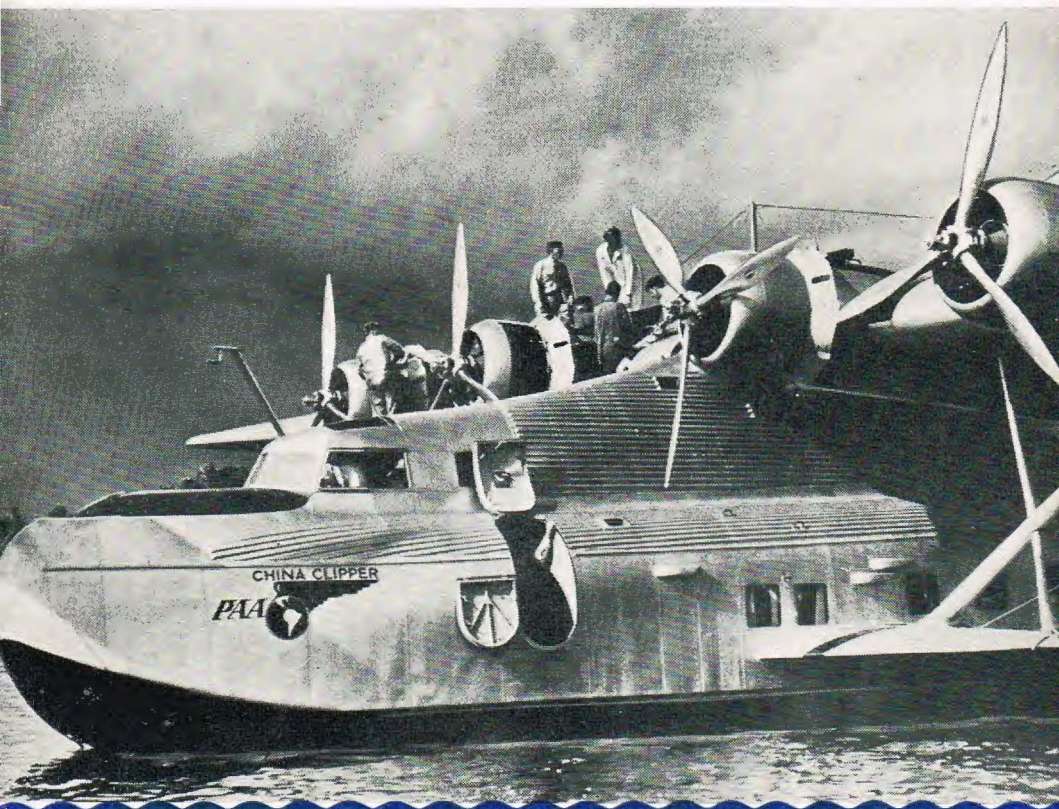


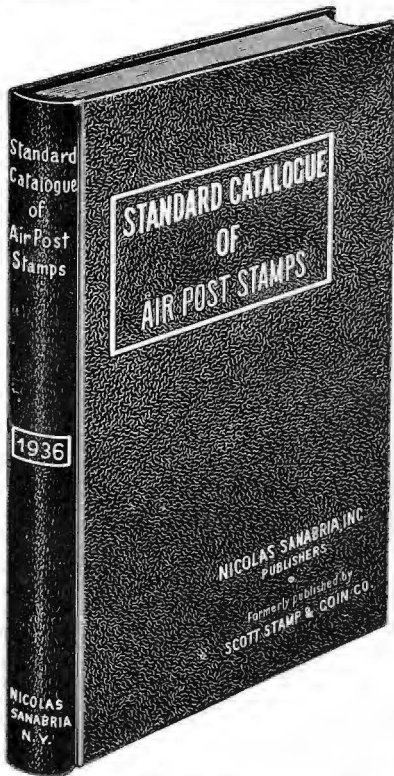
The August 1936

# AIRPOST JOURNAL



*In this Issue:*

**WINGS OVER THE PACIFIC**



## 1936 Edition

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# **Nicolas Sanabria, Inc.**

17 East 42nd Street ❖ New York City  
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# WINGS Over The PACIFIC

by ALTON J. BLANK  
and D. E. HELMUTH  
Cleveland, Ohio

**D**URING the summer and autumn of 1936 there will be numerous experimental flights made along different routes across the Atlantic. Foremost in this work will be American fliers and the famed Clipper Ships.

Flights from continent to continent are being taken out of the realm of adventure into the field of practical routine.

There are alarmists who insist that it can't be made practical. That the weather and the sea are too vast, too impersonal. Such skeptics forget the thrilling vivid story of how man stretched his wings over the Pacific.

The story began back in 1925 when Calvin Coolidge was president.

## PN-9 RODGERS

• 1925 • Two Navy Flying Boats took off from their moorings at San Pablo, California and headed for the Hawaiian Islands. Within an hour one was forced down. Commander John Rodgers,

cousin of Calbraith Rodgers (first man to fly across the U. S.) was in charge of the PN-9 which continued on.

Within 400 miles of its goal the PN-9 was forced down to the water, out of gas. Unable to contact a supply ship in the vicinity, because of no radio transmitter, they rode the placid waters 9 days before being towed to the Islands.

They flew 1,992 of the 2,408 statute miles to Hawaii.

No mail was carried.

## BIRD OF PARADISE MAITLAND & HEGENBERGER

• 1927 • Lts. Lester Maitland and Al Hegenberger in an army tri-motored Fokker, the BIRD OF PARADISE powered with 3 Wright Whirlwind motors, took off on June 28 from Oakland Airport for Honolulu. Made the 2,408 mile flight in 25 hours 49 minutes.

Three covers were carried.

## SMITH & BRONTE

On July 14th Ernest L. Smith and Emory Bronte flew from California to the Islands. Failing gas supply led them to a heavy landing on Molokai Island (where the leper colony is located).



• PAN AMERICAN AIRWAYS carried a pay load of unofficial covers on their experimental flight to Honolulu, April 16th, 1935.

THE AIRPOST JOURNAL

- OFFICIAL PUBLICATION OF THE
- AMERICAN AIR MAIL SOCIETY
- AUGUST, 1936 VOL. VII, NO. 11
- ISSUE 76 - - 10c PER COPY



# United States Navy TRANS-PACIFIC COVERS

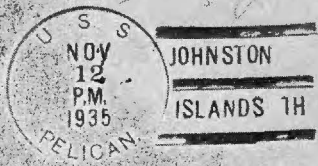
★ **FIRST FLIGHT** ★  
**PEARL HARBOR TO MIDWAY ISLAND**  
 AND RETURN  
 By Patrol Squad. 1, 4, 6, 8 & 10, U.S. Navy  
 MAY 9<sup>TH</sup> TO 25<sup>TH</sup>, 1935.  
**FLEET MANEUVERS 1935**  
 CARRIED 4,650 MILES BY PLANE  
 No. 2 OF PATROL SQUADRON 6



This Letter Given Service on  
**U.S. NAVY MASSES FLIGHT**  
**VP SQUADRON 10**  
**San Francisco, California**  
**To Pearl Harbor, Hawaii**  
 JANUARY, 1934



**MASS FLIGHT — 41 NAVY PLANES**  
 Advance Base Operations — November, 1935  
**PEARL HARBOR — FRENCH FRIGATE SHOAL**  
**JOHNSTON ISLAND**  
 Squadron VP-10-F — Pearl Harbor to French Frigate Shoal  
 Squadron VP-10-F — French Frigate to Johnston and return  
 Squadron VP-10-F — French Frigate Shoal to Pearl Harbor



● **RARE NAVY TRANS-PACIFICS**, carried un-officially by pilots or members of the crews. Above: Carried 4,650 miles by plane. Pearl Harbor to Midway Island and return. 1935 Fleet Maneuvers, May 9 to 25. A few covers carried for members of the West Coast Air Mail Society. Center: About 600 of these covers were carried San Francisco to Pearl Harbor, January 9-10, 1934, VP Squadron 10. Below: Pearl Harbor-French Frigate Shoal-Johnston Island-Pearl Harbor. Advance Base Operations, November 1935  
 —Covers courtesy Richard L. Singley.



## DOLE AIR RACE

August 17th; the Dole Air Races. 14 ships were entered for the trans-Pacific Derby. 8 wheeled to the starting line. The eight took to the air, but four turned back. Four went on. Two arrived . . . two were lost.

### GOEBEL & DAVIS

Art Goebel with Lt. William C. Davis navigating made the distance in 26 hours 17 minutes. They won \$25,000 first prize. 8 letters were carried; 1 has shown up among collectors: \$350.00.

### JENSEN & SCHLUTER

Martin Jensen with Paul Schluter navigating finished second in the Dole Race and won \$10,000.

### SOUTHERN CROSS KINGSFORD-SMITH, ULM, LYONS, WARNER

● 1928 ● Capt. Kingsford-Smith, Co-pilot Ulm. Radio-op. Jim Warner and Navigator Harry Lyons took off from Oakland in a reconstructed tri-motor Fokker the SOUTHERN CROSS bound for the Land Down Under. Power from 3 Wright Whirlwind motors. May 31 to June 9. Oakland—Wheeler Field—2,408 mi. 27 hrs. 25 mn. Barking Sands—Suva—3,138 mi.—34 hrs. 33 min. Suva—Brisbane—1,762 mi.—21. hrs. 13 mn.

1500 letters carried: 5c oz., 3c additional oz.

### SOUTHERN CROSS KINGSFORD-SMITH, ULM

● 1931 ● Commemorative stamp issued by Australia:

Kingsford-Smith in the SOUTHERN CROSS made the first nonstop flight over the Tasman Sea, Melbourne, Australia to Perth, New Zealand, in July.

Number of covers carried unknown.

September 9-10 Kingsford-Smith and Ulm in the SOUTHERN CROSS flew from Sidney to Christchurch, Australia to New Zealand.

