

# THE AIRPOST JOURNAL



A Semi-Official Austrian Rocket Mail Stamp

AIRPOST STAMP NUMBER

FEBRUARY 1934

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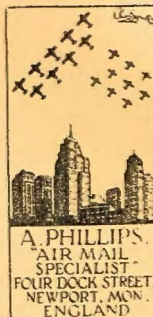
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—Balbo's Squadron over Rio de Janeiro

# FAMOUS FLIGHT STAMPS

by ALTON J. BLANK & D. E. HELMUTH

**B**ULLETIN — Premier Benito Mussolini to send General Italo Balbo in charge of a squadron of twenty-four planes to the Chicago Century of Progress . . .

A million eyes watch the skylines as twenty-four specks in the sky soar over-head and a million ears pick up the roar of forty-eight motors which emit a throaty welcome from Il Duce in Rome to the citizens of the United States. Half a million necks strain back to follow the progress of the tiered V's of Savoia-Marchetti flying boats that break formation to splash and hiss through the waters of Lake Michigan to a stop.

As the fliers land, led by bearded General Balbo, half a million throats split the air with cheers—for what catches the imagination is loved and what is loved is taken to the heart—for the moment. Headlines scream that love.

But head-lines are ephemeral. Today's head-lines will sell no papers tomorrow. Today a Balbo might take Chicago by storm of applause . . . but tomorrow the papers may scream of politics or a war in Siam.

The flights, however, are remembered by aero-philatelists who treasure stamps and covers pertinent to famous flights. Thrill is re-experienced whenever covers or stamps are seen.

And how better can you keep a record, either chronological or geographical, of these famous flights which were recognized by governments with issues of stamps or with mail carried on the flight, than by a collection of stamps? Souvenir hunters go to such excesses as to tear away strips of canvas wings, or buttons from the clothes of fliers. These have no intrinsic worth and are soon junked. Stamps are sou-

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## THE AIRPOST JOURNAL

venirs that are of themselves valuable.

The purpose of this article is to suggest a regrouping of certain stamps apropos of famous flights that loom large as the cream of the aero-philatelic field. They are the classics. Nor have Zeppelin stamps been slighted. They have been listed before and are rightfully a special phase of a broad subject.

Of the thirteen stamps issued for participation in the Balbo flight from the Eternal City to the Windy City, the most unusual were prepared by Italy. These stamps are in form, triptic. This is of itself an innovation in the philatelic field. A complete series of the surcharges shows twenty names of pilots.

Fourteen years before, occurred the first of the famous flight stamps.

"We'll do it in one hop—" vowed Harry Hawker and Commander Grieve. They were looking at the Atlantic Ocean which the NC-4 had crossed in a series of hops.

Hawker and Grieve left Newfoundland on May 18, 1919, in a Sopwith biplane, bound for Ireland . . . only to be dramatically rescued in Mid-Atlantic by a passing steamer and towed to Falmouth Harbor with the water-logged mail intact in its sealed container. Ultimately it was delivered to H. M. Postmaster General, London, England.

The three-cent "Caribou" issue surcharged "First Trans-Atlantic Airpost, April, 1919" is the famous "Hawker" stamp and a memento of this daring exploit that almost succeeded. Only two hundred copies of this stamp were issued.

This stamp, the fore-runner of a series which has now reached a total of one hundred and seven stamps, doubly merits its position due to its rarity.

Details cannot be given about all of the flights and stamps. Some of them are described in detail. All of them are listed in the table at the

end of this article.

"Thrilling adventurous flights were made from 1919 to 1926. Mail was carried on some of the flights. No commemorative stamps were issued until—

In 1926 a set of sixteen stamps were issued by the postal authorities of Manila inscribed "Air Mail Madrid-Manila 1926" to mark the successful completion of the flight made by Captains Gallaraza and Lorgia of Spain from Madrid across the stretches of Europe and Asia to Manila, P. I.

While the stamps are not, in a sense, air mail, in September of that year Spain issued a semi-postal commemorative set honoring these two adventurous airmen.

Six continents and three oceans played host to the intrepid Commander Francesco De Pinedo whose world-roving flights gave convincing proof that civilization stays close to the waterways. He flew a Savoia 1925 flying boat. East from Rome, he flew over Greece, Arabia, India, along the Malay Straits, to Java, around Australia, up past New Guinea, the Philippines, to Japan, back down the coast of Asia to Saigon, and west to Europe. Names steeped in the lure of the Orient were his ports of call, names fraught with the stuff of wanderlust that thrills us all.

His appetite for strange lands unsated, DePinedo crossed the Mediterranean to Africa and hopped the South Atlantic (which the Lindberghs, the DO-X and the Graf Zeppelin have since crossed) to Pernambuco. More glamorous names Down to Rio de Janeiro, Montevideo, up through the interior of South America, over the Matto Grosso, and out over the welter of jungle to Para. Across the turbulent Caribbean. Port au Prince, Havana, New Orleans. The "Santa Maria" went up in flames at Roosevelt Lake,





Arizona. In a sister ship sent to New York, he flew down the coast to New Orleans and up the Mississippi to Chicago. Then he made his way to Newfoundland.

At this point Newfoundland overprinted in three lines of type 300 copies of the 60c. black 1897 series in red ink the words "Air Mail De Pinedo, 1927". Of the dispatch carried by his seaplane "Santa Maria II" 225 were franked with the distinctive stamp leaving a balance of 75 mint stamps. Of these several were damaged and destroyed and the remainder distributed to the pilot and officials. It has been estimated that there are available at the present time only 38 copies in mint condition. Consequently it may be readily seen why this stamp skyrocketed from its original price of \$40 at the day of issue to now around \$2000. It is without doubt the rarest of the Famous Flight Stamps.

May, 1927, saw Col. C. A. Lindbergh take a hand. He is reputed to have become an enthusiastic collector himself. With breath-taking suddenness he flew from the obscurity of the ranks to fame as America's ambassador of good will. The flight was too brief, too dramatic, perhaps, to allow for the issuance of stamps to be carried in the Spirit of St. Louis. Later the United States honored him with a special stamp.

It is on his flight the following year on a mission of good will that several items appear. Panama, Costa Rica and Cuba honored the flyer with distinctive stamps, as he continued around the Caribbean sea.

The following flights must be summarized. Most of them are too fresh in mind to bear with a repetition of the story and stamp. Let us mention them—names dramatic in flaring head-line and treasured stamp and covers. Kingsford-Smith in 1931 was the first man to fly the Pacific to Australia. Italo Balbo, led the first massed flight in history from Rome to Rio de Janeiro in January, 1931. A pale blue stamp showing a group of planes flying in the night under the Southern Cross. The monstrous DO-X which circled the North and South Atlantic. En



route Surimnam and Newfoundland issued special stamps.

The years 1932 and 1933 find the greatest number of famous flight stamps issued. Various projects such as flights to the pole, into the stratosphere, to New Caledonia, Dutch Indies, Haiti, or around Europe are gathered from the brief puff of life of the newspaper headlines to the permanent positions in the Albums. Follows the chronological summary of Famous Flight Stamps:

The year 1934 auspiciously starts with a set of 12 stamps in commemoration of the opening of direct express postal connections between the continents of Europe and South America. Pilots Lombardi and Mazzotti were to leave Rome on the 27th of January to fly to Buenos Aires and return. They were to carry mail at low rates. We find four stamps each from Italy, Cyrenaica and Tripolitania.

Country	Name	Date	No.
Newfoundland:	Hawker	1919	1
Philippines:	Madrid-Manilla	1926	16
Spain:	Gallaraza	1926	5
Newfoundland:	DePinedo	1927	1
United States:	Lindbergh	1927	1
Costa Rica	Lindbergh	1927	1
Cuba:	Lindbergh	1928	1
Panama	Lindbergh	1928	1
Philippine Islands	L.O.F.	1928	11
Ecuador	Mendez	1930	3
Newfoundland	Columbia	1930	1
Italy Italy	Rome to Rio	1931	1
Australia	Kingsford-Smith	1931	1
Dutch Indies	Java-Australia	1931	1
Surinam	DO-X	1931	7
Newfoundland	DO-X	1932	1
U.S.S.R.	Polar Flight	1932	2
New Caledonia	Paris-Noumea	1932	2
Phil. Isls.	Von Gronau	1932	7
Phil. Isls.	Rein	1933	10
Haiti	Boyd-Lyon	1933	1
Poland	Swirko	1933	1
Italy	Balbo	1933	3
Cyrenaica	Balbo	1933	2
Tripolitania	Balbo	1933	2
Aegean Islands	Balbo	1933	2
Iceland	Balbo	1933	3
Newfoundland	Balbo	1933	1
U.S.S.R.	Stratosphere	1933	3
Netherlands	To Batavia	1933	1
Dutch Indies	Return	1933	1
Italy	Rome-Buenos Aires	1934	4
Cyrenaica	Rome-Buenos Aires	1934	4
Tripolitania	Rome-Buenos Aires	1934	4
			Total 107

# The Most Popular

OF 100 STAMPS selected as the best of eleven months in 1933, 21 were air mail stamps. This is a fine tribute to the progress made in air mail stamp design.

The popular philatelic magazine "Stamps" is looking for the fifty best stamps of the year. Readers send in their individual selections of ten each month. The final fifty will be selected from the monthly selections.

Scanning these monthly selections shows that air mail stamps have won places constantly, after getting off to a bad start in the first two months. No air mail stamps were chosen in January and February.

In the March-April issues two of the ten were air mails. The first is the 50c brown, part of the Fascist Decennial issue for the Italian colonies. The other is from Latvia and is part of the semi-postal set issued to raise money for the widows and orphans of Latvian aviators killed in the World War.

May saw three stamps. The Graf Zeppelin

was honored on two of them. The 10 Lire from Cyrenaica and the 3 Lire from Tripolitania. Lieutenant Zwirkos's 'round Europe flight is recognized by Poland in the third; while not technically an air mail this commemorates an aeronautical feat.

