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Special Helicopter Issue

JOHN J. SMITH
EDITOR OF THE MONTH



JOHN J. SMITH

Secretary - Treasurer Of

American Air Mail Society,

An Arden Helicopter Stamp And

Cover Collector — Served As

Special Editor For This Issue

Several Stamps Depict Famous Persons And Aircraft Associated With Helicopters

In the past few years there has developed a great deal of interest in the collection of autogiro and helicopter flight covers. This is most likely due in part to the fact that the majority of these flights are of recent origin and have given the average collector an opportunity to specialize without the expenditure of large sums. Since transportation of mail by helicopter is largely in its infancy there is still a great opportunity for the newcomer to start such a collection.

Along the same lines is the opportunity for the collector who is only interested in stamps for an enjoyable side line collection. This is the collection of stamps showing rotary wing aircraft or persons or things associated with them. The cover collector may also find this of interest as an addition to his collection.

Leonardo da Vinci has long been associated with the helicopter. The original manuscript of his "Codex Atlanticus", preserved in the Ambrosian Library in Milan, shows that as early as 1490 Da Vinci had made designs for a helicopter. Da Vinci is shown on the

(Continued on next page)

THE AIRPOST JOURNAL

OFFICIAL PUBLICATION OF THE
AMERICAN AIR MAIL SOCIETY

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stamps of Italy in 1938 and again in 1952 on the issue commemorating the 50th Anniversary of his birth.

In June of 1935 Spain issued a 2 Pe-seta stamp to commemorate the invention of the autogiro by Juan de la Cierva. This stamp shows an autogiro in flight over Seville. Several perforation varieties of this stamp are known and in 1938 it appeared re-engraved. On several occasions this stamp was overprinted but these varieties are not all recognized by Scott.

On March 1, 1936 a set of 15 stamps commemorating the 40th Anniversary of the National Press Association was issued by Spain. The 15c, 30c, 50c and 1 Pe-seta value of this set show an autogiro over the Casa de Nazareth home for disabled newspapermen

Sanabria lists an overprint on one of the local tax stamps of Barcelona. This stamp was issued on April 14, 1936 and shows an autogiro overprinted in blue and with the additional overprint in black commemorating the 5th Anniversary of the republic.

From 1939 to 1947 fifteen stamps of a similar design were issued showing an autogiro and Juan de la Cierva.

In 1942 C1113 of the Cierva issue was overprinted "Golfo de Guinea" in red for use in Spanish Guinea.

From 1939 to 1947 various of the Cierva stamps were overprinted for use in the Spanish territory of Ifni. However, not all of these overprints are listed by Scott.

For use in the International City of Tangier, Spain C72A was issued in 1938 with the overprint "Correo Espanol Tanger". In 1939 the reprinted stamp of this design was issued with the Tangier overprint. As part of their observance of the 75th Anniversary of the Universal Postal Union, Lebanon issued two stamps on August 16, 1949 showing a helicopter over the Cedars of Lebanon. On December 18, 1950 a souvenir sheet was issued with the same two stamps as well as the other three stamps of the U. P. U. issue.

The next issue to appear was in Belgium where a 7 Fr. — 3 Fr. Mail Semi Postal stamp was issued on August 7, 1950. This stamp shows a helicopter leaving the airport and the surtax was for the National Aeronautical Committee.

In 1951 Italy issued a 20 Lire stamp during the 29th Milan Fair showing a helicopter over the Leonardo da Vinci Heliport.

On April 24, 1954, to publicize experimental transportation of mail by helicopter from Milan to Turin, a 25 Lire stamp was issued showing the special trophy.

Both of the above mentioned Italian stamps were overprinted AMG FTT for use in Zone A of Trieste. The 1952 Da Vinci set was similarly overprinted for use in Trieste.

Monaco joined the parade in 1954 by issuing a 1 franc triangular postage due stamp showing a U. S. Navy Sikorsky helicopter.

