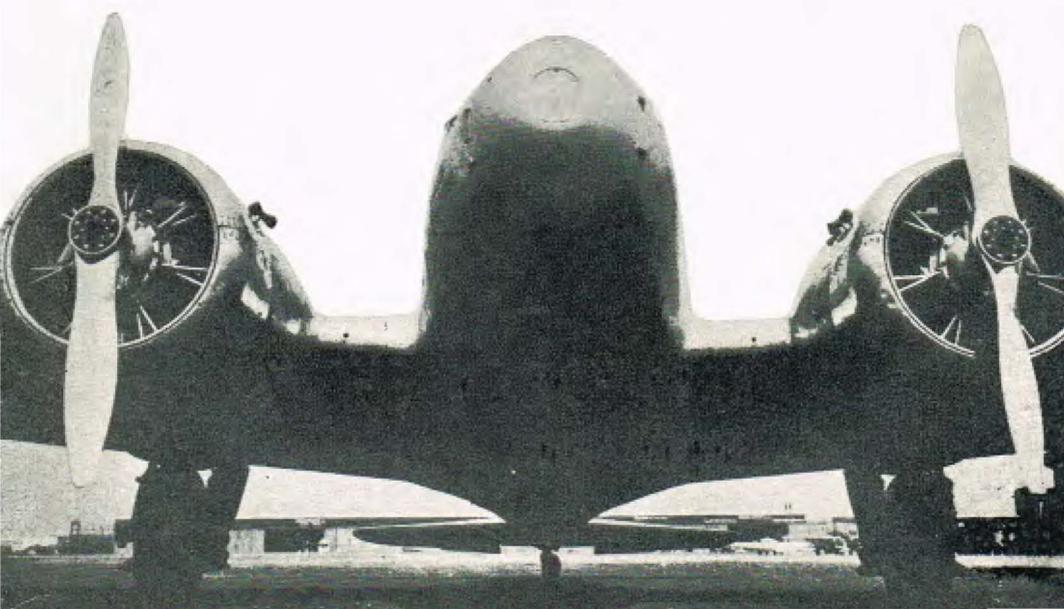
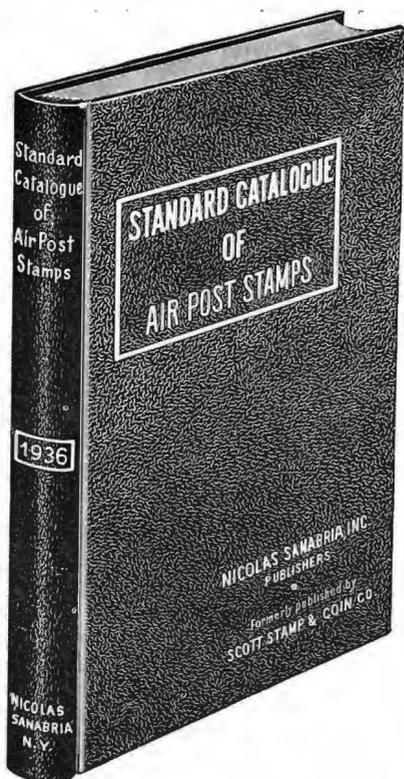


THE MARCH 1936

AIRPOST JOURNAL

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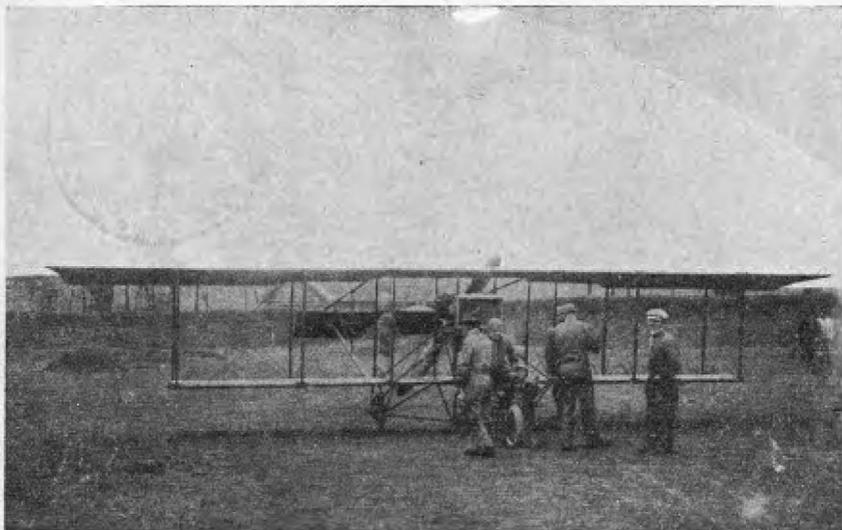
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- A 1916 ART SMITH card showing the plane used. These cards bear a violet cachet showing propeller and wording, "Yours truly. Art Smith."



AMERICAN PIONEERS IN JAPAN

by FRANCIS J. FIELD
Sutton Coldfield, England

THE first heavier-than-air flight in Japan was made by an American pilot, Bud Mars, who toured Nippon in 1911 giving flying demonstrations with his aeroplane at the principal centers. Souvenir cards depicting the machine and the flying fields were sold to the public, including scarce types such as full-length portraits of the pilot and his American friends. A commemorative violet cachet with Japanese inscriptions was applied to the cards.

Official mails were, of course, first flown in Japan in 1912—also by an American, W. A. Atwater. These consisted of special aero-pictorial cards postmarked at Yokohama on June 2nd and bearing a special cachet which included the same date, but in Japanese chronology "45-6-

2" (Forty-fifth year of the Emperor's reign). The flight was scheduled for Tokio, but unfortunately the Curtiss hydroplane broke down on the way.

In succeeding years French types of machines came into favour, but another U.S. pilot found fame in the islands in 1916 and 1917 through extensive "barnstorming." This was Art Smith, whose name (in Latin script) is found inscribed with the year date on the propeller that forms part of the cachets which were applied to souvenir cards during the tour. The cards cover a wide range of illustrative subjects relating to the machine and its flights. There is also a very rare type of violet cachet in which "ART SMITH" is in printed capitals, in one word, above the propeller.

European airport catalogues refer to mail flights from Kyoto in August, 1920, during the Kyoto Aero Exhibition, made by an American "Y. Gold" when another type of propeller cachet came into use;

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● **ANOTHER 1916 CARD** showing pilot Art Smith and his mother. A similar cachet was applied to this card in blue.

but this is an error—it seems practically certain that the pilot was Japanese. Coto. by name.

The next event of note was the visit of famous world flight, for the first time in air history, aeroplanes—American machines—essayed and completed a flight round the earth, but no public mails were carried within or from Japan.

ENGLAND-NIGERIA AIR MAIL

London, Feb. 3—Plans for the introduction of this new Air Mail service are sufficiently far advanced for us to be able to advise philatelists that it is expected to open during the month of February, 1936, and to suggest that they should watch the daily press for announcements from the Postmaster General as to posting times, date and rate of postage.

The route to be followed is along the existing Imperial Air Mail route to Khartoum and thence via El Obeid, El Fasher, Geneina, Abesher, Ati, Fort Lamy, and Maidugari to Kano, which will be the temporary terminus, the onward transmission to Lagos being effected by rail.

It is regretted that this Company can-

not handle first flight covers either on this or future inaugural flights, and collectors should therefore make their own arrangements. The returning to senders of any such covers addressed to stations of the Company cannot be undertaken. —Imperial Airways, Ltd.

U.S. AIR MAIL POUNDAGE SETS NEW JANUARY RECORD

Washington, D. C., March 25—Postmaster General James A. Farley announced today that the volume of air mail carried in January totalled 1,177,753 pounds, an all-time record for this month, exceeding by 357,467 pounds the air mail volume for the same month of last year, the previous record January.

The Postmaster General also announced that new air mail postage marks were established during every month of 1935, the total of air mail volume for the year being 13,276,023 pounds, or approximately twice the poundage carried during each of the two previous years.

Air mail postage revenues for the last fiscal year amounted to \$6,589,534 and the total direct cost of the Air Mail Service to the Post Office Department was \$9,588,905. During the year the Interstate Commerce Commission allowed the air mail carriers increases in compensation of approximately \$1,300,00, which amount is provided in the Post Office Department appropriation bill now pending before Congress, and which will be added to the direct cost of Air Mail Service for the present year.

Based on an increase in air mail poundage for the present year in ratio with the monthly increases registered throughout 1935, it is anticipated that the air mail postage revenues for the present fiscal year will be between seven and eight million dollars.

The tremendous increase in air mail poundage during the past year coincides with the intensive campaign that has been conducted by the Post Office Department throughout the country to acquaint the patrons of the Postal Service with the benefits that are to be derived from the use of the Air Mail Service as a means of obtaining a most prompt and expeditious service. The success of this campaign has been due, in a large degree, to the united efforts of postmasters throughout the country to promote a greater use of the Air Mail Service.

BACK NUMBERS
of the AIRPOST JOURNAL
Most of last year's special issues are
still available at 15c each.

Aerial Mythology on 1935 Greek Air Stamps

by H. GORDON HARRIS
from THE PHILATELIC MAGAZINE
(London, England)

GREECE has once again drawn upon her wealth of mythological background for the purpose of illustration on a set of Air Mail stamps first issued on Sunday, November 10, 1935. They were designed by Peskinis, the painter, and are in nine values of drachmae, the word ΑΕΡΟΠΟΡΙΚΟΝ (Aeroporikon) at the foot of each signifying "Transport by Air."

The scenes depicted concern legendary figures who, if we may believe the poets, were either endowed with, or assisted by, powers of divine origin, and they are seen here either in the act of traversing the skies or making ready to do so.



HELIOS, THE SUN GOD

On the One drachma appears Helios, the Sun God, driving his chariot of fire from the marshes in the far east, towards the dark abysses of Oceanus in the west, where he sinks each evening, but to rise again at dawn and repeat the journey.

In Aeschylus (circa 500 B.C.) and many subsequent poets Helios is identified with the famous Apollo, son of Zeus, and thus the two are often spoken of as one, under the latter name, and sometimes with the epithet "phoebus" (bright or shining). However, in worship this identification seems never to have been fully carried out. In Homer, Helios is quite distinct, being the son of Hyperion and Theia and the Giver of Light to both gods and man.

The religion of the Ancient Greeks essentially comprised the worship of personified nature, and thus it will be easily appreciated to what extent the Sun was regarded by those highly imaginative and

beauty-loving people. Life thrives under the sun and the invocation "O Sun and Light of Day" is familiar to all who have ever read a Greek drama.

Helios corresponds to the Sol of the Romans, so much of whose religion and thought was borrowed from their more cultured neighbours.

Horses, wolves, eagles and cocks were sacred to Helios, and it was customary to offer white lambs or boars in sacrifice upon the altars of his temples.