The Zeppelin is again favored in June, capturing three of the four honors. The 30 drachmae showing the ship over the Acropolis, from Greece; the 22.50 pesos showing the great ship over the ocean, from Paraguay; and the Aegean Islands 3 Lire showing a fore-shortened Graf Zeppelin over ancient buildings. Italy's 50 Lire



# Air Stamps of 1933

Balbo takes the fourth honor.

In July Newfoundland's attractive Labrador issue takes two of the honors. The 60c and 75c show a fishing fleet and gold miner's camp respectively. Hermes poised atop a monoplane, the design of the 48c from Hungary, is a third. Tripolitania's Balbo stamp is the fourth air mail of the month.

Newfoundland's Balbo stamp and Latvia's 35 plus 100s triangle stamp showing the map of the 1930 round Europe flight placed in August.

September's single air mail entry goes to Monaco.

A year after winning his race at the 1932 Cleveland Air Races, Major Jimmy Doolittle's ship, the GeeBee, is pictured on Latvia's 8 plus 60s stamp. This is the only air stamp for October.

Mythology, religion, science and exploration feature November stamps issued by Greece, Italy, U.S.S.R. and Salvador respectively.

The list for December has not yet appeared.

It will be interesting to see how many air mail stamps will be included in the 50 stamps chosen as the best for the year 1933 of the 110 entrants for the honors.



—Cuts Courtesy of "STAMPS"

## THEORY BECOMES FACT

It has long been the fond subject of writers in the aero-philatelic field as well as in other stamp circles to theorize on the various aspects of collecting.

One prime favorite has been the feasibility of making a complete collection in one certain field. Air mail stamps have been chosen because of their accessibility, and comparative moderate price as well as philatelic interest. Out of the 2,355 that have been issued since 1917 the average collector can attain quite a number and have a representative collection with relatively small outlay.

As editor of the *Airs* of the Month column, I have long advocated the possibility of such a proposition as a complete specialty in Air Mail stamps only. During the past year I have been fortunate enough to witness the accomplishment of such an actuality. Last March, Mr. Milton J. Harris knew nothing whatsoever about philately or stamps. In less than a year's time this same gentleman has acquired an amazing knowledge of stamps in general and aero-philately in particular. Not only that but he has succeeded in acquiring in mint condition, all but seven of the major varieties of air mail stamps that have been issued. In addition he has collected innumerable major errors and minor varieties.

As a matter of record this man has done that which many a philatelic writer has dreamed and many a collector has yearned to do—form a complete specialized collection of a certain group of stamps of the world and really have something to show for his efforts. But I dwell too long on this introduction—let Mr. Harris speak for himself.

—Alton J. Blank

### BY AN AIRMAIL ENTHUSIAST

"In April of last year a very good friend of mine, imbued with the display spirit common to all philatelists, showed me his general collection of stamps, and probably received the shock of his life, when I neither ridiculed nor showed lack of interest. Perhaps I was in a "hobby" mood, for the stamps seemed fascinating and I was really and truly interested.

My previous hobbies had been only outdoor sports—baseball and tennis until the waistline expanded from 32 to 38, and then golf became the all-absorbing interest. So it must have been the stamps and stamps alone that interested me, for I had had no previous experience with a kindred hobby.

I wanted to begin the collection of stamps but wanted to specialize, and I made many inquiries among dealers and philatelists to determine the type of collection I should form. It seemed that the beginner of some means was usually persuaded to start a U. S. collection, if he did not wish a general collection, but sizing the matter up from all angles, I decided that airmail stamps not only were the most interesting, but also offered the opportunity to follow current history, as shown by the development and expansion of airmail lines and airmail routes, in all parts of the world.

It was also my opinion, that of all stamps, airmails were probably the best investment, and I am still of that opinion after my short term of collecting, and after having attended private sales and auctions in many large cities.

During the comparatively short time I have been a philatelist, I can honestly say that I have received more true pleasure from my new hobby than from any other which had previously held my interest. My collection lacks only a few stamps of being a complete mint collection of all official airmails stamps ever issued, and I am now getting a lot of fun in collecting errors and varieties. I have found that a good new issue service is a valuable and almost necessary adjunct to the fine collection, and I have also found that the most economical way to build the collection is by the new issue service of a responsible dealer.

Another economy is to house a collection in a fine album or albums. I have had the pleasure of examining some mighty fine collections, which were in poor and unattractive albums, and such a condition certainly detracts from the appearance and value of the stamps as a whole. I have installed my stamps in three Scott DeLuxe International Airmail albums, using blank pages for the errors and varieties, and have interleaved each page with a fine grade of cellophane—I am still a novice but I have found that my collection compares favorably with older ones. For this result I must thank my good philatelic friends, who gave me splendid advice when I first started, and my hobby has brought me new and treasured friends, whom I probably would never have met in any other way. This novice is so "sold" on airmail stamps that he would like to congratulate every airmail collector for his wisdom, and I would like to reach each collector who cannot decide in what field to specialize, and shout out loud: "Airmails for pleasure and profit!"

To the *Airpost Journal* and its wonderful staff, my appreciation of your fine magazine, and may your success continue forever.

MILTON J. HARRIS

January 1934

Cleveland, Ohio



# SCADTA STAMPS

by F. W. KESSLER

## The First of a Series of Articles on Colombian Airmail Stamps

**F**OR a great many years the writer has been very much interested in the development and activities of the Colombian Air Mail System. The Aero-Philatelic development of the Scadta Company has been especially interesting, particularly in view of the fact that these issues always have been devoid of speculation. Also these are among the few issues which were made to serve a definite purpose, and that is why very limited quantities of certain stamps ever were prepared.

I have had the privilege to travel extensively in Colombia for a number of years, making regular trips to all of the interior towns and have experienced the very efficient aerial connections of which Colombia can be very proud. In 1927, I remember when I was in Bogota, the Capital of Colombia, certain remainders of the early Scadta stamps were offered to me which I bought at face value. Among these were some very rare stamps but I had great difficulties in disposing of the entire lot to a dealer at 10 per cent over face value. This proves that as late as 1927 there was little or no demand for these stamps by collectors. It was only after some of the European catalogues recognized these stamps that some interest was taken in the issues. It is regrettable that as far as Aero-Philately goes, some of these stamps were printed in as small issues as only 25 copies, depriving many collectors of an opportunity to acquire these specimen.

I have extensively studied these Scadta issues and I will limit myself to a few remarks regarding certain Scadta stamps.

My favorite find was a heretofore unknown Scadta stamp, issued on May 18th, 1929. The reason it remained unnoticed until a relatively short time ago is that the

stamp was affixed by the Scadta office in Bogota to the back side of the covers. The circumstances surrounding this stamp are briefly as follows:

Early in the morning of May 16th, 1929, a Scadta seaplane took off from the river-port of Girardot. The airport is a short distance south of the city of Girardot and the airplanes, when taking off for the north have to clear under the bridge spanning the Magdalena River. Several river steamers blocked the course of the seaplane and pushed it up on the bank. The plane turned over, and being submerged, the mail was damaged. The mail-bag was returned unopened to Bogota, where the contents were inspected and the Scadta Officials decided to give the senders an opportunity to redispach their mail in good condition without additional charge. A notice was posted and published in the newspapers announcing that senders who thought their mail was involved in this accident could identify themselves and call for their mail at the Scadta offices. In the meantime special labels were printed as illustrated, the translation of which reads as follows:

### IMPORTANT

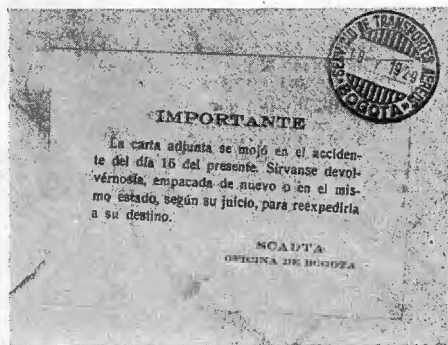
The attached letter was soaked in the accident of the 16th of this month. Kindly return some to us either in a new wrapper or in the same condition as it is, at your discretion, to be redispached to destination.

### SCADTA Bogota Office

It was therefore possible for the sender to redispach the letter in the damaged condition in which case of course the stamped were washed off, or to re-write his correspondence, put it into a clean envelope and instead of franking this letter with the usual Scadta and Colombian National stamps, he only had to affix the label which he took from the damaged letter returned to him. It is therefore clear that this label was used in the capacity of a stamp and the Scadta accepted it in full payment of postage.

The mail carried on this ill-fated trip was very light. Inquiries at the Scadta offices have revealed that no traces can be found of the mail salvaged from this accident. The bulk of what little mail there was on the plane consisted of wedding announcements and to this happy circumstance we can thank for the few that could be run down. Up to this date only a few specimens of these emergency stamps are known, but the writer sincerely hopes that this article will bring to light further copies and would appreciate hearing from anyone having seen one of these specimens.

I wish to take this opportunity to clarify an apparent misunderstanding as to the status of the provisional issue of the airmail stamps issued by the Colombian Government, consisting of the 1929 Scadta set surcharged:



## CORREO AEREO

### CORREO AEREO

These stamps were issued by the Colombian Government and are not Semi-Official stamps. The facts surrounding this issue are briefly as follows:

On December 1st, 1931, the Colombian Government declared all Air Mail service the monopoly of the State. At the same time a contract was signed with the Scadta, authorizing this Company with the carrying of all airmails in Colombia. All air-mail stamps were issued by the Colombian Government and delivered to the "ADMINISTRACION DEL CORREO AEREO DE COLOMBIA" (ADELCA), which was a branch of the Colombian Government Post Office Department. The Adela in turn delivered the stamps to the Scadta Co. in quantities needed by them. The Scadta Co. had to pay 2 per cent of the face value to the Adela to cover the costs of administering the airmail service in Colombia.

At the time this Government monopoly took effect, the only airmail stamps in circulation were those of the 1929 issue. Therefore, these stamps, used on cover and cancelled after December 1st, 1931 are to be regarded as Official Government issues.