Hurricane Hazel in its sweep across Haiti caused considerable damage. Helicopters were used extensively for rescue operations. Later in 1955, ten postal tax stamps of two designs were issued with the proceeds to be used for reconstruction of damaged property. The first design shows a helicopter inspecting the hurricane damage while the other shows a helicopter in flights.

Listed below are the Catalogue numbers of the stamps mentioned in this article. All are Scott's numbers except those prefixed by an (S) which are from the Sanabria Catalogue.

Spain: C72A, C72B, C77, C80, C82, C84, C100-16, 14L26, S158, S161, S188, S189, S193, S194, S206.

Spanish Guinea: C2.

Ifni: S19-25, S26-32, C38-39, C41-46.

Tangier: S1, S2.

Lebanon: C148, C149, C149a.

Belgium: CB4.

Italy: 404, 572, 601, 620, 652.

Monaco: J48.

Trieste: 113, 145, 164, 199.

Haiti: RA17-24, RAC1-2.

"FIPEX" Crowning Achievement In World Of Philately

AEROPHILATELY SHARES THE SPOTLIGHT

The philatelic press has for weeks been extolling the wonders of the Fifth International Philatelic Exhibition held the forepart of May in the ideal locale of the new New York Coliseum. As reported in the May issue of the *Airpost Journal*, aerophilately and the *American Air Mail Society* assumed a prominent role in the presentation of this finest of all exhibitions. Only a few of the highlights will be reviewed at this time.

EXHIBITION . . .

The Grand Trophy for best exhibit in the show was awarded to *Roberto Hoffman* of Montevideo, Uruguay for his collection of Uruguay, 1856-64. The highest major award to air mails was for the General Air Mail Collection of *Thomas A. Mathews*, (AAMS No. 2431) of Springfield, Ohio under Classification C. General. Under Section 6 - Air Mails, the Best in Section Award was won by *Sam Rodvien* (AAMS No. 1605) of New York City and a Gold Medal with Diamond Inset was awarded to *Dmitri Tziracopulo* of Cairo, Egypt. The other awards were as follows:

GOLD MEDALS . . .

Christiane de Dampierre, Paris, France (world) *Alan J. Scott*, Hale Barns, England (Zeppelins and Balloons); *Mrs. Louise S. Hoffman*, New York City (world)

SILVER GILT MEDALS . . .

Victor Bompar, Paris, France (world); *Louis W. Charlat*, New York City (Canal Zone); *Eugenio Gebauer*, Caracas, Venezuela (Columbia); *Irving I. Green*, Newton, Mass. (Honduras); *James J. Matejka, Jr.*, Chicago, Ill. (Newfoundland); *Maurice Tripet*, New York City (Swiss); *Dr. L. Seale Holmes*, London, Ontario, Canada (Canadian); *Bernard Fink*, West Hempstead, N. Y. (Zeppelins).

SILVER MEDALS . . .

Harry A. Holman, New York City (Austrian); *Ernest Rosenfield*, New York City (Austrian); *Jacob S. Glaser*, Brooklyn, N. Y. (Colombian); *Dr. Andreas Domingo*, Havana, Cuba (Liberia, Mexico); *Sebastiao Amaral*, Belo Horizonte, Brazil (Lybia); *Jules L. Wacht*, Scarsdale, N. Y. (Papua); *Dr. R. H. R. Shradly*, Englewood, N. J. (Swiss); *Harold A. Dermody*, Cicero, Ill. (Pioneers); *John P. V. Heinmuller*, New York City (various covers); *Alberto Bornschein*, Rio de Janeiro (Brazil).

BRONZE MEDALS . . .