10 covers carried: about \$100.

### PATTIST

Captain Pattist flew out of Batavia (Java) on May 11th carrying 17,000 pieces of mail on an experimental flight to Australia. The flight was completed by way of Koepang (Timor). For this flight the Dutch Indies on April 1st 1931 issued a special stamp limited to 35,768 copies.

### BIARRITZ DE VEREUIL

● 1932 ● Baron De Vereuil, with Munch and Deve left Paris on March 8 . . . flew to Australia. On April 5th they set out in the airplane BIARRITZ from Brisbane to New Caledonia. 30 miles from Numea, at Tontonta, they crashed. 10 covers carried.



● TRANS-PACIFIC AIRPOST STAMPS — Above: Australia honors Kingsford Smith, famous Pacific flier. Below: The Capt. Pattist stamp used for the „Java - Australia „experimental flight.

● 1932 ● 2 stamps issued by New Caledonia.

● 1934 ● Squadron VP 10 under Lt. Comm. Knefler McGinnis: 30 men; flying in 6 Long Range Consolidated Flying Boats from San Francisco to Pearl Harbor on January 9-10 in 24 hrs. 5 mins. 600 pieces carried.

Covers bear cancellation of Fleet Air Base, Pearl Harbor, Hawaii, Jan. 11, 1934. (12:30 P.M.)

### LADY SOUTHERN CROSS KINGSFORD-SMITH, NEVILLE

Sir Kingsford-Smith and Capt. P. G. Neville, navigator, in a Lockheed Altair, the LADY SOUTHERN CROSS, retraced his historic voyage across the Pacific. Oct. 20 to Nov. 4.

Brisbane to Suva—1762 mi.—12 hrs.

Suva to Wheeler Field—3138 mi.—24 hrs. 45 mins.

Wheeler Field to Oakland—2408 mi.—14 hrs. 59 mins.

2 types covers carried—some with Anzac, Fiji and U. S. Parks 6c stamps.

51 of small type reputed for sale in Jan. 1935.

### STAR OF AUSTRALIA ULM, LITTLEJOHN

December 3 Flight Commander Charles Ulm with Co-pilot George Littlejohn and Navigator-radioman J. L. Skilling took off from Oakland in a British monoplane the "STAR OF AUSTRALIA" bound for

# THE AIRPOST JOURNAL

Australia . . navigation went haywire and islands were missed. The plane and crew were lost in the ocean.

Large quantity of mail and packages—excess returned before flight.

## AMELIA EARHART

● 1935 ● On January 11 Amelia Earhart in a Lockheed Vega took off from Wheeler Field bound for the mainland. The papers gave the flight a big build-up; on schedule she hit the mainland and set down at Oakland. Time was 18 hrs. 16 mins. Some covers were carried.

## U. S. NAVY

May 9th. 200 Navy men in 46 Navy planes took off from Honolulu to fly to the Midway Islands, 1323 miles off. Censorship was clamped down on their movements.

Plane No. 2 of Patrol Squadron 6 carried a few covers unofficially, from the Fleet Air Base at Pearl Harbor. They covered a distance of 4,650 miles.

## ORIENTAL CLIPPER

Captain Ed Musick and his crew in the ORIENTAL CLIPPER during the summer blazed a trail across the Pacific—Pearl Harbor—Easter I. of the Midways—Wake I.—Guam. That last hop to Manila was held up for CHINA CLIPPER pending permission from new gov't of the Philippines.

April 16th reached Pearl Harbor in 18 hrs. 31 min.

April 22-23 returned in 20 hrs. 59 min. to Alemda.

June 12-13 from Alemda to Pearl Harbor in 15 hrs. 57 min.

June 15 from Pearl Harbor to Midway I. 1323 miles.

Inched on to Wake I. To Guam.

In Oct. R. O. D. Sullivan was in command as the CLIPPER flew again from Alemda to Guam and back.

10,000 pieces on first flight; \$1 to \$2.50 paid to have covers flown.

## CHINA CLIPPER

November 22 the CHINA CLIPPER, Ed. Musick in command took off on the first trip over the new Pan-American course. Pearl Harbor, Midway, Wake, Guam, Manila.

On the first trip the P. O. made \$47,000 or 224%. 85 pouches of over 110,000 covers flown. Agency in Washington sold 11,048 stamps (\$2,762) and 10,910 first-days covers for the stamp.

This is no fly-by-night air trip in which covers are flown and cancelled, signed and then sold for what the fier and owner can get. It's the result of the slowly but steadily accumulating snowball. It's big business.

Plain to read between the lines is the fact that the early experimental flights were partially financed by cover collectors. Stamps have been issued to commemorate outstanding flights.

The air lanes of the Pacific are well charted now.

Covers will prove that much of the Atlantic pioneering was helped by collectors.

Will the stamp collectors some day have further Trans-Atlantic stamps to add to their albums?



● FIRST REGULAR Trans-Pacific airmail service inaugurated November 22, 1935. This cover was carried on the first leg: San Francisco to Honolulu.

# AIR STAMPS *You May Have Missed*

by JAMES C. HEARTWELL

341 Carroll Park West  
Long Beach, Calif.



**UNITED STATES**—"There is a neat 'Blue Moon' variety of the 1928 5c Beacon Airmail stamp, #1310, in stamp No. 6, right pane, plate 19618 (blue number). A blue circle of color partially eclipses the 'PO' of 'POSTAGE' directly above the mail plane." This item taken from George B. Sloane's "U. S. Varieties" column in "STAMPS" was brought to our attention by Percy E. Bjerregaard of Brooklyn.

**ALAOUITES**—An overprint variety of three bars instead of two in the upper left corner exists on the 2pi on 1p25 deep green, #221. This occurs once on a sheet. Edson J. Fifield of the Scott Stamp and Coin Company wrote us a few years ago regarding the same stamp, stating that it had also been seen with what appeared to be one solid bar and another with only a half bar instead of two solid bars.

**CHILE**—A "broken tree" variety of the 50c black brown stamp of 1931, #627, was received from M. Zurita of Concepcion, Chile. Slightly over one millimeter from the base of the right tree, one millimeter of the tree trunk is missing, giving the appearance of a wide river at this point.

**FRANCE**—Three varieties of the 1.50fr deep ultramarine stamp of 1930, #356, exist. (1) The stamp sold exclusively at the International Air Post Exhibition, Paris, November 6th-20th, 1930. This stamp was perforated with the initials "E.I.P.A. 30" (Exhibition Internationale Poste Aérienne). (2) The same stamp WITHOUT the perforated initials. (3) The same stamp reprinted from worn plates and also without the perforated initials. This stamp is easily distinguished from the other two as the lines of the clouds and the background are faint and broken.

**GUATEMALA**—Two settings of the overprint of the 4c Interior air stamp of 1931, #712, have been noted by the Marks Stamp Co. Starting from the left side of the sheet, the varieties alternate in each row; i.e., rows 1, 3, 5, etc., have the "O" of "EXTERIOR" directly beneath the "O" of "AEREO", and rows 2, 4, 6, etc., have the "O" of "EXTERIOR" beneath and to the right of the "O" of "AEREO".

**HONDURAS**—On hand are two copies of

the 50c on 25c on 1p green provisional of 1930, #430, with "uno" instead of "un" in the lower left corner of the basic part of the stamp just beneath the "\$" mark. This is extremely peculiar because the "o" of "uno" is clearly formed and in proper position, but it cannot be an error in the word "un" of the basic stamp because of the explanation furnished by Scott's, as follows:

"This is not a variation in design, but is due to a speck of dirt having adhered to the surface of the lithographic stone from which the stamps were printed and every time the ink roll would pass over the speck of dirt, it would add a film of ink to it. In the course of time, the spot became sufficiently thick and hardened that it left the roll slightly and would prevent the ink from reaching the surface of the stone, immediately surrounding the spot, thus leaving this white ring."

**NEW ZEALAND**—The 7p bright blue Trans-Tasman flight issue of 1934, #305, has a "broken N" variety as noted by Marks Stamp Co. The left side of the letter has a clean break about one millimeter from the bottom.

**PANAMA**—The "tail on the right 5" variety of the Lindbergh commemorative, #257, mentioned in our June column, occurs five times in each sheet of 100 with only 100 sheets printed. Thus a total of 500 exist. Mr. Bjerregaard reports this item, mentioning L. W. Charlat as the source of information.

**RUSSIA**—According to the Boyjan Bulletin, a very limited number of copies of the Moscow-San Francisco commemorative air stamp, #767, have been found with a small Russian "f" for Frisco instead of capital "F". The word Frisco of the overprint instead of beginning with the Russian capital letter "F", which is written by drawing a circle around a perpendicular line, begins with a small "f", which instead of being a circle is a square, with a straight line through it. A pair, one with the error,



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retails for almost three times the price of a single normal variety.

## UNCATALOGUED STAMPS

**BAHAMAS**—Postage stamp—The 8p value was issued in 1935 to prepay the air mail rate and is definitely an air mail stamp without any special indication as such, according to a statement noted in The Westminster Stamp Company's "Current



Offers." This carmine and ultramarine stamp, picturing flamingoes in flight, is listed by Scott as #96, type A11.

**COSTA RICA**—Surcharged postage stamp—Nothing whatsoever is known about this stamp obtained from A. W. Jozik of Detroit. The 1c bistre brown stamp of the 1910 series, picturing a statue of Juan Santamaria, #69, type A53, is surcharged in red as follows: A double-lined frame, 15½mm x 17½mm, encloses a single air-plane. In the top of the frame is "1924", in the left side is "CORREO", in the right side is "AEREO" and in the bottom is "8 CTS." This is an inverted overprint.