A new permanent issue of airmail stamps was immediately authorized, but the delay in preparing same (they were not issued until August 1st, 1932) prompted the Colombian Government to authorize the overprinting of the 1929 issue with the words "CORREO AEREO" as illustrated above, and deliver them to the Adela.

The proof that these stamps are issued by the Colombian Government and not the Scadta is the fact that the Colombian Government registered the set surcharged "CORREO AEREO" at the Universal Postal Union in Bern, Switzerland, as the first Official Colombian airmail stamps.

There are many other interesting comments to be made regarding certain Scadta issues. Although space does not permit me to go into further details. I shall be pleased to continue this series in the very near future.

Mr. Bronesky, an advertiser in this month's issue, who is himself a collector not only of airmail and Zeppelin covers, but also of naval cancels, and a member of the Universal Ship Cancellation Society, submits several samples of his products together with several comments. In his opinion, he offers the best air mail envelope available. It is the official regulation type, of standard 6 3/4 size, with alternate red, white, and blue parallelogram borders. There is no wording or printing to interfere with the cachet or postmark. However, since this type of envelope is rather hard to obtain, he offers it to his fellow collectors at store prices.

## AIR MAIL STAMPS TOP MARKET

**N**ON-AIRMAIL stamp collectors have generally believed that a detrimental effect on the airmail stamp market was felt by a general scaling down of prices in the Scott Catalogue.

However, this has not proved true. Today the Airmail market is in better position than any of the many other special fields of the hobby. In auctions, where collections are liquidated, as well as private sale, air mail stamps are bringing figures closer to catalogue than any other material. Covers, cachets, commemoratives, etc are bringing nice prices but are not bringing the percent. of cost that the air mail stamps are doing.

Looking across the waters at the fellow collectors in England we find that optimism is also expressed.

Stanley Phillips writes, in Gibbons Stamp Monthly for January, 1934, "There is no doubt that airmail collecting is the thing (the bold-face is his—Ed.) in stamps today—not a mere craze of the moment, but a most enjoyable branch of the hobby, based on the romance of the most up-to-date methods of transport."

The English counterpart of our Shylock—W. E. Fynden, in Stamp Collecting—writes—after discussing the sag of prices and general conditions, goes on to state:

"The exceptions to which I have referred were, for the most part, Air Mails. They had been placed on a fairly lofty pinnacle by both collectors and dealers, and various spectacular flights had kept them there. But with the advent of winter, such flights become of rare occurrence; interest flagged; there was a decided change in the attitude of the public, and with the minor landslide which was going on all around, the pinnacle could not hope to stand. It fell; or in other words, Air Mails came down with a rush, and only now are in the process of finding their proper level. The fall has done them no lasting harm. Their day will come again, and although it may be years before they know a boom such as they had for eighteen months or more, they will be none the worse for pursuing a more normal course. I am not one of the Air Mail pessimists."

The quotations represent both sides of the case. Not only can the collector of air mail stamps gain the height of satisfaction with his hobby in acquiring environment and knowledge of contemporary history, but after his interests have lagged and he wishes to dispose of his collection he can realize more from it than any other form of entertainment.

To those who have already become interested and are in the process of forming an air mail stamp collection—do not become discouraged—just because of a temporary set-back—in the long pull you will come out on top. To those who are thinking about forming such a collection—they are bound to rise. And those who do not collect—reconsider your actions and join in with those who are pursuing the right course.

Always be sure to mention The Airpost Journal when answering or buying from advertisements.

# The 'Buffalo' Balloon Stamp of 1877

by ALTON J. BLANK

**P**ROFESSOR Samuel Archer King, who had been ballooning since 1857, made his first ascension with the balloon "Buffalo" from Buffalo, N. Y., September 16, 1873. This was the beginning of a series of flights in the United States which were packed with adventure and not a little philatelic interest.

King made ascensions from Buffalo, July 4, 1874; Cleveland, Ohio, September 5, 1874 and July 5, 1875 and from the Centennial Exhibition in Philadelphia on August 4, 10, and 30, 1876 with this same balloon. On the flights from Buffalo and Philadelphia carrier pigeons were used. Evidence seems to show that parcels and letters were carried but none have come to light in any accumulation of the period 1873-76.

In the summer of 1877 "Professor" King reached Nashville, Tenn., and among the plans for an ascension there was included a "Balloon Postage" stamp. A notice was run in the Daily American, Nashville, June 15, 1877, which reads:

## BALLOON POSTAGE STAMPS

We have received a stamp thus termed from Wheeler Bros., No. 20 North Cherry Street, designed by Jno. B. Lillard, and engraved by Mr. J. H. Snively, of this city. It is 1 1/8 by 1 3/8 inch, has the words "Balloon Postage" "Five Cents", in straight lines at the top and bottom, and is printed in blue, with a good picture of the "Buffalo" in the centre. All letters left at the Signal office will be taken up in the "Buffalo." The American reporter will take up a supply to put on all letters he drops from the clouds."

Newspaper reports do not mention mail but do mention messages dropped from the balloon. Since public interest was high there is hardly any doubt but that the plan was carried out and letters, franked with the "Balloon Postage" stamps were taken aloft.

On June 18, 1877 King and six companions ascended from Nashville and at Gallatin, 26 miles away, a landing was made. Here the balloon was moored for the night. The next morning King and two of his passengers ascended again and landed three miles from Taylorsville.

"The Philatelic Monthly" of Philadelphia, Vol. III, p. 53, dated July, 1877 contains a reference to the stamp. The article appears to be a re-written version of the Nashville paper's item, but is credited to the Nashville Banner. This contains the sentence: "Parties finding them will favour us by forwarding from the nearest post-office."

The cover discovered last summer by Mr.

Hugh C. Barr complies with all of the above facts. It bears a copy of the Balloon Stamp, it also possesses a United States stamp, which is cancelled at Gallatin, Tenn. the 18th of June, the proper date, and bears the notation in manuscript across the top: "Any one finding this letter will please put it in the nearest Post-office."

Letters about the stamp sent to Nashville have been unanswered; Taylorsville is no longer a post office; and the Postmaster at Gallatin, Tenn., claims to have no records of dispatch of mail from the balloon on that date. Mr. Barr's cover certainly is unique and is a real pioneer among aerophilatelic covers.





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WALTER J. CONRATH  
Managing Editor

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of The JOURNAL it is the pleas-  
ure of your managing editor to act, more  
or less, as a master of ceremonies. As  
each new number develops it is a privilege  
to note the momentum of interest which  
carries the undertaking through to a finished  
issue which we quite truthfully must say  
is "better than the one before." While  
this fine spirit of our special co-operators  
endures we are sure that The JOURNAL,  
within the next eighteen months, will have  
had the honor of introducing outstanding  
feature articles on every branch and sub-  
division of aero-philately.

While the idea is still young, we can  
promise you that aggressive plans have  
already been formed for practically all of  
the special numbers already announced,  
together with at least two additional num-  
bers which are being announced this month.  
Editors for each month are rapidly falling  
in line, eager to have the maximum amount  
of time to prepare their material and se-  
cure assistance from their fellow collectors.

ALTON J. BLANK, whose photo domi-  
nates the art of the page to our right,  
edited the majority of the copy in this,  
the Airpost Stamp Number. Being more  
or less pressed for time, he was also forced  
to pound out a goodly portion of the ma-  
terial. That he was capable of doing this  
was not a conjecture on the part of your  
managing editor. Alton was graduated in  
journalism from Western Reserve Univer-  
sity several years ago, and, incidentally,  
happens to be one of our fraternity brothers  
in Sigma Delta Chi, national journalistic  
professional. His aerophilatelic feature  
articles and monthly airpost stamp chron-  
icles are always refreshing. In winding up  
his copy assignments, Mr. Blank writes:  
"If there's room, add this to the editorial  
page, please:" and here it is:

"The editor of this issue wishes to ex-  
press his appreciation and sincere thanks  
to those who have aided in its preparation.  
To Mr. D. E. Helmuth—incidentally a non-  
collector—the managing editor, and numer-  
ous foreign correspondents, is expressed  
a hearty 'Thank You,' that means more  
than the words imply."

NEXT MONTH our readers will be pre-  
sented with a special F.A.M. Cover number  
which promises to be a really pleasing in-  
novation. The material for this issue is  
being ably handled by Richard L. (K.L.T.  
Dick) Singley, of Lancaster, Penn'a, who  
is perhaps the best authority on these in-  
teresting flights. The Canadian Number  
will appear in April under the able direction  
of Section Editor W. R. Patton of  
Winnipeg. In May, former president of the  
A.A.M.S., H. H. Griffin, will present the  
Lindbergh number. June will present a  
colorful review of the Zeppelin flights,  
edited by recognized authority Samuel

# THE AIRPOST JOURNAL

Ray, of 1539 South Kolin Avenue, Chicago, Illinois.

MANY COMMENTS and appreciations of the Air Label Number are acknowledged with thanks. We hope it shall be our pleasure to continue to make your magazine increase in interest and improve in style.

FORTUNE, the aristocratic dollar-a-month magazine published by Time, Inc., features a modernistic view of a quardrilled album page of Newfoundland stamps on its cover page for February, 1934. A more appreciable recognition of art in philately is being expressed as the hobby adds new followers. The same publication carries an interesting map of the famous radium trail of the Canadian Northwest, pointing out the great saving of time effected by the introduction of air service to this almost inaccessible country.

CWA airports are being built almost everywhere. One of the first to be dedicated will be at Cookeville, Tenn., on February 20th, or a later date if funds do not hold out. Maj. C. C. Fisher, 806 Washington Avenue will hold covers for Lion's Club cachet on dedication date.

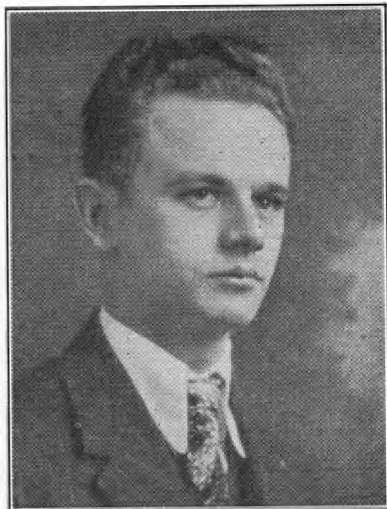
CONGRATULATIONS to George D. Kingdom, vice-president of A.A.M.S. and former editor of this sheet, who has just been named city solicitor of Conneaut, Ohio.

