., Nov. 1, 2, or 6, 1930; Colo, Sept. 29, 1930, and St. Petersburg, Fla. on second day, February 26th. Immediate return promised.

I would like to express my personal acquiescence in item on Stop Press page and on editorial page of Mekeel's of April 11th, concerning "cachet" collecting, as termed in Gossip issue of same date "cachet anaemia."

ECUADOREAN STAMPS

**The Only Firm Specializing in
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QUITO — ECUADOR — S. A.

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"American Philatelic Society"—10711
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All information concerning Canadian Air Mail should be sent direct to Editor W. R. Patton, Box 2384, Winnipeg, Man., Canada.



THE REDUCTION OF AIR MAIL SERVICE



DESPITE the many reports of reduction in the air mail services of Canada, the only line dropped was the Prairie Service running between Winnipeg and Edmonton. All other services will be kept up as before. However, the closing down of the Prairie route cuts off almost 1,000 miles of Canada's airways. The last flight was made, both from Edmonton and Winnipeg, on the night of March 30th arriving at destination 7:00 A. M. March 31st, after which no more mail will be carried until the Government considers they have the necessary funds.

Through the generosity of a good friend, the two following covers reached me on the last flight. Both have at the left hand side printed facts of this route, and with heavy side borders of black in Memoriam. The first cover has at top top "The end of a great enterprise?" Underneath in a square 2 1-2 x 2 1-2 inches, with quarter inch heavy black border, we have a picture of a plane that has come down. The smash-up is labelled on the side "Western Air Mail". Very good descriptive material of the route follows underneath as for instance:

"Canadian Prairie Air Mail. Length of route 991 1-2 miles. Contract price per annum \$481,869.00. Experimental First Flight Dec. 10th, 1928. Pilots: Buchanan, Calder, Dickens, Farrington, Westergaard. Inaugural Contract flight March 3rd, 1930. Pilots: Brown, Buchanan, Far-

rell, Hollick-Kenyon, McLaren. Last Contract Flight, March 30th, 1932. Pilots: Ashton, Calder, Farrell, Hollick-Kenyon, Jarvis, Moar, Stull.

The other cover has the following descriptive material: Canada's Prairie Air Mail. Length of route 991 1-2 miles. Contract price 72c per mile. Took off March 3rd, 1930. Landed March 31st, 1932. Forced down by the great depression.

Farewell, a sad farewell,
Thou, child of happier days;
None knew thee but to cherish,
None named thee but to praise.



Plan now to attend the third annual Convention of A.A.M.S. at Cleveland, Ohio

New Air-Mails

Italy, 6 varieties,\$2.00
Tripolitania, 4 varieties75

—:—

Nicaragua, P.O. Reconstruction.
Nicaragua, Officials
Colombian Republic, on SCADTA.

Prices on request to those
interested

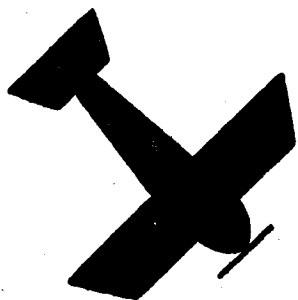
—:—

AIR-MAIL APPROVAL SELEC-
TIONS UPON REQUEST AC-
COMPANIED BY REFERENCES.

—:—

Frederick P. Proessel

Box 7120 ELKINS PARK, PA.



CRASH COVER NEWS



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



A DIEU — another important task in connection with CRASHES makes it imperative that I relinquish my duties as editor of the Crash Cover News.

This popular column, however, will not be discontinued. With the next issue, the well known enthusiastic crash editor of the Air Mail Collector will succeed me. He needs no introduction—he is Frank Costanzo

of Punxsutawney, Pa., a most serious devotee of the crash hobby fraternity. I trust my co-operators will give him the same courtesies as I have had the pleasure to receive during the past months.

My new duty will be the editing of the Crash Section of the Standard Airpost Catalogue which will make its appearance next Fall. The task is a difficult one but with the collaboration of my co-workers, I hope to make it a welcomed addition to the high grade catalogue published by the Berkshire Exchange.



OFFICIAL REPORT OF RECENT CRASHES, ACCIDENTS AND FORCED LANDINGS



March 15, 1932 (Accident)

Hartford, Conn., A. M. No. 1, AA. Eastbound. 7:20 A.M. No further details as to weight of mail, name of pilot, etc. Mr. Plourd of Hartford reports that the New York plane landed at the Hartford Field about 7:20 A.M. A high wind was blowing and as the plane turned so as to approach where the mail clerk was waiting to receive the mail, the wind got under a wing and blew the plane over, smashing a wing. Mail for Hartford and vicinity was handed to the mail clerk direct from the wrecked plane. Mail for Boston was transferred to a chartered plane and flown to Boston. Further details will be given next month.

March 19, 1932 (Crash)

Calimesa, Calif., A.M. 33 AA. Westbound, 7:30 P.M. Pilot Harold J. Kelsey. (Co-pilot Hollis H. Camp-

—BRITAIN'S BEST—

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Harris Publications, Ltd.,
112, STRAND, LONDON, W.C.2

THE AIRPOST JOURNAL

bell and five passengers) killed. Mail, 107 pounds. About 10 pounds, approximately 750 letters, recovered from the debris. Forwarded on March 21st from Los Angeles to addressee or returned to sender according to legibility of address on the envelopes. All salvaged mail badly burnt and sent under official cover with the following mimeographed form:— "Yucaipa, Calif. Wreck of AM 33, Plane NC 625-E, Mar. 19, 1932. The enclosure is a part of the air mail recovered from the above mentioned wreck. The plane burned and as this letter has been damaged it is sent you under official cover. F. E. Smith, P.O. Inspector." The only marking applied was on the P. O. Inspector's Envelopes in black "SALVAGED AIR MAIL 3-16."

Pilot Harold J. Kelsey was flying a trimotored passenger mail plane from Phoenix to Los Angeles. Due to dense fog, Pilot Kelsey was flying low through San Geronia Pass and as he approached Calimesa, he struck a high power line of the Southern California Edison Co., and crashed in flames in an apple orchard throwing one of the passengers clear of the wreck, but still strapped to his seat alive and conscious. dlying the next day with a broken back. Kelsey had 6,000 hours flying experience.

March 21, 1932

Steubenville, Ohio. (Brown's Island) AM 34 AA Eastbound. 3:00 AM. Pilot Hal George and one passenger killed. Mail 47 pouches, 427 pounds. Recovered, 28 pouches and search is being continued for the balance of the cargo. Letters recovered were badly watersoaked and forwarded from Steubenville. The Postmaster advises that a special marking "Received in damaged condition" was applied to salvaged mail. From another source, we are informed that no marking was used. Confirmation is requested.

