



AIRPOST JOURNAL

JULY '33

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We feel that it is to our best interest and to that of our friends, that we give the auctions an entirely concentrated attention from now on.

Therefore, we shall make no attempt to carry a stock, cater to the approval trade, etc. We may occasionally offer special items of interest, but in general will do our selling by Auction hereafter.

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• • •

DONALD E. DICKASON

THE BERKSHIRE EXCHANGE

WOOSTER, OHIO

Publisher — "The Standard Airpost Catalog"



Hotel New
Yorker —
Headquarters
for the 1933
A. A. M. S.
Convention.

Plan A. A. M. S. Convention Program

THE HOTEL NEW YORKER, largest and finest hotel in the metropolitan city, will be the scene of the most elaborate Convention program and Exhibition to be staged by the American Air Mail Society. This Convention celebrates the Tenth Anniversary of the founding of the Society and will be the

fourth consecutive convention.

The officers of the Society assisted by the New York City aero-philatelists are rapidly shaping the elaborate program which will be announced in detail in the August issue of *The Airpost Journal*.

The outstanding feature of this Convention will be the Exhibition

THE AIRPOST JOURNAL

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Vol. IV. No. 10, Issue 39—10c Copy

of Air Mail Stamps and Covers. Mr. Gatchell, general chairman of the Exhibition Committee advises that several of the outstanding airmail collections of this country have already been entered in the exhibition.

A complete auction of some of the finest airmail stamps and covers will attract many to the Convention.

The Convention banquet is always a highlight in the Convention program and this year's banquet promises even greater entertainment. The awards of the Exhibition are always features of the banquet.

The sightseeing committee is not planning any scheduled sightseeing trip for the Convention body to make, but will have available every kind of an itinerary that will permit Convention attendants and groups of delegates to see any of the many interesting places in the metropolitan area. Theatre parties will be planned and the committee will make arrangements for the Convention attendants to take in any desired sightseeing expeditions. Special rates will be provided for all tours and sightseeing trips of Convention delegates.

The Hotel New Yorker has also offered a most reasonable and attractive price for their rooms, a price of \$3.00 single and \$4.50 double will secure a very fine room in this famous hotel. The dining facilities are unlimited and food can be secured at very reasonable prices.

The August issue of The Airpost Journal will announce the complete program. The editor of The Airpost Journal will like to have the names of any collectors who contemplate attending the Convention. Just drop him a postcard and say "I'll be seen' you at the Convention."

ANOTHER PIONEER TURNS UP

HERE IS SOMETHING of interest to all those who go after Canadian Pioneers. AND the Standard Airpost Catalogue, 1934 Edition, will be the first catalog to carry this item, showing that good old Donald is still in the fore with digging up news. (If you are not aware who Donald is, well you certainly are not

up to date. This is D. E. Dickason, of the Berkshire Exchange.)

The letter from Vancouver, dated May 13th, 1933, reads in part as follows: "Here is something else I have located and which may be news to you. (Sure it is news to me, and everybody else). On Aug. 5th, 1919. Capt. Hoy carried the first mail from Vancouver to Calgary by air. In the mail he carried there was a letter with greetings from the Vancouver Rotary Club to the Calgary Rotary Club. Well that that flight to Calgary has been listed, but I have never seen anything about a flight by Capt. Hoy from Calgary to Vancouver. There surely was one made and it was a return of the one listed as going to Calgary. Just a few days ago one of my air mail cover friends here in Vancouver (B.C.) dropped into my office and laid on my desk one of the richest finds in a cover that could be made.

He got it from a fellow who used to be an officers of the Vancouver Rotary Club. It was a letter, both envelope and enclosure, with greetings from the Calgary Rotary Club to the Vancouver Rotary Club thanking them for their letter sent by Hoy on first Aerial Mail from Vancouver to Calgary. It was mailed in Calgary Aug. 9, 1919 at 8:00 A.M. and was addressed to Rotary Club, Vancouver, B. C. and arrived as per back stamp Vancouver, B.C., August 10th, 1919, and initialed O.K. over postmark on reverse of cover. The cover is badly worn but shows postmarks so can be identified. If of interest, I will get a copy of enclosure and give a better description of the cover for you. Anyway, Captain Hoy carried the cover and it looks like a good one."

As soon as we hear again from our good friend at the Coast, we will give you readers further information on this historical and pioneer item, which one would imagine will be a pretty rare item, especially as so far as I am aware, no catalog lists this, nor do I know of any paper ever mentioning this cover.

Order a new Airpost Journal Binder. Capacity 24 issues: attractively bound, stiff black levant grain fabric and gold stamped. Opens absolutely flat. Price \$2.00. The Airpost Journal, Albion, Pennsylvania.

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.

COMING: (Air covers only on all): LANSING, MICH., July 17, 5th Anniv. CAM 27 and July 23, Air Circus. For both, send to Ken Tallmadge, 902½ W. Saginaw....ROSCOMMON, MICH. dedication soon. Send to C. of C....PORTLAND, ORE., dedication soon, covers to M. F. McCamley, 1168 Delaware Ave.....ST. LOUIS, MO., July 4, Big Air celebration, send to J. W. Stoutzenberg, 821 W. Clay St., Collinsville, Ill.....DETROIT, MICH. July 27, 5th Anniv. CAM 27. Send to W. T. Wynn, Jr., 7453 Freda, Dearborn, Mich.....BAY CITY, MICH. same day and event. Send to Martin Crowl, 204 Ottawa St.....NORFOLK, VA., July 4, dedication Tide-water Airport. Send to C. of C.....FAIRBAULT, MINN. July 4. Airport dedication. Send to H. L. Buck, Adjutant, American Legion Post 43,Both two latter events have been reported as to be July 2, 3, 4, and later as 4th only, am not certain which is correct....MERCED, CALIF. July 16. dedication. Covers to Cachet director, American Legion Post 83, open and empty.....SAN RAFAEL, CALIF. dedication Hamilton Field (Bombing Base) in August. Send to Marvelous Marin, Inc., who are acting for County C. of C.....BLYTHEVILLE, ARK. dedication this summer. oCvers will be held by Norman E. Ferguson, 1615 W. 10th St., Little Rock....DUNSMUIR, CALIF. dedication set for either July 4 or 8. Better rush covers to C. of C.....GREENVILLE, TEX. reported to dedicate before July 1. If it has not happened yet, rush covers to Rotary Club....EVANSTON, WYO. will open new airport soon says Aero Digest. No cover data....CASTILE, N.Y. will NOT dedicate and returns covers, saying plans fallen through.... BUF-

FALO, N. Y., arrival of Italian fleet of planes. Covers to Bison Philatelic Society, Box 2, Kensington Station, if not already happened. Buffalo C. of C. also othave a cachet for same event.