The chariot is usually represented as being drawn by four horses, although the illustration in point only provides two.



IRIS

The two drachmae illustrates the goddess Iris speeding along the rainbow, of which she was acclaimed creator. (The word "iris" in Greek signifies "Rainbow") Early peoples regarded the rainbow as the messenger of peace in Nature, and thus Iris became a messenger of the gods in the folk-lore of the early Greeks. It was her lot, it seems, to cut the thread of life which held back the souls of those on their death-bed. According to certain writers it was she who conducted female shades to Hades, while Hermes conducted those of men.

In Homer Iris is a virgin goddess, daughter of Thaumas (the Wonderer), and although later poets mention her as married to Zephyrus and mother of Eros (Love), yet it was upon Homer, who might almost be termed the encyclopedia of Hellenic culture, that the religion of the Ancient Greeks for the most part rested.

She carried a herald's staff similar to that of Hermes, and frequently a pithcer.

DAEDALUS

Daedalus and his son Icarus, who are to be seen on the five drachmae, are mythical characters of a mortal nature.

Daedalus, descended from Erectheus, a



ATHENE

prehistoric king of Athens, was said to have been the most accomplished craftsman of his time, and to have invited most of the carpentering and building implements which were in use in Greece for hundreds of years. The idea no doubt finds its origin in the transition stage of handicrafts when crudity in art and design gave place to greater skill and higher intelligence.

Daedalus is noted for having murdered his nephew, Talus, owing to the increasing genius of the latter, after which he made off to Crete, together with his son Icarus.

There it was that he built the famous labyrinth for the king, Minos, but soon fell into disfavour owing to an offence in which the king's mistress figured, and for which he and his son were imprisoned in the very labyrinth itself.

The old man, not to be outwitted, set about constructing a pair of wings for himself, and a pair for his son, using feathers and wax. The plan was to fly off from the roof at night, and on the accompanying stamp father and son are seen preparing for the journey.

In the course of the flight, however, Icarus is said to have flown so near to the sun that its rays melted the wax in his wings, which collapsed, precipitating him into the ocean, that part of which was named after him, Icarian Sea.

Daedalus was more fortunate and landed at Cumae, in Italy, where he built a temple to Appollo. Later, he journeyed to Sicily and near Megaris constructed the Colymbethra, or reservoir.

Meanwhile Minos, on hearing that Cocalus, king of that part, had received Daedalus cordially, immediately declared war upon him, whereupon the less powerful king, fearing the word of Minos, at once murdered Daedalus and thus rid himself of anxiety.

Some accounts relate that it was the daughters of Cocalus who despatched the crafty inventor, but at all events his end was an unhappy one.

Athene, daughter of Zeus and Metis (Wisdom), and patron goddess of Athens is to be seen on the seven drachmae of this set.

She possessed the power to hurl thunder, and protectress of the liberal arts.

The best known story relates how father Zeus swallowed Metis while she was pregnant with Athene, and that when the time came, Hephaestos cleft open the head of Zeus from which sprang the goddess in full armour. Thus she is the combination of power and wisdom, being born literally from both parents.

She possessed the power to hurl thunderbolts from heaven, to prolong the life of man and to foretell the future.

Famous is the tale of her quarrel with the sea god Poseidon, better known perhaps, as Neptune, concerning the right of naming the capital of Attica. The gods decreed that whichever of the two should bestow upon mortals the more useful gift should receive the privilege. Poseidon created a horse but Athene caused the olive tree to spring forth, and, since the olive was deemed of more value than the horse, the contest was acclaimed as hers. Hence she became the patron goddess of the city named after her—Athenae or Athens, and was said to have instituted the Areiopagus, or court of judicature.

As goddess of war she is distinct from Ares (or Mars) who desired war for its own sake, since hers is a spirit of justice, and thus, turning once again to Homer, we find her actively supporting the Greeks in the Trojan War.

Athene was a virgin goddess, hence the frequently used epithet, Parthenos, which in Greek has that significance. The temple at Athens dedicated to her is, of course, the most famous of all Greek temples, and remains to this day, even in its present state of ruin, one of the most beautiful examples of Greek architecture. We refer to the Parthenon.

Built under the auspices of Pericles, at the height of Athenian glory, the Parthenon was designed to serve the

purpose of both temple and treasure house, for within was stored the wealth of the Delian Confederacy.

The beauty of the interior must have well represented Greek craftsmanship of the fifth century before Christ, the most artistic age the world has ever seen. The colossal statue of the goddess, which stood in the sanctuary of the temple, was made of gold and ivory, while upon the frieze (a large part of which may be seen in the Elgin Room at the British Museum) were engraved scenes from the Panathenaic festival held in her honour.

On this stamp she is seen holding the bridle of Pegasus the winged horse, whom she tamed for Bellerophon when he was sent to slay the Chimaera.

Pegasus originally sprang from the blood of Medusa, when the head of that monster was severed by Perseus.

When Bellerophon had slain the Chimaera, he attempted to fly to heaven, whereupon Pegasus threw his rider, but himself continued to heaven where Zeus paced him among the stars.

It is worth noting that the famous spring, Hippocrene, on Mount Helicon, was said to have been created by Pegasus when he struck the soil with his hoof. The name itself signifies "horse-spring".



HERMES

On the 10 drachae is Hermes, son of Zeus and Maia, and messenger of the gods, though more particularly to Zeus. His winged cap and sandals, as well as his staff are all clearly distinguishable in the illustration. He is sometimes shown carrying a short sword, possessed of magic powers.

The winged headdress was called the Petasus, the sandals were called Talaria and the sword Herpe. The staff, known as the Caduceus, was a present from the god Apollo. The two-serpents-twined around have been interpreted in various ways, but it is generally supposed that they represent prudence, while the wings indicate the diligence of the god who presides over commerce.

Hermes is said to have invented the lyre when only a few months old, hav-

ing seen a dead tortoise on its back, and discovering that the dried stretched skin produced a musical sound when plucked. He presented a tyre to Apollo, in return for which he received the Caduceus mentioned above.

While still a baby under the care of the Horae (Seasons) on Mount Cyllene, he stole from his cradle and led away a number of the oxen of Admetus which were under Apollo's care, thus early proving himself versed in the guile of thieving.

Hermes was the patron of thieves, and once robbed the sea god of his trident. On another occasion he ran away with the sword of Ares, and even purloined the sceptre of Zeus himself. Yet, for all these practical jokes we are told he was always befriended by the gods, who may have had a sense of humour!

Eloquence was another of his attributes and during certain festivals in his honour, the tongues of animals were cast into the holy fires.

Statues of Hermes, known as Hermae, were set up at crossroads to protect travellers and loafers who looked to this god to aid them in their enterprises.

The reader may recall how these statues were mysteriously mutilated at Athens on the eve of the Sicilian expedition (416 B.C.) and how by many it was regarded as an evil omen. It so happened that the expedition ended in one of the worst disasters in Greek history, but the defacement of the statues was put down to a drunken orgy prompted by the irresponsible Alcibiades.

As previously referred to, it was the duty of Hermes to lead stricken souls to the border of Hades, the river Styx (Hatred), where he would be met by Kharon, ferryman of the Dead. Thence the shades were taken across the river to meet their doom in the land of darkness.

The worship of Hermes was widely established throughout Greece and Italy, being known to the Italians as Mercurius. In Egypt he was identified with Thaut, although often confounded with the dog-headed Anubis.

ZEUS

Zeus, who made himself king of the gods after deposing his father Kronos, appears in the form of an eagle on the 25 drachmae value.

He had power to assume any form, and in the shape of a bull once carried off Europa while she was riding upon his back.

His amours were innumerable and excited the jealousy of his consort Hera, who frequently persecuted her husband's objects of desire. However, Zeus reigned supreme and on one occasion suspended Hera in the clouds for defying him.

Prometheus, for stealing fire from



Olympus, the home of the gods, was condemned to ten thousand years' torture on the rocks of Caucasus, and all who rebelled against the authority of Father Zeus were made to suffer.

In the present illustration the figure hanging from the eagle's feet is that of Ganymedes, son of Tros.

While hunting in Phrygia he was carried off in the manner shown in order to be made a cup-bearer among the gods. Zeus is said to have presented Tros with a pair of divine horses as compensation for the loss of his son.

The constellation Aquarius represents this prince who became a deity.



TRIPTOLEMUS

On the 30 drachmae, Triptolemus is seen driving the chariot of the goddess Demeter from which he distributed corn to all the peoples of the earth. The chariot is drawn by dragons.

Triptolemus was a son of Celeus, king of Attica, and was born at Eleusis.

When the grief-stricken Demeter was travelling the earth in search of her lost daughter Persephone, she was invited to the house of Celeus to rest, and in return for the kindness shown her, cured the young prince of a serious ailment from which he was then suffering.

Further, she decided to render him immortal, but while placing him upon burning coals, which was a necessary part of the process, his mother, Metanira, who had been secretly watching, screamed in terror and thus broke the spell.

Nevertheless Demeter protected him

from the ordinary run of ill's and taught him agriculture and how to make bread.

Lyncus, king of Scythia, was transformed into a lynx for attempting to murder this protege of a goddess.

On his return from the journey referred to above, Triptolemus instituted the Eleusinian mysteries in honour of Demeter, and every year for centuries mysterious rites were observed at Eleusis by the worshippers of this divinity.



BELLEROPHON

Bellerophon, to whom some reference has been made in connection with Pegasus, is himself illustrated upon the 50 drachmae, riding the winged horse.

The story is that while at the court of Proetus, king of Argos, Bellerophon was unjustly accused of advances toward the Queen, Antea. Thereupon Proetus, unwilling to stain his own hands with the blood of a guest, sent him to Iobates, king of Lycia and father of Antea, requesting him by means of a letter to slay the seducer.

Iobates, therefore, sent Bellerophon upon the apparently hopeless task of conquering the Chimaera, a flame-vomiting monster with three heads. With the aid of Pegasus, as we have seen, this task was carried out.

When thrown from the back of the winged horse, our hero was apparently uninjured, for he arrived safely back at the court of Iobates, to be sent yet again upon another errand of terror.

However, having overcome the Solymi and the Amazons, and destroyed those whom Iobates in desperation had ordered to assassinate him, Bellerophon managed to at last convince the old king of his innocence. The story closes with the repenting Iobates offering him his daughter Antea, after all, and making him heir to the throne of Lycia.

PHRIXUS

Lastly there is the tale of Phrixus and his sister Helle, who appear on the final value of this picturesque set of stamps.

They were the children of Athmasking of Thebes, by Nephele, who, however,



failed to retain her husband's affection and was succeeded by Ino.

Owing to the persecution they sustained at the hands of their step-mother, Phrixus and Helle made their escape, and flew from their land upon the back of a winged ram, whose fleece was of gold, to find refuge with Aëetes, king of Colchis.