Pilot Hal George was flying the airmail from St. Louis eastward accompanied by a woman passenger who had obtained special permission to fly with the mail pilot to reach the bedside of her daughter, ill at Orange, N. J. He encountered a

sleet storm as he was nearing Steubenville, Ohio. As ice was forming on his plane making it impossible to gain altitude, George decided to return to Columbus, O. Flying low at a speed of about 120 miles an hour, plane crashed in the Ohio River, near Brown's Island, four miles above Steubenville, O. The wreckage was not discovered until 12 hours later. The body of the pilot, with his parachute wrapped about him, was found under the plane in about 20 feet of water. At this writing the body of the woman had not yet been recovered.

March 31, 1932

Bedford, Ohio. AM 17 UAL. Westbound. 2:35 AM. Pilot Forrest Mallick, killed. Mail 581 pounds. Forwarded from Cleveland without markings.

Battling a howling storm on the night air mail run between New York and Cleveland, Pilot Forrest Mallick crashed to his death in an open field known as "the jungle", near Bedford within a few miles of the Cleveland Airport. Mallick had encountered a storm over "Hell

Air Covers in Packets

Buying regular stamps in packets has been a "stand-by" for years. Why not do the same thing with Flown Covers? Here is your chance—try it out—see how it works.

While there are no rarities, you'll find plenty of cachets, cancellations and other doo-dads. Some of the covers are 4 or 5 years old, so you will get mighty fine value.

10 diff. Foreign Air Covers \$1.50
25 diff. Foreign Air Covers \$6.00
50 diff. Foreign Air Covers \$20.00
75 diff. Foreign Air Covers \$40.00
100 diff. Foreign Air C'v's \$70.00

There are many First Flights in the last three collections

Not a single U.S.A.
or Canada in
the lot

AEROPLANE VALUE
SUBMARINE PRICES

Marks Stamp Co. Ltd.

462F Spadina Ave. Toronto, Can.

Stretch" just before reaching Bellefonte, Pa. At this point he was informed that the weather was thickening and getting worse toward Cleveland. Having flown this route for over eight months, decided to continue his flight. A violent headwind carried him off the airway lights and apparently lost his way. As he had switched off his ignition, he evidently knew he was going to crash.

Mallick is the third air mail pilot to have crashed near Cleveland. Thomas P. Nelson, crashed in December 1929 near Chagrin Falls in a blinding snowstorm and Samuel J. Samson was forced to jump when motor trouble developed at Bedford, Ohio on May 24, 1930.

★ Correction

In the March issue, under date of February 2nd, crash at Marcellus, Mich., reported that the special marking applied at Kalamazoo read "Forced Landing at Marcellus, Mich." This source of information while official, has been proven to be incorrect. Upon further investigation, the proper endorsement should have read: "Received in damaged condition at Kalamazoo, Mich." The error is explained by the Superintendent of Mails at Cleveland, Ohio. We quote from his letter dated April 14th: "The matter of endorsement was taken up with the Postmaster at Kalamazoo, Mich., where the damaged mails were handled, and I am informed that on account of no stamp reading "Forced Landing at Marcellus, Mich." available and insufficient time to prepare such a stamp the letters were all backstamped with the Kalamazoo, Mich. postmarking stamp and those in damaged condition were also endorsed "Received in damaged condition at Kalamazoo, Mich." on the face side.

CANADA AIR MAIL

First Day Covers New 6c Stamp from 13 official cities complete. Mighty scarce in entire sets. Cash or M.O. \$3.50 per set.

THEODORE DOYLE

8726-88 St. Woodhaven, N.Y.

QUARTERLY REPORT OF THE SALES DEPARTMENT

January, February, March, 1932

Balance on hand Dec. 31, 1931	\$181.17
Books on hand Dec. 31, 1931—191 value	\$3863.77
Books received Jan-Feb-Mar 1932 — 65	1447.80
Total books 265—value	\$5311.57
Books retired Jan-Feb-Mar 1932 — 49	436.23
Books on hand Mar. 31, '32, 207 value	\$4875.34
Cash sales, quarterly period (Jan-Feb-March, 1932)	\$429.69
	\$610.86

Expenses for quarterly period

(Jan-Feb-March, 1932)

To members on account	\$303.66
Commission paid	70.30
To regular insurance	6.47
To extra insurance	4.90
Postage to members	4.70
	390.03

Balance on hand March 31, 1932...\$220.83

Indications at the beginning of the year pointed to increased sales for this quarter, however, there has been a decrease instead, the decline in the volume of sales starting in the early part of February, many members being compelled for the present at least to give up buying on account of the economic conditions.

An interesting fact to be noted is that although the total sales fell below that of the previous quarter, the cover sales of this quarter exceeded that of the previous one. This perhaps is accounted for by the fact that many collectors are taking advantage of the lower net prices.

The Department has available all kinds of covers, including Pioneers, Government, Dedications, CAM's, F-AM's, etc. also stamps in blocks, singles including rarities and errors. There are also books of semi-officials as well as books containing airway company stamps and labels.

Members should write for Circuits stating the class of material they desire.

Fraternally submitted,

H. C. CARPENTER,

Sales Manager.

600 Southern Ry Bldg.
Cincinnati, Ohio.

★ ★ ★

Plan now to attend the third annual Convention of A.A.M.S. at Cleveland, Ohio

AUCTION REVIEW

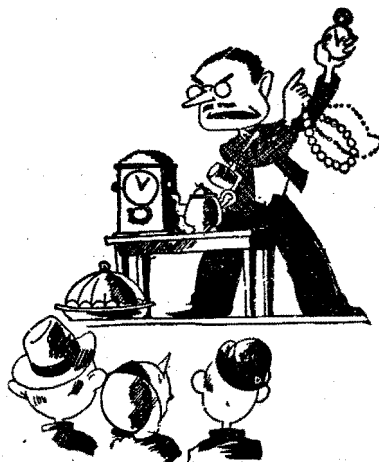
By Donald E. Dickason

Nicolas Sanabria—Third Sale
March 26



IN THIS SALE, of which the first 198 lots were air mail stamps, some very low and some very high prices were realized, as well as a great many which were about in line with the average market. A few interesting items are given as follows: Argentina first set complete \$7.00, the blue Zeppelin set \$10.25 and the green Zepps. \$21.00. The Chile 6P on 10c., catalogued by Scott at \$50, brought almost a record low of \$18.50. The set of Cilicia, 2 copies sold "as is" brought an astonishing high price considering the lack of guarantee, in selling at \$62. The first Colombia, \$481, went very decently at \$372 for a perfection mint copy. The semi officials of this country brought rather low prices in comparison with the generally increasing interest in this interesting group. The French Ile de France set, with the blue stamp centered left, went at an even \$75. A number of the first issue of Honduras averaged from one-fourth to two-thirds catalog. The 20c on 25c black brown Nicaragua earthquake, which has apparently been discovered in a total quantity of 100 copies, though its history is still somewhat obscure, brought \$65 for a fully guaranteed copy.