Vincent Lopez, New York City (world); *William G. Ehrmann*, Ridgefield Park, N. J. (world); *Harry Abelson*, Short Hills, N. J. (world); *Frank E. Adams*, Havertown, Pa. (Australian); *Ralph S. von Kohorn*, White Plains, N. Y. (Austria); *Herbert A. Feist*, Glenside, Pa. (Brazil); *Leon Montes*, Port-au-Prince, Haiti (Haiti); *Capt. Robert W. Sherer*, Geneva, N. Y. (Iceland); *P. J. Drossos*, Athens, Greece (Ionian Islands); *Dr. John A. Bushness*, Baltimore, Md. (Lithuania); *Victor Mawratil*, Chene-Bourg, Switzerland (French); *Helen F. Novy*, Ridgewood, N. J. (Siege of Paris Balloons); *Dr. Max Kronstein*, New York City (Pioneers); *Fred Bauer*, New York City (Trans-Pacific); *G. "Bill" Kaufmann*, Bergenfield, N. J. (Byrd Flights); *Robert Schoendorf*, Glendale, N. Y. (First Century of Flight); *Ellery Denison*, Takoma Park, Md. (Chinese); *Joaquin Galves*, Santiago, Chile (Chile).

FIRST DAY SALE . . .

6c COMMEMORATIVE STAMPED ENVELOPE . . .

On Wednesday, May 2nd, the special FIPEX air mail stamped envelope was placed on sale, and *Robert E. Fellers*,



**Mr. Robert E. Fellers, Director,
Division of Philately, U. S. Post Office Department.**

Director of the Division of Philately, represented the United States Post Office Department, and presented special souvenir albums housing the new envelope to *Rafael Oriol*, President of the *American Air Mail Society* and *Stanley Rice*, President of *Aerophilatelists* and also a member of the AAMS. Previous to the presentation Mr. Fellers made the following appropriate remarks.

"It is a privilege to be here today to represent the Post Office Department and I bring you greetings from Postmaster General *Arthur E. Summerfield*.

"Today we are issuing here in New York City what is, in my opinion, one of the most striking air mail stamped envelopes ever issued by the Post Office Department. The 4-cent adhesive air mail stamp which was issued some time ago, proved to be so popular that we decided to adapt that design — an American eagle in flight silhouetted against billowing clouds — for the 6-cent embossed air mail envelope.

"We have had many requests from

time to time to issue a commemorative air mail envelope and it was most gratifying to us in the Department to be able to issue such an envelope during this magnificent international stamp show in the most impressive setting ever provided for any stamp exhibition. This commemorative air mail stamped envelope will be placed on sale in New York City today exclusively and will be available here for the remainder of the show. Since this is a limited issue, only 10 million having been printed, it will not be placed on sale in post offices throughout the country, but will be available in the Philatelic Agency in Washington, D. C., for a limited time so that collectors will have an opportunity to add this item to their collection.

We would be pleased to have all of you visit the International Envelope Corporation exhibit on the fourth floor of this building and see this new 6-cent air mail envelope actually being printed. In the four days since this show opened, 290,000 of these stamped envelopes have been printed and the envelope you buy today from the FIPEX station will be the ones actually printed here in the Coliseum.

"Every year the ranks of the air mail collectors are swelling and I know of no more interesting branch of philately than the collection of air mail material. This is a particularly fine field for the beginner since the first United States air mail stamp was issued less than forty years ago and it is not too difficult for collectors to obtain the majority of the issues which they have missed. And the collector who specializes in this field has the assurance, too, that increasingly the postal services of the world will resort more and more to air transportation for the expeditious delivery of their mails. We all know that we are on the threshold of an era in aviation when the jet propelled planes, with speeds of 250 to 300 miles an hour which we accept today, will be dwarfed by new developments. This, it seems to me, is one more added reason why air mail philately offers such a great and promising future.

"It has been my great pleasure to meet and work with the members of the *American Air Mail Society* and the *Aero-Philatelists* down through the years and we have always found them to be most cooperative. Both of these societies are to be commended on the contribution they are making to philately by maintaining and preserving the record of the air mail service for posterity. You are also to be congratulated on the fine exhibits which you have here and I understand that the air mail entries represent the greatest number ever exhibited.

"It now gives me great pleasure to present an album containing the new 6-cent air mail envelope, autographed by the Postmaster General, to Mr. *Rafael Oriol*, President of the *American Air Mail Society*.