But during the journey Helle became giddy and fell to her death into that stretch of water which, legend says, was named after her—Hellespont, Sea of Helle.

Phrixus recovered his sister's body and buried it on the shore.

When he arrived in the kingdom of Aëetes he offered the ram in sacrifice upon the altar of Mars, and the famous Golden Fleece was henceforth guarded by a fiery dragon, until captured by Jason.

But that is another story.

POSTOFFICE RETURNS CLIPPER FLIGHT OUTER COVERS TO SENDERS

Collectors who covered the first flight of FAM Route 14, were pleasantly surprised early in March when their outer envelopes, sent to Guam and Hawaii via the Clipper flight were returned from the office of the third assistant postmaster general at Washington.

The courtesy is to be appreciated by all senders and the covers will represent attractive souvenirs of commercial mail on the flight.

The letter enclosed with covers, read:

POST OFFICE DEPARTMENT
Division of Stamps
THIRD ASSISTANT POSTMASTER
GENERAL
WASHINGTON

"It has been the policy of the Department in the past to destroy wrappers and envelopes containing orders for first day covers, which is in accordance with the general rule applying to other mail matter addressed postmasters. Furthermore, due to unavoidable mutilation and other causes, such envelopes are often valueless for collection purposes. In accordance with this practice, the Post-

masters at Honolulu and Guam returned to the Department all original wrappers from orders for Trans-Pacific covers.

"While no assurance was given in the official announcement that outgoing wrappers could be restored to senders, they are being returned, in this instance, so far as possible, in view of the fact that such wrappers represent covers carried on the first Trans-Pacific air-mail flight.

C. B. EILENBERGER,
Third Assistant Postmaster General."

"VON HINDENBURG" SCHEDULED FOR NEW YORK FLIGHT MAY 6TH

Germany's new "Von Hindenburg", the world's largest Zeppelin, is scheduled to make her initial flight between Frankfurt on Main and Lakehurst, May 6. The flight will mark the first of ten or twelve demonstration voyages across the North Atlantic during the coming Summer, according to Wolfgang Lambrecht, publicity director of the Deutsche Zeppelin Reederei.

Two new stamps showing the ship have just been issued by Germany in 50 and 75 pf. It is understood that the United States will not issue a special stamp for this flight.

Covers and cards for the flight from Germany to the U. S. are being accepted by the representative in this country, F. W. von Meister, Luftschiffbau Zeppelin, 354 Fourth Ave., New York at the following rates: Letters (to 3/8 oz.) 70c; letters to 1/2 oz.) 85c; postal cards 85c. These rates include forwarding of your covers from New York to Germany and your sending should reach the above address not later than April 22. Orders for covers or cards prepared and addressed to the New York office from Germany will be taken up to May 3. These will be forwarded to collectors under cover after the flight.

The postal rates from the United States have not yet been determined. The ship is scheduled to leave Lakehurst May 9th or 10th.

FIRST FLIGHTS AT KENORA AND MACHIN, ONTARIO

First flights between Kenora and Machin, Ontario will be inaugurated on or about April 15th. Official cachets will be provided at both points and covers should be marked either "Kenora-Machin" or "Machin-Kenora" and if addressed to the U. S. should bear 6c in Canadian postage, or money order remittance to cover. Send air mail envelopes to District Director of Postal Services, Winnipeg, Manitoba, Canada, to reach him not later than April 13th.

THE AIRPOST JOURNAL



The AIRPOST JOURNAL

Official Publication of the American Air Mail Society, Published Monthly at Albion, Pennsylvania, U.S.A.

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TEN YEARS AGO the Second International Philatelic Exhibition was held at New York City. Air mail collecting was still a novelty, recognized as a husky infant, along with booklet panes and colored cancellations. The present organization of the American Air Mail Society was enjoying three years' growth and the charter was still open.

HOWEVER, at that memorable Exhibition the little group of air mail enthusiasts determined to show philatelists an array of their most interesting collections. The result was international recognition of air mail collecting and of the American Air Mail Society. Along with the remarkable development in air mail, the event marked a new era in collecting. Air mail gained the first position as the leading philatelic specialty.

"TIPEX", the Third International Philatelic Exhibition will be held at the Grand Central Palace in New York City in a little over a month. Recognizing the importance of the beginning of the popularity of air mail and the recognition of the Society ten years ago, the A.A.M.S. will hold its convention during the latter part of the Exhibition, May 14-15-16.

ANOTHER OPPORTUNITY, seemingly far greater than that of ten years ago, is at hand. The majority of stamp collectors are interested, to some degree, in air mail stamp and cover collecting. Thousands of potential aero-philatelists will view "TIPEX" and their interest will not only center about the historic classics of philately, but also they will be seeking out the more modern and popular classics in the form of air mails.

THE SOCIETY has closely cooperated with the organizing committee of the exhibition during the past year and it is expected that an outstanding display of air mail will be presented. The A.A.M.S. will also have a booth where collectors may meet and inspect the attractive and educational features which will be offered. It is hoped that many new air mail collectors and Society members will be recruited during the period of the exhibition.

ALL MEMBERS are requested to make a special effort to participate in the activities of the Society at the convention and the International Exhibition. It will be necessary to have members representing the Society present at the booth at all times and it is hoped that we will have the full cooperation of the membership. Please notify our Secretary, Mr. George W. Angers, if you plan to attend the convention and the exhibition and the dates you will be present.

A SPECIAL ISSUE of the AIRPOST JOURNAL will be prepared for the exhibi-

bition and will be distributed to all interested visitors to the A.A.M.S. booth. We are asking the assistance of a number of prominent aero-philatelists in preparing feature articles for this issue and hope to present an attractive outline of air mails.

INTERNATIONAL PHILATELIC EXHIBITION ENDEAVORING TO SECURE SPECIAL PANE OF STAMPS

For several years past it has been customary for the countries in which international philatelic shows are held to recognize the events with special stamps or special panes of stamps. In 1926, when the second International Show was held in New York, the U. S. Post Office Department recognized the event by preparing a special sheet of 25 of the White Plains stamp, which was just about to be issued.

This precedent lead to several panes being issued for smaller national events and this in turn aroused a storm of protest from collectors. As a consequence, the National Federation of Stamp Clubs, Inc., took a poll of the stamp clubs and stamp collectors of the country as to their wishes in this respect. The vote was overwhelmingly against these special issues for local or national events, but at the same time they agreed that it was desirable to have such panes for international philatelic exhibitions which are only held in any one country about once in ten years.

With this thought in mind, the Committee decided that it would be best to use some stamp that was going to be issued anyway, so as not to create a special variety except in the form of a pane. The first idea that met with approval was to select four different designs of the same value and print them in a block of four, fully gummed and perforated, so that as a block they were distinct, but once separated they were ordinary varieties. It was thought that stamps like the Texas, the San Diego, the Michigan and one other of approximately the same color could be grouped together in this way. However, when the matter was presented to the Post Office Department, it was learned that even though they were all purple and to the eye looked to be the same, distinctly different inks had to be used owing to the different styles of engraving. We would therefore defeat our own purpose by creating four separate color varieties.

The suggestion was then made that the 16c airmail, being a new stamp and bi-colored, would make a suitable souvenir, particularly as the two colors could be used to make an attractive border. Collectors generally, however, when approached on the subject, seemed to

TENTATIVE PROGRAM

**Seventh Annual Convention
American Air Mail Society**

Hotel Lexington, New York City

THURSDAY, MAY 14TH

- 10:00 A.M. Registration and Opening Business Session.
- Address of Welcome.
- Response by Francis B. Leech, President.
- 12:00 Noon. Adjournment.
- Afternoon and Evening—to be devoted to "AIR MAIL DAY" at TIPEX—in charge of A.A.M.S. Lectures by outstanding authorities in all fields of Air Mail. Addresses by famous figures in aviation, etc.

FRIDAY, MAY 15TH

- 10:00 A.M. Second Business Session.
- 12:00 Noon. Adjournment.
- Afternoon. Free for participation in "PHILATELIC ORGANIZATION DAY", TIPEX or tours. Trips, etc.
- Evening. Banquet of International Philatelic Exhibition, Hotel Astor—big event of TIPEX.

SATURDAY, MAY 16TH

- 10:00 A.M. Final Business Session.
- 12:00 Noon. Adjournment.
- 2:00 P.M. AIRPOST AUCTION, by Donald E. Dickason, Wooster, Ohio.
- 7:30 P.M. A.A.M.S. Convention Banquet. Distinguished guests and speakers.

think that a face value of 64c was too high considering that the stamps could not be used for ordinary postage.

Other suggestions that have been received include one from the War Mothers urging the use of the Mothers Day stamp, as the Exhibition will be in progress during Mothers Day; another from the Long Island Tercentenary Committee to use a stamp to celebrate their event if it is approved by the Post Office Department; and several to use any of the new series of Army and Navy Heroes that have been announced, and especially one of West Point if it is included and is of low face value.

Nothing has been definitely decided at the present time, however, and due announcement will be made when a decision is reached.

Norway is the fifteenth government to advise that it would have an official exhibit at the Show.

The World's First Successful Rocket Airplane Flight

by F. W. KESSLER, Sponsor
New York City

FOR THE FIRST TIME in history a rocket airplane took to the air under its own power on February 23rd, 1936, at Greenwood Lake, New York.

WHY ROCKETS? . . .

The question has frequently been raised as to why such great efforts have been made in transporting mails by rockets, because our present day airplane seems to be more than adequate and reliable for transporting passengers and goods to almost any point on the earth. The answer is that an airplane is limited in altitude simply because an airplane needs air to fly in. A rocket does not need any air, as a matter-of-fact, it is more efficient in a vacuum and therefore will be able to travel at an extreme altitude

in the upper stratosphere where there is no air resistance and where an airplane cannot fly. Naturally we are living today in a time when the first experiments are taking place and are having as an ultimate aim, transportation in these extreme altitudes. Therefore, the experiments made, up to date, have been limited to showing the feasibility of such a method. It is, therefore, gratifying to note that on February 23rd, although no great altitudes or distances were covered, it was the first time in history that a successful flight was made.

THE METHOD OF ROCKET PROPULSION . . .

The principle of rocket propulsion is very simple. The combustion of fuels taking place in a combustion chamber, which is open on one side, will furnish a "reaction" or "thrust" to the opposite side of the combustion chamber and thereby setting the rocket into motion in the opposite direction of escaping combustion gases. I want to state here that this force is not created by the escaping gases hitting the outside air. This is one of the most popular errors made in explaining rocket propulsion. As a matter-of-fact, if there is no air to hit the escaping gases the reaction is more powerful, which is the only reason why rockets will fly without atmosphere. There are two kinds of rockets. Everyone is familiar with the so-called sky rocket which uses a powder charge, and which, when ignited, burns off rapidly and throws the sky rocket into the air like a projectile. These rockets have very little, or no power a second or two after they leave the ground. It would take enormous amounts of powder to reach any kind of an altitude with this method. It therefore was necessary to invent a different method of furnishing power to the rocket, using a motor with continuous combustion, and a fuel which is much more powerful than powder and yet weighs less. The answer was the use of liquid oxygen, (having a temperature of minus 200 degrees below zero) and alcohol, gasoline, methane, and other fuels. These mixtures have an exploding force far greater than the well-known T.N.T. It was also necessary to control these mixtures and have them flow in a continuous combustion over a long period. This was accomplished by the construction of a special rocket motor.