CINCINNATI branch chapter of the A.A.M.S. has been holding a monthly bourse with much success. Over two hundred attended the January meeting held at the Gibson Hotel. The next gathering is scheduled for February 17th with an exhibition and Dickason auction sale in conjunction. All are invited.

CLEVELAND Air Mail Society pays compliment to The JOURNAL by scheduling its regular monthly meetings to follow the subject matter of the special issues of this magazine. Jim Schweier is presiding this fine organization which is just as wide awake as ever.

F. W. KESSLER, whose first interesting article on Colombian airposts appears in this issue, is an untiring student of the stamps of this country and has recently prepared a specialized manuscript for the Berkshire Catalogue. The very professional charts which will appear with these listings are the attractive pen work of Mrs. Kessler.

WITH GRIEF we report the recent death of Edmund L. Miller, of Fort Wayne, Ind. Mr. Miller was one of our leading air mail collectors and had taken an active part in the affairs of the A.A.M.S. In 1916 he enlisted in the Indiana Infantry and served nine months on the Mexican Border. He also served two years with the A.E.F. in France. By profession Mr. Miller was an architectural engineer and had assisted in designing many of Fort Wayne's most at-



ALTON J. BLANK

Section editor of our regular department, "Airs of the Month", served as editor for this month's issue.

tractive buildings. To his parents, his sisters and brother, the JOURNAL joins with his many philatelic friends in expressing sincere sympathy.

GEORGE W. ANGERS, secretary-treasurer of the A.A.M.S. has been invited to act on the International Jury of APEX, International Airpost Exhibition at London this Spring.

THROUGH ERROR in typescript the name of the A.A.M.S. was omitted from the recently published prospectus of APEX, International Airpost Exhibition to be held in London this year. The directors of the exhibition wish to assure collectors in this country that the Society was among the very first to promise its support to the undertaking.

## CAIRO POSTAL CONGRESS AIR MAIL EXHIBITS

A thoroughly representative display of flown covers of the British Empire, loaned by Francis J. Field, is being exhibited for the benefit of visiting delegates at Cairo during the Postal Congress.

The entire period of mail flying under Government authority, by balloon, aeroplane and airship, is covered, and there is a specimen from nearly all the principal states of the Empire. The development and range of Imperial Airways routes receives special attention, while the majority of exhibits are accompanied by maps of the airway and dated flight itineraries.





AT THE PHILATELIC AGENCY—Francis B. Leech, vice-president of A.A.M.S. and president of the Washington Air Mail Society, looks on as Grace Armstrong purchases a sheet of the new 3-cent Byrd stamps. —Washington Herald Photo

# AIRS OF THE MONTH . . .

A Complete Chronicle of the Colorful and Interesting Recent Airpost Stamp Issues of all Nations' of the World

By ALTON J. BLANK

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

**J**UGOSLAVIA promises to join the ranks of air stamp issuing countries with a set of five values. Costa Rica's permanent series is finally a reality. And certain signs portend a host of new issues in the offing from Salvador. Let us hope that the country keeps its record clean.

## AUSTRALIA

In South Australia there has recently been reported the discovery of a copy, used, of the 6d Kingsford-Smith bearing the letters "O S". Since there were none of this variety officially issued one is inclined to wonder about the status of this item. Is it a true error or has some ambitious printer been playing with used copies of the commemorative?

## BELGIAN CONGO

There is in the course of preparation a nine value set at Malines, in Belgium, to take the place of the series now in use. The scene on the stamps is reported to be a monoplane in flight over the countryside. Values are: 50c, 1fr, 1.50fr, 2fr, 3.50fr, 5, 15, 30 and 50frs.

## CHINA

More news anent the issue provisionally used at Tihwa for a flight to Lanchow in Kansu. Details now state that FOUR instead of two stamps were issued. A "chop" bearing the Chinese characters for "AIR MAIL" was overprinted locally on the 5c. claret, the 10c. dark blue, the 15c. deep blue, and the 30c. brown-violet. It seems that these items are going to be very difficult to obtain. And another item to take careful heed: the "chop" is of such a nature that it may be readily counterfeited.

Since no air mail stamps were available at this remote postoffice the postmaster prepared the 15 and 30c for the flight. A revision in rates to 20 and 40c brought out the 5 and 10c values to be used along with the first two. After the first flights were over a supply of regular airmails reached the postmaster and there was no further need for the provisionals.

## REPUBLIC OF COLOMBIA

To celebrate the 400th Anniversary of the City of Cartagena, four values of the current air mail series were overprinted and used the first week of January, 1934. The surcharge consists of the following: "1533-1933 Cartagena" and the new value. The stamps are:

10c on 50c dark green and brown-black (dairy cows), 15c on 80c green and black-brown (coffee), 20c on 1P dark blue and olive-bistre (gold), and 30c on 2P orange-brown and olive-bistre (gold). Since there are but 20,000 of the 20c and only 10,000 each of the rest, this ought to prove a good issue.

The word "Cartagena" is placed at an angle between the dates on the first two values and the word "Centavos" has been added to the last two.

## COSTA RICA

A series of 13 stamps and a similar number overprinted for official use was scheduled to make its appearance at the end of January. This set, being prepared by the American Bank Note Company, is to be a permanent one. Some time ago the report was current that the entire series would be in the design of the first air mail stamp but with this latest news comes the word that four high values would be different than the lower values. They are:

5c green, 10c red, 15c brown, 20c blue, 25c orange, 40c olive, 50c black, 60c yellow, 75c purple, 1 colon rose, 2C light-blue, 5C greenish-blue and 10C brown.

There will be 200,000 of the centimos denominations, 500,000 of the 1C, 100,000 of the 3 and 5C and 50,000 of the 10C.

The word "OFICIAL" will be surcharged on 25,000 of the centimos values, 100,000 of the 1C and 10,000 of the three high values.

It has been suggested that since the A.B.N. Co. is doing the surcharging there will be no errors or inverts. Let us remember the 1S of Ecuador!

## EGYPT

Colors and designs of the International Aero Congress set listed last month are 5mm, brown and 10mm, violet, an Imperial Airways "Atalanta" type monoplane over a landscape; 13mm, carmine and 15mm purple, the DO-X; and 20mm, blue, the Graf Zeppelin. All stamps are inscribed "Congress International D'Aviation-Le Caire 1933". A first day cover is a hand cancelled the 20th of December.

# THE AIRPOST JOURNAL

## GERMANY

Otto Lillenthal and Count Zeppelin are portrayed on two of the eleven stamps that comprise the latest air mail set from Germany. The rest of the nine values are all in the same design. This shows a large eagle in flight before the globe, which has indicated thereon the eastern and part of the western hemispheres. All are basking in the rays of a sun which has on its face the Swastika. The entire series is watermarked with the symbol of the Hitler government.

In size the two high values are slightly smaller than the Zeppelin stamps and the rest are standard. All are inscribed "Deutsche Luftpost." Lillenthal's glider of the late 90's appears on the stamp with his portrait and a large dirigible is on that showing Graf Zeppelin. Colors and denominations are:

5 pf. pale green, 10, carmine, 15, ultramarine, 20, deep blue, 25, brown, 40, lilac-rose, 50, dark green, 80, orange-yellow, 100 black, 2 RM, green and black, and 3 RM, blue and black.

## HAITI

The design common to both the 50c orange red and 1 gourde deep ultramarine shows a view of the old "Citadelle" with mountainous scenery and a plane above. The stamps are a product of the American Bank Note Company and are slightly smaller than the last series.

## ITALY

Demonstration of the possibility of a new express postal connection between Rome and Buenos Aires calls for a set of four air stamps which were to be issued the last week in January.

Pilots Francis Lombardi and Franco Mazzotti were to leave Rome January 27th on the initial flight of a connection between the two continents to demonstrate the feasibility of a fast low rate mail service.

The set of four values will consist of a 2 Lire for newspapers, a 3L for postcards carrying greetings, 5L for 5grs. letters,

and a 10L for letters up to 10 grs, according to our informant, Unione Filatelica Nazionale.

Since special air connections are being arranged from Tripolitania and Cyrenaica two other sets will also be issued, one for each colony.

## ITALIAN COLONIES

An additional denomination, 50L light blue, has been added to the seven value series to honor the Decennial of Fascism. It presents the twin propellers of a plane revolving at great speed and is attractive. At an angle is the Fases and the regular inscriptions of the rest of the series.

## JUGOSLAVIA

Evidently last July's competition for designs is bearing fruit. The air mail set will consist of a 50p and a 1, 2, 3 and 10d. The designs will show a view of Ragusa, the Church at Apelenac, Bled Lake, view of Mostar, and the Falls of Jajce.

## KUWAIT

Another new name to add to the list of air stamp countries is KUWAIT, a division of India. Three values of the current Indian series are overprinted in black in large capital letters "KUWAIT". They are 2a, dull green; 3r, deep blue; and 4a, olive-green. It is a safe presumption that the rest of the Indian set will be so treated.

## NICARAGUA

The Official series has been released in new colors bearing the usual script control names. They are printed by the American Bank Note Company. New colors are: 15c, violet; 20c, green; 25c, olive-green; 50c, olive-brown, and 1 C, tangerine. All are surcharged "Correo Aereo—Official" and in the same design as heretofore.

## LIECHTENSTEIN

A 50 rappen stamp is to replace the 45r stamp current since 1930.

## SALVADOR

At a cost of 3,500 colones a new machine for the printing of postage stamps has been imported into the capitol of this country. The printing press, which is similar in type to those in use in Italy, was purchased in Germany. All the recent Italian commemoratives were printed in the same style of work that this machine produces.

Let us hope that the issues will be as attractive but by no means as prolific.

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66 Beaver St., New York, N.Y.