The complete first issue of Persia, priced by Scott at \$129.60 sold for the insignificant sum of \$17.50. The first issue of Peru, second printing, overprinted inverted, brought \$14. The Philippine high values of the Madrid Manila set continued to demonstrate that present catalogue figures are too low in bringing \$12, \$21, \$50, \$56, and \$111 for the one, two, four and 10 peso stamps respectively catalogued at \$17.50, \$40, \$60 and \$100. The Salvador 20c green with red surcharge, Scott No. 651, catalogued at \$60 showed its



true status by bringing \$70—and at that it was a bargain. Sweden No. 504 sold for \$365. The Venezuela 40c slate blue error, not often offered, brought the very decent price of \$75. This sale was a good cross section of the present market, in

Graf Zeppelin Round The World Covers

I am offering at a Very Special
Price — A Fine

ROUND THE WORLD COVER

Carried in 1929 by the Graf
on its Lakehurst to Lakehurst
Trip

This Cover is Franked With
\$3.55 in U. S. Postage.

Postmarked New York and
Backstamped Lakehurst.

Catalogued by Dworak at \$20

SPECIAL \$9.00

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Weekly Airmail Cover Pricelist.
Just send 2c to cover the cost of
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RICHMOND HILL, N. Y.

THE AIRPOST JOURNAL

which we find many items bring as fine prices as they ever did, and others equally fine pieces, simply for the lack of interested bidders at the particular sale, going for prices that are ridiculously low. If there was ever a time when it paid to attend these auction sales in person, or be represented by an agent, that time is now. General prices are really remarkable in consideration of those being realized or securities and valuables in other fields, but the fact remains that in every sale there are a certain number of lots on which the mail bidders do not happen to bid very heavily, and these give the man on the floor a chance to pick up some rare bargains.



Berkshire Exchange Inc. 16th Sale April 16th, 1932

This sale, as is usual for this firm, was composed of both airmails and covers, as well of certain pieces of allied interest in the way of cancellations, first days, etc. The same general remarks as made for the Sanabria sale apply equally to this one, and without other preliminary remarks, I shall note some of the prices realized. The U. S. Zepps. in singles brought \$14.50, and in blocks \$55. A block of the 65c on a flown cover sold for \$8.40, and singles on cover brought proportionate prices. A large lot of Bolivian Zeppelins in full and broken sheets went at bargain prices to the dealers who bid on them. The French Ile de France 10fr. on 90c brought \$39.60 as compared with a \$50 catalogue. A rather notable lot of Honduras, both first and later issues, brought very decent figures, averaging one-third to one-half catalogue even for the large sheets and blocks. The first Nicaragua earthquake set of 4 totalled \$67.10, and the second set \$38.60, while several lots of the 15c on 25c individually went at contrasting low figures. A

LINDBERGH 2nd ANNIVERSARY COVERS

May 21, 1929

Dworak's No. 199-13 Norristown, Pa...15c
Dworak's No. 201-13 North Platte, Neb. 40c
Dworak's No. 195-13 Hartford, Conn...20c

H. D. EGOLF

Box 396 Norristown, Penn'a

number of lots of used airmails on pieces of cover were bargains for several bidders who got them at figures which will give a good profit when the present increasing demand for used airmails makes itself a little more evident.

Pioneer covers were pretty slow, averaging not much over one-fourth catalogue, in contrast to almost twice that average in the sale preceding. C.A.M. and F.A.M. covers held strong interest, with bids concentrating on the unlisted and scarce pieces. A copy of the Tampa C.A.M. 10 with cachet (normally without) went for \$9.50; the Fort Myers to Miami brought \$4.90, and even lots as described as in only fair condition received very decent bids. The recent F.A.M. covers were much in demand, being bid on by a great many collectors, and final prices were practically all ahead of recent retail figures and offerings in the advertising pages of the Journal. Pilot and other signatures were woefully weak, and I should advise anyone interested to buy rather than try to sell at prices as realized at present.

Crash covers were, as usual, at or near catalogue figures, and seem to be increasing in interest steadily—a first day cover of the U.S. 2c brown Oct. 1, 1883, Scott No. 210, sold for \$11.20, though a non-aero item in an air mail auction. First day covers were generally strong, bringing large proportions of catalogue. Zeppelins maintained their strength in general, with, as usual, few bids, however, on the more common items. Foreign covers were up and down, following no particular system so far as I could see. The general average of this sale showed a continuation of the improvement noted in the one preceding it, and it is to be hoped that this general trend will continue and grow in the whole market.

I have received, through the courtesy of Mr. Eugene Klein, a copy of the prices realized in his sale of March 16. Through an unfortunately zealous housecleaning my copy of the original catalogue has disappeared, and I shall have to procure another before I can use the price list. This sale will be reviewed next month.



★

ALL IS QUIET on the (C.) A.M. front as there is no news to report concerning new additions or routes during the past month. The only news concerning these routes are a few minor schedule changes on a few routes that are of no material importance to collectors. However, with the approach of the summer season it is expected that new additions will be made to the airmail system and perhaps a few spurs and routes inaugurated although the necessary appropriations required for the carrying out of such a program of air mail expansion does not appear to be available until after July first.

It is reported that Yuma, Arizona as well as El Centro and San Diego, California are to be added as stops either on the main line or by a spur to A. M. 33. It is possible that if and when night flying is inaugurated over the western half of route 33, that these points may become stops on this route. However, for the time being there is no definite news about this at hand.

It appears that many collectors

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 to
F. B. LEECH
 National Press Bldg., Washington

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.

★

are apparently confused in regard to direction listing of covers as listed in airmail cover catalogues. During the past year many letters have been received from collectors stating that covers as listed in catalogues are in error in regard to direction in which the covers were flown. The main reason for this misunderstanding apparently seems to be due to the fact that on some of the (C.) A.M. routes planes often change their direction of flight to a considerable extent when flying from one intermediate point to another between the terminals of the routes. The route
 (Continued on Page 35)

NEW SWISS

DISARMAMENT CONFERENCE
 AIR MAIL STAMPS

15, 20, 90c Complete

32c

S. E. THACHER

88 Milk Street, Fitchburg, Mass.

REVISED PRICE LIST

of

AIRPOST STAMPS

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Patchogue, N. Y.

APPROVALS

We have three departments for you to select from:

First—Jumbo Books containing stamps of the world at one cent each.

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Third—Airmails and Short Sets, Mint and Used.

Bargain Hunters Here's your Chance—Kansas overprints can still be gotten in singles at 85c per set. Blocks \$3.50. Of course to make these a bargain they are mint.