I also have an album for Mr. *Stanley R. Rice*, President of *Aero-Philatelists, Inc.*

AMERICAN AIR MAIL SOCIETY BOOTH . . .

Lounge W was the headquarters and gathering place for members of the AAMS at the Coliseum. Many hundreds of air mail enthusiasts called at the booth and those registering received the special issue of *The Airpost Journal* honoring FIPEX, some airmail labels and pictorial post cards. Special recognition should be given *Gus Lancaster* AAMS No. 1536-L40, for the many hours each day of the show that he took charge of the booth and helped all those calling at the booth. He did a fine job and deserves the thanks of our society. The General Chairman in charge of all activities was *Sam Goldstick*, Jr. Assisting Mr. Lancaster in staffing the booth were *Harry Levine*, *Val White*, *Dick Bush*, *Vince De Mase*, *John Merriman*, *Bill Kaufman*, *Bill Schneider*, *Homer Boltz*, *A. Goronia*, *Tom Cox*, *Perry Nahl* and many others.

AMERICAN AIR MAIL SOCIETY MEETING . . .

On Sunday, April 29th, at the Henry Hudson Hotel, a good number of our members gathered for a general meeting for the welfare of the society. Presi-

dent *Oriol* and Vice-President *Murch* assumed charge of the meeting. The principal action taken was the approval by all present that a supplement in a single volume to our present two Volume catalogue should be published at the earliest possible date and plans were formulated to speed the production of this supplement. Announcement was made of the substantial gift by the late *Charles G. Riess* to the society. A permanent memorial will be established and handled by a committee to be appointed by the President. The award is likely to be based upon the best prepared article appearing in *The Airpost Journal*, each year.

INTERNATIONAL SALON . . .

Under the direction of *Harry L. Lindquist* this section of the exhibition was one of the most popular and interesting of displays. From the original Heath die of the Penny Black of Great Britain to the proofs of the Prince Rainier-Grace Kelly wedding issue of Monaco, the International Salon of FIPEX was a majestic display of the philatelic "best" of over seventy participating nations.

U. S. BUREAU OF ENGRAVING AND PRINTING . . .

Staffed by *Chester J. Harucki*, Supt. of Postage Stamp Division, Raybern W. Keagy, ace plate printer and picture engraver, *Arthur W. Dintaman*, frequent demonstrations of the actual printing of the special 3c FIPEX commemorative picturing the Coliseum were given.

FIPEX BANQUET . . .

Held Friday evening, May 4th with 625 guests attending from Europe, Central and South America and Australia. *Richard S. Eo'n*, General Chairman acted as Toastmaster. Postmaster General *Arthur E. Summerfield* personally presented the Summeffield trophy to Mrs. *Ethel B. McCoy*, AAMS No. 1657-L1), for her superb 20th Century United States Collection.

(Continued on page 316)



AIRMAIL SALE

Top-grade 13-album Collection
cataloguing over \$90,000

to be auctioned June 26-28

Many rare and several unique pieces stud this highly attractive collection. Some of the unusual lots (with Sanabria numbers and prices) follow:

Argentina Zepp, #30, catalogue \$400. **Austria** #1-3, imperf. sheet-margin pairs, \$150; #37-51 imperf., \$375. **Bolivia** #1a (invert), \$500; #3, 11, 12, \$375; #22-24, \$525. **Brazil** #24a and 25a, imperf. pairs, \$150 and \$400. **Bulgaria** #1b, \$250.

Cyrenaica #26a, imperf. pair, \$500. **French Guiana** #28b, \$375. **Honduras** #4a, \$300; 9a, \$350; 9b, \$750; 11, \$400; 13a, \$200; 75a, \$150; #241a, \$200; 246a, \$500. **Iceland** #3a and 4a, pairs, \$400 each. **Italy** #51b, \$400; #51c (unique), \$1,000.