## SYRIA

A dealer advertises a new air post set issued to commemorate the new Republic. He also states that the number will be limited. Further details would be appreciated.

## TURKEY

The 1 kurus stamp mentioned last month is a semi-official stamp. It is violet brown in color, on unwatermarked paper and perforated 11 1/2.

## UNION OF SOCIALIST SOVIET REPUBLICS

A correspondent recently wrote in to find the meaning of the "C.C.O.P." which appears on the stamps of this republic. While it is impossible typographically, to give the Russian letters, we can supply the English equivalent: (And don't get your tongue twisted on the third word)—SOYUS SOVIETSKIKH SOTSIALISTICHESKIKH RESPUBLIK.

## UNITED STATES

Word comes from the Post Office Department in answer to my query, that there is nothing to the rumor that a definite air mail set is to make its appearance.

Likewise no definite date has been set for the withdrawing of the 50c Century of Progress stamp. Its sale will continue at the Philatelic agency only. Consequently the idea that this stamp is to supplement the present series for use on mail to South America is somewhat absurd.

Cooperators for this month are: Rev L. S. Ruland, Interamerican Aerotravel and Supplies, Inc., P. J. Drossos, Unione Filatelica Nazionale, Ernesto Hammer and D. K. Greive, Anton Huber, O. Boyadjian, M. J. Harris and the Home of the Postage Stamp.

On January 1, 1934 there were 2355 major varieties of air mail stamps.

The years 1930-1933 saw 325, 374, 374 and 381 new varieties of air mails.

## 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, California, as early as possible.

A-S.F. December 16 saw the first event of the Pacific International Air Pageant, as a group of women fliers left United Airport to race to San Francisco airfield to San Mateo. Only two contestants finished the race without interruption, Marty Bowman being first, and Gladys O'Donnell second. High winds against the fliers cut their gasoline supply, forcing down Edna Crumrine near Taft and Melba Beard near Hollister. A broken oil line forced Henrietta Lantz out at San Jose, and she later flew into San Mateo after repairing the damage. A newspaper report said the events were to commemorate the dedication of a new airport, but inquiries proved that the field was the old San Mateo airport dedicated in 1930. Covers were carried by contestants from Los Angeles to San Mateo., autographed by the respective pilots, and mailed at various points as far away as Reno, Nevada and points in California. It seems that Marty Bowman went on a hunting trip into Nevada, and must have carried the covers with her. Those seen are inscribed in green ink—"Flown on Pacific Coast Air Derby, from Burbank to San Mateo, Dec. 16, 1933, by courtesy of Gladys O'Donnell. Number carried not known, but report in Gossip says 135 covers were carried for the Los Angeles Cover Club.

DECEMBER 17. The 30th anniversary of the Wright Brothers first flight was celebrated by various programs at United Airport, Burbank, Grand Central Air Terminal, Glendale, and Municipal Airport (L.A.; Inglewood. No report on covers mailed. U. S. S. MACON. At last Southern Calif. has seen the Queen of the Skies. After

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**RALPH WARNER**

BOWERSTON

o

OHIO

## THE AIRPOST JOURNAL

three days of manoeuvring with the fleet, she paid a surprise visit to Los Angeles and vicinity. A bright clear night, perfect visibility, a brilliant outline against the starry background, and flashing red and white lights along her sides, indicated the Macon to those who happened to be abroad at about 6:00 P.M. Now we want to see her in full sunlight. This trip was made instead of mooring to the mast at Kearney field, San Diego.

A newspaper report states that "since the completion of the air beacons through Mint Canyon, and the establishment of the Palmdale landing field, the Baldy Mesa airport has been officially abandoned, and all equipment is being dismantled and transferred, etc." We have had no reply to several inquiries of the C. of C. at Palmdale, and we cannot state whether the field has been dedicated, nor whether the change of route, Bakersfield, via Palmdale to points east on A.M. 34 has been inaugurated. No covers have been reported, and we rather think these events are yet in the future.

**SAN FRANCISCO**—Pearl Harbor, 1/10/34, the big event, over which we have been wondering for the last few weeks, has actually gotten under way. Originally scheduled for some time between January 1 and 15, then brought forward to the 12th, then scheduled for the 9th, and finally, on account of weather changing for the worse over the next week or two, the Navy squadron took off today, the 10th. Four of the ships had difficulty in getting started, probably due to enormous load, which delayed their start until about 2:25 p.m. We could easily believe the delay was due to the enormous load of covers the various pilots carried in their pockets, judging from the number of correspondents who wrote us that they were trying to get one or more aboard the planes. We certainly hope some were successful in the attempt, and are anxiously awaiting the report—and covers. The planes left San Diego about 10 a.m., January 9, and arrived at San Francisco shortly before 4 p.m. having flown 600 miles against strong headwinds. Aboard the leading plane was Admiral David E. Sellers, Commander-in-Chief of the U. S. Fleet, and Lt. Comdr. Knefler McGinnis, commander of the squadron. Six positions on the route, at intervals of about 300 miles, are occupied by the Mine-sweeper Sandpiper, Destroyer Schenck, Destroyer Breese, Mine-sweeper Whippoorwill, Aircraft Tender Wright and Mine-sweeper Pelican; despite reports that

no vessels would be so stationed, 9:00 P.M., P.S.T., radio report states weather cloudy on first portion of route, and squadron passed over the Sandpiper at 5:52 p.m.

The planes reached Pearl Harbor shortly after noon, P.S.T., 1/11/34, after a comfortable and uneventful flight. Two covers commemorating their departure from San Francisco, one with black cachet by Junior C. of C. S. F., and one by Historical Aeronautics Assn., in blue, were received.

**U.S.S. MACON.** Covers handled by W. G. Crosby for the San Pedro C. of C. were given a cachet on January 6, to commemorate the visit of the Macon. Box type, enclosing "Long Beach-Los Angeles Harbor—again welcomes the U. S. S. Macon (drawing of the ship)—our Navy's Queen of the Air—etc." Applied in black, cancelled at San Pedro Naval Station and backstamped San Pedro, Calif.

**PORTLAND, ORE.** From A. E. Koestler comes some information on the Alaska emergency star route airplane service. He states "I understand that contract has been let to the Pacific Alaska Airways, for A.M. route connecting Spokane-British Columbia-Juenau, Alaska." If collectors want to obtain pre-contract covers they should be sent to the Postmasters at various points such as Wales, Teller, Nome, Solomon, Nulato, Ruby, Kokrines, Tanana, Hot Springs, Tolovana, Nenana and Fairbanks, addressed to themselves at Anchorage with return card in upper left-hand corner, as per U. S. Postal regulation. This may be a little late, but we are including it in case there may be time, as the season is reported to be probably longer this year due to expectation of a more severe winter in the far north. The mail goes by boat from Seattle to Seward, from there by train to Fairbanks, thence PAA plane to Nome, thence by N.A.T. to Wales. This gives the collector lots of time to sit back and contemplate the weather, and develop a degree of patience, for some of these will not be back until the late spring. But they are really worth while items, and form a link in the development of aviation in Alaska.

Covers and co-operation this month appreciated from Lee Gilbert, A. N. Brown, the Ninety-Nine Club of Women Flyers, Emil Thurman, J. W. Hulff, L. A. Timmer, Western Flying, Harry Sweet, W. G. Crosby, and the many who sent Christmas greetings must not be forgotten, although there were too many to answer them all personally. Many thanks to all.

### AIR MAIL ENVELOPES

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10 for 10c; 25 for 15c; 100 for 45c

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# 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, 507 Quaskenbos St., N. W., Washington, D. C.

**C**OMING: NEW ORLEANS, LA., Feb. 11, 12, 13, Pan American Air Races, Feb. 9th dedication Shushan Airport. Covers for all to Emil A. Thurman, 1366 Laharpe Street.... H. G. Kingdom in Linns quotes Mr. Bob Groeber of Buffalo, Minn., that an emergency airport may be opened there soon, and Mr. Groeber will accept covers.... Gus Lancaster quotes C. of C. at Glasgow, Mont. that they expect to dedicate airport on July 4th.... It is reported that Nome, Alaska and Gooding Idaho may dedicate but not definite.... George Fawkes writes that Duncan, B. C. dedication has been postponed indefinitely. Covers are being held.... David Rosenthals advises that Pan American International Marine Airport at Miami is to be dedicated in January or February. If not happened when you read this, send covers to R. I. Dunten, % Pan American Airways, Miami, Fla.... See Fred Wilde's Pacific Coast News column last month concerning Downey, Calif.

WASHINGTON AIR MAIL SOCIETY has elected for 1934, Francis B. Leech, president; Louis J. Heath, vice president; Miss Alice B. Cilley, secretary-treasurer; Edwin W. Beitzell, sales and auction manager, Maurice S. Petty, cachet and publicity director. Any reader is invited to the meetings at 1855 National Press Bldg., on the third Monday in each month. As is well known to you all, the writer for the past three years has been holding air covers for sponsored cachets in Washington (not private ones) and is still acting as cachet director for the M. & M. Assn., the Aero Club and now the W. A. M. S. Events of 1933 have been fewer than 1931 and 1932 due to our eliminating many unimportant ones.