**JAMAICA**—Red Cross Label—Another item mentioned by Mr. Bjerregaard is the 1914 Red Cross label which pictures what might be the 1903 Wright biplane. Printed in red, the label was issued privately and sold to aid war sufferers, and its exact purpose is not clear. This label has also been overprinted in black, "JAMAICA", and it exists perforated on only three sides as well as perforated all around.

**KENYA, UGANDA AND TANGANYIKA**—Postage stamp—Two stamps of these territories were—like the one of Bahamas



—issued to prepay the air mail rate originally, but the 65c air mail rate has been cancelled since these stamps were issued

and it is quite possible that the 65c stamps may not be placed on sale again.

The following, taken from "The Air Post Collector" of last October, describes a stamp that pictures an airplane with Mount Kenya in the background. "The present air mail rate is 65c and, for this reason and no other reason, the new (1935) pictorial series of regular postage stamps for these territories includes a 65c denomination, which, although available for ordinary postal duty and bearing no special air mail inscription, may nevertheless be regarded by many collectors as partaking of the character of an air mail adhesive." This brown and black stamp is listed by Scott as #53, type A10.

A further notation in the same issue of "The Air Post Collector" states that the Silver Jubilee Issue includes a 65c value, which of course is primarily for the air mail rate. This indigo and green stamp is listed by Scott of #44, and is the same type as that of Antigua A12.

**MEXICO**—Airpost stationery—A complete listing of air envelopes, air postal card letters and air post cards has been obtained from the price list of Mexican Airpost Stamps, issued by Victor M. Suarez of Merida, Yuc., Mexico, as follows: **ENVELOPES**—(1) Type of 1927 issue, 35c green blue; (2) Type of 1929 issue, 20c olive brown—as mentioned in the June column; (3) Type of 1934 issue, 20c lake. **POSTAL CARD LETTERS**—(1) Type of 1929 issue, 15c carmine; (2) Type of 1934 issue, 15c dark green. **POST CARDS**—(1) Type of 1929 issue, 10c violet; (2) Type of 1934 issue, 10c red brown.

**NICARAGUA**—"VALIDO" Overprints—The latest information to reach us is to the effect that the owners in Nicaragua of the air stamps overprinted last Fall with the control mark "VALIDO" are asking about \$200.00 a set now. The set of seventeen stamps was issued under such questionable circumstances that neither Scott's nor Sanabria's catalogues list it, though it was given a tentative listing in the February issue of Sanabria's "Air Post News."

## PARKS SET QUANTITIES

The complete Parks issue was withdrawn from sale at the Philatelic Agency, July 1st.

The Postoffice Department announces the following figures as to the quantities of National Park stamps issued:

One-cent, 84,896,350; 2-cent, 74,400,200; 3-cent, 95,089,000; 4-cent, 19,178,650; 5-cent, 30,980,100; 6-cent, 16,923,350; 7-cent, 15,988,250; 8-cent, 15,288,700; 9-cent, 17,472,000 and 10-cent, 18,874,300.—W. M. Stuart.



by W. R. PATTON

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

LATEST CANADIAN FLIGHTS

**H**AILEYBURY-Mud Lake. Covers to Mud Lake were cancelled July 21, P.M. and backstamped Mud Lake, P.M., same date. Mud Lake was made a new Post Office that date. Cachet, bluish gray.

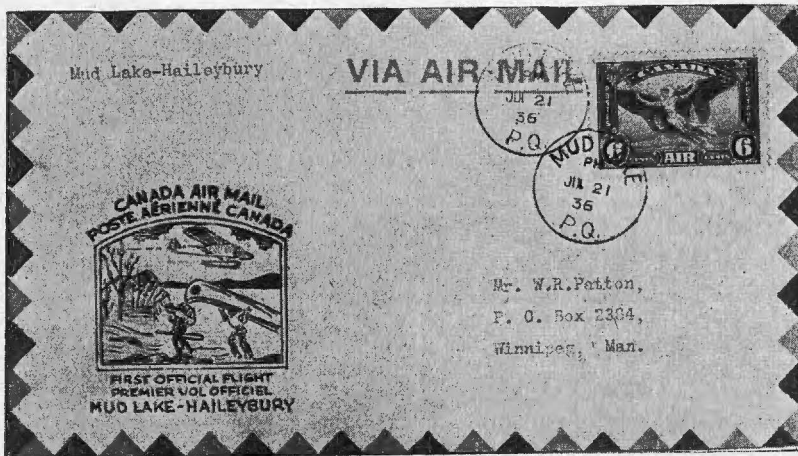
Mud Lake-Haileybury covers are also cancelled the same as above. We expect to have the official figures, pilot's name, etc., later. Cachet in purple.

Prince Albert-Goldfields. Covers from Prince Albert were cancelled 8:00 A.M. on July 13th and back-

stamped Goldfields, P.M. of that date. Return covers are cancelled Goldfields, A.M. of the 14th and backstamped 18 (6:00 P.M.) on July 15th. Not many were able to cover this new flight, and at this date we understand less than 150 sets exist for collectors.

Ottawa - Montreal service, both ways, was again re-established on July 27th, when the Capitol City of Canada was placed in aerial communication again with New York City, direct. As first flight of regular service was on May 5th, 1928, and again on January 28, 1929, one is rather doubtful whether to call this third resumption of service a first flight or not. Hardly able to call it anything but resumption of service and let it go at that. Anyway, it is doubtful if many will have covered this flight.

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



• **FIRST FLIGHT** Canadian Air Mail cover, carried from Mud Lake to Haileybury, July 21, 1936



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Managing Editor

**DEPARTMENT EDITORS**  
**CHARLES G. RIESS**  
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**ALTON J. BLANK**  
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**MAURICE S. PETTY**  
Dedications and Unofficials

**FRANK A. COSTANZO**  
Crash Cover News

**W. R. PATTON**  
Canada

**JAMES C. HEARTWELL**  
Air Stamps You May Have Missed

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## Pioneers Pass On . . .

**EARLE OVINGTON**, first duly sworn United States Air Mail pilot, died at his Glendale, California home only a few days before the death of the great French Pioneer pilot and airplane manufacturer, Louis Bleriot. Although separated by thousands of miles, their achievements, like their deaths, were somewhat inter-related.

**TWENTY-FIVE** years ago, September 23, at Garden City, Long Island, Ovington carried the first official sack of United States Air Mail a distance of eight miles to Mineola, Long Island. His trip was made successfully by the unfailing operation of a 50-horsepower Bleriot monoplane. Ovington wore a football helmet, carried a lucky-doll charm, and after nine days of official flights in connection with the international aviation meet, U.S. Air Mail Route No. 1 was dropped somewhat as a carnival would end.

**FOR** a score of years after this tonsillectomy inauguration of the U. S. Air Mail, Ovington as Pilot No. 1, was practically forgotten as a national celebrity. Then, after aviation had grown out of its awkward childhood stages and planes were delivering mail between all of our most important cities on regular schedules, historians began to seek out the genesis of this wonderful new mode of transportation and communication. Then, on the twentieth anniversary of that memorable day at Garden City Estates, Earle Ovington as U. S. Air Mail Pilot No. 1, was re-acclaimed by the nation. His picture, showing the famous Bleriot monoplane and ten-pound sack of mail, were flashed across the newspapers and magazines of the country. He was honorary pilot of the anniversary celebration flight and the Postoffice Department provided two cachets in commemoration of the historic event. Collectors swamped him for autographs on their Garden City and other covers. It is reported that he even became an ardent aero-



• FRENCH airpost stamp commemorating Bleriot's famous Channel crossing.





• **SPECIAL CACHET** used on mail carried by Earle Ovington as U. S. Airmail Pilot No. 1.

philatelist through the handling of these interesting items which recalled the days of pioneering.

**LOUIS BLERIOT** was holder of French Pilot License No. 1. Inventor of the automobile headlight, Bleriot used his sizeable fortune in the building of the first French airplane factory. Encouraged by success in cross-country flights, he turned his attention to the unconquered English Channel. He made his successful crossing on July 25, 1909 and became world famous. His activities in the field of aviation continued throughout the years and he has been acclaimed the "Father of the Monoplane", personally developing and sponsoring this type of ship. During the World War, Bleriot's plant made 10,000 fighting planes for the French.

**UPON** crossing the Atlantic ocean to Paris, Col. Lindbergh was enthusiastically greeted by Bleriot with the customary kiss. In 1934 France issued a 2.25fr. violet airport stamp commemorating the 25th anniversary of Bleriot's crossing of the Channel. This well-known stamp depicts Bleriot's little monoplane of 25-horsepower, 3 cylinders and 24-foot wingspread, over the waters of the English Channel.

**AFTER** a quarter of a century which recorded the conquest of the air, man's objective since the beginning of time. Bleriot, France's No. 1 pilot, succumbed to a heart attack at his Paris home. Earle Ovington, U. S. Air Mail Pilot No. 1, had died only a few days before, also of a heart attack.

### *A. A. M. S. Notes . . .*

**PENDING** an early meeting of several of the officers and directors of the American Air Mail Society, the questionnaire mentioned in our June issue has been delayed for several weeks. As soon as this work can be completed our new Directory and Membership List will be published and copies forwarded to the entire membership.

**AT** this time we are also planning further discussion on the proposed publication of additional airport catalogues on fields which have not already been covered. Suggestions and ideas from the membership will be welcomed at any time. Our chief drawback, of course, is the sufficient financing of publications of this type to cover the cost of production.

**ANOTHER** project which has been under way for some time is the publication of an airport recruiting booklet. Present plans call for the appearance of this new promotional material about October 15th. The booklet will bring out the pleasures and advantages of aero-philately and make an effort to interest more persons in airport collecting. The size will conveniently fit into a regular envelope and will be mailable at a single rate of postage, together with a letter-head. Numerous illustrations will be included, together with a handy AAMS application for membership blank. It is hoped that members will make generous use of this booklet in an effort to interest more people in aero-philately and secure a substantial number of new members for the Society.