Italian Somaliland #3a, imperf. pair, \$500. **Lebanon** #75-82, imperf. pairs, \$320; **Liberia** #1-3, \$200; 5a, \$250; 6, \$200; 31, \$1,250; #32a, \$200; 33a, \$200, 37, \$700. **Madagascar**, #7a, \$300. **Mauritania** #15a pair, \$1000.

Memel #8a plus 8b (pair), \$325. **Monaco** #15a, \$500. **Reunion** #1a, \$200. **Saar** #2a pair, \$800. **Surinam** #21-25, imperf. pairs, \$400. **Switzerland** #43a, \$500. **Syria** #92-101, imperf. pairs, \$500. **Turkey** #22, \$250. Also rarities of **Corfu**, **Dominican Republic**, **France**, **French Levant**, **Greece**, **Greenland**, **Guatemala**, **Pakistan** and **Philippines**.

A few of the outstanding items are illustrated on the opposite page. Send today for a catalogue of this great Airmail Sale.

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Chicago Pioneers In Use Of Rotary Wing Plane For Mail

by PERHAM C. NAHL, AAMS No. 218
Life Member No. 29

Chicago's Post Office roof has had considerable first flight traffic. Helicopter Air Service's pilots *Harry Miller* and *Wes Moore* started regular helicopter service on August 20, 1949. Air Mail has been flown to and from the roof ever since.

Before that, pilot *James Viner* flew a Bell helicopter from the Air Mail Field to the roofs of Chicago's Post Office and the Merchandise Mart on October 1, 1946. These experimental flights were conducted to determine the practicability of short-hop "feeder" air mail within a limited area.

The real pioneer flight took place more than eight years earlier, on May 25, 1938. In conjunction with National Air Mail Week, the Post Office had sworn in pilot *John M. Miller* as a regular mail carrier, to fly the mail from Chicago's Air Mail Field to the Post Office roof. Mail was also carried on the return flight to the airfield.

Current accounts tell of the exhausting preparations made by *Johnny Miller*, then chief test pilot for the Kellett Autogiro Corporation. Miller flew his wingless rotorplane from Philadelphia to Chicago in eight hours and nineteen minutes flying time, against headwinds which reached thirty miles an hour. He stopped en route at Centre Hall, Pa., Cleveland, and Toledo, Ohio.

Miller and *Ora Young*, acting Bureau of Air Commerce Supervisor for the Chicago district, worked out an arrangement for laying steel plates over the portion of the Post Office roof where the plane landed and took off. His target was about fifty feet square, fourteen stories above the street.

Then came the test flights — and near disaster. On the Friday before Sunday's flight was to take place, a rotor blade was smashed and a tail plane splintered. After the flights, Miller confessed that a nap of two hours was all the sleep he obtained during the thirty-six hours prior to the flight. He and Kellett mechanics, plus woodworking experts from a local aircraft factory, worked around the clock to repair the damage.

A preliminary examination had indicated that it would be impossible to have the ship ready in time for the flight. But Miller and Kellett refused to give up. A new set of three balanced rotor blades were sent by fast train from Kellett's Philadelphia factory. The tail plane repairs were completed Saturday night, and finally approved by Mr. Young, for the Bureau of Air Commerce. The new rotor blades arrived at Union Station at 7:10 A. M. the day of the flight, and were finally installed so test flights could be made by 1:00 P. M.

Less than half an hour later, this autogiro opened the National Air Mail Week celebration in Chicago, and commemorated the twentieth anniversary of 1918's first government air mail service. Miller and postal clerks at the airport (at 63rd and Cicero avenues) loaded three pouches of mail, weighing 135 pounds, into the front cockpit of the spidery, blue, wingless plane at 1:30 P. M. Most of this mail had been taken from the compartments of a TWA plane which had arrived from New York (the author has seen no authenticated covers from New York).