PAST: On December 17th, the 30th anniversary of the first flight by the Wright Bros., covers emanated from several sources. The official celebration was held in Washington under the sponsorship of the National Aeronautics Association, who sponsored a cachet for the occasion. 1940 covers were mailed of which 440 were not air mail (sad to relate). More than a hundred planes participated on the 16th, but due to dense fog the flights of the 17th were cancelled. Covers all were mailed from College Park, Md. The reason is that

the College Park Airport was the scene of the Wright Bros. first flying school back in 1909-1910, and is a nearby suburb of Washington. The College Park post office is not usually open on Sunday, but opened this day by special authorization of the P. O. Department due to the occasion. A. A. M. S. President Leech handled the detail work of the covers, very capably. At St. Louis, Mo. a blue cachet was applied to 297 air mail covers postmarked at the field and to 241 ordinary letters postmarked in the city in honor of the occasion.... Omaha, Neb., dedicated administration building at airport on that date but no covers reported.... Dec. 19th, the Lindberghs arrived back in New York. Two very nice printed cachets have been seen, one by the Fordham Aero Philatelic Society in red, postmarked at Governor's Island, and one by the Lakewood Stamp Society in blue. Fred Sanders sends one of 32 covers mailed from the College Point Station at 3:00 P.M., with stamp of Edo Aircraft Corp. in corner. Mr. Sanders writes that the Lindbergh actually landed at the plant of the Edo Aircraft Corp. at 2:40 P.M., just twenty minutes earlier than the date of the postmark. A scoop, such as Mr. Sanders frequently lands. Moffett Field, Calif., Dec. 18, four line green cachet "USS Macon, third trip from Moffett Field"—St. Petersburg, Fla., January 1st, printed green cachet by C. of C. for 20th anniversary of first commercial air line in world.... Not exactly air mail, but interesting: Leon Tamarin sends card pmkd. Grant, Maine, January 2, and marked "on New Year's Day trip of First Delivery or Mail by Dog Team in history of New England from Oquossoc to Grant, Maine." .. Orlando, Fla., Jan. 10, bi-color cachet for Doherty Cup Air Race from Miami to Orlando and return. Jan. 10, pmkd. Tiburon, Calif., printed blue cachet by Marvelous Marin, Inc., for mass Naval Flight from Paradise Cove to Hawaiian Islands....

(Continued on Page 22)



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

## COPPERMINE, ARCTIC OCEAN

**E**DMONTON, Alta., January 26th. Inaugurating the first air mail flight to Coppermine, on the shore of the Arctic Ocean, Pilot Walter Gilbert, senior pilot of this Division of the Canadian Airways, Ltd., took off from Cameron Bay, Thursday, January 25th with Inspector R. W. Hale on board. Cramped into the cabin of the plane were 4,800 first flight covers as well as the regular mail and express. This flight marks the establishment of the only regular air mail service in the World to a post on the Arctic Ocean. While an air mail service has been established to Aklavik, N.W.T. that settlement is some 50 miles inland from the Ocean. (Later) News has been received that the plane was at Coppermine on January 27th.

## New Trans-Canada Service

It is probable that a Trans-Canada air mail service will be in operation early this year, between Montreal and Vancouver. Time is expected to be 18 hours, whereas the present fastest train service is 89 hours going west and 87 hours east. The railway distance being 2885 miles. Plane distance will be around 2700 miles. Over 100 landing fields have been built, or are in course of construction at present. None of these are more than 30 miles apart, and run right across Canada from Halifax to Vancouver. The intention of the Government being to use Air Mail from Montreal west in the Summer, and from Halifax and Saint John in the winter. The hardest flying distances are from Sudbury to Winnipeg, where pilots will be obliged to fly 1,000 miles over mostly forests, and the part between Calgary and Revelstoke in the Rocky Mountains, a distance of 300 miles. Due to necessary speed of machines in this service, very few stops will be made, which means that the first flight covers will not run into big figures, as in the case of the Prairie Service of March 1930, when 38 covers made up a full set. We are given to understand that there will be a lesser number of covers on this flight.

From other sources it is understood no first flight covers will be carried, but this appears doubtful, as of the two ideas, it would be better to permit covers to be carried on the first flight. Otherwise some will have covers, with the majority left out in the cold. Mr. Herring, Supt. of the Air Mail Services is too fair to permit dissatisfaction of this sort to occur. So

boys, soon we can expect to get the good news from Ottawa. When this flight comes off we expect covers carried by Capt. Frank Hawks will go higher in price, even if they are unofficial, as they will be a necessary item to be placed in our collections with the Official flights.

## PORT MENIER FLIGHT, Etc.

Christmas mail was brought to Port Menier, Anticosti Island, by Pilot W. W. Woollett on December 24th. Leaving Havre St. Pierre at 8:55 A.M., Pilot Woollett proceeded to Natashquan. On the return trip he called at Havre St. Pierre and Port Menier, where residents were enthusiastic over the reception of mail before Christmas Day. The day's flight terminated at Sept Iles (Seven Islands) at 3:15 P. M. —Item from Canadian Airways January Bulletin.

The cover from Havre St. Pierre is cancelled there A.M. Dec. 24. Backstamped Port Menier, P. M. Dec. 24. Port Menier is canceled with rubber stamp P. M. Dec. 24, also steel stamp January 16 and backstamped Havre St. Pierre, A. M. January 16th. Evidently the pilot did not have time to bring back the mail from the Island, as evidently desiring to get back to Seven Islands before dark. The cachets will be illustrated in The Journal, so it is not necessary to describe same.

The Seven Islands-Natashquan flight was piloted by W. H. Irvine carrying one passenger for Trinity Bay and about 800 lbs. of mail matter. The number of covers carried on the three recent flights will be stated as soon as we receive official word.

On January 3rd and 4th, with a trip each way, Pilot K. F. Saunders of the Canadian Airways, carried 1,600 pounds of mail to and from Charlottetown-Grindstone Island. This is a record amount of mail to be carried in two days for Canada. Besides carrying the mails the pilot also brought a stretcher case to the hospital.

Regarding hospital cases, the Canadian Airways have been obliged to make 11 trips between December 3rd and January 4th, flying 1,844 miles with patients and doctors. Pilot McMullen flew on four trips in one week carrying seven cases to hospitals, besides doctors and flying a total distance of 1,884 miles between November 27th and December 4th last year. Truly the airplane is a great life saver in Northern Canada.

## MARITIME AND NEWFOUNDLAND AIRWAYS

On January 27th of this year (1934) we received some of our covers expected to be flown during 1930. The covers bear the following markings. On the front without any postage stamps, in circle "Air Mail, Canada to St. Pierre, Aug. 1931. First Flight."

Cachet at side in black in large circle "First Flight inaugurating Air Mail Service." A map is also shown in the cachet evidently being the surrounding country, and in large letters "St. Pierre-France-to-St. Johns, Nfld.-Canada." (6 lines) On the back is one of the Company's first issue and practically the same cachet as on the front. The six line wording is changed to read as follows "St. Pierre-France-to-(outline of airplane)-Canada." At the left side the following notation "Sydney-Newfoundland-St. Pierre air route. Flight ad-

# THE AIRPOST JOURNAL

vertised for Dec. 15, 1930. Flight to St. Pierre made August 1931. Owing to international complications, letters were refused entry at Post Office. They were left in custody at St. Pierre, awaiting final adjustments and permission; such not being forthcoming, letters were brought back to Canada. This information and cover is sent you with our sincere regret for the expense and inconvenience caused you. Maritime and Newfoundland Airways, J. R. McCowan."

A letter was also forwarded from Mr. McCowan stating that the flight is expected to be made shortly, so that evidently negotiations between the three countries may be favorable to an early flight. As the company has something like 3,000 covers sent in, many will hope the flight will shortly be made.

## RECENT CANADIAN FLIGHTS

**A**DDITION of Camsell River. Through the courtesy of Geo. Herring, Supt. of the Air Mail Services, at Ottawa, the "Journal" will in the future carry cuts of the cachets, which leaves your editor free of the task of describing these. As far as known all cachets of this flight were in black, although in four distinct shades, and appear almost to be shades of gray, etc. Rae-Camsell River. Cancelled Rae Dec. 15th at 12 noon. Backstamped same date at 15 o'clock (3 P.M.)

Camsell River-Cameron Bay. Cancelled at 16 o'clock and backstamped Cameron Bay 17 o'clock (5 P. M.)

Cameron Bay-Camsell River. Cancelled Dec. 9th at 10 A.M. and backstamped Camsell River at 11 A. M.

Numbers carried and pilot's name will be furnished as soon as advice received.

Extension of Seven Islands (Sept Iles, the new name, French) to Havre St. Pierre and Natashquan. Covers from Sept Iles cancelled P. M. Dec. 14th. Backstamped Havre St. Pierre P. M. Dec. 14th. Natashquan P. M. Dec. 15th. (The last evidently an error as should read A.M.) Havre St. Pierre to Natashquan cancelled and backstamped A. M., Dec. 15th. Natashquan-Havre St. Pierre same postal markings, which also applied to covers from Natashquan and Havre St. Pierre to Sept Iles. (All bear on front or back A. M. Dec. 15.)

Flight between Havre St. Pierre and Port Menier will be made later in the season. Figures of mail carried and pilot's name will be supplied readers as quickly as information reaches the writer.

It is not generally known, and probably no sets of covers exist, flown to every point or from every point to point on this route,

as besides the points mentioned above, mail is also carried to intermediate points, Moise, Riviere aux Graines, Sheldrake, Riviere au Tonnerre, Magpie, Riviere St. Jean, Long Point of Mingan, Mingan and Baie Johan Beetz. The route is 225 miles long and mail is carried weekly, round trip, during Winter season. The postage rate is 3c for first ounce, and 2c for all other ounces or fraction.

## CANADIAN AIR MAIL ROUTES

At the request of several readers, we are listing all routes now in operation. 6c first ounce, 5c each ounce after (If addressed to Canadian P.O. only) Montreal-Albany-New York. Distance 200 miles. Winnipeg-Pembina, 66.4 miles. Both routes daily.

Three cents first ounce, 2c each ounce after. These are routes not served by railways:

Sept Iles-Natashquan, 225 miles, as described in another article.

Sioux Lookout-Gold Pines-Red Lake. 232 miles, twice per week, all year 'round.

Sioux Lookout-Narrow Lake. 332 miles, every Friday, all year 'round.

Prince Albert-Montreal Lake-Lac la Ronge, 145 miles, once each month, all year.

Amos-Siscoe, 42 miles, all year. Once to three times weekly, according to season.

Fort McMurray-Aklavik (13 stops enroute rather well known to most collectors) 1458 miles. All year. Service to Fort Resolution weekly, balance of route irregular. Before 1930 a trip was made once each winter carrying about 200 pounds of mail. Planes average 54,828 pounds a year.