COMMENT: Had the pleasure of an afternoon visit on rainy Memorial Day from A.A.M.S. member Richard Singley of Lancaster, Pa.....The previous Saturday, was privileged to view the splendid philatelic exhibition of the Capital City Philatelic Society in Harrisburg, Pa. A.A.M.S. member Wm. F. Housman is the President of this active group....Expect to be in Chicago July 23 to 28 and at the Philatelic Exposition at Cedar Point, Ohio, July 29 and 30. Hope to meet many collectors at both places....Here's another endorsement for our good friends and A.A.M.S. members, Roscoe B. Martin of Forestville, N. Y. and Carter Glass, Jr., of Lynchburg, Va., for President and Vice President, respectively of the American Philatelic Society.

MISCELLANEOUS AIR COVERS:— ST. LOUIS, MO., May 12, private printed cachet for 6th Lindbergh anniversary of take-off....Louisville, Ky., May 14 and 23, first and last day Army air manoeuvres, diamond shaped cachet by American Airways ...WASHINGTON, D. C., May 15, 15th anniversary first Govt. air mail route, M. & M. cachet in green on 1238 covers....Brooklyn, N. Y. same event; private printed cachet....May 20th, 6th anniversary of Lindbergh flight. green and rose cachet by Int's Air Mail Society at Syracuse, N. Y.; also nice printed blue one from Springfield, Ill; and from Ed. Vickers of Findley, comes one of the 21st, from the 1933 Air Meet with 6 line black by E.P.S.....W. J. Pouliot reports covers from Montreal dated March 12, for the 25th anniv. of "Red Wing" flight, in addition to Hammondsport....Vancouver, B. C., May 24, bi-colored cachet for aviation week, May 22-28.... May 30th, in memorium of the U.S.

THE AIRPOST JOURNAL

S. Akron, Washington, D. C., large black by Washington Air Mail Society. From Akron, Ohio, a black printed cachet; from Lakehurst, N. J., a printed pictorial one by the Lakewood Stamp Club; from Sunnyvale, Cal., U. S. Naval Air Station, a black five line one....June 1, 5th anniversary CAM 20, from Buffalo, circular blue by Bison Phil. Soc.; from Albany, circular printed blue by Knickerbocher Press; from Syracuse, a red printed pictorial and from Rochester a square printed grayish, both by I.A.M.S....New York June 3, Mattern hop-off on flight around the world. Red and green by F.A.P.S....June 6, Sunnyvale, Cal., first day cancellation of Post Office "Naval Air Station, Calif." at Moffett Field. Two nice different purple cachets, one handled for Sunnyvale C. of C. by AAMS member Jas. W. Green and the other for San Francisco Jr. C. of C. by AAMS member John D. Long.

AIRPORT DEDICATIONS: Ogallala, Nebr. May 2 cover is shown by Miss Helen oVorhees, no plane in center, and one reported by Rex Copp, with inverted plane. Second inquiry as to particulars still unanswered....Oklahoma City, Okla., dedicated Municipal Air Terminal (Airport) May 13-14 and mailed 3000 covers both days. Have not seen nor heard of one pmkd. 14th. Do you have one of 14th?....Recently I asked about a cachet at Warren, Ohio, June 1, 1928, of "Airport Day" signed by Chamberlain. C. of C. says this was NOT a dedication but an air show only....SUNNYVALE, of April 12th, mentioned last month, Capt. H. E. Shoemaker, U.S.N., Commander of the Base, writes me that he mailed about 20 covers sent to him on April 12th, bearing only his signature. All were mailed at Mountain View P. O. and he says this P.O. is only about 1½ miles from the air base, and says all mail for the base is received and dispatched through Mountain View. Says Sunnyvale P.O. is some 4 or 5 miles away. Of course, since June 6th, it has its own P.O....Regarding recent reports, P.M. at Shiro, Tex. says there has been NO dedication there....Aberdeen, S. D. C. of C. and airport officials say its a mistake. No dedication there on June 4-7 1931, of any other time....G. E.

Carlson reports he has covers of Sept. 13 and 14, 1929, from opening of Niagara District Airport at St. Catharines, Ont., Canada, bearing cachet and embossed seal of the Flying Club. The Club writes me that the dates are OK, also the 15th (who has a cover of the 15th), but says they mailed no covers. Strange then, how their seal got on them... Detroit, Mich, May 21, dedicated Gratiot Airport and a square green cachet by Legion was capably applied to 441 covers by A.A.M.S. member W. T. Wynn Jr., who sends photo of himself handing them to Mrs. Gladys Hartung in her plane, in which she flew them to Detroit City Airport, postmark being Air Field....Other papers recently said Brainard Field at Hartford, Conn. was dedicated July 20, 1927, at Lindbergh visit. This is mistake, as Buell A. French supports his statement that correct date was June 11, 1921, by copies of the Hartford Daily Times of June 12 and 13, 1931, which give extended illustrated accounts of the celebration of the 10th anniversary of the dedication of Brainard Field which was held on June 11, 1931. No covers known from original event or 10th anniversary. Any one have any?...Standard No. 1571 will be eliminated in future edition, as from lead supplied by Fred Wilde, both former and present airport managers say that Van Nuys airport was dedicated Dec. 16-17, 1928, at time of 25th Wright Anniversary. No covers known; anyone have any?... In February A. P. J. 1666a should be 1666b....Milton Ehrlich sends letter from Bucyrus, Ohio that dedication was two days, July 19 and 20 1931, and submits cover of latter date, which will be in next listing....Milledgeville, Ga., dedicated Case Field, Municipal Airport, with printed pictorial cachet by Legion, on 385 covers in green on May 26, 214 in red on 27th and 181 in purple on 28th....Welland, Ont., Canada, had maple leaf designed cachet for dedication on May 27th. First report (being investigated) says 50 covers mailed....Carthage, Mo., May 30, dedicated Myers Field with round black cachet by C. of C. and another one saying carried by Dr. J. D. Brock, but Rex Copp says were not

actually so carried....Clarion, Pa., May 30; supposed dedication but is being investigated. All seen are without cachet, but one has been reported. More next month....Enid,Endi Oklahoma dedicated Woodring Field, May 30, and the Stamp Club applied large printed cachet on 370 covers, 2 covers had no stamps and 2 had no address. Thanks to member Dr. H. B. Bolt....St. Clairsville, O. dedicated Port St. Clair Airport on May 30, and a nearby collector mailed 8 covers with typed inscription and pilot autographs, which he is offering for sale. Any one know of others?....Cummings, California, June 4, Gills' Airport, 6 line box cachet by airport owners.... Palestine, Tex., June 10, Municipal airport, small round cachet by C. of C....Brunswick, Ga., Bismark, N. D. and Dunedin, Fla. write ehrlich "no dedications"....Mr. Ehrlich submits cover pmkd. Walsh, Colo., Nov. 11, 1930, with no marking, and a letter from C. of C. saying dedication was Nov. 11, 1931....Possibly a typographical error in year, but does any one have a cover of 1931?.... Can any one show a second day of Caribou, Maine, Aug. 21, 1930? Or a third days, Westfield, Mass., May 27, 1928....WALKER, MINN., gets the prize story this month. Covers mailed May 15th, with three line cachet of dedication of eBard's Field. On receipt of one using Airpost Journal letterhead, I sent for copy of paper carrying details of dedication. Hence on front page of Walker Pilot foMay 26th, appears the following article:

WALKER AIRPORT DEDICATION HELD WITH DUE CEREMONY IN RESPONSE TO INQUIRY ANENT.... WHEN AND HOW

"With fireworks, speeches, other appropriate ceremonies, Walker's Beard Fied Airport was officially born last Monday afternoon. Among those who did not attend the ceremony were Frank Lelano Roosevelt, Charles Augustus Lindbergh, Alfred Emmanuel Smith and a chorus of 250 stage and screen beauties.