Blocks mint Molly Pitcher. .30c
 Remit with order any way you desire.

INTERNATIONAL STAMP HOUSE
 Clifton, N. J.

SUPPLEMENTS

to the

Standard Airpost Catalogue

In each issue of the Airpost Journal will appear supplements to the Standard Airpost Catalogue. If the airstamps of a country are listed, it will be a complete listing of the air stamps issued since the 1931 edition of the Catalogue.

COSTA RICA

Habilitado

1931

Correo Aereo (g)

2.00

1931, Dec. 19. Tax stamps of 1929-30

Unwmkd.
Perf. 12

- | | | |
|----|-------------------------|---------|
| 11 | 2col on 2col grey green | (2,000) |
| 12 | 3col on 3col red brown | (2,000) |
| 13 | 5col on 5col black | (1,500) |

Nos. 11-13, complete set

4.00 — — 17.50

This issue appears to have been of a speculative nature but any comments but be withheld until further information is received. 500 stamps of each value were sent to the postal union at Bern.

LATTAKIA

لatakia

(a)

LATTAQUIE

1931, Nov. 19. Air stamps of Syria
overprinted in red or black (a)

Unwmkd.
Perf. 13½

- | | | |
|----|------------------------------|----------|
| 1 | 0p50 brown yellow (50) (B) | (75,000) |
| 2 | 1p orange brown (51) (B) | (60,000) |
| 3 | 2p dark blue (52) (R) | (50,000) |
| 4 | 3p blue green (53) (R) | (40,000) |
| 5 | 5p red purple (54) (B) | (30,000) |
| 6 | 10p deep blue green (55) (R) | (25,000) |
| 7 | 15p red orange (56) (B) | (20,000) |
| 8 | 25p brown orange (57) (B) | (15,000) |
| 9 | 50p black (58) (R) | (10,000) |
| 10 | 100p deep lake (59) (B) | (9,000) |

Nos. 1-10, complete set

2.50 — — 5.00

This country was formerly called Alaouites.

NEW ZEALAND



(a)

1931, Nov. 10
Type (a)

Wmkd. Multiple N.Z. and Star
Perf. 14x14½

- | | | |
|---|-----------------|-----------|
| 1 | 3d chocolate | (200,000) |
| 2 | 4d grey purple | (200,000) |
| 3 | 7d brown orange | (50,000) |

Nos. 1-3, complete set

35 — — 75

(Continued on Next Page)

THE AIRPOST JOURNAL

FIVE PENCE (b)

1931, Dec. 18. Previous type
surcharged in red (b)

4 5d on 3d green

15 — — 50

Issued to cover postage and airmail fee on special Christmas flights.

TRIPOLITANIA



(d)

1931

- 10 80c dark purple (c)
- 11 1L deep blue (d)
- 12 1.20L deep brown (d)
- 13 1.50L red orange (d)
- 14 5L deep green (d)

Nos. 8-14, complete set

1.00 — —

Designed by Prof. E. da Rosa. Printed in rotogravure at the State
Printing Office, Rome.

Wmkd. Crowns
Perf. 14



(e)

1931 Mar. 1.
Type (e)

15 50c deep blue

Wmkd. Crowns
Perf. 14

15 15 25 50

Issued for sale during the Fifth Agricultural Fair at Tripoli from March
1 to April 30. Designed by Prof. Aleardo Terzili.



(f)

1931

Type (f)

- 16 50c deep blue
- 17 80c light violet
- 18 1L black
- 19 2L light green
- 20 5L-1-2L bright rose

Nos. 16-20, complete set

90. — —

Designed by M. A. Falorsi. Printed in rotogravure at the State
Printing Office, Rome.

Wmkd. Crowns
Perf. 14

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.

★
ON March 12 and 13, Pasadena-Alhambra Airdrome, the old W. A. E. airport at Alhambra, use of which was discontinued a year ago, was rededicated to the permanent use of Lincoln Air Lines, who moved in so hurriedly they had not even a rubber stamp to apply to covers which the editor took over. A notice of the event came from Ed. Schrader, of Pasadena on the evening of the 11th, and search of three daily papers through the previous few days failed to reveal any publicity thereon. A much delapidated typewriter served to place a four line black inscription for the 12th on fifty-two (52) and red for the 13th on thirty-three (33) covers, which were autographed by Mrs. R. B. Curtis, wife of the operator and owner of the L. A. L., a courtesy which helped to verify the event.

Change of schedule on A.M. 34 from 3:05 p.m. to 7:00 p.m., daily service, formerly only six days, and fast monoplanes carry the mail on this run, without passengers. All

F. A. M. 6

Miami-Havana, 1-9-29	60c
Miami-San Juan, 1-9-29	50c
Miami-Santo Domingo 1-9-29	75c
Santo Domingo-Miami 1-9-29	\$1.25
Nuevitas-Miami, 12-6-31	40c

—Anything Sent on Approval—

HERMAN C. KLEINERT

Trevose

Penn'a

CANADA PROVISIONAL
AIRMAIL

6c on 5c—Supply Limited

Mint .. 8c; Blocks pro rata

1st Day Covers15c

Return postage extra. Postage rate to Canada is now 3c. Lists Free.

VICTORIA STAMP COMPANY

241 Queens Ave., London, 16, Ontario.

N. Y. mail originating in L. A. is carried over this route at present, but night service will shortly be resumed, according to report of Lawrence Smith, Glendale.

No dedication at Los Gatos (The Cats)—Saratoga airport, is reported from Jas. W. Green.

April 30, San Francisco is putting on a big Washington Colonial event, for which J. D. Long, 3326 Fulton St., will care for covers, ordinary or airmail. Cachet being arranged.

Juanita Burns, under contract to "solo girdle" the world by air, is also under contract to not marry for two years afterward. That auspicious event, however, is also contracted, so it is reported, and her autograph thereafter would be Juanita Walton. No covers, no autographs, on this aero event, due to contract. Ho hum. There were about thirty covers autographed by Miss Burns last year, for an event, and the covers were not sent out due to a misunderstanding. These have been located, and will go out on the Army Day cachet event from L. A. April 6th.

An airport was established at Arvin, Kearn Co., to offer facilities for aviators visiting there on the occasion of the famous wild flower festival, held at Arvin yearly. No dedication ceremony.

Thanks for that Irishman's card from Cork, Jas. W. Green, on March 17th.

On March 19, Clemanceau, Ariz. held dedication ceremony for Verde Valley Air Lines a.p. Covers sent from L. A. were returned without cachet, but with correct date. Covers mailed by Mr. Chas. W. Fairfield of Clarksburg, carry a very nice printed cachet, in two colors, alternating through a square, a plane and five lines of wording. He reports there were something under 300 covers. THESE COVERS ARE AVAILBALE TO COLLECTORS AT 15c EACH, HAVING BEEN PUT THROUGH ON VERY SHORT NOTICE. Dedication cover collectors will surely appreciate this courtesy on the part of Mr. Fairfield, who conducts the Montezuma Stamp Co. at Clarkdale, Ariz.