●ABOVE—Loading mail into the first rocket airplane. Below—A portion of the battery of news reel cameramen who covered the flight.

ROCKET FLIGHTS

Aside from mail flights there have been a number of experiments made by rocket societies and other interested parties who strove to perfect this so-called liquid fuel method. A great deal of scientific data was covered and occasionally a trial shot was made. The difficulty always has been that the combustion chamber burned out after a few seconds because it could not stand the tremendous blast of a rocket motor having a temperature of some 3,000 degrees. On all of these trial shots, all that was necessary for the rocket to do was to lift itself off the ground without having to carry any additional weight. No rocket airplane flight, with the liquid fuel rocket method, has ever been made before by these societies.



• F. W. KESSLER, sponsor of the first rocket airplane flight, editor and publisher of the Rocket Mail Catalogue.

MAIL ROCKET . . .

These have been made in a number of countries, but without a single exception all of these flights have been with powder rockets. There is, of course, nothing further to be learned from powder rockets and although these mail flights have paved the way for the development of the powerful liquid fuel method, we believe that the days of powder rockets are ended.

THE FIRST ROCKET AIRPLANE FLIGHT IN HISTORY . . .

As said above, this flight took place in Greenwood Lake, New York on February 23rd, 1936. More than six months of preparation and construction were necessary. A great number of tests had to be made to develop a rocket motor which would overcome the hazards and dangerous explosions encountered by the various rocket societies and it also was necessary to create a motor which would burn a relatively longer time than the few seconds accomplished by the scientific societies. The flight was originally announced to take place sometime in November. Continuous difficulties in the construction caused delays. In the meantime these activities received a world-wide publicity, as it was realized that something entirely new was being aimed at.

THE ATTEMPT OF FEBRUARY 9 . . .

After overcoming previous difficulties and constructing two entire rocket airplanes the date of the flight was set for February 9th. The rocket mail was placed into specially made asbestos mail bags to protect it from fire in case of an explosion, should the rocket fail. The fuels were put into the tanks but great difficulty was encountered in filling the oxygen tanks. A blizzard raged throughout the forenoon and the atmosphere was heavily laden with humidity. After several hours it was assumed that only a little of this liquid oxygen had passed into the tanks. In the meantime it was our impression that the humidity of the air was freezing the feed lines continuously. Liquid oxygen, having a temperature of minus 200 degrees below zero, will freeze all humidity in the air to solid ice in any surroundings. The motion picture companies, news photographers and newspaper men were getting restless because they made the sixty-mile trip to Greenwood Lake to see this test. But the plane could not start without having the fuel in its tanks. When it was assumed that some of the oxygen had seeped into the tank, it was decided to make a short flight. Upon ignition to the rocket motor, no power was developed and all that could be seen was a long blue flame indicating that no oxygen was present for a complete combustion. But the newsreels needed a picture and a further attempt was made to fill the tanks. This was just a fruitless as the first one. However the airplane was put on a specially built catapult which was released in order to get a picture of the plane in the air. Having no power at all,



● CAPT. "TIM" HEALY and F. W. Kessler assist little Gloria Schleck in the christening ceremonies.

it glided to the ground about 60 feet away from the catapult. Other attempts were abandoned on February 9th. The rocket mail was kept in the original bags for the actual flight which took place on February 23rd, 1936.

SABOTAGE . . .

Immediately after the failure of the 9th, the entire fuselage of the plane and the motors were taken apart for thorough inspection and it was found that sabotage was committed. Feed lines were twisted, making it impossible for the liquid oxygen to pass through. Also feed lines were clipped off entirely and if any oxygen had reached the tank there would have been a terrific explosion upon ignition. One of the mechanics, whose motive was probably jealousy, confessed to this contemptible act. Continuous day and night overtime work was necessary to rebuild the entire system in order to have the planes ready for the flight of February 23rd.

THE FLIGHT OF FEBRUARY 23 . . .

Again newspaper men, photographers, motion picture companies and a great number of invited guests came out to Greenwood Lake to witness this event. The planes were in perfect working order. No difficulties in any way were encountered in filling the fuel tanks. A new valve system was installed. The catapult had been rebuilt in the meantime and everything went on as per

schedule. The first airplane was put on the catapult ready for firing. About one-third of the mail had been placed in this airplane, as it was intended to make a long flight with as little overweight as possible. This rocket airplane was ignited, the catapult was released, and the plane glided into the air with the motor working to perfection. The plane took a very steep climb into the air, much too sharp for an airplane to fly. This was due to the catapult being at too high an elevation. The plane side-slipped and came down on the frozen lake. The motor was still going in spite of this impact and the airplane then started across the ice under its own power, sliding along for several hundred yards, picking up enough speed and momentum to take to the air again. Once more it went almost straight up, proving that not enough mail was put in the forward mail compartment to balance the plane. The plane side-slipped again and came to the ground. The catapult had been erected only a few feet away from the state line so that the state line actually was crossed in the air before the rocket slid to the ground the first time.

The rest of the mail had to be transported in the second airplane. We decided to disregard the catapult as the angle was too steep and we did not want to have a repetition of the plane stalling in mid air. Therefore, the second airplane was brought out into the center of the lake, from which point it started under its own power without the aid of the catapult or any other mechanical device. The plane slipped along the ice, gained speed and momentum and then gracefully took to the air. This plane was heavily overloaded, having to carry the balance of the mail, but it rose and shot through the air at tremendous speed, and this time the rocket motor, not being hampered by any more friction, developed its full power, pushing this overloaded rocket airplane through the air. The strain was too much upon the plane, however, and the wings folded up, not having enough resistance for this great speed. Once again the state line was crossed in the air. The total distance covered was more than 2,000 feet, of which approximately 1,000 was in the air.

Results of this flight have proven that a rocket motor of the type for this flight is able, not only to carry its own weight but also to drive an airplane loaded with heavy mail and can take this load off the ground into the air under its own power. It is inferred that a longer distance was not covered, due to the inadequate construction of the airplane wings. But we know today that this small and primitive beginning will no doubt lead to further development and ultimate transportation through the up-

per stratosphere, to almost any point on the earth within a few minutes or hours.
ROCKET MAIL . . .

The quantity of mail carried in this first rocket airplane flight is as follows:
 4,323 covers
 1,823 postcards.

Each cover was franked with a special green rocket stamp, cancelled by a purple cachet. These covers also bear a 16c airmail special delivery stamp, so that they would be backstamped upon arrival at their destination. This 16c airmail delivery stamp was cancelled at Hewitt, New Jersey on February 23rd. Each postcard was franked with a special red rocket stamp and cancelled by a green cachet. These also bear a one cent stamp, cancelled at the Hewitt, New Jersey postoffice on February 23rd. It is to be noted that the date on the cachet is February 9th, the original date set for this flight. This was not changed when the delay occurred, although the flight took place on the 23rd, since the mail had already been sealed.

The rocket stamps and the cachet are a private issue and are not U.S. postage stamps. The flown items should prove to be of great interest to any collector of airpost items because it is actually the first mail in history that ever was transported by a rocket airplane.

ROCKET STAMPS . . .

Although the writer sponsored this flight, he had nothing to do with the printing of the rocket stamps. These were engraved and the die was made under the supervision of Mr. Ralph A. Barry, stamp editor of the New York Herald Tribune, who also was present at all times during the printing of these stamps and who never has surrendered a die to anyone. The mail was counted in Greenwood Lake by a number of Philatelic witnesses and recounted just before the take-off on February 23rd, the day of the actual flight. These witnesses were Mr. Charles P. Graddick, Superintendent of Airmail Service, Post Office Department, Washington, D. C., Mr. Sydney F. Barrett of the Economist Stamp Company, New York, Dr. Louise D. Larimore, President of the Woman's Philatelic Society of New York, Mr. Ralph A. Barry, Stamp editor of the New York Herald Tribune, and Mr. Justin L. Bacharach, Stamp editor of the New York American.

THE A.A.M.S. LIBRARY

At the August 1935 Convention of the American Air Mail Society it was decided to build up an Air Mail Reference Library for the use of air mail collectors. This is a need which has long been realized and the successful start of this project was due to the untiring efforts of Samuel Ray of Chicago, ably assisted

by George Angers of Springfield, Mass.

The library is still only in its formative stage and the Librarian will appreciate any information and assistance in the work that the members of the A.A.M.S. can give. He proposes to prepare a subject index and classify all material for easy reference and hopes at some future date to have the index published.

Donations of books and periodicals have been received from the following: P. F. Robertson, Samuel Ray, Geo. W. Angers, F. W. Kessler, H. M. Konwiser, Nicolas Sanabria, Miss A. B. Cilley and E. W. Beitzell.

President Leech is donating his extensive collection of Pioneer Air Mail literature. Walter Conrath has completed and will continue to keep current the file of the Airpost Journal. Louis J. Heath, President of the W.A.M.S. is donating part of his fine collection of Air Mail catalogues. Mr. William Stuart has promised a duplicate set of his fine column in the Washington Post and 100% of the other members of the W.A.M.S. have promised donations. Donations from any members of the A.A.M.S. will be gratefully received. Duplicates can be exchanged for other material and while air mail literature is greatly desired, files of other magazines with some air mail news, such as "Stamps", will be appreciated.

Send your donations to:

Librarian, American Air Mail Society
 1737 Webster St., N. W.,
 Washington, D. C.

**A. A. M. S. CONVENTION AND
 INTERNATIONAL PHILATELIC
 EXHIBITION NUMBER OF THE**

AIRPOST JOURNAL

Our May issue will be distributed to visitors at the Convention Headquarters and the A.A.M.S. booth at "TIPEX"—Third International Philatelic Exhibition at New York.

Advertising copy must be submitted not later than April 25. Make your reservation now.

THE

AIRPOST JOURNAL

ALBION

PENN'A

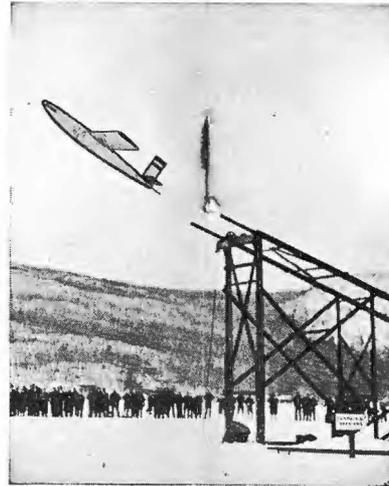
FIRST ROCKET AIRPLANE FLIGHT IN HISTORY!