Fort Resolution-Rae-Camsell River-Cameron Bay weekly, 428 miles, all year route. Cameron Bay-Coppermine (exact distance later) January and July of each year. Peace River-Keg River-Fort Vermillion-North Vermillion, 212 miles, all year. 16 trips annually.

Lac du Bonnet-Wadhope-Bissett. 71 miles, twice weekly, all year service.

Big River-Green Lake-Beauval-Ile a la Crosse. 127 miles, twice each month, all year.

Quebec-Sept Iles, 339 miles, twice per week winter service. Actually the route is Quebec-Natashquan, 564 miles.

Havre St. Pierre-Port Menier, 40 miles, twice per month, winter season only.

Leamington-Pelee Island, 22 miles, winter service, daily except Sunday.

Charlottetown-Grindstone Island, 106 miles weekly, during winter season only.

All air mail routes not served by Railways, which practically covers nearly all routes in Canada, have a clause in the contract that the operating company will

(Continued on Page 23)



FIRST OFFICIAL FLIGHT  
CAMERON BAY - CAMSELL RIVER



FIRST OFFICIAL FLIGHT  
RAE - CAMSELL RIVER



FIRST OFFICIAL FLIGHT  
CAMSELL RIVER - RAE



FIRST OFFICIAL FLIGHT  
CAMSELL RIVER - CAMERON BAY

# CRASH COVER NEWS

By FRANK A COSTANZO

Crash Cover news should be sent direct to Frank A. Costanzo, Box No. 32, Punxsutawney, Pennsylvania.

**D**URING the twelve months of 1933, the United States scheduled air transport lines carried nearly seven million pounds of mail in flights aggregating more than thirty-five million miles of day and night flying. The percentage of loss of mail damaged in mishaps in which air mail was destroyed or lost is represented by the fraction 0.000306.

## OFFICIAL REPORT OF RECENT AIR MAIL MISHAPS

December 3rd, 1933

Watrous, N. M., A. M. No. 12, Southbound, Western Air Express, Pilot Dave Hissing uninjured. Entire cargo of mail saved intact. Plane crashed in flames. (Unable to obtain clippings or data on this mishap, can anyone help?)

December 11th, 1933

Near Roaring Springs, Pa., A. M. No. 34, Trip 5, 2:52 a.m., T.W.A., westbound, Pilot Henry G. Andrews uninjured. Mail 111 pounds recovered intact except for small amount gasoline and water-soaked. Mail trucked to Pittsburgh, Pa., and forwarded on Trip 3, A.M. 34, December 12th with cachet reading, "DAMAGE DUE TO AIR MAIL INTERRUPTION AT ROARING SPRINGS, PA., DEC. 11, 1933."

Taking off from Harrisburg at 1:25 in an effort to "push" the mail through to Columbus, Andrews radioed ice forming on his plane and his engine was missing. As the plane lost altitude, Andrews told the radio operator covering his flight: "It's no use, the motor's gone, I'm going over the side."

Andrews is one of the nation's veteran pilots, having had more than 11,000 hours in the air. This was the first time he had had to use a parachute to save his life.

December 11th, 1933

Near Portage, Pa., A. M. No. 34, Trip 6, 2:56 a.m. T.W.A., eastbound, Pilot Dean W. Burford uninjured. Mail 83 pounds recovered intact and forwarded from Portage, Pa., December 12th, without markings.

As his "flying buddy" was battling through a heavy storm on the westbound flight, Burford was battling the same ice and snow on the eastbound flight, but a few miles distant. Taking off from Pittsburgh at 1:35, Burford was flying at 2,000 feet when sleet caused ice to form on his ship and it lost altitude. When the plane was but a few hundred feet in the air, Burford radioed he was jumping.

Postal authorities who recovered the cargo of mail revealed that Burford was transporting a cargo of diamonds valued at more than \$73,000.

December 16th, 1933

Near Detroit, Mich., A. M. No. 27, Trip 21, 11:30 p.m., American Airways; pilot Karl S. Day uninjured. Mail 57 pounds recovered intact and forwarded from Detroit, December 17th without markings.

Taking off from Buffalo at 6:45, Pilot Day was due at Detroit at 9:00 but was delayed by foul weather. Arriving at Detroit shortly after 11:00, the radio beam signals in his head-set told Day he was over Detroit, but Detroit was enveloped in fog. Essaying a dive into the fog, ice formed on the wings of his plane and he was forced to climb out of the milky atmosphere and he headed for Wayne county Airport to try a landing there. Arriving at his destination more ice formed on his wings. Attempting to make a landing, the fuel gave out and Day leaped over the side.

Pilot Day is a former World War fighter and a veteran of the American Airways.

## DEDICATIONS AND UNOFFICIALS

(Continued from Page 19)

Miami, Jan. 11, 12, 13. Attractive cachet by C. of C. for Sixth Annual All American Air Races. 11th in green, others not yet arrived....David Rosenthal writes that on the Graf Zeppelin visit to Miami, the Miami Philatelic Society applied a cachet in green to 1200 covers postmarked at the time of arrival of the Graf. A different one applied to 1084 air covers in red, one hour before departure, 220 with both cachets, and 230 with this cachet plus P.O.D. one flown to Chicago.

**AIRPORT DEDICATIONS:** Total of 1530 covers (of which 1400 were air mail) were sent out with the C. of C. cachet for the dedication of Bullock Airport at Boulder City, Nev. on December 10th. Seen in both black and green. The field was first used on November 19th and the Postmaster mailed a few covers, which he writes he did in error due to a misunderstanding, but the field was not dedicated until December 10th. Again referring to unfounded rumors published elsewhere concerning Rockland, Maine airport. As I write this on Jan. 14th, I have before me the complete issue of Tuesday, Oct. 14, 1930, of the Courier Gazette of Rockland, Maine. One half the front page is given over the story of the airport dedication which it states in the first sentence, "has been in progress the past three days." It also carried a boxed letter of thanks to those who made dedication a success, said letter being dated Oct. 13th and signed by W. H. Wineapaw, base manager....W. T. Wynn, Jr. shows cover of Corsicana, Tex., of April 28, 1929, being the first one I have seen of this second date, which is good....C. of C. Palestine, Texas, writes that the dedication of Howard Gardner Municipal Airport was a two days affair on March 30-31, 1929. That the covers of the 31st (which was Sunday) are the ones known postmarked April 1st.... Several have asked about the 62 pounds of covers mailed from Monroe, La. on April 16-17, 1929, with the Police Jury

# THE AIRPOST JOURNAL

Assn., cachet, and if this was the date of the dedication of Selman Field. However, a very thorough, intensive investigation made by our good friend, J. W. Cunningham of Monroe, establishes that this field was never formally opened or dedicated though in use over five years. His statements as to these covers were secured from the C. of C., the P.M., the field manager, the local newspapers, and Mr. J. M. Beard of the Police July Assn., who autographed the covers. So, while these are interesting covers, they are not airport dedications....Now that the new catalog is soon to be out, readers are reminded that corrections or additions to the Airport Dedication section cannot be noted unless sent to the editor of this page, who is the editor of that section. Original covers or correspondence must be seen.

That so few covers on each event were mailed out during the past year is to be very greatly deplored, and certainly can add nothing to the popularity of this branch among the new recruits, when they see how difficult it will be to get a good showing from the few available.

THANKS to the many for Christmas and New Year greeting cards, and I assure you the good wishes are reciprocated. To list all the names here would take far too much space. Hence, we list only those to whom we are indebted to for news for this department or covers designated by numbers: Ralph H. Clark (3), Miss Alice B. Gilles, Albert Elgar, William Elliott (1), George Fawkes, Chas. H. Haas, H. C. Hopkins, H. H. Hudson, Rev. D. A. Kearns-Preston (3), Milton Ehrlich, Gus Lancaster, H. G. Kingdom, John D. Long, M. F. McCamley, Wm. H. Olson (1), Albert O. Rankin, David Rosenthal, Bill Schneider Jr., Fred Sanders (3), J. W. Stoutzenberg, W. T. Wynn Jr., Leon Tamarin (1), Emil A. Thurman (1), Fred Wilde, Dr. J. F. Ulman.

## TWO NEW ISSUES ADDED TO A.P.J. SCHEDULE

Announcement is made this month that two new issues of specialized articles are being planned for the first part of 1935.

In January 1935 we plan to publish a Polar Flight and Exploration Number and in February 1935, a Trans-Oceanic Flight Number. These two issues should provide plenty of romance and historical interest for all airpost collectors. Editors of the two issues have not yet been selected but will be announced in the near future.

PATRONIZE AIRPOST JOURNAL  
ADVERTISERS

## BULLETIN

### Honduran Interior First Flight Scheduled This Month

According to word just received from Honduras, a first flight between Tegucigalpa, capital of the Republic and Yuscaran, the farthest eastern city of Honduras, will take place sometime this month. The postal administration will probably furnish a special cachet for covers carried on this inaugural flight. Arrangements are also being made for the proper postmarking and backstamping of mail.

Mr. Fernando Ferrari, Avenida Cervantes No. 78, Tegucigalpa, Republic of Honduras, will handle covers for the flight if received in time. It is suggested that twenty-five cents (25c) in U. S. currency be sent for each cover to take care of postage and forwarding.

## CANADA

(Continued from Page 21)

carry mail on any of these routes when making trips not called for on the schedule.

Another route flown and not generally known is The Pas, Manitoba to God's Lake and Island Lake. This service is twice monthly during the winter; flying from Norway House to these points in the summer. As there are no post offices other than at The Pas and Norway House, covers to God's Lake and Island Lake of the first flight probably do not exist.

## FIRST AIRMAIL CRASH IN GREECE

On January 13, 1933, a Deutsche Lufthansa plane on the Vienna-Athens airline while flying from Salonica to Athens, encountered rainy and misty weather while trying to land at the Tatoi aerodrome in Athens. The pilots because of the Hymettus and Pendelikon mountains, abandoned the attempt to land at Athens and started back for Salonica.

In addition to the three bags for Athens, ten more bags were in the plane and were dispatched from Athens by the Dutch KLM line on the 15th of January, without being opened. So the only airmail identifiable with this crash is that opened in Athens because it is postmarked 14 January, 1933, 8:00 a.m. and the majority of this mail, all but 17 pieces was sent to Egypt and South Africa.