"The impressive dedicatory service was held in the office of the Walker Pilot, in response to a letter from an eastern aviation magazine requesting a copy of the paper which carried the story of the dedi-

cation. John T. Bilben, guiding hand behind the airport, responded to the necessity of the moment, agreed to conduct a dedication ceremony for the benefit of the press and the air magazine.

"The necessity originated in a flock of airport dedication covers which John mailed to collectors who had sent them to him to be returned after the dedication. **Lacking a formal dedication, he carved out a rubber stamp in honor of a mythical celebration, stamped the covers and mailed them.** One went to the Airpost Journal at Washington, D. C. from which presently came the request for further details.

"To supply the details, action was necessary. The airport, six miles east of Walker, has been available for planes since last fall, but under the so-called 'present conditions' no dedication, with fleets of navy planes, a couple of crack-ups and a bunch of speeches had been arranged. So Monday afternoon, John bummed a match from the press, cleared off a place on the editorial desk for his feet, and delivered a brief speech in honor of the occasion.

"Said John: 'I hereby dedicate the Walker Airport and decare it **open to the public, which it has been for several months,** and wish it was paid for.'

"Following the speech there was a salute of thunder and lightning, accompanied by rain in the west and southwest portions, with rising temperatures predicted for Tuesday afternoon.

" 'It'll make the grass grow on the run-ways that I just dedicated,' remarked John."

ROSCOMMON, MICH. dedication, July 14, 15, 16. Covers to D. E. Matheson CINCINNATI, OHIO, Balloon races postponed to July 30. Covers to Harold Spaeth, 3917 Spring Grove Ave....Clarion, Pa. event of May 30, was NOT dedication, air races only. This is definite 500 mailed, of which 250 had printed sticker....Ogallala, Nebr. dedication WAS May 2, and 850 covers mailed after being postponed twice, which explains dates in cachet.... SAVANNAH, TENN. says a mistake. It was only air maneuvers on June

(Continued on Page 18)



ONE of our Caribbean correspondents favors us with a cover of an hitherto unchronicled flight between Port of Spain, Trinidad and Coro, Falcon State, Venezuela. The dispatch which was on January 9, 1931 antedated the regular service inaugurated February 11 by almost a month. The cover at hand bears the Port of Spain dispatch cancel, the receiving mark of Coro of January 20th and is further authenticated by the signature of the receiving Postmaster and a letter certified by this functionary that both the records of his office and that of Caracas show that a delay prevented its actual delivery at Coro until the 20th.

The recent announcement by our own Post Office Department to the effect that United States mail would be carried by the return flight of the Italian Air Squadron commanded by General Italo Balbo, while not FAM mail, is the nearest thing to it for some time and might as well be discussed here as elsewhere as it likely will be.

This announcement definitely sets at rest any doubts concerning the new administration's attitude toward aero-philately and as such should be an excellent omen to every collector. It indicates once and for all that the liberal but reasonable policies of previous administrations will be continued. We hope that as future events come along the Department will be just as

by L. B. Gatchell

All F.A.M. news should be sent direct to the editor of this page, 35 Chatfield Rd., Bronxville, N.Y.

liberal and what is equally important just as reasonable concerning the flights and selected projects.

We think the fees for the Balbo service unreasonably high and very much out of line but we understand that our own Department had nothing to do with setting them. They are in line with those being charged by Italy and Canada for the same flight. While these high fees will undoubtedly keep down the volume of the mail and will cause many collectors to mumble a bit, we personally feel that even with the high fees the collector is the gainer in having this mail sponsored by the U. S. Government on an official basis rather than having a few let in on "private" mail at figures which no doubt would be still higher. We hope that the Department will insist that all Chicago mail is cancelled at and dispatched from the Century of Progress Sub-station.

Air Mail Pilots

It is surprising the number of airmail pilots who have the yen for something more thrilling or record breaking. We have recently found out that the airmail pilots below referred to, have taken part in same refueling endurance flight that has been an attempt to establish a new record.

Roy L. Mitchell and Byron Newcomb flying a Stinson-Detroitier the "City of Cleveland", set the endurance record of 174 hours, beating the mark made by Robbins and Kelley. The refueling plane was piloted by E. E. Sasham. Roy Mitchell inaugurated the air mail line from Nashville on CAM No. 16. E. E. Sasham is a Colonial Airways pilot and flew the first night flight over CAM 20.

Jack Little and Merle Moltrop flew 197 hours at Buffalo until they were forced down by an accident to the stabilizer. This pair flew the

(continued on page 18)



CRASH COVER NEWS

By Frank A. Costanzo

WITH Convention time drawing near, many collectors are preparing their covers for the Exhibit to be held at New York City soon. At the 1932 Convention at Cleveland, 54 collectors exhibited one hundred and sixty frames. Of these, four collectors exhibited twenty-five frames of Crash and Accident covers, the largest exhibit in any class. This year, I hope other collectors of crash material will enter their "pets" in the competition and again make our branch of the hobby the largest exhibit on the floor.

OFFICIAL REPORT OF RECENT AIR MAIL MISHAPS

May 11th, 1933

Near Provo, Utah. A.M. No. 18, Eastbound, 8:30 a.m., United Air Lines. Pilot G. L. Anderson and A. E. Mathews uninjured. 33 pouches of mail all recovered intact and forwarded from Salt Lake City by plane leaving at 7:00 p.m. No markings applied to salvaged mail.

Flying the regular Salt Lake-Rock Springs air mail run, pilots Anderson and Mathews took off from the Salt Lake Airport at 7:00. Because of poor visibility and a "low ceiling" the pilots flew south intending to get over the range thru Provo Canyon. Because of poor visibility, the ship got into the wrong canyon, and the wing of the ship struck tall trees, pulling it partly around causing it to come to a rest on the top of a ledge but a few feet from a drop of several hundred feet. Uninjured, the pilots walked down the snow-covered rock sides to a ranch where they telephoned for assistance. The mail was trucked to Salt Lake City and flown east that evening.

The plane, a giant silver bi-motor oBeing plane, was one of the new planes just out of the factory and recently put into service by the United Air Lines. The plane had but fifteen hours in the air before

Crash Cover news should be sent direct to Frank A. Costanzo, Box 32, Punxsutawney, Pennsylvania.

the mishap.

May 13th, 1933

Bedford Co., Penna., A. M. No. 11, Westbound, 11:15 P.M., Pennsylvania Air Lines. Pilot W. J. Griffiths, Jr., uninjured. Mail 43 lbs. all recovered intact and forwarded from Pittsburgh the next morning with out markings.