Greenwood Lake, N.Y.

February 23rd, 1936



Rocket plane on catapult before firing—supercharging nitrogen pressure before taking off.



The actual take-off immediately after leaving specially constructed catapult.



The second rocket airplane in midair after taking off from ice on Greenwood Lake



Mail in fireproof asbestos bags is being loaded in special forward mail compartment preparatory to take-off.

History was made on February 23rd, 1936! For that day marked a new epic in scientific achievement---for the first time in history a rocket airplane took to the air under its own power!

A limited amount of mail flown on this rocket airplane flight is available.



Filling of liquid oxygen, having a temperature of minus 200 degrees below zero

Flown Cover with Green Rocket Stamp and Purple Cachet **\$2.00**

Flown Photo Post Card with Red Rocket Stamp and Green Cachet **\$2.00**

Mint Rocket Stamps at \$1.00 each or \$2.00 per set.

A Set of 11 Different Actual Photographs (size 3½x4½) of this event 75c

F. W. KESSLER

551 FIFTH AVENUE

DEPT. J

NEW YORK, N.Y.

AIRS OF THE MONTH . . .

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.

DESPITE the fact that floods seem to be the style these days, we have a decided drought in the airmail line. Of course it may be the lull before the storm. You know the new Graf Zeppelin is taking its trial flights and mayhap a flood of new issues will follow in its wake.



• **DOMINICAN REPUBLIC** • Instead of an allegorical subject as mentioned last month we have an attractive design showing a monoplane in flight over rugged mountain country. It is of ten cents denomination. One hundred thousand is the quantity printed.



• **FRANCE** • Six stamps comprise the series from this country of many prime-ministers. All are in the same design by the artist Ouvre and are engraved. A large plane is shown in flight over the skyline of Paris. Prominent therein is the Eiffel Tower, the Sacre-Coeur, the Cathedral of Notre Dame, and the Pantheon. Several bridges, some factory chimneys, and a good deal of shrubbery also appear.

The stamps are: 85c deep green, 1.50fr. deep blue, 2.25fr. violet, 2.50fr. carmine rose, 3fr. ultramarine, and 3.50fr. orange brown.

• **GERMANY** • Showing the new, more rounded "von Hindenberg" (L.Z.

129) the Reich has just issued two stamps intended for this Summer's north Atlantic crossings. The stamps are of lower denomination than had been anticipated and differ from previous Zeppelin stamps in that they are of smaller vertical format. Both are engraved and printed on paper watermarked multiple swastika. The design shows the ship flying westward over ocean waves. "Mit LZ 129 nach Nordamerika" appears in a panel at the top, "Dueche Luftpost" and the value at the bottom. The values are 50pf dark blue and 75pf dark green.

Erik Hildesheim thoughtfully writes in and courteously corrects us for a mistake made last month in calling the monoplane on the Lufthansa decennial a Junkers. Mr. Hildesheim states that the plane is an Heinkel He.70, of a type used by the Lufthansa Co. on the European section of their South American service. This ship has a retractable landing gear which is shown retracted, the first time this technical innovation has been recorded on a stamp, adds our informant. Thank you.



• **HAITI** • Illustrated herewith are two of the stamps chronicled in our last issue.

• **MEXICO** • In connection with the celebration of the opening of the Nuevo Laredo-Mexico City Highway, a special series will be issued.

A 10 centavos stamp will show the Tasquillo Bridge on the highway; the 20 cents will present a masterpiece of craftsmanship achieved by the bridge over the Corona River, and the 40 cents

will show another view of the highway with a large bridge and three planes flying overhead. Colors have not yet been announced.

There were issued 500,000 copies of the 20 centavos Madero commemorative last October.



• **SENEGAL** • We illustrate here-with designs used for the recently issued set of eleven values.

• **SPAIN** • Fifteen values comprise the set issued in conjunction with the celebration of the 40th anniversary of the founding of the Madrid Press Association. The stamps were on sale from March 11th to the 25th.

Denominations range from 1c to 10 Pesetas. Designs and colors as well as quantities printed will no doubt reach us in time for the next issue of this magazine.

Cooperators include: Jack Schildhouse***, L. W. McDaniel**, Eric Hildesheim, V. M. Suarez, M. J. Harris, Don Greive, Milton Zucker, Tyler Price, G. Thoolen, M. Galvez and Wolfgang Lambrecht.

POSTOFFICE WITHDRAWS BLUE AIR MAIL-SPECIAL DELIVERY

Effective March 31 the postoffice department has withdrawn from sale all copies of the 16c blue Air Mail-Special Delivery stamp. The stamps have been called back from offices throughout the country and will be replaced by the new bi-colored stamp of the same design, which is said to be more readily recognized for the special service.

It will be remembered that this stamp was first placed on sale at the 1934 A.A.M.S. convention and exhibition at Chicago in compliment to the Society.

An interesting note of the withdrawal from sale is the fact that postmasters have been ordered not to break complete

sheets by tearing off plate number blocks, which seems to mirror the recent agency edict of refusal to fill orders for these blocks and indicates the growing interest for these items.

Collectors are speculating as to when this blue 16c stamp will be removed from sale at the agency, and should the date come unannounced in the very near future, it seems certain that many dealers will find themselves without a stock and prices will soar rapidly. The 1935 special printing impeporate variety of this stamp has already become the scarcest stamp of the special printings.

-:- AIR MAILS -:-
from
TROPHY COLLECTION
MEXICO

	Single	Block
901	2.00	10.00
901a — Rare	9.00	45.00
906 to 911	1.35	6.00
913 to 922	8.50	34.00
935 to 940'	1.65	8.75
947 to 95185	3.75

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CANAL ZONE. 203-204 (mint .45).....	25
COLOMBIA. 482-494. complete	6.50
CONGO. 501-504. complete	35
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Fine **USED AIRMAILS**

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Dedication and Unofficial Air Mail Covers

by MAURICE S. PETTY

News of future and past events under this section should be sent direct to Mr. Petty, 507 Quackenbos St., N. W., Washington, D. C.

COMING: Thomson, Ga. dedication date not set. Cachet by Augusta, Ga. CofC (30 miles away). Covers with 1c forwarding, to Scott Nixon, Southern Finance Bldg., Augusta, Ga. (not to CofC) ...Cachet for completion of improvements to airport. Covers to Oswood D. Yopp, 516 W. 39th, Savannah, Ga....Member Emil A. Thurman, 1338 St. Bernard Ave., New Orleans, La. kindly offers to hold covers for sudden events there.....Wm. Forbes writes CofC at Kennebunk, Maine and Millinocket, Maine will hold covers for possible dedications; Fred Wilde writes the same for Monterey, Calif.....

Salina, Kans. returns covers, nothing doing soon....Georgetown, Tex. work at standstill....None in prospect at Anaconda, Mont., Wilmington, N. C., Barnstable, Mass., or Sweetwater, Tex.....Alvin H. Anderson sends clipping of flight to be made by Ed. Hedeon on Lief Erickson trail to Europe, carrying covers to a number of points. As it appears the cover collectors are expected to pay the bulk of the expenses on the trip, the covers will doubtless be advertised in plenty of time....Aviation Magazine will sponsor a series of cachets for all branches of the U. S. Air Corps. Charges are made, but details can be secured from the Cachet Director, Member Sgt. Paul Grossman, 94th Pursuit Squadron, Quarters 245A, Selfridge Field, Mt. Clemens, Mich.....We are indebted to Charles H. Haas for first information on definite dedication date in 1936, Blountstown, Fla. and all AAMS members and Airpost Journal subscribers who had cards with me. were notified of it in plenty of time to be of use. Have you sent in your cards?

PASCO-ELKO- PASCO

Round Trippers

DOUBLE FIRST FLIGHT

April 6th, 1926

To clean up our duplicates, we are offering this famous Historical Pioneer Air Trail Blazing Cover for the small sum of only Thirty-five (35c) Cents, a mere trifle above postage.

Every Cover is perfect, and bears the Green Legend Cachet of the last plane, the facsimile Autograph of both Pilots, and the Old Stage Coach Sticker.

A few Coste & Bellonte Covers, commemorating their Epic Over-Night stop at Pasco, on their Tour of the U.S.A. in their Famous Plane the "Question Mark". The rarest Cover on the Tour, with the most beautiful cachet. Price \$5.35 each.

— S E N D C A S H —

No stamps can be accepted.

PIONEER AIR-MAILS

R. A. KLINGE, #186, A.A.M.S.

#301 Columbia St.

PASCO, WASHINGTON

PAST DEDICATIONS: Only one in 1936 Blountstown, Fla., Feb. 21st. No cachet, 308 covers mailed....Wm. J. Small, Airport Manager, authenticates dedication at Sequim, Wash., May 15, 16, and 17, 1935. Port is being enlarged and improved and a re-dedication is expected in May. Definite news later....CofC, Marshall, Mich. writes event there on June 23, 1935, was air show ONLY and NOT dedication....CofC, Valentine, Nebr. writes they did NOT dedicate Oct. 29, 1935, or other time....Jim Bearce, Mgr. Airport, Winfield, Ala., says dedicated Sept. 28th, 1935. Anyone have a cover?...CofC at Uvalde, Tex., writes did NOT dedicate Dec. 8, or any other date. Doubtful if airport will ever be finished....Ponca City, Okla., writes NO dedication there since July 4, 1930....Secy. Business Men's Club, Fowler, Ind., says NO dedication there Feb. 5th, 1936, or any other time, though airport in use for a year....Rex Copp in "Gossip" quotes Cowley, Wyo. CofC saying "no dedication service ever held"Last month quoted both CofC and PM at Laconia, N.H. that dedication was Sept. 21-22, 1935, and no covers known. However, both evidently wrong. Mr. Sedley Bartlett, Cachet Director of the Belknap Aero Club, writes they did not mail the covers because it was an air show only and NOT a dedication. Quotes

the Aero Club to this effect and sends statement of the Board of County Commissioners (airport is county owned), attested before a Notary Public. Says dedication still in prospect, but indefinite....Have verified dedication of Cheyenne Agency Airport at Whitlock's Crossing, S. D., 17 miles west of Gettysburg on U.S. highway 218, a three day event, Aug. 9-10-11, 1935. Was no PO there then, but is now. No covers known. Anyone have any?....In Donald E. Dickason's auction of Feb. 13th, a cover not previously recorded was sold. It was a Glendale, Calif. of Feb. 22, 1929, with the six line all capital cachet on long envelope, specially printed in black "City of Glendale dedicates opening of Grand Central Air Terminal, Glendale, California, February 22, 1929, after which the port will be open for transportation of Passengers, Freight and Air Mail." Ordinary covers catalogue at 35c. this one sold for \$1.00.