(Continued on Page 34)



American Air Mail Society

Organized 1923 as the Aero Philatelic Society of America

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

1st VICE-PRESIDENT
Wm. H. Conkling
2nd VICE-PRESIDENT
George D. Kingdom

SECRETARY-TREASURER

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H. C. Carpenter, 600 So. Railway Bldg., Cincinnati, Ohio

EXCHANGE MANAGER

T. F. Donahue, 2352 Washington Ave., Newton Lower Falls, Mass.

HISTORIAN AND RECORDER

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

ADVANCE BULLETIN SUPERINTENDENT

George D. Kingdom, Conneaut, Ohio

DIRECTORS

George W. Angers, Raymond V. Bahr, Walter Conrath, Henry S. Parsons

Maurice S. Petty, James T. Schweier, Karl B. Weber.

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

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

OFFICIAL PUBLICATION — THE AIRPOST JOURNAL

Secretary's Report

NEW MEMBERS

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

- 1392—Ernest F. Crose, 3501 Monroe St., Denver, Colo.
- 1393—H. W. Webb, 228 S. Cedar St., Charlotte, N. C.
- 1394—John R. Hopkins, 15 St. Paul St., Cambridge, Mass.
- 1395—Roscoe B. Martin, Forestville, N. Y.
- 1396—Raymond A. Peters, 5751 S. Wood St., Chicago, Ill.
- 1397—Elmer L. Mundy, P. O. Box 644, Plainfield, N. J.
- 1398—Dominick J. Perota, 1189 Washington Ave., New York, N. Y.

ADDRESS CHANGES

- 410—Seymour Rose, P. O. Box 592, Chicago, Ill.
- 420—Royce A. Wight, Box 135, Cambridge, Mass.
- 466—Norman B. Ringelman, 1441 Goodale Ave., Toledo, O.
- 530—A. H. Davis, Calle Conde 2104, Buenos Aires, Argentina.
- 778—Ernest J. Hadorn, Route 7, North Canton, Ohio.
- 782—Edmund R. Wormer, 215 W. 23 St., New York, N. Y.
- 827—G. E. Carlson, Box 776, Battle Creek, Mich.
- 878—James E. McNeal, 468 Fern St., West Hartford, Conn.
- 954—George Stotz, Jr., 412 Watchung Ave., Plainfield, N. J.
- 978—F. H. Wilde, 917 N. Burris Ave., Compton, Calif.
- 982—Lawrence S. Clark, 1125 S. Washburn Ave., Minneapolis, Minn. (Always use the full first name LAWRENCE in addressing the above as there are two L. S. Clark's in Minneapolis.)

1218—Lavina Horton Wing, 39 Palmer Ave., Bronxville, N. Y. Special Notice
Commencing with this report only the NEW addresses are shown rather than both new and old. Old address, if desired or necessary, may be secured by reference to the Society Directory.

RESIGNATIONS ACCEPTED

If no objection is entered, will be accepted next report: 156—E. R. Povolny.

DROPPED FROM THE ROLLS

By action of the Membership Committee: 1127—Ernesto Hammer.

DECEASED

- 543—A. V. Dworak, Holton, Kansas. 823—Joseph Trown, 1574 Third Ave., New York

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

- Roy J. Halbedel, 51 Harrison Ave., Brooklyn, N. Y. Kreuger.
- George William James, P. O. Box 291, Mather, Pa. Emsley.
- Theodore L. Levine, 6712 - 21st Ave., Brooklyn, N. Y. Dickason.
- Alex Stupinski, 31 Parsons St., Yonkers, N. Y. Kingdom.
- Ludwig Hummel, Allerheiligenhof 7, Innsbruck, Austria. Angers.
- George H. Porter, 1225 Marquette, Cleveland, Ohio. Kingdom.
- Dr. E. Lee Dorset, 634 N. Grand Blvd., St. Louis, Mo. Carpenter.

THE AIRPOST JOURNAL

MEMBERSHIP CARDS

By the time this appears in print all should have received their 1932 membership cards. If you have paid and have not received same please communicate with the Secretary at once.

PINS

At present there are no Society pins in stock. We have had several calls for these of late and if 25 will indicate that they will need one of these, a reorder will be placed. Send no money but advise the Secretary. Three color gold enamel inlay, emblem of the Society, a beauty. Price \$1 which is a few cents below original cost.

DECEASED

It is with regret that we report the death of two members, that of Mr. Dworak, widely recorded in the philatelic press and that of Mr. Trown, reported by his mother, without details. There is little we can add except our sympathy to those left behind. Mr. Dworak performed a signal service to the Society for some years, his publication GOSSIP and later the AIR MAIL COLLECTOR acting in the capacity of official organ for the Society. As was to be expected there were many things on which Mr. Dworak and certain officers of the Society were not fully agreed. It is only fair to add that each believed sincerely their particular viewpoint. Mr. Dworak fought firmly, but always fairly, for that which he believed correct. He had a host of friends in the hobby who will sorrow at his passing. We also record, in passing, the death of Walter B. Arno. While not a member at the time of his death, Mr. Arno was a former member and enthusiast.

UNSOLICITED APPROVALS AGAIN

Many collectors and dealers, particularly those in foreign countries, continue to disregard the well established rules of all National Societies against the sending of unsolicited approval selections. This practice must be discontinued or offenders will be summarily dropped from the rolls. This is not only a nuisance but an imposition as return postage is rarely sent. Will all receiving such merchandise in the future advise the Secretary promptly who will handle its disposition.

It is hoped that there will shortly be a law on the statute books prohibiting the sending of unsolicited merchandise under penalty of forfeiture and other severe penalties. In lieu of this it is hoped that the Committee on By Laws will make this prohibition an integral and definite part of our own By-Laws at the next Convention.

Respectfully submitted,

L. B. GATCHELL, Secy.-Treas.

ZEPPELINOLOGY

(Continued from Page 9)

Lighter than air ships are divided into three classes; the non-rigid, the semi-rigid and the rigid ships.

NON-RIGID ship is primarily a balloon, shaped to give directability and carrying motors to give it forward movement. It maintains its shape by means of the pressure of the gas it contains.

The SEMI-RIGID ships are between a rigid and a non-rigid ship. It is a pressure ship, but the fabric bag is strengthened by a metal keel, extending the entire length of the ship, with reinforcement at the nose, to prevent this being forced in by air pressure during high-speed flying and also at the tail where the control surfaces are.