Flying the midnight mail from Washington to Pittsburgh, pilot Griffiths was flying at 3,000 feet when his engine suddenly sputtered and died. Dropping a flare which revealed nothing but a solid mass of trees, Griffiths unbuckled his safety belt and jumped over the side, landing uninjured. The plane was completely destroyed. Its cargo of mail was recovered intact and trucked to Pittsburgh.

It was the first jump in more than 5000 hours in the air for pilot Griffiths.

June 4th, 1933

Bowling Green, Va., A. M. No. 19, Northbound, 3:15 a.m., Eastern Air Transport. Pilot W. L. (Larry) Jaieson, killed. Mail charred and damaged. Further details lacking. Complete report will be given in the next issue of the Journal.

June 5th, 1933

Near Newark, N. J. A.M. No. 17, Westbound, (Newark to Chicago) United Airlines. Pilot Clarence Hudson and eleven passengers uninjured. Mail recovered intact. Further details lacking. Complete report will be given in next issue of the Journal.

Thanks

... to the following co-operators: Maurice M. Petty, Allen P. Harding, Don E. Dickason, Willis M. Pott, Geo. W. Angers and I. Rosen.



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.

close of business on May 31, 1933.

It is unofficially reported that American Airways is planning to operate a direct New York City-Chicago passenger service via Buffalo and Cleveland and that they intend to carry air mail. It is not known, if and when this service is inaugurated, whether or not a separate contract will be awarded for this service or whether such service will be operated as a part of an existing A.M. route.

OFFICIAL as well as unofficial information received during the past month, while plentiful, is of little importance to CAM cover collectors in general as such information involves no new first flights. However, numerous changes in schedules have been placed in effect on about one-half of the CAM routes on account of the seasonal change and the change from standard to daylight saving time.

Air Mail service between Phoenix and San Diego via El Centro over A. M. 33 was discontinued with the close of business on May 28, 1933. Air Mail service between Chicago and Madison, via Elgin, Rockford, Beloit and Janesville over A.M. 9 was also discontinued with the

Through the courtesy of Mr. Albert N. Brown has been received a copy of the monthly bulletin for May of the West Coast Air Mail Society. This bulletin is replete with much interesting data not only for the CAM cover collector but for collectors of air mail covers in general. The May bulletin consisting of some thirteen pages in addition also includes a twenty-one page schedule of U. S. CAM and FAM routes effective as of April 1, 1933.

Order a loose-leaf binder for preserving your copies of the Airpost Journal, now. The price will be raised as soon as the first limited supply is exhausted. Send \$2.00 now and receive a first class binder, with space for two years of the Airpost Journal and two A.A.M.S. Directories. (This is the most reasonable price that a quality binder of this type has ever retailed at.)

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

SEASON'S 1ST PLANE REACHES GREAT BEAR LAKE

WINNIPEG, MAN., June 12th Great Bear Lake, scene of the spectacular mining rush following discovery of radium and silver ore, is again in contact with the "outside." Canadian Airways Ltd. received a radio message today stating that Pilot Walter Gilbert has completed the first flight of the Summer Season into Cameron Bay from Fort McMurray, Alta. more than 800 miles south.

Pilot Gilbert took in the first air mail and freight of the 1933 season. He reported there was still ice in the Lake, but he was able to bring his pontoon-equipped plane down safely at Cameron Bay. There has been no air transportation into the Great Bear Lake area for several weeks, while pilots waited for the ice to clear from northern rivers and lakes.

Pilot Broatch Killed

Prince Albert, Sask., June 22nd. Buried deep in the sandy bottom of Emma Lake, 30 miles north of here, a wrecked plane today bore witness to the North Country's latest aviation tragedy which yesterday killed three men, one of them Captain B. W. (Bill) Broatch, (This is the pilot who signed the Northern Air Service covers on June 25th, 1925,

also the Government flight to Lac la Ronge June 7th, 1932) famed in the aerial searches for Nungesser and Coli and McAlpine. The two other victims were Hiram C. Brooks, 24, son of R. D. Brooks, the President of Brooks Airways Ltd., owners of the plane, and T. D. Forsythe, 28, both mechanics.

While it was being tested after reconditioning for service in the Saskatchewan Forest Fire Patrol, the plane went into a spin and hit the lake with a crash that could be heard two miles away. The bodies of Broatch and Forsyth were recovered last night. Search with grappling irons for the body of Brooks continued today.

Known for his flying ever since the Great War days, when he was a member of the famed Dover Patrol, Broatch was born at Alexander, Manitoba 42 years ago. He was educated in Winnipeg and at the Royal Military College in Kingston during the first years of the War.

On his return from overseas, Broatch began his commercial flying with the Laurentide Airways at Grande Mere, P. Q., and then flew for some years at Rouyn, P. Q. with the Northern Air Service, etc. when mining opened up that District.

When search was instituted on the Labrador Coast for Nungesser and Coli, French airmen lost on a trans-Atlantic flight, Broatch was chosen by the Canadian Government to undertake this work.

While employed by Dominion Explorers Ltd., Broatch flew out of Stoney Rapids and Prine Albert in
(Continued on Page 21)

EGYPT

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PRESIDENT L. B. GACHELL SUGGESTS AMENDMENTS TO CONSTITUTION OF A. A. M. S.

June 20, 1933

Dear Fellow Members,

At many Conventions little or no
thought is given matters to be dis-
cussed until the actual convening

of the meeting and then because of
pressure of other matters, too often
legislation is hurried and not well
considered.

The Committee on Constitution
and By-Laws is a standing Commit-
tee of this Society and for several
years now has consisted of three
well qualified lawyer members, Mr.
George D. Kingdom, chairman, Mr.
H. G. Kingdom and Mr. Francis B.
Leech. As your President, I am is-
suing a general invitation to every
member to send to the Chairman of
this Committee any basic changes in
our organic governing structure
which they feel might be in order,
also any subject which might prop-
erly be brought before the Conven-
tion for discussion even though
such discussion might not involve
the Constitution or By-Laws. If
this is done it will enable your of-
ficers to more nearly understand
the thoughts of the membership and
will allow the matter to be given
intelligent thought and discussion
prior to the meeting.

As a starter in this direction I
am now publicly proposing to the
membership for action at the Con-
vention several matters which I be-
lieve should be enacted into our
Constitution.

This is the open season for
"lame ducks". After years of at-
tempts, we in our national govern-
ment have just eliminated once and
for all that hold-over period of in-
action—to put it crudely the period
when the "outs" are still "in" and
the "ins" still out. Without in any
way reflecting on the conscientious
and effective work of past retiring
Presidents and Officers even up to
the last day of their term of office,
I believe it to the best interest of
the Society for the newly-elected
officers to take command as soon as
elected. I am therefore suggesting
to the Committee on By-Laws that
they bring in Amendments designed
to provide for the Annual Election
prior to the Convention, that the
ballots be counted and tabulated at
the Annual Convention and that the
new Board of Officers take charge
at the final session of the Annual
Convention. Further, than in event
of no convention being held the
newly elected officers take office on
September 15th of such year.