OTHER COVERS: Chas. E. Monroe sends clipping account of flight of Boston-Maine-Central-Vermont airways carrying mail from East Boston airport on February 5th to icebound Nantucket Island. 301 pounds of mail carried, and Nantucket's mail was to be brought back. This was all first-class mail and an official flight, "emergency". Mr. Monroe contacted P.O. officials but could learn of NO special markings of any kind.

Have you seen one?...St. Petersburg, Fla. Feb. 1, blue printed cachet for 22nd anniversary of first commercial air line in USA. Flight re-enacted by Pilot McArthur. Also one on return, pmkd. Tampa, Feb. 2, with cachet in gold. Thanks to Mr. A. P. Kester....February 15, 10th anniversary of CAM 6 and 7, brought blue printed cachets by Earl J. Wilson. Those for CAM 6 were postmarked at Dearborn, Detroit, AMF, and Cleveland AMF. Those for CAM 7 were postmarked at Dearborn, Detroit AMF, and Chicago AMF....Same event postmarked Detroit AMF, bears four line bi-color cachet by Detroit Air Mail Society, and has an actual photo of one of the Ford planes in the center. Photo appears to be the work of our good friend, Don Smith....Robert D. Henderson reports an emergency cover, pilot signed, from Newell, S. D., to Twilight, S. D., February 10, 1936.

THANKS FOR NEWS ITEMS from Sedley Bartlett, Alvin H. Anderson, Walter Conrath, Rex O. Copp, J. R. F. Danzinger, Ben Guzo, Donald Dickason, Wm. Forbes, Robert Henderson, Chas. H. Haas, Lon Kasmer, Jr., Gus Lancaster, John N. Lowe, Chas. E. Monroe, Daniel Newman, Fred Wilde and W. T. Wynn, Jr. Also personal thanks for covers from A. P. Kester (2), John N. Lowe, and Emil A. Thurman.

SPECIAL PRICE LIST ON Rare Souvenir Historical Pioneer Covers

- World's Record Covers: **FIRST AIRMAIL (WORLD'S RECORD) CARRIED ON PAN-AMER. "CLIPPER" PLANE.** Covers with spec. cachet carried on S.42 April 26th, 1934, during 2 World's Altitude Records of the Giant Sikorsky and autographed by Pilot Boris Sergievsky.\$1.50
- Same as above, carried on same ship on Aug. 1st, during 5 World Speed Records established by Lindbergh, Musick and Sergievsky with very fine cachet. Airmail Cover\$1.50
- Airmail Cover carried on Douglas Mystery Ship during 7 World's Speed Records and 11 Amer. Records, all autographed by Pilot D. W. Tomlinson, May 16th and 18th, 1935\$2.50
- London-Australia Race cover, carried by Pangborn, with many cancellations incl. N. Y., London and Australia. This is the cover which went all around the World. Superb condition and the rarity of the race. Only 100 in existence. Selling in London at \$15 each. Only a few left\$5.00
- Rare Sabelli and Pond autographed N.Y. to Ireland, May 15, 1934, with many attempt cancellation. This cover brings \$50 in London and is on of the finest TRANS-ATLANTICS\$20.00
- Sabelli autographed Crash Cover with fine Ital. Commemo. stamps. Rome, Aug. 17th 24 and Newport, England (crash) canc., a fine cover, superb condition. Selling at \$15 elsewhere\$7.50
- MANY OTHER RARE TRANS-ATLANTICS AT LOW PRICES AVAILABLE—ASK US FOR APPROVAL SHIPMENT.** Also Fine Zepoelins, Pan. Amer. Clipper Covers, etc.
- Wiley Post-Harold Gatty autographed **ROUND** the World Cover, stamped Mineola, June 21, 1931 and again July 1, 1931; also has Berlin, June 24 and Russian, June 29 cancellation. An outstanding rarity for collectors. Only a few left\$20.00
- Prosser and Stoll Crash Cover. While on their way to South America to break World's long distance record, these fliers crashed in White Castle, La. Cancelled Aug. 21, Cleveland Airmail Field (start) and Sept. 8, White Castle. (With News clipping)\$2.00

KATONAH STAMP CO., Katonah, N. Y.

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.

INFORMATION received from Mr. O. B. Carr, Postmaster at West Palm Beach, under date of Feb. 14, 1936 advises that the tentative date for the "First Resumption Flight" of air mail service to and from that city has been set for Feb. 29, 1936, and that the Junior Chamber of Commerce is sponsoring a special unofficial cachet which is to be applied to all covers dispatched via first flights. Many collectors have written in asking whether or not the flight will be recorded in the catalogue. At the present time it is impossible for the editor of this column to state definitely one way or the other until the opinions of various catalogue

editors and collectors have been received. However, it is very likely that covers will not be listed inasmuch as West Palm Beach had previously been serviced by old CAM 26, which was later consolidated with old A.M. 19 and which new or revised route A. M. 6 replaces. West Palm Beach can not be considered in the same sense as Pontiac on new A.M. 32, for the reason that Pontiac had never had service via Old CAM 9 which new A.M. 32 replaces.

The daily Postal Bulletin dated March 4, 1936 gave a table showing the air mail poundage transported for each month from January 1, 1927 to Jan. 1, 1936 and it is interesting to note the great increase during the past year in particular. With the exception of January and February the air mail poundage for each month of 1935 was in excess of one million pounds. During the year 1935 over twelve times the amount of air mail was transported than during the year 1927. The peak month during this time was December, 1935 when 1,317,774 pounds of air mail were transported.

The latter part of next month will see the change from Standard to Daylight Saving time with the result that there will be corresponding changes in air mail schedules with the attendant possibility of some new directional flights or new first flights.

Wanted for Cash

ROUTE 1—THE FOLLOWING:

1N1fa—TERTERBORO AIRFIELD

(magenta)

1N2a—HARTFORD (magenta)

1N2b—HARTFORD (purple)

1N2c—HARTFORD with S. B. cachet (black)

1N2d—HARTFORD with S. B. cachet (magenta)

1N2e—HARTFORD with S. B. cachet corrected by over stamping with N. E. cachet.

1S2a—HARTFORD (magenta)

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GEO. W. ANGERS

293 Bridge St., Springfield, Mass

USED AIRPOST

AUSTRIA 706/16	\$.95
706/20 Cpl.	5.30
ALBANIA 1/7	2.20
CZECHOSLOV. 513/20	2.60
DANZIG 432 .....	.65
438/42 .....	.50
HUNGARY 962/73	2.35
976/84	2.20
LITHUANIA 466/71	2.10
Reg. Postage 25c always extra	
Many Others Want Lists Filled	

M. CHLUMECKY

Geweygasse 11

Vienna XIX. AUSTRIA

Payments to my account with The National City Bank of New York East Midtown Branch. N. Y.

AUCTIONS

WEEK IN

and

WEEK OUT . . .

the Year 'Round !

Years of Experience in this field, with

AIR MAILS

STAMPS and COVERS

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The finest things in Air Mails and other philatelic fields come to these sales.

You'll save money and gain enjoyment if you buy by Auction bidding.

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they're free!

DONALD E. DICKASON

WOOSTER - OHIO

A. A. M. S. #211



by **W. R. PATTON**

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

AIR TRAFFIC IN CANADA

ALTHOUGH Canada may not be as up-to-date in flying the air mail services as the rest of the World, yet when it comes to transporting freight and express, we lead the World. The amazing figures of 26,439,224 pounds were flown last year. This compares with 14,441,179 for 1934 and 4,205,901 pounds in 1933. 1936 will also be well up in tonnage as the largest contract in flying freight ever handed out, was awarded the Canadian Airways Ltd., to carry 1,000,000 pounds from Gold Pines to the Argosy Mines recently. In mail carried, no country exceeded Canada, with the exception of the United States, and the total amounted to 1,126,084 pounds.

Comparison with the United States figures, however, is hardly fair, as in the States letter mail only is carried, whereas in Canada the air mail is mainly parcel post, at a rate of 15c per pound. (Large parcels of 15 pounds weight, \$1.80) on most lines. The Moncton-Charlottetown route carries the heaviest mail, and amounted to 219,514 pounds. This route however, carries letters at 3c rate and parcels at about 7c per pound, except that large parcels of between 10 and 15 pounds, cost 55c each.

Passengers flown during 1935 amount to 177,472, against 105,306 in 1934 and 85,006 in 1933. Accidents for these years were four killed and six injured during 1935 and four killed, 7 injured in 1934; eight killed and seven injured during 1933. This is therefore a total of sixteen killed and twenty injured in three years.

APPROVALS

CAMs, FAMs, Zeppelins, Canada, South America, and other types of 1st flight covers. Choice selections, at reasonable prices, sent on approval. Kindly furnish references.

ROYCE A. WIGHT
Soldiers' Field Boston, Mass.

McKee Trophy Awarded for 1935

The J. Dalzell McKee Trophy is awarded each year by a committee to the Canadian pilot who has made the most valuable contribution to flying during the year. It was donated by an American several years ago, and has been held by some of the greatest Canadian flyers in that time.

The 1935 award has been made to W. M. Archibald, Kaslo, B.C., who learned to fly in 1929, when then over 50 years of age. He has since flown about 2,500 hours. The following memorandum was issued as the reason for awarding the cup to Mr. Archibald:—"He has to his credit many Transcontinental trips, and much of his flying is done under the difficult conditions prevalent in the Rocky Mountains. He not only flies on his business journeys, but has been responsible for the inauguration of the air services of the C.M.&S.Co. Ltd. to assist their mining activities in Northern Canada. The care he has exercised in the oversight of the air service of this company is proven by the fact that though this company has had as many as fourteen aircraft in operation, and have flown many millions of miles, they have had no fatal accidents. Mr. Archibald also has been instrumental in establishing his own weather reporting system."

**Are You An
"INDIVIDUALIST"?**

Do you like to go your own way in your collecting hobby? Are you looking out for the odd and unusual in philately? Interested in Special Postmarks. Original Covers. War Specialties. Sea and Railway Items, Pre-philatelic Entires. Novel mail-transport methods, or Pigeon, Balloon, Airship, Stratosphere and Aeroplane Mails?

If so, please tell us about your specialty, ask for our free "BLUE LIST", and give references or send deposit for approvals that will surprise you by their range of interest and novelty.

FRANCIS J. FIELD, Ltd.
Sutton Coldfield, England

Random Notes

by ALTON J. BLANK
East Cleveland, Ohio

THE LZ 129 has made its first successful trial flights. Soon regular excursions carrying mail will be an accomplished fact. All of which leads us to ponder whether the new ship will call for the flood of special Zeppelin stamps that the old one produced?