### *Here and There . . .*

**LEADING** airport auctioneer for the past seven or more years, Donald E. Dickason, is planning to retire in several months, giving all of his time to his local business at the Wooster College Bookstore . . . Royce A. Wight, locating in Baltimore, is planning to enter the airport auction field this Fall . . . Bob Flinn, AAMS sales department manager, attended the recent airport auction in Cleveland . . . R. L. Singley and G. W. Angers are turning their attention to airport stamps, having handled most of the covers at one time or another. Dick is collecting them mint, while George is seeking out used airs for the collection of his little daughter . . . Mr. and Mrs. F. W. Kessler of New York were recent week-end guests at the Conrath summer home, Girard, Penn'a . . . Mr. and Mrs. R. G. Dawson entertained Mr. and Mrs. F. W. Kessler and Mr. and Mrs. Walter J. Conrath recently in their lovely home at Warren, Pa. Mr. Dawson displayed his air mail stamp collection which includes a fine showing of Newfoundland and rare Sin-Kiang provisionals. . . . Dr. G. S. Backenstoe of Emaus, Penn'a is flying to California, the middle of the month . . . Rafael R. Garcia, Havana, has recently been named Treasurer of the newly organized Philatelic Club of the Republic of Cuba . . . Members of the Cleveland Air Mail Society held their annual picnic, with a ball game, swimming and horse-shoes, Sunday, August 9. They were entertained at the home of Miss Irene Nungesser.

# C. A. M. S.

by CHAS. G. RIESS

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

## COFFEYVILLE, KANS. TO BE ADDED TO C.A.M. ROUTE 26

Coffeyville, Kans., will be authorized as a stop point on route AM-26 when that route is extended from Kansas City to Tulsa, effective September 1, 1936. Service will begin at Coffeyville as soon after September 1st as the airport is suitable for operation of the equipment to be used by the contractor.

A special cachet will be furnished the Postmaster, and the usual treatment of philatelic mail will be authorized.

Air-mail covers to receive this special cachet should be forwarded to the Postmaster at Coffeyville, under cover. In order that he may be able to make the proper discrimination between business and philatelic mail and hold the latter for the actual first flight, a letter of authorization to hold for the first flight should accompany the covers.

**E**FFECTIVE July 15, 1936, Providence, R. I., made its first direct airmail dispatch to or via Hartford, Conn., over A.M. 18, in accordance with data as given in daily postal bulletin dated July 8, 1936. This is a new directional flight as all previous southbound service from Providence under either the old route A.M. 1 or present revised route A.M. 18 was by New Haven or direct to New York (Newark Air Mail Field.) Cover at hand is properly cancelled Providence, R. I., July 15, 1936 at 7 P.M. and back-stamped general delivery, July 16th, at Hartford. Data as to pilot and poundage not available at this time but will be reported in a later issue of the Journal. No doubt most collectors overlooked this new directional flight which was purely a case of schedule reading on top of short notice of a few days. As a new directional flight, covers will without doubt be listed in the catalogue.

Air mail service between Bangor and Bar Harbor and vice versa was resumed, presumably for the summer season, via A. M. 18, effective June 26, 1936. This is not a new service, having previously been inaugurated last Summer. Therefore, no covers of these resumption service flight are listable in the catalogue.

Inauguration of air mail service at Bloomington, Ill., via A.M. 8 according

to present reports is apparently definitely postponed until some time this coming Fall, by which time it is expected that the necessary airport improvement will have been completed and service may be established.

Mr. Matthews of Mt. Kisco calls my attention to the daily Postal Bulletin of May 26, 1936 in which Rochester, N. Y. is shown in schedules of routes 7 and 21 as receiving service by A. M. 7. While schedule definitely shows a stop at Rochester via the two A.M. 7 trips, it is not definitely known at this writing whether Rochester has actually dispatched by A. M. 7 trips. If Rochester did dispatch by A.M. 7 trips, then covers of this point are listable. However, the editor of this column has not seen any such covers nor has he heard of any being so dispatched by Rochester. What most likely is the case is that inasmuch as route 7 and 27 schedules are shown together and that a drastic cut in air mail service is necessary at the present time, that air mail is transferred to A.M. 21 planes at Rochester although the planes of A.M. 7 fly through to Buffalo. Additional information on this at a later date.

According to newspaper reports the twelve million dollar appropriation of Congress to operate the air mail service is entirely too small and that as a result air mail service is to be curtailed just at a time when it is increasing considerably and such service is of maximum benefit to the general public.

## CONTRACT ROUTE COVERS

I have a few of the following to sell in sets only: CAM-3—Billings, Helena and Missoula covers. Cat. numbers 9NW57, 9NW57f, 9NW58, 9NE59, 9SE58. All neatly properly cancelled excepting Helena-Spokane which came through slightly smudged. Full set \$5.00 Also one copy each of the following: CAM-8, Concord Field, 8N4f, 10 only known \$50.00; CAM-9 Muskegon west, 9W45, 2 only known, \$80.00; CAM-31, R31E1, less than ten copies, \$50.00. All covers in fine condition, properly identified. Cash must accompany order. Money refunded within 5 days after receipt if not satisfactory.

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Albion - Pennsylvania

# First Successful Flight

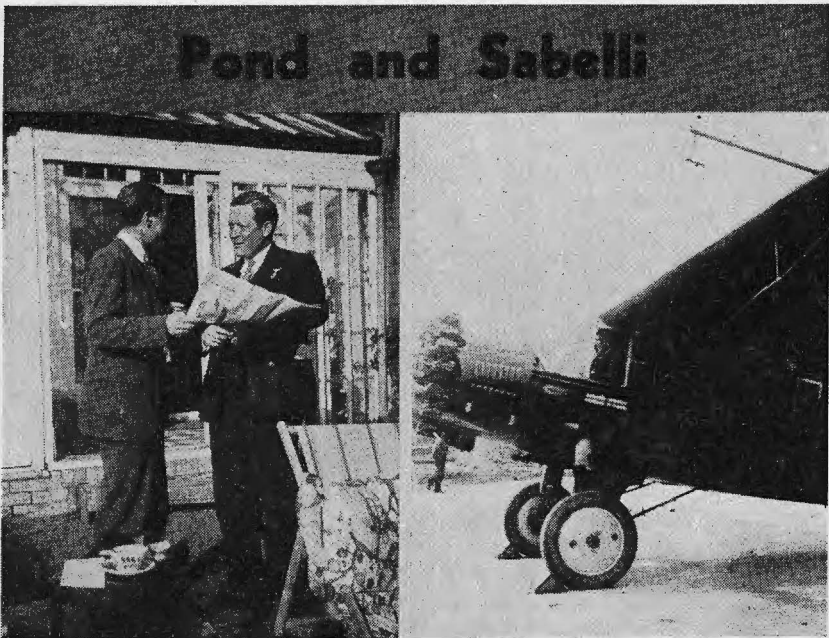
## NEW YORK to IRELAND

by A. PHILLIPS  
Newport Mon, England

**O**N MAY 14th, 1934, at 7:15 A.M. the Municipal Airport at Floyd Bennett Field, Brooklyn, N. Y. attached its receiving cachet to covers which were to make history. Commander George R. Pond and Lieut. Cesare Sabelli were leaving for a New York to Rome non-stop flight. They had planned to go in November and then again in Jan-

uary, but the third time was lucky and they set off on what was to prove one of the most stirring flights in aviation history.

They were unfortunate in the weather. For 31 hours they flew blind, but when they landed in Ireland on May 15th—covers are post-marked Leact ut Concubair, 5:30 P.M.—they had created a number of records. They had crossed the Atlantic earlier in the season than any previous flyers. They had carried the first airmail between Amer-



● POND and SABELLI in England after their record flight. Right: The "Leonardo da Vinci" their trans-Atlantic plane.





● RARE TRANS-ATLANTIC cover autographed and carried by Pond and Sabelli—New York to Ireland—Illustrations courtesy A Phillips

ica and Ireland. They had made the first direct flight. They had flown in record time. And they had provided collectors of first air mails with covers that provided a complete record of one of the most thrilling flights of this air age. That their Bellanca monoplane "Leonardo da Vinci" needed repair prevented them completing the stage to Rome for a period, but what they had done was sufficient to make American and British collectors keen on adding their covers to their albums of "Great Records of Great Records."

The photos show the intrepid pilots at the home of Paul C. Seddicum, American Vice Consul at Cardiff, where they were staying after their crash in Wales on their Rome stage flight; the Bellanca monoplane; and the actual cover showing the Brooklyn postmarks of the attempted flights in January, the Brooklyn postmark of May 13, 9:00 A.M., the Air Field cachet of May 14th and the Irish arrival post-

mark of May 14th; also the inscription signed by the pilots.

It is interesting to note that on the proposed return flight, Rome-U.S.A., the pilots crashed at Newport and provided British collectors with their first Crash Cover.

**PROMPTLY REPORT "MISSED CACHETS" ON C.A.M. COVERS**

Special attention is called to the policy of the Department with reference to applying cachets to covers which through error were not stamped with the cachet. The only instances of this kind in which cachets will be applied will be those in which the person concerned refers the matter to the Post Office Department immediately after the first flight. If it appears that such covers immediately referred might have been overlooked in error by the post office, an investigation will be made to determine what the facts are, and if they show conclusively that the cover is entitled to a cachet it will be applied. Consideration will only be given to those covers submitted immediately after receipt by the addressee.

J. W. COLE,  
Acting Second Assistant  
Postmaster General

# 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.

**Q**UIET for some time, Italy now is back in the group of airmail stamp issuing countries with a set, part of a long series, honoring the Roman, Horace. Lebanon promises some propaganda stamps and Liberia commemorates a little known flight.