Secondly, I am proposing that no

person be permitted to hold any elected office, that of Secretary-excepted, for more than two consecutive years. Such a resolution was passed at the last general convention but it was not made a part of our organic law. The reason for this recommendation should be obvious.

Third, I suggest that the combined office of Secretary-Treasurer be divided. This is at the recommendation of the present Secretary-Treasurer.

Fourth, that the Society be In-

corporated under the laws of the State of Ohio. This is on advice of legal counsel who have studied the laws of various states.

I wish all members would give these and other matters serious thought, would communicate with the By-Laws Committee or with the writer about them and that they come prepared to vote on them, either in person or by instructed proxy.

Sincerely,

L. B. GATCHELL, President

Airs of the Month

Alton J. Blank

I NDO-CHINA, with a series of 14 stamps, makes its debut among the air mail stamp issuing countries of the world. After some delay the Zeppelin set for the Aegean Islands makes its appearance.

In New York the counsel for Lithuania authorized the issue of 500 sets specially overprinted for a New York to Kaunas flight by the aviators Darius and Girenas.

AEGEAN ISLANDS

A black surcharge reading "ISOLE ITALIANE 'EGEO" has been placed on both sides of the triptic stamps in the same design as those issued for Italy and released in these islands. Colors of both vaules are the same as the Italian series with the exception of the fact that gray black and blue black appear in place of the bright blue coor used on the original issue.

Colors of the Zeppelin issue are 2L olive brown, 5L purple, 10L green, 12L blue, 15L rose and 20L black. The design common to all six stamps shows the great ship in flight over ancient walls and buildings and is suitably inscribed with the words: "Crociera Zeppelin Isole Italiane Dell 'Egeo 1933 A XI"

BRAZIL

Black, green, yellow, and white are the coors of the 3\$500 reis stamp. just issued. The design

All data on New Issues of Air Mail Stamps should be sent direct to Editor Alton J. Blank, 1850 Burnett Ave., East Cleveland, Ohio.

shows a monoplane in flight over a map of Brazil and the word "Progresso" on the side of the stamp. Further details are lacking but it is assumed that this is one of the set of four values promised a year ago that were to be added to the current series.

The aviation tax stamp will be valid until Dec. 31, 1934 and its use is obligatory in Brazil. Its use is optiona abroad.

Mr. Sanabria reports the discovery of one sheet of the 3000 reis purple air stamp without vertical perforations between the first and second rows. Thus we have horizontal pairs imperforate between.

CYRENAICA

In the writer's mind the two stamps issued for the Balbo Squadron Flight by this Italian colony deserve to be on the list of the Ten Best of the Month conducted by the weekly magazine "Stamps." The 19.75L a deep green frame and a deep blue center and the 44.75L, a carmine frame with a deep green center

The main design. common to both

shows six seaplanes in flight at night. In the distance appear two clusters of stars in the shape of the Big and Little Dipper around the North Star. The stamps are truly artistic and reminiscent of the first transatlantic flight stamp which shows the Southern Cross.

"Cirenaica Posta Aerea" is at the top and "Crociera Nord Atlantica" at the base. The issue is on crown watermarked paper.

DOMINICAN REPUBLIC

First Day Covers bear the cancellation of the 28th day of May on the 10c. deep green stamp chronicled last month. This stamp supercedes the 10c blue of last year which succeeded the 10c red of the original Solar Quadrant series.

ERITREA

A 50 Lire purple stamp has been issued to supplement the six values of the last commemorative set. It shows a flying boat over a map of the colony and is inscribed as the rest of the series.

INDO-CHINA

A swift flying monoplane comprises the design of the series of 14 stamps, all alike, issued June 1, 1933. "Indo Chine" is at the top and "Poste Aeriennne" and "R.F." and the value at the base. G. Barlangue designed the stamp and the issue was printed in paris by Helio Vaugiard.

Denominations and colors are: 1c brown, 2c green, 5c mustard, 10c red brown, 15c blue, 20c grey, 30c brown, 36c lake, 60c violet, 66c

deep green, 1 pi. black, 2 pi. orange, 5 pi. purple, 10 pi. carmine.

ITALY

The Balbo Flight set is at hand and is as described in last month's bulletin. The surcharge on the first part consists of the word "Apparecchio I" and the name of the pilot.

LATVIA

"Stamp Collecting" notes a set of five values to be issued for use on mail carried on a special flight from Riga to Gambia, in Africa. The current 1931-32 multiple Swastika watermark series is to be issued imperforate and surcharged appropriately in black with "LATVIJA-AFRIKA—1933." Values are 10s. green, 15s. red, and 25s. ultramarine (5000 each) 50s on 15s. red, and 100s. on 25s ultramarine (2500 each.)

LITHUANIA

Five hundred copies each of five values of the recent historical commemorative series have been surcharged "Darius-Girenas-New York 1933-Kaunas" and a small plane device. Values and colors are 20c carmine and black, 40c brown and black, 60c orange and black, 1L violet and green and 2L blue and brown. The stamps are triangular and perf. 14.

This set has all the appearances of another "Ile de France" issue. It remains to be seen just how much authority the Lithuanian counsel had to issue such a series and if officials in the homeland recognize the set.

Colors of the Kestius set described in the May issue are: 5c drab and blue, 10c purple and red brown, 15c blue and purple, 20c red brown and purple, 40c ultramarine, and 2L purple and green. The set exists both imperforate and perf. 14.

MEXICO

The 5c ultramarine rouletted stamp has been issued with a two line "Servicio Oficial" surcharge in

Do you WANT MONEY for your AIR MAIL STAMPS?

And, DO YOU WANT THE MOST you
can possibly get?

It will pay you to INVESTIGATE my
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Oct. 26, 1930—(1745a)

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Airmail Stamps

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black in place of the word "OFFICIAL" which appeared last year. It is surmised that the entire series will be so issued.

The Geographical and Statistical Society stamp has been postponed to October 15, 1933. There is a probability that three or four values will comprise the issue. Beans."

NEWFOUNDLAND

The Labrador series is at hand having been issued June 9, 1933 and is every bit as attractive as advance descriptions presaged. There were 100,000 each of the 5 and 10; 50,000 of the 30; and 30,000 each of the 60 and 75c stamps issue. The issue is on coat of arms water-marked paper.

PARAGUAY

Another value of the 1931 series has been re-issued in a new color. It is that of the 80c dark green. The Zeppelin set mentioned last month consists of but two major designs for the five values. The 4.50 P blue, 9 P red and 13.50 P blue green all show the Zeppelin leaving a palm-tree bordered landing field. The 22.50 P orange-brown and the 45 P purple are larger stamps and show a large map of South America and Europe with the ship in flight between. A frame consisting of an arch makes up the design. All are inscribed "1933 Por Graf Zeppelin" and "Correo Aereo."