* * *

Sweden's recent commemorative series for the post office contains some mighty nice designs. Of particular interest to us is the one kroner value which shows a modern mail plane in flight. It is deep blue in color and the plane shows up in white in contrast. Since it comes in coils it might be nice to add a pair to the page in our albums containing the current series showing the night airmail.

AIRPOSTS

Are my specialty and I have been collecting and dealing in them since the Pioneer days of 1911.

If you are in need of any particular Airpost Rarity or Rarities, either mint or on flown cover, write to me about it. You are under no obligation.

"THE AIR POST COLLECTOR" an up-to-date, illustrated quarterly journal, devoted to Aerophilately. Subscription 25c per annum (unused air stamps accepted.)

R. E. R. DALWICK

20 Elgin Rd. BOURNEMOUTH, England

SEND ME \$1.25

and I will send via first ATLANTIC TRIP of the New German ZEPPELIN "HINDENBURG" on May 6th, next, a BEAUTIFUL COVER to your address, franked with the new German Zeppelin stamps.

The "HINDENBURG", L.Z. 129 is now making trial flights, transporting mail. Beautiful cards flown on these flights, I supply at 40c; covers 75c each.

For all concerning the airmail, write to

GERARD A. G. THOOLEN
s'Gravenhage Holland

The long awaited French set is finally out. While the set is attractive there are two questions that cause us to ponder.

The first is: "Why the word 'Postes' on the underside of the wing of the airship?" Does not the wording 'Poste Aerienne' serve the purpose without such duplication?

Secondly: "What in *&! kind of a ship is it anyhow? There is no rudder and it looks like some huge whale meandering around in front of some beautiful cloud banks. The lower part of the stamp showing Paris is well executed.

* * *

Time is drawing short and soon we will have the May Exhibition upon us. Most of us should be busy getting the finishing touches on our volumes in anticipation of a fine showing.

* * *

Flood conditions in Pennsylvania, New York and Connecticut have no doubt written finis to several stamp collections. Let's hope that none of our airmail collecting friends suffered any loss.

* * *

While on the same subject: how many of you have seen any special postal markings denoting the changed routings because of flood conditions? I chanced to see one cover that came airmail special delivery from the coast addressed to Cleveland and it bore a Pittsburgh, Pa. R.M.S. marking on the back. Mute testimony of the commandeered plane taking supplies to the stricken city before completing its regular run.

* * *

How about another "Most Beautiful Airmail Stamp" contest? Are any of the readers of this magazine interested? If so, send in your ideas in the above and we'll make a list and show the results. Try—for example—sending in the selections which you thing best for 1934, 1935 and 1936. Send three for each year and number them 1,2,3. Results may be surprising.

OLYMPIC GAMES BERLIN 1936

•

The eleventh Olympic Games will be held here in Berlin, August 1st to 16th, 1936. Special arrangements have been made to make this an air event too. The European Air Races will be held during this time and a special flight of international interest will be held. Aviators from all countries are expected and will arrange for a Starflight from foreign capitals to Berlin, also the new Zeppelin "Hindenburg" is scheduled to pay a visit to Berlin during the Games.—Julius B. Bock.

WORLD COVER SERVICE

For a cover service that actually insures your covers against any loss, damage, or smutty cancellations on events all over the world.

To subscribe to this service you must have a deposit with us to fully cover the event or events. No orders accepted without this deposit. Any amount can be deposited with us. All depositors will receive a receipt for the deposit sent us. All money used as directed.

All covers mailed to our Cincinnati Office are remailed to you in outer envelope to insure good clean covers. After 10 days, if you decide you do not want the cover, it can be returned to us for full credit on a future event. A SUPER COVER SERVICE

We charge 50c per cover for insurance above regular price on long air flights. This will help take care of any loss. We will replace your loss up to five times the cost of cover (if they are available.)

It is very important that you fill out these questions on a separate sheet than your letter. Type answer to questions for each kind of event wanted. Example below: **Question No. 1.** What do I collect and from what country. **Question No. 2.** How many covers on each event. **Question No. 3.** Do you want covers on every event possible of this kind in the country mentioned, or just the most important events. **Question No. 4.** Must your address be on these covers. **Question No. 5.** Do you want printed cacheted envelope when available. **Question No. 6.** What is the limit you will pay for such an event. (This does not mean that all covers will cover the limit.) **Explanation—**Here is how to answer these questions): **Question No. 1.** First Flight covers, U.S. and Canada. Long Air Flights. **Question No. 2.** One. **Question No. 3.** Most important or short notice events. **Question No. 4.** No. **Question No. 5.** Yes. **Question No. 6.** First Day. 20c; Long Flights, \$3.50. Be sure to answer all questions like this for each different kind of event wanted.)

Prices. First Day covers in U.S. and Canada, 10 to 12 cents, mostly unaddressed. Foreign First Day, any country, 25c each. When stamps of high value, pairs, blocks, extra price of stamps only added. U.S., First Day. We often have 40 different designs of printed envelopes. First Flights, Airport Ded., Historical covers range in price from 12c to 25c. U.S. First Day envelopes, 25c per dozen; \$1.50 per 100 assortment. Zeppelin, Rocket, Balloon, Long Air Flights range in price from 50c to \$3.50. All such covers we guarantee to get for you as stated above. We have about 50 different kinds of airmail envelopes for world events, 30c per dozen; \$2.25 per 100. U. S. Mint Stamps, 10% over face; foreign 20%, as issued only.

Dealers ordering \$20 worth of covers on any one event, 10% discount. All deposits should be sent in plenty of time for distant events. If, at any time, you want to discontinue our service, balance of cash on deposit with us will be returned to you upon receipt of your signature to letter. We cannot guarantee to cover every event, but we claim to be the best posted on events in the country, and believe we can give you the best service. Give us a trial. Give us 60 to 90 days to get your order to you on all foreign events.

NEW GERMAN ZEPPELIN LZ-129

First Flight to South America—March 30th

First Flight to the United States—May 6th

We will handle covers on every flight, both ways (Printed envelope)

Covers from Germany to South America..... \$2.00; Round Trip.....\$4.00
Covers from Germany to the United States \$1.50; Round Trip.....\$3.00

Pictures of the New Zeppelin, for your collection (5x7)50c each

Any collector wanting a complete collection of the New Zeppelin Covers, get a deposit to us at once, to cover flights 60 days in advance. We will have extra covers on these early flights—but we must receive your orders early.

WORLD COVER SERVICE

Ralph Warner, Lock Box 717, Cincinnati, Ohio, U.S.A.

A.A.M.S. Priced Check List of New Airport Dedications

In response to the requests of a large number of Airport Dedication cover collectors, this check list of new and heretofore unlisted covers has been prepared by our Dedication Cover Editor, Maurice S. Petty. Any additional data or information should be forwarded direct to him at 507 Quackenbos Street, N.W., Washington, D. C.

This is the fourth installment of the list which began in our December 1935 issue.

October, 1934....(Continued)

28	G 229	JOLIET, ILL.—Re-dedication Municipal. Mimeo. sticker cachet by CofC. (About 200)	4.50
		a. With same cachet as G 219a and similarly flown, pmkd. 29th. (12 - 15)	9.75
28	G 230	QUINCY, ILL.—Municipal. Typed and plane cachet by P.M. (400 - 450)	1.75
		a. With same cachet as G-219a and similarly flown (12-15)	9.75
28	G 231	DE QUEEN, ARK.—Printed cachet by Committee. (230 to collectors and 470 local)	1.50
28	G 232	BURLINGTON, COLO.—Municipal. Typed inscription signed by Sec. CofC. (25 or 30)	8.75
		a. No cachet	6.50

November, 1934

(Note: 24 covers with four line cachet for Death Valley Junction Airport exist. Also 13 with a seven-line cachet, 5 with a four-line one, and two with a two-line one, for the Furnace Creek Airport. All are pmkd. Death Valley, Calif. Nov. 1st. No dedication, merely first day of use of airports.)

3	G 238	TORONTO, OHIO—Printed cachet by Legion. (518 both days).....	3.25
		a. Cachet printed on paper and pasted on cover. (17).....	3.25
4	G 239	TORONTO, OHIO—Same	3.25
9	G 242	JACKSON, KY.—Gillum Field. Inscription by City Council (30-35)	8.50
		a. No inscription	6.25
		(Note: Covers of Sumter, Ga. of Nov. 9 and 10 mean nothing as there was no dedication).	
9	G 243	MOULTRIE, GA.—Municipal. Clark Field. CofC cachet (500).....	1.50
		a. No cachet	1.15
10	G 244	MOULTRIE, GA.—Same. (200)	4.50
		a. No cachet	3.25
11	G 245	MOULTRIE, GA.—Same. (36)	8.50
		a. No cachet	6.25
10	G 248	SANTA CRUZ, CALIF.—Re-dedication. Cachet by Legion and Flying Club .....	.35
		a. Same, pmkd. Capitola (nearest P.O. to field) .....	.35
		b. No cachet. (Some few have private typing signed by P. M.) pmkd. Santa Cruz .....	.25
		c. Same as "b" except pmkd. Capitola .....	.25
11	G 249	SANTA CRUZ, CALIF.—Same .....	.75
		a. Similar to G-248a .....	.75
		b. Similar to G-248b .....	.50
		c. Similar to G-248c .....	.50
11	G 250	ARKADELPHIA, ARK.—Municipal, Typed by CofC. (194)	4.50
		a. Picked up by American Airways plane on exhibition stop, flown to, and pmkd. at Nashville, Tenn. (80)	7.50
12	G 252	NEWTON, MISS.—O'Keefe. Typed or written by Legion, bearing Legion name. Several different styles) (257)	3.50
		a. Typed by Kiwanis Club, bearing its name	3.50
		b. Three line typed (pica) by P. M. (About 65)	3.50
		c. No markings	2.50

December, 1934

6	G 258	BILOXI, MISS.—U. S. Coast Guard Air Base. CofC cachet (357).....	2.25
		a. No cachet	1.75
		b. No cachet, pmkd. Ocean Springs, nearby town (6)	1.75
		(Note: All three are known with added private typing signed by P.M., but no added value.)	
8	G 260	PENSACOLA, FLA.—Corry Field at Naval Air Station. Typed and/or stamped by CofC. (About 75)	7.50
8	G 261	OXFORD, GA.—Municipal. Cachet by Town Council. (225).....	3.75
		a. No cachet, with or without private typing signed by P.M., pmkd. Porterdale, Ga., nearby town (10)	2.50
		b. Similar to "a" but pmkd. Covington, Ga., nearby town (about 4)	2.50

(Continued on Page 29)

MANY SOCIAL ACTIVITIES SCHEDULED FOR INTERNATIONAL PHILATELIC EXHIBITION

• During the period of the International Philatelic Exhibition, which will be held at the Grand Central Palace, New York, N. Y., from May 9th to 17th, inclusive, there will be a continuous series of social activities, many of which have been particularly arranged for the ladies in attendance.