The RIGID ship has a complete metal structure, which gives it its shape. The lifting gas is contained in a dozen or more separate cells set inside of the framework. The rigid ship would maintain its shape even if all the gas were removed.

Non-Rigids

U. S. Army TC-type	210,000
Navy J. type	210,000
Goodyear Defender	183,000
Goodyear Pilgrim	53,000

Semi-Rigids

Italian Norge	670,000
American RS-1	719,000

Rigid Airships

U. S. S. Akron	6,500,000
British R-100	5,000,000
German Graf Zeppelin	3,700,000
American Los Angeles	2,500,000

The figures showing the volume in cubic feet of lifting gas.

I want to thank Anna Schafer, Don Dickason, Alton Blank and Geo. Porter for information they have sent me.

I would appreciate hearing from all collectors, as to what you would like to see in this column each month. Your suggestions will be greatly appreciated.

★ ★ ★

F. A. M.'s

(Continued from Page 14)

If we "click" we'll tell you about it next month. Cristobal dispatched to Cozumel on October 29th, 1929 (No. 21 Berkshire). The only cover I have had the pleasure of seeing in this dispatch was that in possession of my good friend, Heine Steiger. The text in Berkshire refers to supposed Miami dispatches to and from Cozumel, being based on information furnished by the Post Office Department. In view of the contrary statement of the Mexican Department to the effect that there never have been direct dispatches between Miami and

CLASSIFIED ADVERTISING

★ RATES

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

WANTED: BUY, SELL, EXCHANGE PICTURES Pilots, airplanes. Postcard photos Admiral Byrd, pole plane, Balchen, Smith, Parker, June, Lindbergh, Partridge 15c, 2-25c. Swap hundreds 8x10s movie actresses for ?? Belmont Shoppe, AJ-9, Downers Grove, Illinois.

U.S. ZEPPELIN, COMPLETE, SUPERB, well centered, \$16.00; St. Paul Coste & Bellonte, crash covers. Warren, Ohio, 9-21-30, \$5.00, very rare. Neat air covers, some backstamped, 14 for \$1; Many other desirable covers cheap, or trade for stamps, coins, autographs. 1922 Lincoln Cents 17c each; National Geographic Magazines 10c up. Money refunded if desired. Odds & Ends Shop, 377 West 7th St., Saint Paul, Minnesota.

COVERS CARRIED BY LINDY 75c EA. Dedications 1928-1929 25c ea., Registered Boat, Ky. boat cancellation, \$1; North Pole submarine autographed by Hubert Wilkins. Launcelot J. Plourd, 48 Catherine St. Hartford, Conn.

FIRST DAY AND SOUVENIR COVERS, 5 -25c each. Send for list. Feb. 22nd covers, Mt. Vernon, 10c; Washington, 15c; both 20c. Valz, Box 452, Staunton, Va.

USED AIR MAIL STAMPS ATTRACTIVE- ly priced. Brazil 824 Cat. 2.00 net .65, Chile 605 Cat. 2.00 net .65; Guatemala 703-704 Cat. 1.00 net .35. Approvals again a good commercial references. See display ad on page 18. John Arnosti, Box 445, Gr. Cent. Sta. New York, N. Y. 25-26-27

WISH TO CORRESPOND WITH COLLEC- tors in all Foreign countries who will exchange Foreign mint sets for United States mint sets. D. C. Randall, Albion, Pa., U.S.A.

Cozumel, and further in view of the present notice, this writer is inclined to believe that there has been a mistake in the records. As no covers of the supposed Miami-Cozumel dispatches have ever been seen it looks as if collectors will have to accept this first dispatch as FIRST dispatch in ANY event.

While on the subject of the earlier flights, Mr. L. S. Manning shows the familiar Miami-Belize and Miami-Tela, May 15, 1929, Nos. 5A and B, cachet type 5c in Berkshire, with the cachet, normally in violet, in black. Thanks Mr. Manning, which all goes

JUSTAMERE BARGAIN. PILOT SIGNED A.M. 1 Portland to Bangor, or Pilot signed A.M. 9, Bismarck to Mandon, \$1.00 each. Returnable. Justamere Airmail Collection, 158 Hollis—Jackson, Mich. 25-26

WANTED—NEWSPAPER OR MAGAZINE Clippings and Photos of all Graf Zeppelin flights. Also picture postal cards, folders or original photographs of Zeppelins. Send material, stating cash price or covers you would like in exchange, if I am able to supply. Walter J. Conrath, A.A.M.S. 471, Albion, Penn'a. tf

EXCHANGE DEPARTMENT

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

EXCHANGE

I OFFER HIGHGRADE BRITISH COLONI- als, general issues, in exchange for Airpost stamps only, no covers. Leonard Whiteley, Port Antonio, Jamaica, B.W.I. AAMS 1271.

WANTED: FOREIGN AIRMAIL (PAR Avion) labels for exchange, or purchase. Everett Erle, 2303 Bush St., San Francisco, California.

EXCHANGE GRAF ZEPPELIN TOKIO- Los Angeles, small card and cover. Want general stamp collection. Hard, 833 E. 5th St., Long Beach, Calif.

WANTED—WORLD WAR A.E.F. AND Civil War covers. Will give good airmail in exchange. Charles Housman, Bridgeville, Pa.

SEND USED OR UNUSED U.S. No. 1300 to 1305 inclusive for other used U.S. A. O. Litt, 67 West 44th St., New York. 25-26

WANTED: AIRMAIL AND FIRST DAY Covers, mint and used stamps, commemorative half dollars and other coins, in exchange. H. Hippensteil, 1128 Russell Ave., Bethlehem, Penna. 25-26

to show that we don't know as much as we think we do about these and other covers.



Polish Air Mail Notes

Correcting the notes on Page 16 of the December issue to the effect that no mail was carried to Athens from Warsaw (from Salonica by the Greek Air Line) on the 30th of June, 1931. The local Greek line, only began to function on the 10th of July, 1931. All mail from Warsaw for Athens was sent on by rail to Athens. P. I. DROSSOS.

THE AIRPOST JOURNAL

PACIFIC COAST NOTES

(Continued from Page 30)

Capt. Yancey landed at United Airport, Burbank on March 26 to give a series of exhibition flights in his autogiro.

American Airways inaugurated 22 hour service between L. A. and Chicago, via El Paso, Fort Worth and Kansas City. Westbound on same schedule March 31.

First shuttle flight—United Air Lines—covers arrived at A.M.F. P. O. Burbank, 1 p.m., April 1st. Covers bear four line cachet in red, and are autographed by R. P. Stimpson. Carried by him from Alameda to L.A. Extra service on most of United Air Lines routes went into effect the same day.

Under supervision of Wing Commander Major Carl Spatz, the entire bombardment wing of March Field staged an air review over L. A. and Long Beach, on Army Day, April 6. This is the first air demonstration of that unit in which the entire group of bombers, 24, and pursuit ships, 48, were used.