TRIPOLITANIA

An imperial eagle, a winged lion, and a seaplane comprise the design of the Balbo Squadron set of two values issued for this colony. The frame of the 19.75 Lire is black and the center brown. The 44.75 Lire is blue with a green center. The set is inscribed "Tripolitania Porta Aerea" at the top and "Crociera Nord Atlantica" at the base. Mezzana is the artist who designed the stamps.

This month's cooperators include H. H. Griffin, Unione Filatelica Nazionale, Milton J. Harris, T. F. Norris, "Stamps", Donald E. Dickason, M. Anzorena, E. J. Ristedt, Irving Gusman, and D. W. Martin.

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.

SEAL BEACH. An aerial program was put on here on May 21 as a preliminary to the big air-meet at Long Beach the following week. Being just off the main coast highway, a large crowd was in attendance, despite foggy weather. Fliers participating included Lowell Edwards, manager of the Seal a.p., Lloyd O'Donnell, and Randall Scott. (L.B. Press-Telegram) On enquiry, Mr. Kossky, owner of the a.p. stated that they were not dedicating, nor contemplating any such ceremony in the future.

LOMPOC. Earnest Smale reports their airport was dedicated some years ago and no covers mailed.

FILLMORE C. of C. reports similarly as regards their a.p.

Oklahoma City dedication covers so far reported by a number of collectors all postmarked the 13th, despite requests for distribution over

CAM 34 RARITIES

Extension Feb. 1, 1933

LOS ANGELES-S.F.	....	.60
BAKERSFIELD-S. F.	....	1.25
BAKERSFIELD-L. A.	....	1.25
FRESNO-S. F.	....	1.75
FRESNO-L. A.	....	1.10
SAN FRANCISCO-L. A.	....	.60

Better rush your order in by air mail as I have only a few of these scarce covers.

COVERS ON APPROVAL

Select your CAM's and FAM's from my fine stock. It is the very best way to complete your collection. References please.

EDGAR C. CANTRELL

210 Glenwood Court
SAN ANTONIO, TEXAS

THE AIRPOST JOURNAL

both days, even to the extent of sending two separate enclosing envelopes with the respective dates plainly marked. Nobody has at this time reported as having actually received a cover pmkd. 14th. Wonday where they all went to, and who received them? We know several collectors who wish the full details regarding covers on this event.

TRYING AGAIN. If Joseph Glancy of Springfield, Mass., will send the editor of this column his correct address, and stamped addressed envelope, his Compton dedication cover, returned here, will be forwarded.

ALEXIS KLOTZ, veteran Western airmail pilot, recently returned from Hawaii, says he feels airplane service between Los Angeles and Honolulu is practical and possible right now, with present transport planes and suggests two stationary merchants ships or barges located 750 miles apart along the route for refueling and service, and radio beams, could be utilized for this service. Well—any old time, says we. Our covers are addressed and waiting.

A complete schedule of AM and FAM routes, with airmail postage rates to foreign countries, comes to us this month with the regular bulletin of the W.C.A.S. These are as of April 1, 1933, and bring all schedules up to date. Included is a U. S. map as of Oct. 1, 1932, showing all U. S. airmail routes in effect at that time, with their respective numbers.

W.C.A.S. bulletin reports Stockton a.p. was dedicated about three years ago. Where, oh where were we at that time? And where are those Stockton cover collectors? Let's hear from you.

A. M. No. 5 Pasco airmail field office has been discontinued. The last day the airmail clerk did the regular work was July 19, 1932, according to W.C.A.S. bulletin. Vancouver, B. C. During the week

of May 22-28 an aviation week was celebrated here, including on May 24, an air pageant. Cachet on cover says "back to prosperity year" and lots of dollar signs are quite prominent. Thanks, George Fawkes. Hope everybody had a good time, where aviation appears to be going ahead by leaps and bounds. George is handling covers for the Duncan a.p. dedication and reports many covers received, with very few less than airmail postage.

SALT LAKE CITY, airport administration building dedication was held on May 27 and 28, judging from a pair of covers cancelled at the AMF, received from an unknown friend. Many thanks.

LONG BEACH. A large crowd witnessed the air races here on May 28, where Gladys O'Donnell featured the doing in winning two races. The event was sponsored by the American Legion, with Dudley Steel as M. C. Army planes demonstrated complicated formation flying.

SUNNYVALE. On May 30, services were held in memory of the late U. S.S. Akron and crew, at the Sunnyvale Naval Air Station. Cover received has cachet in black "U. S. Naval Air Station, Sunnyvale, Calif. U. S. S. Akron (in black border), Moffett Field, May 30, 1933" J. W. Green.

FRESNO. Army planes, including pursuit, bombing and observation ships, landed here on May 29, on their way to Seattle, their final flight in the West Coast air maneuvers.

ALBUQUERQUE. Improvements having been completed at the T & W.A. airport here, celebration of the the occasion was held on May 21. Dedication of the airport took place in March, 1930.

VICTORVILLE. C of C reports no dedication planned.

PALESTINE, TEX. Mayor S. E. Reed reported on May 30 the date of their dedication would be June 10 & 11, definitely. At last! And a circular cachet, enclosing a plane, with the lettering in white on a magenta background, placed on card of information is quite neat.

GROUSE VALLEY A. P. Another "at last". No dedication contemplated but they will be glad to cooperate in the event the official

MARIANO ANZORENA**6a Chiapas 138****MEXICO. D. F.****Mexican Airmail Stamps
and Covers**

opening is celebrated in the future. More later—if and when.

MUNICIPAL A. P. Having occasion to be out here on June 1, we took the opportunity to look over Lt. Cmdr. Frank Hawkes "Texaco Fire Chief" the Northrup plane in which he took off for New York the next morning, on which flight he beat his own non-stop record made four years ago. We decided, not knowing too much about such special jobs, that it was O.K., especially the robot control portion, and the examination was evidently satisfactory for Hawkes cut four hours and ten minutes off the previous record, landing at Floyd Bennett field 13 hrs., 26 min., 15 sec. after leaving L.A. He said that owing to the help of the robot control he had his first chance to look over the country. A very hasty glance at that, we imagine. Mechanics worked most of the night putting on the finishing touches, and report has it that the plane lifted its two tons of gasoline very easily at the take-off.

Whether any covers were carried on this flight we have not as yet been able to find out.

John D. Graves, T. & W. A. pilot, flying between Los Angeles and Albuquerque has been christened by a tribe of Indians in Western New Mexico. Several months ago a settlement of these redmen was discovered snowbound and in serious need of food, and on his next trip Graves dropped several stacks of beans for their use, and in their appreciation have conferred upon him the title of "Chief Flying 'Western Flying' reports the spur route between Phoenix and San Diego has been discontinued and passenger and mail will be routed through Los Angeles, thence to San Diego, as previously.

SNINYVALE. The Naval Air Station P.O. inaugurated service on June 6. San Francisco Jr. C. of C. used a cachet in purple, but card received

come through without cancellation. John D. Long reports that 468 air-mail covers received cachet. Airmail covers held by J. W. Green received a cachet of oblong shape in purple, the design simulating a postal cancellation. The circle contains the words "U.S. Naval Air Station, Santa Clara County, Calif." and between three long bars the words "First Day." Above this, one word "Commemorative", and sandwiched in between the circle and lower bar is noted a rather live looking first day specimen of the genus homo. Quite neat, J. W.