• **ECUADOR** • Besides the 70c. and 1 Sucre stamps pictured last month there will be added six values making a set of eight in all. These will be triangular in shape, being the regular commemorative postage values surcharged appropriately. Denominations are:— 2, 5, 10, 20, 50c and 1 Sucre. We are at a loss to explain the duplication of the sucre value. But 10,000 of each will be issued of the surcharged stamps and 30,000 of the Condor and plane type.



• **FRANCE** • Contradicting our chronicle of last month—vide page 6—we have a new 50 francs stamp in deep blue on cerise. The central design shows the same view as on the series released earlier this year but in a slightly smaller format. In addition an oval network border has been added and the whole printed on cerise network paper.

A ten francs stamp will be released commemorative of the completion of the 100th direct flight between France and South America.

• **ITALY** • The Horace Bi-Millenary set is comprised of five values. The 25c. green shows a plane in flight and a reference to Daedalus, the 50c. brown, a plane over a valley, the 60c. carmine, an eagle and an oak tree, the 1 Lire

plus 1 Lire violet, the same as the 50c., and the 5 Lire plus 2 Lire steel blue, a view of some ruins. All are inscribed with suitable Latin quotations and the words: "Bi Millenario-Oraziano".

• **JAPAN** • To finance Civil Aviation plans, a special set is being prepared to sell at 5 sen, with a postal value of 3 sen. Definite word is lacking whether this will be an airmail set.

• **LEBANON** • To advertise the country as an all year around resort for both summer and winter activities, a set of eight values will be released for two month sale in August and September. The four low values will show summer views and will comprise a 0.50, 1, 2, and 3 piasters denomination. Those showing winter views are 5, 10, 15, and 25 piasters. Quantities will run from 50,000 of the low values to 10,000 of the high.

• **LIBERIA** • Commemorative of the first Airmail in Liberia, a set of six triangles, prepared by Perkins, Bacon & Co., of London, will show a plane about to land. Values will be 1, 2, 3, 4, 5, and 6 cents. The inscription reads: "Liberia—Airmail—Commemorative of First Airmail Service."

• **LICHTENSTEIN** • It is reported that the first Zeppelin set of 1931 has been reprinted in lighter colors and with various plate flaws corrected. And what is the matter with the current Zeppelin set?

• **MEXICO** • Colors of the Highway set are: 10c. grey blue and blue; 20c. violet and orange, and 40c., blue and green.

• **PARAGUAY** • The low values of the 1930 Battleship set have been reprinted in new colors. They are 1 peso, deep blue; 2p. brown; 3p. ultramarine, and 6p. violet. The 40c., plane over palms has appeared in deep red.

Cooperators for the month include: F. J. Meneses, R. Roberts, Vance Holden, M. J. Harris, Jack Schildhouse, B. Barroody, V. M. Suarez and V. Baker.

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## *Louis Bleriot* **PIONEER**

by D. E. HELMUTH  
Cleveland, Ohio

**T**HESE are great days . . . an LZ-129 crosses the North Atlantic with no more to-do than attends the sailing of a passenger ship . . . a sleek dripping China Clipper lifts a hull from the waters by Alameda to hurtle on its course to the land of the rising sun . . . Collectors follow such events with covers and stamps.

But back of this intricate progressive science of today stand a doughty band of pioneers. They make possible the present. Shadowy they are, and time as it stretches makes them more so. Quietly they depart to a Valhalla for fliers, one by one dropping out of the current picture.

Louis Bleriot has just slipped away to that haven . . . Louis Bleriot whose great feat startled an applauding world back in 1909!

It was a flimsy crate you'd hate to fly in if your life depended upon it, that little monoplane with its twenty-five horse-power three cylinder motor. It stood under canvas at Les Barraques that July of 1909 while the eager aeronaut waited for decent weather in which to make a flight.

Twenty-one miles at its narrowest, separate England and France. That gap of channel had by 1909 fascinated airmen. The London Daily Mail, ever

eager to spur the advance of aviation, had posted a prize of £1000 for the first flier to cross the channel from the air. Two men had responded to the dare. Herbert Latham waited at Sangatte with his Antoinette monoplane for clear weather to make another try at the channel. On July 19th he had flown seven miles out when some mishap forced him down. Louis Bleriot was the other man.

Dirty weather blew for several days, and then on the morning of July 25th it cleared. Restless because of foot injuries, Bleriot was up at 2:30 A.M. He saw that the wind had died down. Immediately he hurried on crutches from his hotel to the tent which covered his monoplane. In the light of early dawn he made a final test flight. The machine was in admirable condition, that flimsy little crate in which history was to be made.

At 4:35 A. M. Louis Bleriot waved to his mechanic to let go.

The plane rose readily across the sand dunes, darted above the telegraph wires strung along the coast line. The pilot looked about for England . . . were the lines written by Lewis Carroll dancing through his mind then, those lines which run: "The further off from England the nearer is to France" as sung by the Mock Turtle?

A few miles off shore the French destroyer "Escopette" was spied, steaming for Dover. Louis Bleriot took his



# The ANNALS of AIRPOSTS

... will record the summer of 1936 as a period of major significance insofar as the facilities for the purchase and sale of air mail covers and stamps are concerned.

Mr. DONALD E. DICKASON, one of the hobby's staunchest supporters and most faithful servants has announced his retirement from the auction field, in which he gained well deserved preeminence. Those of us, who, through long contact with Mr. Dickason, have deeply appreciated his generosity and exemplary ethical standards in business relationships, regard his retirement as a distinct loss to the hobby. We trust that it will be but temporary.

For my part, I wish to make two important announcements. I am now preparing the most comprehensive price list which I have ever issued. Containing well over 1000 offers, it will be ready for distribution about August 10th. An interesting feature of this list is that the primary basis of price-fixing is cost, not catalogue value. Some consideration has been given to catalogue values, but, generally, the prices reflect my desire to have my clients share the benefits of many fortunate purchases which I have recently made. Although I have specialized in FAMS, CAMs, and Zeppelins, my new list contains many interesting Mexican, Canadian, European, and other foreign first flights.

This list will be sent only to those who show their interest by dropping us a card to request it. Write now for your copy of

## *Price List No. 24*

Secondly, I wish to announce the expansion of my air mail activities into the auction field.

Since 1928, then a mere lad in prep-school, I have been engaged in the sale of air mail covers, with the exception of three years spent abroad. During this period, however, my activities have been limited by the pressure of other interest. I have observed many dealers come and go. My own activities have remained on as large a scale as time would permit.

Confident of the future of airpost collecting, I have recently decided on a major change in policy. From now on, I shall delegate all routine matters to assistants, whose services will permit me to serve a much wider clientele, with greater efficiency, than in the past.

In addition to the expansion of my activities as a dealer, I have been led, by Mr. Dickason's retirement, to enter the auction field. Although I shall make some slight changes in procedure, my sales will be virtually a continuation of those held by Mr. Dickason with such conspicuous success.

I shall hold my first sale in September or October. Catalogues will go to every active airpost collector in the United States and many in foreign countries. While I shall specialize in air mail covers, air mail stamps, and first day covers, any type of desirable philatelic material will be gladly accepted for my auctions. If you are interested as a seller, write now for a copy of my "Instructions to Auction Sellers."

Airpost collecting, like any other hobby, must maintain a ready market for the disposition of covers and stamps, if it is to be established on a permanently sound basis. Unquestionably, auction sales are the best means of providing this market. I shall hold auction sales, at regular intervals as long as your support justifies their continuance. In endeavoring to maintain the highest standard of service, I shall expect comparable cooperation from both buyer and seller.

Advise me promptly whether you wish to receive instructions to sellers or a catalogue, or both, for my

## *Auction Sale No. 1*

ROYCE A. WIGHT

New Address: 1005 North Charles St. BALTIMORE, MD.

# THE AIRPOST JOURNAL

bearings from the naval vessel. Making forty-five miles an hour he soon passed over the ship, his prop revving 1200 to 1400 a minute.

Only about two hundred-fifty feet above the channel waters was the little monoplane. Now and again it dipped as though ready to light on the surface, but always soared back up to safety.

Behind him now was the destroyer, and on he flew, alone with the birds and the channel. The chalk cliffs of Dover were still hid from him. The nose had been headed for the point at which he had last seen the "Escopette" headed. For a long, long ten minutes he flew, hoping anxiously that his course was a true one. The plane handled well, and the motor gave Bleriot no cause for alarm.

And then—

A long stretch of beach was very plainly in view. The wind, coming from out the southwest, had carried him east of Dover near to Deal. Louis Bleriot could have landed at Deal but his mind had been made up; he would set down at Dover. From about a mile out to sea he followed the coast line to Dover. In

Dover harbor a fleet of battleships rode at anchor. The monoplane with the intrepid Frenchman flew over the fleet. He saw M. Fontaine, a friend who was with the fleet, waving a large French tri-color, and motioning him where to land.

Between the castle and the opposite hill, in the valley where Louis Bleriot was to land, he found eddying winds that made a descent tricky. Twice the pilot circled to ease the descent, but landed the monoplane heavily enough to damage it. But, damaged or no, the first man to fly a heavier-than-air machine over the channel had completed his flight. Down to Northfall Meadow he had come thirty-eight minutes after his takeoff over the sand dunes at Les Barraques!

The sole witness to his descent was a policeman on duty. The crowd for the most part, which was anxious to greet Louis Bleriot was still snug in bed. But word quickly spread of the flight's successful completion, and the crowd came to view and congratulate the man from over the channel . . . honors and rewards were to be his . . . And time passed, building thousands of developments on the foundation of aviation which he had helped to erect. Hundreds of other pioneers of aviation have already passed on.

And very unobtrusively Louis Bleriot, having lived a full life, slipped off to where they were waiting in the Valhalla of Flying Men.