On the opening day, Saturday, May 9, members of the Association for Stamp Exhibitions, Inc., will be admitted at 11 o'clock, but the formal opening of the doors to the public will not take place until 2 p.m., at which time there will be appropriate ceremonies. The Collectors Club will inaugurate an Open House at 6 p.m., and members and their guests will be welcomed for the entire period of the show.

Alfred F. Lichtenstein, Chairman of the Exhibition, will entertain the members of the Jury at dinner at 6 o'clock.

On Sunday, May 10th, arrangements have been made to take visiting members on automobile trips throughout the surrounding suburbs, and possibly stop at one of the country clubs for dinner.

Monday, May 11th, is designated as "Foreign Visitors Day" and a reception will be held at Steinway Hall, for all of the foreign visitors in attendance. At 10:30 a.m., a group of visitors will be taken on a sight-seeing trip around Manhattan Island and at 2 p.m. the ladies attending the Exhibition will be taken on personally conducted shopping tours in the 5th Avenue district.

Tuesday, May 12th, is designated as "Exhibitors Day", and all exhibitors in attendance will be invited to an informal get-together gathering and smoker.

An opportunity will be offered to visitors to make downtown sight-seeing trips, which will culminate in a luncheon possibly on board one of the ocean liners then in the harbor.

Wednesday, May 13th, has been designated as "Dealer's Day" and the entire program of the day will be in charge of the dealers in attendance. Supper is scheduled for 10 o'clock at night, after the close of the Exhibition, and it is expected that this will be attended by

two or three hundred dealers. The ladies will be taken on an uptown sight-seeing trip, which will include a tour of the Metropolitan Museum of Art and luncheon in some appropriate place.

Thursday, May 14th, is designated as "Airmail Day" and will be in charge of the leading collectors, dealers and organizations devoted to airmail. Receptions will be given to some famous airmail pilots.

The ladies will be taken on a trip to the Museum of Natural History and the Planetarium.

Friday, May 15th, has been designated as Philatelic Organization Day" and the presidents and delegates of the various local and national clubs will be invited to speak in the lecture room and will be guests at an informal reception. A reception is also planned at the Collectors Club and ladies are invited to all of these affairs. The banquet of the International Philatelic Exhibition will be held on this evening, at the Hotel Astor.

Saturday, May 16th, will be "National Junior Day" and delegations are expected from all the schools and junior clubs in the Metropolitan area.

There will be talks by Tim Healy, by Boy and Girl Scout leaders, and other people prominent in junior work, including Frank Wilson and Dr. Elias Silberstein.

Sunday, May 17th, the closing day of the Exhibition, will include many farewell meetings, and on this day as well as all days of the week delegations will be taken on informal tours around the city.

Since our last report, Finland and Denmark have advised that they will send official Government displays to the Exhibition.

The following notable have also been added to the Committee of Honor: Jkr. H. M. van Haersma de With, Netherland Minister; Douglas S. Cole, Canadian Government Trade Commissioner at New York; the Hon. W. P. Montyn, Consul General of the Netherlands; the Hon. James A. Farley, Postmaster General of the United States; Raymond V. Ingersoll, President of the Borough of Brooklyn; The Hon. Chas. B. Vincent, Consul General of the Republic of Haiti, and the Hon. Pardo de Zeia, Consul General of Peru.

EXCHANGE—Against China Clipper, American Clipper. Akron, Byrd, Balbo, Macon covers: I will give French and Belgian Rocket Flight covers, and European First Flight covers. Send to

GERARD A. G. THOOLEN
s'Gravenhage, Holland

PRICE LISTS

My MONTHLY PRICE LIST out every month, is worth reading, if you buy stamps or covers. Request a copy and thus keep on my mailing list. Many bargains.

W. R. PATTON
Box 2384 Winnipeg, Canada



American Air Mail Society

ORGANIZED 1923 AS THE AERO PHILATELIC SOCIETY OF AMERICA

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Published monthly and sent to all
members in good standing.

The Treasurer's Report

NEW MEMBERS

- 1702 Thatcher, Allan M., 300 West 12th St., New York City.
1703 Allen, Mrs. Carl E., 329 Granada Avenue, Long Beach, Calif.
J1704 Steinberg, Alex N., 121 N.W. 9th Ave., Miami, Florida.
1705 Leong, James Y. T., P.O. Box #40, Honolulu, Hawaii.
1706 Voigt, Walther, P.O. Box #4, Ocean Grove, New Jersey.
1707 Deithorn, Walter A., 1305 New Haven Ave., Pittsburgh (16), Penna.
1708 Bachrach, Justin L., 4115-46th Street, Sunnyside, L.I., New York.
1709 Spece, Olive, 369 Robert Street, Saint Paul, Minn.
1710 Deutsch, David, Esq., 154 Nassau Street, New York, N. Y.
1712 Kessler, Don R., 8 Elizabeth Ave., Route #5, Webster Groves, Mo.
1713 Gridley, Chas. Stanley, 323 Cedar Ave., Highland Park, New Jersey.

APPLICATIONS POSTED

- Following have made application for membership in the Society. If no objection is received and references are found in order, they will be admitted on March 15th.
- McKay, John Jr., 7200 Yale Avenue, Chicago, Ill. Age 22. Air mail stamps and covers. By Walter J. Conrath.
- Thias, Fred D. W., 230 - 2nd Ave., E., Two Harbors, Minn. Age 56. Coal Dock Agent. Air Mail Stamps. By Harlow Ross.
- Schelm, Mrs. Geo. W., 1145 Capitol Street, Ogden, Utah. Age 43. Housewife. Air mail stamps and covers. By George W. Angers.
- Hickok, Rev. Paul R., 106 Heller Parkway, Newark, New Jersey. Age 58. Clergyman Air Mail covers. By George W. Angers.
- Smollock, John M., 3018 North 4th St., Philadelphia, Penna. Age 54. Inspector. By Edward Kee.
- Wiegand, William A., 1155 Kavanaugh Pl., Wauwatosa, Wisconsin. Age 33. Routing man. by Edward Kee.
- Terry, E. S., 1823 No. 81st Street, Wauwatosa, Wisconsin. Age 53. Grain merchant. Air mail stamps and British Colonials. By Geo. W. Angers.

REINSTATED—Former membership numbers assigned

- 369 Neet, C. P., Sta. A., Box 1, St. Petersburg, Florida.
411 Kester, A. P., P.O. Box 959, St. Petersburg, Florida.
525 Rosen, Isadore, 508 West 176th Street, New York City.
900 Adams, John C., 12 Geary Street, San Francisco, Calif.
1464 Parke, Richard E., North Conway, N.H.

ADDRESS CHANGE—New address shown below

- 21 Hard. Arthur M. Box 371. Long Beach, Calif.
- 25 Robertson. Paul F.. Decatur Garment Co., Decatur, Ill.
- 345 Parker. Claude W.. 316 - 12th St., N.E., Washington, D. C.
- 522 Rodney. Mrs. A. S.. 1121 River Road. Agawam, Mass.
- 532 Smiley. Charles C.. 107 Garfield Street, Waynesboro, Penna.
- 911 Lincoln. L. B.. 520 Monadnoch Block. Chicago, Ill.

RESIGNED

- 358 Tucker. David J.. 114 Riverway. Apt. 20. Boston, Mass.
- 720 Weber. August C.. 131-01-229th St., Springfield Gardens. N.Y.
- 1390 Huber. Harry E.. 5913 Rippey Street. Pittsburgh, Penna.
- 1549 Green. Rudolph L.. 866 High Street, Pottstown, Penna.

CANCELLED—Non-payment of dues

- 1272 Locher. Edourad. Tegna. Locarno. Switzerland.
- 1411 Pringle. John. 153 Withington Rd.. Manchester, England.

ADDRESS CHANGES MUST BE REPORTED

Every member should check his address as listed in the 1935 edition of the AAMS Directory and notify the Treasurer of any changes made since its publication, or any errors. This will help us to keep our records correct and will insure each member prompt delivery of all communications and publications with the least possible delay. Changes of address should be sent in to the Treasurer as soon as possible after change has been made, or if possible, just before making change.

DELINQUENT MEMBERS

Members in arrears are requested to make payment as soon as possible. With Convention time but a few weeks off, the Treasurer is anxious to have as many delinquent members send in their dues as possible. I am anxious to make a real report at the Convention and I sincerely request prompt payment from all members. Members no longer interested in our society are asked to file formal resignation which will permit reinstatement at any time with retention of original membership number.

SEE YOU AT NEW YORK CITY—May 14, 15, and 16th, 1936

Fraternally submitted,

FRANK A. COSTANZO, Treasurer.

A.A.M.S Priced Check List of AIRPORT DEDICATION COVERS

(Continued from Page 26)

14	G 263	SPARTANBURG. S. C.—Re-opening Memorial Airport. Private inscription. (Few) (Exact nature of event unknown—tentative listing only)	???
January, 1935			
5	H 3	NORTH BEACH. L.I. N.Y.—Re-dedication of Glenn H. Curtiss Airport as second N.Y.C. municipal. Stamped plane, typing, and three line airport stamp. (Most have the McKenzie cachet of Sept. 5th on back. Pmkd. at Flushing, N. Y. (15)	6.75
	a.	Different plane and twelve line stamped cachet in varied color combinations. Pmkd. Flushing. (40)	6.75
	b.	No cachet but 25 of them have private written inscriptions. (40) Pmkd. Flushing	6.75
	c.	Hand lettered inscription, flown from dedication by Pilot E. Kline on plane "City of New York" pmkd. New York G.P.O.	9.50
	d.	Combination written and stamped cachet flown from dedication. Pmkd. Long Island City, Jan. 6th	9.50
		(Note: All markings above believed of varied private origin.)	
9	H 6	LAKELAND. FLA.—Municipal. CofC cachet. (About 3000)	25
		(Note: Dedication also 8th. but no covers mailed)	
14	H 9	NAPLES. FLA.—No cachet. (Possible markings applied by senders) (about 50)	8.25
27	H 12	PICAYUNE. MISS.—Formby-Clark. No cachet. (Some have type set rubber stamp cachet applied by distant collector, but no added value.) (188)	4.75
February, 1935			
14	H 18	DEATH VALLEY JUNCTION. CALIF.—Landing Field at Amargosso Hotel. Printed cachet reading "formal opening" (private). Flown by Pilot Paul Williams to and pmkd. Glendale, Calif. (10) (Tentative listing only as details of event—if any—not known.....	???
14	H 19	DEATH VALLEY JUNCTION, CALIF.—Landing field at Furnace Creek Inn. Printed cachet similar to above. flown and pmkd. as above. (10) (Tentative listing as above)	???
March, 1935			
12	H 22	PALMDALE. CALIF.—No cachet. some autographs. (800). Reports conflict, but no conclusive evidence of actual dedication)	???

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