NAT. AIR RACES. Ground breaking ceremonies were held at Municipal a.p. on June 11, where construction of grandstands to seat 50,000 people, and several smaller structures for various purposes, are being built. Harry Wetzel, chairman of the Air Race committee, officiated. A number of L. A. notables were present, and the Goodyear Blimp "Volunteer" and several planes dropped bouquets of flowers on the site during the ceremony.

Many thanks for co-operation and covers received this month are due Geo. H. Porter, A. N. Brown, Geo. Fawkes, J. W. Stoutzenberg, C. A. Hunter, Ed. Kee, W.C.A.S., H. W. Reese, Rex Copp, W. T. Wynn, Chas. H. Haas, W. G. Broyles, Unknown, Milton Ehrlich, Jas. W. Green, S. E. Hutnick, John D. Long, L. A. Times.

Read and use the Classified Ads in
the Airpost Journal

CANADA Semi-Official Stamps

THEY ARE AUTHORIZED
THEY ARE ATTRACTIVE
THEY ARE UNCOMMON
THEY ARE SOLD AT
BARGAIN PRICES BY

Patricia Stamp Company
TORONTO 10, ONT., CANADA

✦ HERE THEY ARE ✦ NEWFOUNDLAND-LABRADOR AIR SET

5 stamps, face value \$1.80
MY PRESENT PRICE IS
Mint-singles \$2.00; blocks \$8.00
A first day cover for only 20c

Rev. A. Butler

St. Georges,

Newfoundland

DEDICATIONS & UNOFFICIALS

(Continued from Page 7)

10-11, but they will dedicate airport this summer. Migh try C. of C. with cover....With only one day's notice, Mrs. F. D. Roosevelt officially dedicated International Airport at Douglas, Ariz., June 5, 1933. 150 covers with printed cachet of C. of C. and Mines were mailed....Oklahoma City, Okla., cover of May 14 seen but with out cachet. News clippings and printed official program sent in by Frank Herget definitely establishes second day as OK....Further check-up has developed that Walsh, Colo. correct date was Nov. 11, 1930, and cover mentioned above is OK.

Our thanks for news items are due to Reuben Aretz, Dr. H. B. Bolt, Rex O. Copp, Chas. E. Davis, Donald Dickason, Milton Ehrlich, George C. Harvey, Buell A. French, Orian E. Green, J. S. Haldenstein, Frank Herget, C. W. Henneby, C. La-combe, John D. Long, Jas. W. Green, Rev. J. C. K. Milligan, W. J. Pouliot, Hervey W. Reese, J. W. Stoutzenberg, Dr. J. F. Lilman, Harold Applebaum, Fred Wilde, W. T. Wynn, Jr. For covers received, personal thanks are extended to Dr. C. E. Anderson (2), H. C. Carpenter, Miss A. B. Cilley (3), Judge B. S. DeBoice, Geo. F. Crocker (2), August Dietz, Jr., Jas. W. Green, M.R.M. Gwilliam (3), John C. Horn, Dr. S. E. Hutnick, Hervey Reese, Miss Rosa Tschudin, M. G. Smith, E. Saulsbury (6), A Stockmann, Omer C. Thompson, Dr. J. F. Ulman, Ed. M. Vickers, W. T. Wynn Jr. and unknown Seattle friend.

Air Mail Pilots

(Continued from Page 8)

first flight on CAM 20 back in 1928. Moultroup also flew the first flight on CAM 11 which embraces Cleveland and Pittsburgh. More recently Moultroup flew the first flight on A M. 19 for the Eastern Air Transport, this being the addition from Richmond to Jacksonville.

Joe Glass and Glenn Loomis, both of whom fly for the South Air Fast

SHYLOCK'S SHADOW

The Pan American Airways, pioneers in the Airmail service from United States to Central America, have placed an order for planes that will cruise 2500 miles to be used for the establishment of a trans-Atlantic airmail service....the trans-continental route No. 18 now flies the mail from coast to coast in about 22 hours or 9 hours faster. The new Boeing planes are responsible for this increased speed....G. F. Lancaster is the star reporter for the activities of the Aerophilatelic Club of New York and he is doing a fine jobCedar Point, Ohio is to be the scene of a four day philatelic gathering July 27 to 30th. The Sandusky Stamp Club is sponsoring this meeting which during the four days will provide every kind of philatelic entertainment. An Exhibition of over 300 frames will be staged and airmail will be prominently exhibited as the Cleveland Air Mail Society is going to enter at least 75 frames of choice airmail stamps and covers.... Italy has secured the co-operation of the United States oPst Office Dept. to help finance the flight of General Balbo's squadron of planes from Rome to Chicago and return. The announcement of U. S. mail to be carried on these planes and an official cachet for the mail assures the aero-philatelists that the new department officials are going to be friendly to the wants of the collectors. In this special instance, the rate seems somewhat high but a specialized collection of covers on these planes will certainly be very interesting and valuable.

Express and who inaugurated this route, have tried their hands at endurance flying with a Stinson monoplane called "Billion Dollar City." They stayed up 200 hours at the Houston, Texas airport.

I Rosen contributed the material for this data.

Read and use the Classified Ads in the Airpost Journal

SUPPLEMENTS

to the 1933

Standard Airpost Catalogue

CONTRACT AIR MAIL ROUTES

Route 1

1N2e Hartford with Southbound cachet, 6:15 P. M. corrected to 6:30 A.M. (black)

7.50

Route 3

ADDITION of TULSA—July 5, 1928.

Revise Text as follows:

"Under the then schedule, both night and day service being in effect, the northward night plane stopped at Oklahoma City, Ponca City and Wichita, whereas the day plane stopped only at Tulsa between Fort Worth and Kansas City. The Southbound planes followed a similar practice. Etc., etc."

Add:

FIRST FLIGHTS BETWEEN TULSA AND OKLAHOMA CITY

February 1, 1931

Under schedule adopted on above date coincident with commencement of first combined mail and passenger service, all planes both northbound and southbound stopped at both Tulsa and Oklahoma City. This revised schedule therefore permitted the first dispatches between Tulsa and Oklahoma City. Tulsa covers southward are cancelled 2:00 P.M. and Oklahoma City covers northbound 10:30 A. M. Covers are generally identified by special inscriptions.

3S12 Tulsa-Oklahoma City
3N13 Oklahoma City-Tulsa

1.00
1.00

Route 4

4W2d Las Vegas, type 4 cachet, purple and type 4a cachet, black on same cover

10.00

Route 8

8S1d Seattle (black and purple)
8S6c Bakersfield (black)

5.00
9.00

Change present listings c.d.s. to d.e.g.

FIRST SERVICE FROM NORTH TO TACOMA, WASH.