## Newfoundland AIR MAIL OFFER

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## AIRPOSTS

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**R. E. R. DALWICK**

20 Elgin Rd. BOURNEMOUTH, England

### AIRPOST SECTION INCLUDED IN N. J. FEDERATION'S 'STAMPEX'

A representative section of airposts has been included in the prospectus of "STAMPEX", National Stamp Exhibition to be held at the Mosque Theatre, Newark, N. J., October 22 to 25 under the sponsorship of the New Jersey Philatelic Federation.

The airmails, which are listed as Section VIII, include the following groups: 1.—U. S. Airmail Stamps; 2.—U. S. Airmail Covers; 3.—Foreign Airmail Stamps; 4.—Foreign Airmail Covers; 5.—Zeppelin Stamps and Covers; 6.—Semi-Officials; 7.—Any other stamps or covers not specified above.

Mr. Nicolas Sanabria has donated a cup which will be awarded to the best Airmail exhibit. There are also a number of other plaques and medals to be awarded according to sections and groups. According to the prospectus, entries will close October 10.

Those interested in further details should communicate with Mr. Adolph Klingenstein, 740 Hudson Avenue, West New York, New Jersey.

# Random Notes

by ALTON J. BLANK  
East Cleveland, Ohio

**T**HERE'S a lot of interesting speculation rife these days anent the 50 francs stamp of France. What caused the furore was the appearance of a photograph of the stamp in question in one of the weekly stamp papers and the listing of the item as a definite issue. Within two weeks another cut appeared of a stamp of the same denomination but in a greatly modified design. The question is: was the original stamp put on sale for a short time and then recalled with the new one being substituted or was the photograph made from a proof?

\* \* \*

While we are discussing the same stamp we wonder if readers have noticed the similarity of the appearance of the new stamp to certain street car tickets commonly met with? That lathe-work border on the cerise background certainly is a striking departure in stamp design.

\* \* \*

That new Ecuador stamp for the International Philatelic Exposition at Quito is attractive and will add much to the album page. Too bad the other values of the set will consist of surcharges.

\* \* \*

Mexico certainly did a poor job of commemorating the Nuevo Laredo-Mexico City automobile road. It is one of the poorest printing jobs yet turned out by any country. The subjects of the designs were fine enough and appropriate but they should have been used on stamps twice the size of the ones that were issued.



While not airmail, the de Rozier balloon stamp of France can easily be added to our collection because of its aeronautical subject.



Who can explain why Macao is issuing stamps of such low denomination for airmail service ostensibly for the Trans-Pacific route? Face on the set is around 12 to 13 cents. Wouldn't a cover from Macao to San Francisco with blocks of four of each value be too heavy to go at the single letter rate?

\* \* \*

Wonder what has happened to the issues—airmail?—reported to be in preparation from both Czechoslovakia and Portugal?

## New Norway Flight



● **COMMEMORATIVE CARD** sent by the first night flight from the new aerial Post Office at Moss, Norway. The card bears a printed reproduction of the Amundsen Polar issue and is franked with the attractive Nansen stamp.—Courtesy George Lindman (Sweden)

### USED AIRS — IN SETS

BRAZIL, 917-924, complete .....	60
BRAZIL, 931-932, complete .....	30
CANAL ZONE, 201-202 (mint .60).....	35
CANAL ZONE, 203-204 (mint .45).....	25
COLOMBIA, 482-494, complete .....	6.50
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COSTA RICA, 302-305, complete .....	45
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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.

**C**OMING: On Sept. 15th, United Air Lines will cachet in honor of the tenth anniversary of Pacific Coast Air Mail, from Los Angeles, Bakersfield, Fresno, San Francisco, Oakland, Medford, Portland, Tacoma, and Seattle. Covers only to M. F. McCamley, 5526 No. Delaware Ave., Portland, Ore., in sets of nine, or else specify definite cities from which to be mailed. Deadline Sept. 10.... WCS says Astoria, Ore. to dedicate airport Sept. 7th with cachet by CofC..... Las Vegas, Nev. CofC will hold for possible dedication. Same for Stockton, Calif. ....Aviation says dedications being planned at Del Monte, Calif. and Greensboro, N. C.....For properly sponsored cachet for coming dedication at Eureka, Calif., send covers to member Roy C. Votaw, 2700 Fairfield, Eureka, Calif..... O. D. Yopp, 516 W. 39th, Savannah, Ga., will hold covers (1c each service charge)

for dedication of Hunter Field about December.....John H. Allen, Plain Dealing, La., will hold covers for short notice dedication of Viv-Ro Airport at Vivian, La., 1c service charge. Good cachet.....Thanks to F. W. Davis, W. A. Siegrist, and H. N. Sweet, for first news of three items sent on post card notices this month. The St. Petersburg dedication was postponed, due to crash of Coast Guard plane says Mr. A. P. Kester. The Santa Rose, Calif. postponed also, and the W.C.A.M.S. bulletin says A. N. Brown, 270 Tehama St., San Francisco, will accept a cover to be flown on it.

**PAST AIRPORT DEDICATIONS:** Error last month. Hanover, N. J. covers of May 17-18. The 20 covers with Mgr.'s inscription were not postmarked 18th, but were flown to and postmarked at Newark Air Mail Field on the 17th. It was a two-day event, May 17-18....Portal, N. D., June 26th reported (by Murray) with combination ink inscription by P.M., and one shown (by Lancaster) with typed inscription signed by Mayor. ....Harry Sweet reports cover pmkd. at Hammond, Tex., June 22, with inscription "Hammond, Tex. Airport" and J. V.



FIRST AUSTRALIAN  
GLIDER SOUVENIR COVER

Carried by D. Milne of Southport (Holder of World's Primary Gliding Duration Record) between Burleigh Heads and Southport, Queensland, while attempting to break The Australians' All Type Glider Duration Record, 16/2/1934.



Mr. Walter Conrath,  
C/o. Southport Garage,  
Southport, Q'ld.

PILOT.....

88

FLIGHT POSTPONED  
RECORD SHOWN 15-3-34

● AUSTRALIAN GLIDER RECORD cover. One of the 105 pieces carried by D. Milne, who started from sea level, ascended to a height of 2,400 feet, breaking the existing Australian altitude record, together with the duration record.—Cover courtesy Noel S. Morrison.


reports one from Ellsworth, Maine, June 26, with no markings. Status of both unknown as yet.....Waycross, Ga. reports (via O. D. Yopp) that dedication of post office and Ware County Airport on July 9th with no advance notice and five covers (2 air, 3 ordinary) mailed, with no cachet, only autographs. More next month, as the Ware County Airport was dedicated on April 21-22, 1930.....Decorah, Iowa, dedicated June 28th, with red printed Indian head cachet by CofC, on 813 covers. Also reported (not seen) flown from Selfridge Field, Mich. to Decorah, bearing cachet and legend showing how, from, to, and by whom flown. How many of these?...Au Gres, Mich., July 4th, with stamped onion design cachet by CofC and P.M. on 460 covers. 18 reported (not seen) with hand drawn cachet of similar design.....Monterey, Calif. dedicated July 5th with nice pictorial CofC cachet on 350 covers. Reported (not seen) 64 covers flown from Monterey to and pmkd at Alameda on 5th; also 21 from Alameda into Monterey also some (how many) flown from Selfridge Field, Mich. to Monterey with legend as to how flown.....CofC mailed 500 covers for the Glasgow, Ky. dedication June 16th, with their cachet. Albert Brown shows a Glasgow, Ky. cover with the cachet, plus private stamp "official airport dedication", uncolored, embossed seal of 94th Aero Pursuit Squadron, and combination stamped and written legend showing flown from Selfridge Field, Mich.....Mr. Brown also shows one of Midland, Mich., May 30, with the dedication sticker plus similar markings as above shown as flown from Selfridge Field, Mich.....Mr. Brown also shows two of Marshall, Mich., June 15, 1935, with regular cachet plus the frequently seen privately printed "flown" sticker. One is pmkd. Mt. Clemens, Mich., June 20, 1935. (See H-71c) and is signed as flown by Pilot D. W. Hutchison. The other is postmarked San Antonio, Tex., June 25th, but not signed by any pilot. Note that both are cancelled several days after dedication....and still another with the Logan, W. Va. cachet of Sept. 15, 1935, with same printed "flown" sticker as above, signed Wm. G. Bradburn, Mgr., and pmkd. Pocahontas, Va., October 10th.....See advertised in June Journal, some "first flight commemorative cards from Moss Airport, Norway,

May 1st, and souvenir envelopes of Stockholm-Bromma Airport (Sweden) dedication" of May 23 with special cachet.....Aviation says Morrisville, Vt. dedicated in June. Inquiry to P. M. brings only "This is an emergency airport only.".....C. J. Frear reports Mad-dock, N. D. covers of July 1 and 2 without cachet. Elsewhere reported that air show and dedication was June 29-30 and July 1. More next month.....Rex Copp mentions cover received of Beaver, Utah, May 23, 1936. Dedication not yet verified.....Robert Henderson reports a Providence, R. I. of May 31st with inscription signed by P. M.; also a Sequim, Wash. pmkd. late May 9th and noted as flown by Tommie Taylor.....L. Fischbach calls attention to fact that some of the covers of the Cleveland, O., Euclid Ave. dedication of July 4, 1935, are stamped "carried on the NC-4494" and others are not. However, as all covers were so flown, whether or not so marked, we shall not consider the mark as calling for a separate list number.....Fred Wilde reports some previously unrecorded covers: Bainbridge, Ga., 7/4/34, pmkd. Atlanta AMF but without the cachet, with Doolittle autograph; Ola, Ark., July 4, 1934 without the inscription. (R. Henderson reports one also); Danville, Ill. 10/21/34, no cachet; Toronto, Ohio, 11/4/34, with the cachet printed on paper and pasted on cover.....Considerable sentiment is being manifest against recognition of specially flown dedication covers (collector-made ones) with postmarks a number of days afterward. Two suggest that only one day late should be recognized, another says that it does not matter how long afterward, and so it goes. At any rate, these "collector-made" specially flown items are getting more and more numerous. When our check list was started, we were led to believe that collectors desired such items priced higher according to individual quantity

### DID YOU MISS THESE?

Prince Albert-Goldfields and return, July 1936. EACH .40. Winnipeg-Frankfurt, Germany, with Canadian postage, and flown on the "Hindenburg" first flight, Lakehurst cachet, \$2.50. Not many of these covers above exist. Ever see or hear of any? You need my first flight cover service. Write.