The plane in which Lieut. Hoffman, army pilot, was lost on February 1, was found demolished, having crashed against a mountain side in the vicinity of Sequoia National Park. The body of the pilot was found the next day, frozen to death.

A modern airport is proposed for Boulder City, the Federal township at the dam. If this materializes there should be a hot time for all

AIRSHIP ZRS-5

RING RAISING DEC. 19, 1931

Cover with green Cachet, postmarked exact hour, plate number or 'top' airmail stamp, only 50c; Red-green bicolor Cachet, very scarce, 85c...U.S. Stamps (Airmails too) any denomination accepted.

R. RICHARDSON

66 S. Forge

Akron, Ohio

AEROPHILATELIC CLUB OF FRANCE

— C A F —

(Club Aerophilatellique de France)

Ask for free circular

M. GAUVIN

17 Bis Rue Jeannette

TROYES, (Aube), FRANCE

concerned. Temperature runs to 145 degrees in the summer months up there. More on this as soon as we hear.

The airport at Visalia is being improved in preparation for service of Century Air Lines, which expects to install passenger and express air service about the middle of April.

Two hours and sixteen minutes continuous flight was registered by D. W. Wilson, of Detroit, in a glider meet near Redondo, April 3. Balloon bursting and distance flights also featured the meet, the fifth of a series of six pre-international contests, for selection of team of glider pilots to meet foreign contestants in a meet immediately following the Olympic games.

Covers from the Auburn-Opelika a.p. dedication came through from both places. Those from Opelika have a three line black printed cachet inscription. Those from Auburn have a small three line rubber stamp applied irregularly and smearily and both face and reverse of covers, in most cases, scarcely readable, in purple.

20th anniversary 1st airmail from San Diego cover, with typed note to that effect, came through on April 6th. This was the day of the fourth unofficial airmail in the U. S., 1912. Thanks to Ernest Lee, San Diego.

An interesting cover comes from W. A. Steiger. It carries the name of the first candidate—for collectors votes?—to stump Illinois by plane and was carried on first shuttle flight from Springfield to Buffalo, Ill. It carries a postmark of Buffalo, 6 a.m. and postmark of Springfield, 4 p.m. Undoubtedly carried before it was mailed and returned to its starting point the same day, April 6th. It has the appearance of a very nice round-trip cover on the inauguration of this service. Many thanks, W. A. S.

Pacific Coast Note—way down south. Cover dated March 18, and postmarked, Wellington, N. Z., arrived in the editor's mail on April 9, via San Francisco, bearing the long 3d green airmail stamp, surcharged FIVE PENCE. Someone please tell me if this is a F.D.C.

THE AIRPOST JOURNAL

CLEVELAND HOST TO 1932

A.A.M.S. CONVENTION

(Continued from Page 11)

with these times of economy.

The Cleveland Air Mail Society is famous for its activities and the aggressiveness of its members in boosting the field of aero-philately. This club has over 120 members and half of them are active in the activities of the club. All attendants to the 1930 Convention welcome the opportunity of again accepting the hospitality of the Cleveland Airmail collectors and many others surely will be glad to have the opportunity so soon to be guests of this local society.

At present no definite plans can be given but it is certain that as a part of every convention program there will be an evening for a stamp and cover bourse, an evening for the auction, probably under the direction of Don Dickason, and the banquet. The usual business sessions of the Convention will reveal the progress of the society for the past twelve months and future plans will be materialized. The Convention will be three full days of airmail talk and doings, the exhibition, the business sessions, and the entertainment.

The most pleasurable part of the Convention will be the renewing of old friendships and the making of new friends in the hobby. Many a lifelong treasured friendship is started at a convention. It is the best chance that a collector has to meet other hobbyists and cat with them concerning the hobby.

Cleveland is centrally located and easily accessible to hundreds of airmail collectors. Make your plans now to attend the Third Annual Convention of the American Air Mail Society. The dates are September 1st, 2nd and 3rd. Every collector can be assured that he or she will have three days of pleasure and enjoyment with their hobby and fellow hobbyists.

★ ★ ★

C. A. M.'s

(Continued from Page 27)

which most frequently confuses collectors is (C.) A.M. route 27 on

which it is possible for a plane flying from one terminal point to another terminal point to first fly southeast, then south, then southwest and finally northwest. Example: a plane flying from Muskegon to Chicago. Covers carried from Muskegon on the first flight are shown listed in catalogues as being westbound covers although they are actually carried southeastward from that point. Likewise, covers listed as being eastbound covers from Grand Rapids were actually carried northwestward from that point and covers listed as being westbound covers from Grand Rapids were actually carried southward from that point. In the American catalogues (Dworak and Berkshire) covers are listed according to the general direction of the route, that is, a route is either east and west or north and south, but not a combination of these unless spurs or parallel legs are inaugurated on the same date. The Post Office Department and the operators of the route also go by this standard.

A good way in which to determine which is the proper direction in which a cover was carried from any

DEDICATIONS

	Cat.	Net.
Ottumina, Ia	5.00	1.75
Miami, Fla. 3 days	2.25	.75
Dearborn, Mich. (signed by C. M. Ford)	1.00	
Mott, N. D.	3.00	1.25

Others in stock, reasonable

CHARLES W. HOUSMAN

Bridgeville

Pennsylvania

F R E E

Newfoundland 1932

Catalogue

Prices average 38% Scott.

REV. BUTLER

Sandy Point, St. Georges, Newfoundland

COSTA RICA LINDBERGH

STAMPS No. 147

Cat. \$6; nett \$3.50

Nice Used Copies. What do you need in Airmail Stamps?

ERNEST KOHL

Box 45

Newton, N. J.

particular point one should start at any one terminal of the route and follow through continuously until they reach the point from which the cover was dispatched. If the cover was carried in the same direction from the particular point in question as one is following thru from a terminal point then that cover was dispatched from the point in question in the same direction as covers listed for the terminal point from which one started to follow through. In the case of A.M. route 27 any cover carried from any intermediate point in a direction away from Chicago is an eastward cover from that intermediate point irregardless of whether the plane carrying the cover from the intermediate point in question flew north, south-east or west from the intermediate point. In a similar manner any cover carried from any intermediate point toward Chicago, or in other words, away from any of the four terminals of route 27 except Chicago is a westward dispatched cover from the intermediate point in question, irregardless of whether the cover was carried north, south, east or west from the particular intermediate point.



AIRS OF THE MONTH

(Continued from Page 13)

10 L plus 2.50 L violet brown. The 50c. and the 7.70 L plus 2 L shows the flying machine conceived by the inventor, and the rest present do Vinci as a long bearded gentleman gazing upward at a man in flight.