August 15, 1930

Coincident with the establishment of night service on this route the first inbound mail from the north was received by Tacoma, Washington. Prior to this time Tacoma received mail by the northbound plane only.

8N17 To Tacoma by Southbound plane (no cachet)

1.00

Change following numbers:

8S17f to 8S18f
8N17f to 8N18f

Route 9

CHANGE OF TERMINAL, MAIN ROUTE — March 8, 1930

In text change "for" to "in place of" and delete last line.

Route 19

DIRECT SERVICE ATLANTIC CITY VIA BALTIMORE TO WASHINGTON, D.C.

July 20, 1931

Delete last line in text.

ADD:

19N32 Washington-Atlantic City (no cachet)

2.00

Route 22

22S2b Fort Worth, with additional Route 21 cachet in error (purple)

1.00

Route 28

28W2f Kansas City (Airfield) (black)
28E2f Kansas City (Airfield) (black)

3.50
3.50

Above covers have Airfield killer of same type as described for 30W9f—Kansas City Airfield-Dener.

Route 33

Eliminate Pilot H. B. Cox from June 15, 1932 flights.

33W1, 33W2, 33W3, 33W4P—add Pilot Lee R. Wallace.

33S26b Amarillo, with Rt. 12 cachet in error (purple)

.75

33W30f Los Angeles (Airfield) (purple)

.75



American Air Mail Society

Organized 1923 as the Aero Philatelic Society of America

PRES.—L. B. Gatchell

35 Chatfield Rd.

Bronxville, N. Y.

VICE PRESIDENTS

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George D. Kingdom

Francis B. Leech

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H. C. Carpenter, 800 So. Railway Bldg., Cincinnati, Ohio

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

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George D. Kingdom, Conneaut, Ohio

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S. Petty, J. 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

- 1515 Hulff, Julius W., 1420 Winchester Ave., Glendale, Calif.
- 1516 Gerhardt, George S., 18-15-126 St., College Point, N. Y.
- 1517 Young, W. H., 2624—3rd St., Santa Monica, Calif.
- 1518 Lewis, Burton H., 310 Northeast Second St., Miami, Fla.

APPLICATIONS POSTED

The following has made application for membership in the Society. If no objection is received and references are found in order, he will be admitted July 15.

Aspinwall, John, Balmville Road, Newburgh, N. Y. Age 74; retired; Air-mail stamps and covers, Foreign. By Geo. D. Kingdom

RESIGNATIONS ACCEPTED

423, J-539, 1187, 1209, 1245, 1253, 1260, 1376, 1401

RESIGNATIONS SUBMITTED

- 717 North William R., P. O. Box 54, Bordentown, N. J.
- 1093 Offutt, Jr., Edward P., Deerfoot Road, Southboro, Mass.
- 1143 Wolcott, Lt. Theodore, U.S.S. Argonne, % Postmaster, Seattle, Wash

DROPPED FROM THE ROLLS

Action was taken only after every effort was made to induce those who could be located to retain their membership. It is always with regret, particularly during time of distress such as today harasses our whole economic and social structure, that members are dropped from the rolls, but justice to the Society and individual members demand this action.

- 1108 Akita, Seitaro, 58 Nihon-Ohdori, Nakaku, Yokohama, Japan.
- 1130 Sawyer, John A., 83 Magnolia Terrace, Springfield Mass.
- 1135 Stuart, A. B., P. O. Box 40, Estevan, Sask., Canada.
- 1228 Castenada, Dr. Jose A. Garcia A., P. O. Box 36, Holguin, Oriante, Cuba.

CHANGE OF NAME AND ADDRESS

1164 Blake, Mrs. Chas. L., 412 E. High St., Louisville, Ohio., formerly Margaret Beaumont, 1033 Greenfield Ave., S.W., Canton, Ohio.

CHANGE OF ADDRESS — New Addresses Shown Below

Dorset, Dr. E. Lee, 156 Gray Ave., Webster Groves, Mo.
Guthrie, Walter R., 40-15 81st St., Jackson Heights, N. Y.
Hecker, E. A., 91 Borica St., San Francisco, Calif.
Hodges, Woodrow L., Box 386, Monroe, La.

OUR "TENTH ANNIVERSARY" NEW YORK CONVENTION

Your Officers and Committeemen have expended considerable thought and effort to make the Tenth Anniversary Convention an outstanding success. We plan to make the Exhibition, International in scope, the most interesting feature of our program. We need your hearty cooperation to make it a success. Please read your prospectus carefully and then decide the Class in which you will make your entry. To those who will find it impossible to attend in person, we hope you will have yourself represented by some portion of your collection. We have arranged for a Class covering every phase of our hobby. Further particulars are included in this issue.

DUES — DUES — DUES — DUES

Your duty is to pay your dues without further delay. The Society does not belong to the President, Secretary or its Officers. IT BELONGS TO YOU. Its success depends entirely upon the efforts of each individual member; and if you want to retain these benefits which an organization has brought to you, you must continue to actively support the organization.

It is, of course, fully appreciated that many of our members are seriously affected by the present unfortunate economic conditions, and we fully realize that in many cases it is difficult for them to see their way clear to renew their Society membership. For that reason, arrangement has been made so that members may pay their dues upon a modified installment basis or take advantage of a special offer of submitting a selection of airmail stamps or airmail covers cataloging \$5.00 or over (for one month only) and receive credit for their dues in the sum of \$2.00.

Let this be repeated: It is your Society. When you are urged to get members to build up its strength, or to pay your dues, you are merely being asked to do a job for yourself.

Remember—this is our TENTH ANNIVERSARY.

Respectfully submitted,

GEORGE W. ANGERS, Secretary-Treasurer.

CANADA

(Continued from Page 11)

the search for the Company's President, Capt. C. D. H. McAlpine in 1929. Later with Brooks Airways Ltd., he became famous as the "Flying Fisherman" when he carried many tons of fish from Reindeer Lake to Prince Albert and The Pas, where it was rushed to Canadian and United State cities.

Broatch is the fourth outstanding Northland pilot to lose his life within the last two years. Andy Cruikshanks was killed when his plane crashed in the Great Bear Lake District in the spring of 1932. Bill Spence died in a plane accident near The Pas last January, P. B. Calder, of Edmonton, lost his life when his

plane crashed in a blizzard near Fort Rae in the far north Mackenzie River District, Jan. 31, 1933.

Those who consider flying in Northern Canada hazardous should consider these figures released the other day by the Canadian Airway Ltd.

Fatality Rates, Passengers and Personnel

Miscellaneous flying in the United States July-December 1932, 1 person to every 246,978 miles.

Miscellaneous flying in Canada in 1931 (1932 figures not available) 1 person in every 223,936 miles.

Canadian Airways operations from start to end of 1932, 1 person to every 410,629 miles.

These figures allow readers to consider how dangerous flying is in Canada's Northland.

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AM 34 Feb. 1st, 1933

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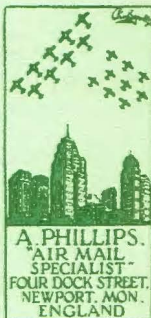
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