W. R. PATTON, Bx. 2384, Winnipeg, Can.



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A. H. OLENA

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



# THE AIRPOST JOURNAL

of each. However, the number objecting to this is now more than three times the number favoring it, and as we do not and have never believed it proper, future installments of our check list, after those now in printer's hands, will price them the same as the ordinary covers of the same event.....John K. Howe shows cover of Greenville, Ohio, Sept. 23, 1928, with the Strasser cachet on back and on front, a five-line type-set one in black. Who knows origin of this one?.....Mr. Howe also shows a Medford, Ore. of 8/4/30 (#1591), pmkd. San Francisco, Aug. 4, at 4 P.M. According to original mail clearance sheet in my possession, all these dedication covers were carried on the plane Cascade, piloted by Ralph Virden, from Medford to Oakland, and this is doubtless one that missed cancellation at Medford. Anyone else have one?

**OTHER COVERS:** Midland, Tex. CofC disposed of covers by mailing them on June 26th with Centennial Rodeo cachet. ....St. Cloud, Minn., June 26, second air circus cachet by Robert Groebner and Clifford Davidson.....Denver, Colo., Air Races and Natl. Balloon Races, July 3, 4, 5, bear printed cachet. One with different blue cachet of five lines plus planes, is pmkd. Akron, Colo. July 4th, 5 P.M., believed to have been flown in balloon...Pine Bluff, Ark. covers July 12, without marks, or with green map design cachet, or with ink inscription are only for State Air Tour and Centennial Air Show....Shreveport, La., July 20, red printed cachet by John H. Allen for visit of Clyde Pangborn and Monty Mason.... St. Petersburg, Fla., August 4, bi-color CofC cachet for 148th anniversary Coast

Guard, on 1109 covers. Mr. Warner states dedication postponed after notices sent out....H. N. Sweet reports Cedar Rapids, Iowa, July 17, typed "Reopening of new air terminal for Transcontinental Service" etc.

Thanks this month to news reporters, John H. Allen, American Legion #37, Albert N. Brown, Rex O. Copp, Walter Conrath, Dr. F. W. Davis, Todd Fagan, C. J. Frear, L. Fischbach, John K. Howe, Louis Kasmer, Jr., A. P. Kester, J. Koehl, G. F. Lancaster, M. F. McCamley, J. V. Murray, W. A. Siegrist, H. N. Sweet, Dr. J. F. Ulman, Roy C. Votaw, H. E. Warner, W. T. Wynn, Jr., F. H. Wilde, O. D. Yopp, and others. Personal thanks for covers from John H. Allen, Alvin H. Anderson, E. M. Brower, and John C. Horn.

## CLEVELAND AIR MAIL SOCIETY HONORS THE NEW PRESIDENT OF THE A. A. M. S.

When one of the Chapters of the A.A. M.S. is honored by having one of its members elected to the highest honor in the ranks of the parent Society, it is proper and quite fitting that this signal event be celebrated in some suitable manner.

With this outstanding honor bestowed upon Mr. Walter Conrath, the members of the Cleveland Air Mail Society, Chapter Number Three of the A.A.M.S. united in a dinner at the Hotel Hollenden on Tuesday evening, July 21st in celebration of this event. About twenty-five members and friends assembled for the dinner, a fine repast enjoyed by all present. Mrs. Conrath was also present to join in the festivities as were also Richard Singley and Miss Dorothy



● BALLOON RACE COVER carried in the Great Lakes Exposition Balloon from the Cleveland show. Landed Wellsboro, Pa.—Courtesy Mark C. Emsley.

# 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 seventh installment of the list which began in our December, 1935 issue

17	H 133	LANCASTER, PA.—Municipal. Cachet by CofC and Stamp Club. (3025 air, 200 ordinary) .....	25
	a.	No cachet .....	25
		(Note: Cachet changed to read "Air Show, Aug. 18, 1935" and 135 covers mailed 18th, some without cachet. Sponsors say dedication 17th only)	
17	H 135	VANDERGRIFT, PA.—Mimeo CofC cachet. (194) .....	4.50
18	H 136	LA CROSSE, WISC.—La Crosse County Airport on French Island. Three line cachet. (156) .....	5.50
18	H 137	THOMPSON FALLS, MONT.—CofC cachet, with or without date, and/or embossed seal. (232) .....	3.75
18	H 138	WAUKESHA, WISC.—Waukesha County. Cachet by Philatelic Club. (1314 including 30 ordinary) .....	.35
18	H 139	DU BOIS, PA.—Re-dedication Municipal. Mimeo cachet by Philatelic Society. (43-75) .....	8.00
24	H 142	MARSHFIELD, ORE.—CofC cachet. (418) .....	1.85
		(Note: Dedication also 22nd and 23rd, but no covers known).	
24	H 143	NEWPORT, WASH.—Municipal. (Less than 10) .....	10.00
25	H 144	NEWPORT, WASH.—Same .....	10.00
28	H 147	WATERTOWN, N. Y.—Municipal. Scherer-Laverty Field. No cachet. Pmkd. Watertown .....	10.00
	a.	Bi-color cachet on front and different one on back. Flown by Guy J. Morelle, Capt. 10th Inf. NYNG, to and pmkd. at Great Bend, N. Y. (10) .....	10.00
<b>September, 1935</b>			
2	H 150	HAWARDEN, IOWA—Municipal. Printed cachet by P.M. (182).....	4.75
8	H 155	ABO, FINLAND—Cachet over stamps. Flown over field. (Not seen and details lacking) .....	—
8	H 156	NASHUA, N. H.—Municipal. Cachet by Legion and Philatelic Society. (548 air, 74 ordinary) Air .....	1.25
		(Note: Four dates in cachet refer to Legion Convention. Dedication was 8th only).	
8	H 157	MERRILL, WISC.—Typed inscription by Commercial Club. (20-30) a. No cachet. With or without PM stamp and name .....	9.00
		b. With or without PM stamp and name .....	6.75
15	H 161	LOGAN, W. VA.—Municipal. CofC cachet. (191) .....	4.50
	a.	No cachet. Pmkd. at Chapmanville, W. Va., actual location of airport. (51) .....	3.25
	b.	Regular cachet plus private flown sticker, signed by Mgr., flown to and pmkd. Pocahontas, Va., Oct. 10th .....	???

Binkley of Lancaster, Pa.

After the dinner, the members assembled for an informal meeting in their club room at the hotel where they were joined by additional members and several visitors. Mr. Alton Blank, the newly elected President of the Cleveland Air Mail Society was in charge of the program which consisted of a few appropriate remarks of welcome, some happy felicitations of Mr. Conrath's election to the Presidency of the A.A.M.S. and some pledges of cooperation and assistance during the forthcoming year. Mr. J. T. Schweier of the local Society as well as our guest, Mr. Singley, were called upon for a few remarks which were much enjoyed.

The guest of honor, Mr. Conrath, was prevailed upon to tell us about some of his plans for the Society as well as

some of his reflections regarding the recent Convention held in New York in May. His talk was extremely interesting, albeit altogether too brief. As most of his friends are aware, "Walt" expresses himself in deeds and not words. He has been a loyal member of our Society since its organization and therefore it was a great pleasure for us to honor him in this way.

—H. H. Griffin.

P.S.:—The Cleveland Air Mail Society was invited for its annual outing last Sunday at the home of Miss Irene Nungesser, one of its members. A beautiful day, an ideal hostess, a wonderful beach as the home is located on the shore of Lake Erie all contributed very materially to the enjoyment of the party of sixty or seventy who were present.

# THE AIRPOST JOURNAL

## TIME REDUCED IN F. A. M. SCHEDULES

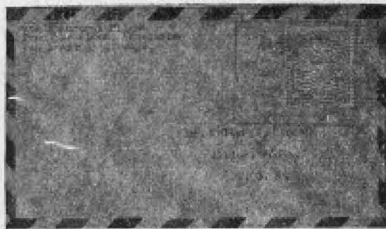
Washington, D. C., Aug. 7th—Faster schedules over the foreign air mail routes of the United States along the East and West Coast of South America were announced today by Acting Postmaster General W. W. Howes. The new schedules went into effect on July 15th and have resulted in a saving of two days between Miami and Rio de Janeiro, Brazil, on the East Coast, and a saving of one day between Miami and Buenos Aires, Argentina.

To expedite the handling of the mails for the West Coast of South America, a United States Postal Agency has been established at Barranquilla, Colombia, where the mails are assorted for both northern and southern plane services.

The Acting Postmaster General also announced today that regular weekly round trip schedules are now in effect on the trans-Pacific foreign air mail route between San Francisco and Manila. Planes on this route leave Alameda Airport, across the bay from San Francisco, every Wednesday. Both the outbound and inbound trans-Pacific planes connect with the domestic trans-continental planes at San Francisco.

The improved schedules to and from the various countries of South America were provided for in the agreement which the Post Office Department reached last October with the contractors, the Pan American Airways, Inc., and the Pan American-Grace Airways, Inc., in which agreement the Department effected annual savings of approximately one million dollars on the then existing services.