PANAMA

Home of the Postage Stamp reports that the "3 Noviembre" issue exists in two colors, deep blue and grey blue, and two varieties: Horizontal pairs known imperforate between. One stamp in each sheet of 50 has an inverted "A" instead of a "V" in the word "Vuelo."

PARAGUAY

Something new in Zeppelin stamps has appeared from this country in the form of two triangular shaped stamps. The design shows the Graf Zeppelin in flight among the clouds with "1932" and "Correo Aereo" above it. The country name and value appears in the side labels. Denominations and colors are: 4 P

BULLETIN!

Lieut. George Hill, airmail pilot on A.M. 27 was killed in a plane crash at the Fort Wayne, Ind. airport April 21, 1932. He was flying the mail from South Bend, Ind. into Fort Wayne and as he was attempting to land, his plane went into a stall and crashed. There was less than four and one-half pounds of mail on the plane and the letters bear no special markings other than "received in bad condition." E. L. Miller received credit for this prompt news being sent direct to the editor and permitting it to be published in this issue of the magazine.

light ultramarine and 16 P red violet. This brings the total of Zeppelin stamps to 65.

TRIPOLITANIA

The set chronicled last month has made its appearance and is very attractive. Fifty thousand of the two lower values and 15 and 10,000 each of the high were issued.

UNION OF SOUTH AFRICA

According to a newspaper dispatch from Pretoria the issuance of special air mail stamps is to be discontinued. Regular postage stamps are to be used. This also applies to Southwest Africa.

HERE IS A NEW WAY TO FILL IN YOUR AIR MAIL COLLECTION

The Following Sold at Your Price—Any
Reasonable Offer Will Be Accepted

- 50 ALL DIFFERENT FIRST DAY of 5c
RATE — Value \$12.50
- 59 ALL DIFFERENT DEDICATIONS
Value \$21.00
- 48 ALL DIFFERENT FIRST FLIGHTS
Value \$45.00

I have almost a Complete Collection of FIRST FLIGHTS, DEDICATIONS, AIR MEETS, BYRD TOURS, LINDBERGH TOURS, ETC. Send in your Want List with remittance that you are willing to pay. Any reasonable offer will be accepted.

JOHN A. DODD

735 New Jersey Ave., N.W.
Washington, D. C.

RECENT ARRIVALS

Australia, 6d "OS" official	....\$ .15	Italy, new set of 6	..... 2.35
Canada, 6c provisional	..... .10	Nicaragua, 6 new officials	.....4.75
Costa Rica, new 5c provisional	.. .05	Tripolitania, 2 new values	.... .15
Cuba, 5c "National"	..... .08	New Zealand, 5-3d prov. (new supplies)	..... .15
Honduras, "Nov." set of 4	.... .80		

Blocks pro rata, postage extra on orders under \$1.00, please

U. S. STAR ROUTE AIRMAIL

Lake Erie Flights in December, 1931

Sandusky-Kellys I., bks.	.....\$1.00	Sandusky-Put In Bay, bks. Pilot's autograph	..... 1.35
Sandusky-Middle Bass, bks.	.... 1.00	Put In Bay-Sandusk, Pilot's auto	1.35
Sandusky-Isle St. George, bks.	.. 1.00	The five covers for	.....\$5.25

FOREIGN COVERS (Air Stamps)

South West Africa First Flights

4d "S.W.A." large type	.....\$1.50	3d "South West Africa"	..... 1.50
4d " " small type	..... 1.50	3d, 10d complete set	..... 2.00
3d "Suidwes Afrika"	..... 1.50	New Zealand, 5-3d, 1st flight cover	.60

1932 A. P. S. Convention Stickers

Set of five varieties15	Set of five complete sheets (4 sets)	.50
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NEW AIRMAIL BOOKS

Field's Airmail Catalogue, post-paid\$2.50	Gomez-Sanchez, Zeppelin Catalogue\$2.00
Sieger Zeppelin catalogue	..... .30		

Invisible Art Corners

Black gummed back with invisible top, fitting over whatever mounting you have — blocks, covers, photographs, etc. Per package of 100, postpaid — 25c; 5 packages for 1.00

Cellophane Envelopes

The invisible material, clear as glass, made of the finest quality cellophane. We bought them in huge quantities, enabling us to offer them at these extremely low prices. Size 6 3-4 x 3 3-4 only — 60c per 25; \$1.00 per 50; and \$1.85 per 100.

The Standard Airpost Catalogue

—LATEST 1931 EDITION—

An indispensable aid to collectors of:

AIRMAIL STAMPS (official and semi-official) fully illustrated and priced in complete sets as well as individually. Four prices, Mint, Used, On Cover and First Day Covers.

FIRST and SPECIAL FLIGHTS of the entire world listed in complete detail with illustrations of cachets used.

CLOTHBOUND - 479 PAGES
OVER 1000 ILLUSTRATIONS
\$2.00 Postpaid

THE BERKSHIRE EXCHANGE, Inc.

Airports of the World

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Wooster, Ohio

OFFICIAL Xth OLYMPIC GAMES ENVELOPES 6³/₄ Size FIRST DAY COVER SERVICE

I will use the OFFICIAL OLYMPIC ENVELOPES with the Most
BEAUTIFUL SEAL (CACHET) in 5 colors on fine BOND
Envelopes made for this special purpose

Prices For First Day Covers

Addressed to you, neatly typewritten with the best centered stamps
and positively no straight edges

2c & 5c on one cover.....15c

COMPARE PRICES

2c Single on cover..... 10c WITH 5c Single on cover.....12c

2c Pair on cover.....12c OTHERS 5c Pair on cover.....22c

2c Block of FOUR on cover 17c 5c Block of FOUR on cover 30c

OFFICIAL ENVELOPES 30c doz. OFFICIAL SEALS 20c sheet of 25

The set of 7 covers to you \$1.18 5 or More Complete Sets
of Covers 10% less

MINT STAMPS 20% over face sent in OFFICIAL Envelope
and franked with same

FREE with each order for \$1.00, I will give 1 sheet of 25
OFFICIAL Xth OLYMPIC GAMES POSTER SEALS
and they are BEAUTIFUL, in 5 colors

All orders taken—I will not turn anybody from the HOBBY be-
cause he has only a dime. And if they can't afford it, I will send
them one Free, if they will write.

**COME TO THE OLYMPIC GAMES — JULY 30th to AUGUST 14th
AT LOS ANGELES, CALIFORNIA**

Members, this is my home town and I have been responsible for over
twelve Cachets and have worked many hours applying same
and will continue to do so.

POSTAL MONEY ORDERS OR CASHIERS CHECKS ONLY

Earl Mills

750 N. HAYWORTH AVE. A.A.M.S. LOS ANGELES, CALIF.