—P. I. Drossos.





# **American Air Mail Society**

ORGANIZED 1923 AS THE AERO PHILATELIC SOCIETY OF AMERICA

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L. B. Gatchell, 35 Chatfield Road, Bronxville, New York

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## **SALES MANAGER**

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## **ADVANCE BULLETIN SUPERINTENDENT**

Frank A. Costanzo, P. O. Box 32, Punxsutawney, Pa.

The Advance 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.

## **HISTORIAN & RECORDER**

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

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Each member is entitled to two 20-word Exchange Notices per year, in the Official Publication, without charge.

**OFFICIAL PUBLICATION — THE AIRPOST JOURNAL**

## **Secretary's Report**

### **NEW MEMBERS**

- 1537 Beazell, R. C., P.O. Box 653, Cincinnati, Ohio.  
1538 McDanel, Louis W., 1113 - 3rd Ave., Beaver Falls, Pa.  
1539 Dewey, Jennie G., 23 North St., Geneva, N. Y.

### **APPLICATIONS POSTED**

- Kearns, Charles E., 306 W. 93rd St., near Riverside Drive, New York City.  
Age 30; Railroad Business and Stamp writer; Flown Zeppelin and Rockne Covers, Foreign covers. By George W. Angers.  
McCoy, C. L., Box 262, Coffeyville, Kansas. Lumberman; dedications. By Harry N. Sweet.  
Shepherd, G. O., Box 1250, Asheville, N. C. Age 41; Director Radio Station; Airmail stamps, foreign airmail stamps, especially interested in Zep stamps from all countries. By George W. Angers.  
Tamarin, Leon, 2101-80 Street, Brooklyn, N. Y. Age 18; student; Crash covers, Coste-Bellonte 1930 Tour Covers and CAM's. By George W. Angers.  
Votaw, Roy C., 127 S. 6th St., Chino, Calif. Age 29; teacher. General Airmail stamps, historicals, CAM's, FAM's of Cuba, Foreign, Cuba only; also Zeppelin and DO-X. By Walter J. Conrath.

**REINSTATED**—607—William M. Mackie, Coleraine, Minn.

**DROPPED FROM THE ROLLS**—No. 1328.

**RESIGNATIONS ACCEPTED**—Nos. 127, 1356.

# THE AIRPOST JOURNAL

## CHANGE OF ADDRESS

- 408 George S. Chapman, Ensenada, Porto Rico.  
537 Leon G. Tedesche, 508 Carplin Place, Cincinnati, Ohio.  
1066 Edward J. Hauck, 5126 N. E. 21st, Portland, Oregon.  
1278 Karl J. Kranz, 233 Huron St., Toledo, Ohio.  
1428 D. H. Jacobs, 1365 Peach Court, San Jose, Calif.

## MEMBERSHIP DIRECTORY

WILL BE SENT YOU WITH THE MARCH ISSUE, WITHOUT FAIL

Respectfully submitted,

GEORGE W. ANGERS, Secretary-Treasurer.

# C. A. M. S.

By CHARLES G. RIESS

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

**O**FFICIAL information received from Hon. S. A. Cisler, Supt. of Air Mail Service advises that when Pendleton, Oregon is officially designated to be embraced as a scheduled stop on the domestic air mail system that collectors of first flight covers will be given proper notification of this addition. During the past month or two many collectors have received letters from Pendleton stating that an official first flight was to be made from Pendleton the latter part of January and that an official first flight cachet as well as unofficial cachets were to be applied to first flight covers for which a slight service charge was to be made. Collectors are herewith notified that the handling of any covers for any first flight from for which a service charge is made should be handled by the Chamber of Commerce, Round-Up Association or other civic organization and NOT by the Postmaster or other postal employees. When official notice is given embracing Pendleton as an air mail stop collectors may then forward their covers for first flight dispatch properly prepared to the Pendleton postoffice for proper handling and no service charge will be made. As

is the usual case in new additions the Post Office Dept. will no doubt furnish Pendleton with an official cachet for use on first flight covers.

Hon. S. A. Cisler advises that in the future necessary arrangements will be made that all collectors' covers intended for first flights will be properly dispatched on the actual first flights and not trained as was the recent case at Meridian. Our thanks are extended to Mr. Cisler for this assurance which will save collectors much time, trouble and money in the form of postage, etc.

The first actual eastward flight from Meridian, Miss, via A.M. 33 was made on November 20th. The air mail carried on this first flight amounted to 5 lbs., 14 ozs., and consisted almost entirely of commercial mail with only about 25 to 30 philatelic covers included. The pilot on this first actual eastward flight was Sanford, (first name or initials not definitely known at this writing.)

Effective with the close of business Jan. 31, 1934, the service via trips 14 and 17 between Tulsa and Ponca City over A. M. 3 is discontinued.

Effective February 1, 1934, Utica, N. Y. is restored as a stop on A. M. 20.

There were 116 special Zeppelin stamps issued by 18 countries on 30, different occasions.

Lithuania, with 119, has been the most prolific of airstamp issuing countries.

Germany, the home of the Graf Zeppelin, has issued 11 special stamps in its honor.

One air mail stamp have been issued by Malta, Monaco, Finland and Norway.

Russia has never issued an airmail stamp.

The first definitely designed air mail stamp was issued by the United States.

# CLASSIFIED ADVERTISING

## RATES

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

**PRICE LIST OF WASHINGTON BICENTennial covers issued about once a month.** It will pay you to have your name placed on my active list. E. L. Mundy, Box 644, Plainfield, N. J. 45-4t\*

**LINDBERGH COVERS WANTED.** Describe or send what you can offer and make best price. L. W. Charlat, 180 Broadway, New York. 45-6t

**AUCTION SALES BY MAIL MONTHLY—** Send your name for my mailing list. Good auction material wanted. Geo. E. Higgins, Postage Stamp Broker, San, Clemente California. 45-4t\*

**COVERS, COINS, MINERALS, INDIAN** relics, curios, gem stones, beadwork, photos, polished agates, opals, bills, stamps on approval, big discounts, lists free. June Lemley, Northbranch, Kansas. 1t\*

**LINPRINT AIR MAIL COVERS ARE** made especially for cover collectors. The paper will never turn yellow. Send 10c for FIVE different, usable, color-printed covers plus descriptive retail price list of entire LINPRINT line of albums and other philatelic supplies. W. Edward Dickinson, 87 Nassau St., (Subway), N. Y. C. 45-2t\*

**BYRD IMPERFS!! FIRST DAY COVERS,** 6 diff. designs, 15c each, 6 for 75c; first flights, dedications, first days and Naval covers on approval. Lists free. Herget, 553 Suffolk, Buffalo, New York. 1t\*

**100 AIRMAIL DESIGNS FOR FIRST** flights, dedications, etc., and 100 seals—in colors, \$1.25 postpaid. Craftbond Designs 615 6th St. NW, Washington, D. C. 1t\*

**HISTORICAL AND FIRST FLIGHT COVERS.** Major Doolittle's Experimental flights from "Panam" in South America. Fine covers (all trial routes) Berkshire #725. Cat. \$18.50, for \$3.50. General Balbo's Rome-Brazil flight with #625; autographed by eighteen pilots and General Balbo, \$10.00. Army Inspection Flight, Washington to Canal Zone and return. March 1928. Rare unlisted pioneer, \$2.00. Boyd-Connor flight. Newfoundland to England, \$20.00. Newfoundland to Hungary (Transatlantic, \$20. Hungary-Zeppelins, card and cover #274-5, \$1.00. Liechtenstein Zeppelins, card and cover #407, \$1.00. Nicaragua, #1020/24, \$6.00; #1045, \$1.50. Panama 57 and 57a with #708 and 709, 60c. "Postally Used Air Mails": Argentina, the hard to find values at 1/3 catalog. Colombia-SCADTAS, 30 different, includes surcharged and peso values, \$4.00. Germany, #627-628, 70c. Greece, #751-754, 30c. #755/757 (Zeppelins) complete \$1.50. Hungary (Zeppelins) #974/75, 85c. Mexico, #1172, 70c. Nicaragua, #1049-1056, 75c. #1049-1062, \$6.00. #1201-1202, 75c. Venezuela, #401-16, obsolete, \$4.00. Venezuela, #415-16, obsolete, \$1.60. Venezuela, last issue at 1/5 Scott's. Nice mint copy Italy #625 (7.70 L) \$6.00. Captain William H. Peters, Woodside, Long Island, N. Y. 44-3t\*

**BIG BEAUTIFUL ATTRACTIVE MULTI-colored Air Baggage Labels.** 18 Foreign catalog value \$37.75, net \$7.50; 21 U.S.A. and Canada, value \$24.20, net \$5.00. Have many others. Superior Stampco, 750 Prospect, Cleveland, Ohio| 1t

**WANTED TO TRADE—MANY FINE ZEPP** covers, catapults, foreign first flights, U. S. first day issues (singles & blocks) for Zepp mail or stamp issues or U. S. 1st days, I need. Covers must be in perfect condition. Bush, 8640 Bay Parkway, Brooklyn, New York. 1t\*

## EXCHANGE DEPARTMENT

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

**LINDBERGH COVERS WANTED IN EX-**change for F.A.M.'s or airmail stamps. L. W. Charlat, 180 Broadway, N.Y.C. 45-2t-ex

**EXCHANGE BAGGAGE LABELS, ETI-**quettes, official, semi-offic. stamps, aviation posters, air races, medals, giving also flown covers. Hummel, Innsbruck, Allerheiligenhof, Austria. 45-2t-ex

**WANTED—U. S. S. MACON COVERS—**Trade? State wants. Sell? State price. All letters answered. Johnnie Cherney, AAMS 1523, Lorain, Ohio. 1t

**WILL EXCHANGE 20W1 DATED DEC-**19th, 1927 or 24S1 or dedications 1276 to 1279b for CAM's I need. A. J. Zeman, 1728 East Third street, Lng Beach, Calif.

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