Concurrently with the inauguration of the faster services on the South American routes a second weekly round trip



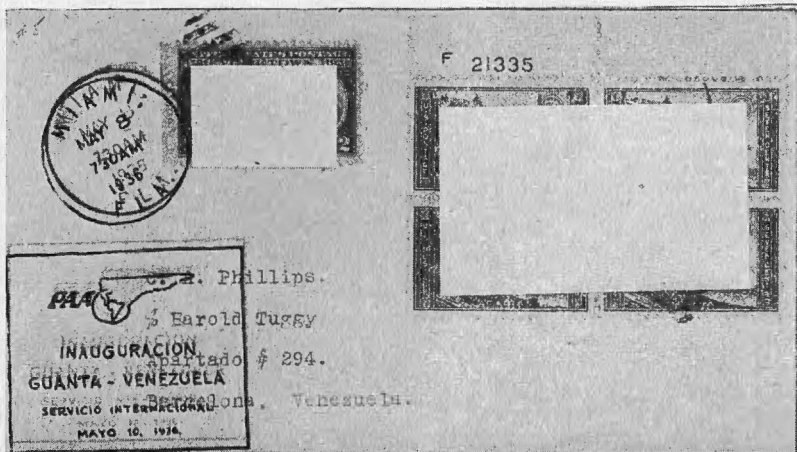
● INAUGURAL cover from Barcelona, Venezuela, with P.A.A. cachet—Courtesy Rev. C. A. Phillips.

schedule was authorized on the East Coast, between Miami and Rio de Janeiro. There are now two round trip weekly schedules on both Coasts. The improved schedules on these routes was made possible by the installation of the latest types of airplanes.

Arrangements have been made for once-a-week round trip airmail service from Arica, Chile, on the West Coast, direct to La Paz, Bolivia.

The southbound foreign air mail service between Miami and San Juan, Puerto Rico, is now performed in one day instead of two days as previously. There are three round trips scheduled a week between these points. The time between Miami and Barranquilla, Colombia, has been reduced from two days to one day. Mails from Miami now arrive at the Canal Zone at 8:30 a.m. on the day following their departure, thus saving approximately one day.

Daily round trip services are in effect between Brownsville, Texas, and Mexico City, and between Miami and Habana, Cuba.



● INBOUND COVER to Barcelona, Venezuela, new F.A.M. stop of the Pan American Airways.—Courtesy Richard L. Singley.



# American Air Mail Society

ORGANIZED 1923 AS THE AERO PHILATELIC SOCIETY OF AMERICA

## President

WALTER J. CONRATH, Albion, Pa.

## Vice-Presidents

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

W. R. PATTON, P. O. Box 2384, Winnipeg, Manitoba, Canada.

MAURICE S. PETTY, 507 Quackenbos St., N.W., Washington, D. C.

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WALTER J. CONRATH, The AIRPOST JOURNAL, Albion, Pa.

The Advance Bulletin is sent regularly by the manager only to those members who are in good standing and provide a supply of self addressed regulation Government Postal Cards.

## Exchange Department

Each member is entitled to two 25-word Exchange Notices per year, in the Official Publication, without charge. Address direct to the publication office at Albion, Penna.

## Official Publication

THE AIRPOST JOURNAL

Published monthly and sent to all members in good standing.

## The Treasurer's Report

### NEW MEMBERS

- 1776 Youngblood, T. V., 1016 Groves St., Charlotte, N. C.  
1777 Colby, Mr. O. T., 220 South Main St., Putnam, Conn.  
1778 Hough, D. Wallace, R.F.D. #1, Sussex, N. J.  
1779 Gatt, Miss Mary, 145 Sda. Forni, Valletta, Malta  
1780 Schmitz, Ernst, 375 Park Avenue, New York, N. Y.  
1781 Heartwell, James C., 341 Carroll Park West, Long Beach, Calif.  
1782 Stoles, G. W., M.D., 236 N. Duke Street, Lancaster, Penna.  
1783 Shepler, Edwin F., 16 E. Chestnut St., Lancaster, Penna.  
1784 Gutmueller, Aug. G., 1902 Richmond Rr., Toledo, Ohio.  
1785 Llull, Francisco Ferrer, 2722 Juan M. Perez, Montevideo, Uruguay.  
1786 Devlin, E. C., 138 Park Ave., E. Rutherford, N. J.  
1787 Weatherby, William, 31-67-37th Street, Long Island City, N. Y.  
1788 Weller, Lester R., Jr., P.O. Box 388, Asbury Park, N. J.  
1789 Perryman, Charles S., Llewellyn Park, West Orange, N. J.  
1790 Alexander, Rafael, San Salvador, Central America  
1791 Russell, Siguard, P.O. Box 5595, Meta, Sta., Los Angeles, Calif.  
1792 Metzorg, Morton J., Box 2714, Manila, P. I.  
1793 Carrier, William J., 8 W. 104th St., New York, N.Y.  
1794 Cummings, Luther P., 11 N. Ann St., Lancaster, Penna.  
1795 Muller, George, 399 S. President Ave., Lancaster, Penna.

### APPLICATIONS POSTED

Following have made application for membership in the Society. If no objections are received and references are found in order, they will be admitted on August 15th, 1936.

- Curry, Tohmas, Jr., 116 Spring Street, Reading, Penna. Age 27. Architectural draftsman. Air mail stamps and flown covers. By Richard L. Singley.  
Denz, Raymond E., 1057 Citizens Bldg., Decatur, Ill. Age 41. Attorney. Air mail stamps and covers. By Paul F. Robertson.  
Jeffer, Abe, 39-18 Main St., Flushing, New York. Age 33. Insurance. Air mail stamps and covers.  
Stein, Abraham, 1535 Undercliff Ave., Apt. 220, Bronx, N. Y. Age 31. Air mail stamps and covers. By Walter J. Conrath.  
Hart, James W., U.S. Army, Quarry Heights, Canal Zone. Age 52. U. S. Army. Air mail stamps of Western Hemisphere. By Geo. W. Angers.

# THE AIRPOST JOURNAL

## REINSTATED

1550 Hadley, Carl, P.O. Box 134, Mad. Sq. Sta., New York, N. Y.  
**NAME INCORRECTLY LISTED—Correct name below:**  
 1765 Levis, Arthur B., Jacksonville, Fla.

## ADDRESS CHANGES—New addresses shown below:

443 Pepperberg, Leon E., R.R. #7, Dallas, Texas.  
 1342 Cole, Ralph, 4908 First St., N.W., Washington, D.C.  
 1409 Devine, Clayton F., 1303-1st Nat. Bank Bldg., Chicago, Ill.  
 1582 Eisendrath, Joseph L., Hotel Windermere, 56th & Hyde Park Blvd., Chicago, Ill.  
 1749 Rogers, Fred C., 1008 McCullough St., San Antonio, Texas.

## RESIGNED

1660 Baxter, Ferd. C., 9 Jewett St., Newton, Mass.

## ADDRESS CHANGES

Members are requested to notify the Treasurer of any address changes as soon as possible after the change has been made. It is absolutely necessary to report these changes in order to prevent loss of monthly magazine, the Airpost Journal, as well as any other communications which the Society may be mailing. Neither the Society nor the publishers of the Journal will be responsible for any errors or losses which are a result of failure to notify Treasurer of address changes.

## PAYMENT OF DUES

All members are requested to check their membership cards and receipts to make certain that dues are paid up to date. Members in arrears will be dropped from the rolls unless dues are paid without delay.

Fraternally,

F. A. COSTANZO, Treasurer.

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**ECUADOR BARGAINS:** 401/7 \$1.50; 409/11 \$2.50; 412/14 \$2.50; Bolivar Monument \$2.00; Geodesical or La Condamine 25c. All are mint air sets. Other and Scatta issue in a comprehensive stock. Perrone and Campana, P.O. Box 749, Guayaquil, Ecuador. 75-3t

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## EXCHANGE DEPARTMENT.

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

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**WILL TRADE FIRST FLIGHT RARE** Philippine covers with nice airmail stamps affixed for sets of airmail stamps, or first flight foreign covers. Milton J. Harris, 516 Sweetland Bldg., Cleveland, Ohio. 76-2tex

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Another collection of official first flights of all countries, each piece being one from a total mail load of less than 200 letters—a really unique "exhibition" lot, as in many instances the total mails ranged from 10 to 30 letters .....	\$ 800.00
A small "DeLuxe" Collection, each cover mounted with route map and write-up .....	\$ 60.00
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20	21	1920	50c green .....	1.50
31	32	1921	10c yellow .....	2.00
32	33	1931	15c blue .....	3.25
33	34	1921	30c rose .....	1.25
36-43	39-46	1921	"Postal Aereo" 5c-1Peso .....	6.50
36-45	39-48	1921	"Postal Aereo" 5c-3 Pesos .....	19.00
*36-46	39-49	1921	"Postal Aereo" 5c-5 Pesos .....	57.50
60-67	63-70	1923	"Transportes Aereos" 5c-1 Peso .....	.50
*60-71	63-74	1923	"Transportes Aereos" 5c-5 Pesos .....	10.75
*72	75	1923	30c on 20c grey .....	2.00
*73	76	1923	30c on 60c vermilion .....	1.75
*76-77	79-80	1928	20c+30c Mendez .....	10.00
79-86	81-88	1929	Interior Set, 5c to 60c .....	.40
79-88	81-90	1929	Interior Set, 5c to 1 Peso .....	2.35
*79-92	81-94	1929	Interior Set, 5c to 5 Pesos .....	9.75
93-101	95-103	1929	Exterior Set, 5c to 1 Peso .....	4.00
110-116	112-118	1932	"Correo Aereo" 10c to 60c .....	1.50
109-118	111-120	1932	"Correo Aereo" 5c to 1 Peso .....	8.25
*53-105	95-107	1929	Exterior Set, 5c to 5 Pesos .....	28.00
123-132	125-134	1932	Pictorial Set, 5c to 1 Peso .....	.75
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