Some mail was also postmarked at Chicago Air Mail Field, 1:30 P. M., and carried to the Post Office. Some covers



A. L. Arnold, chief airmail clerk at Chicago airport, putting mail pouch in giro. Pilot Miller

are signed by pilot Miller, by Postmaster Kruetgen, or by W. A. Gueger, Clerk in Charge of the Air Mail Field post office — with a typewritten inscription. "Experimental Autogyro Mail. This letter carried in the Kellett Autogyro to roof of the Chicago Post Office from Chicago Air Mail Field." Others bear the National Air Mail Week cachet in blue (showing a picture of Indian Chief Chicagou).

Miller warmed up his 225 horse power radial engine immediately, and started the rotor. He turned the ship's nose into a sixteen mile an hour wind, and climbed away to the cheers of 4,000 people assembled at the airport. At 1,500 feet he was met by three airplanes and convoyed over the eight miles to the Loop: the planes left him as he dropped toward the post office. Gauging his distance perfectly, Miller passed 100 feet above the roof and looked things over, to make sure no spectators were too close to the landing zone. One circle, and he landed gently right 'on target."

As Miller was greeted by Postmaster Ernest J. Kruetgen, the cameras of newsreel and newspaper photographers clicked, and the mail was removed. Outgoing pouches of mail — cancelled at the Chic-

ago Post Office, 1:30 P. ., with comparable cachets, markings, or signatures — were loaded aboard. A gentle rain and a few hailstones began to fall. "Let's go," Miller said, "I've got to beat this storm to the airport."

At 2:05 P. M. he taxied fifty feet south of the landing mat; the engine roared, and the wheels left the roof half-way across the landing mat. The plane started a steep climb, and Miller headed for the airport. The rain and hail struck the field as he appeared out of a black cloud to the northeast. Disregarding the downpour and pelting ice (which drove the crowds into the airport's terminal building) Miller settled vertically into a position on the cement ramp.

This was one of the first experiments in a new development of air mail service. It was made possible by the determination of the pilot and W. Wallace Kellett, manufacturer of the Kellett autogyros, who had overcome extraordinary obstacles to make the test. Pilot Miller had become the first private owner of an autogyro in the world when he had

(Continued on next page)



CHICAGO ---

(Continued from preceding page)

bought a Pitcairn machine seven years before the Chicago demonstration. You will find him listed as pilot, on July 6, 1939 — the following year — on Experimental Route No. 2001, between Philadelphia's Post Office roof and the Camden Air Mail Field. Chicago was a good practice run for this later service!

FAMOUS FIRSTS IN AUTOGIROS

by **FRED HOLLADAY**

AAMS No. 3730

The first autogiro air mail flight took place on May 8, 1934, during the APEX Philatelic Exhibition in London. The pilot was R. Brie, who is still active in aviation circles in England, and he flew a Cerva autogiro.

The first rotary-wing mail flight from airport to rooftop took place on May 25, 1935, when Lou Levitt carried a special pouch of mail from Camden AMF to the roof of the Philadelphia Post Office in an Autogiro Co. of America autogiro.

The first official helicopter experimental air mail flights were inaugurated on July 8, 1946 to a score or more cities in the Los Angeles, California area. Ar-

my helicopters and pilots flew the inaugural mail and the service lasted approximately a month. It was pronounced successful in every respect.

The first helicopter air mail flight from shore to ship took place on October 27, 1946, when Lt. Edward Frost, of the March AFB, California, flew 1200 covers from Santa Monica to the USS Rendova (an escort carrier) anchored offshore.

The first official helicopter air mail night flight was flown from San Bernardino to Los Angeles, California, on May 1, 1948 by Los Angeles Airways. The pilot was Fred Milam, flying a Sikorsky S-51 helicopter, and only 145 collector's covers were carried. Your author witnessed this flight and drew the cachet for the first flight covers.

The first helicopter passenger flights were inaugurated on June 1, 1950, when B.E.A. started carrying passengers on Sikorsky S-51's between Liverpool-Wrexham-Cardiff in England. Only about 9 complete sets of covers exist and are all autographed by either of the following pilots of the inaugural flights, J. Cameron, J. Thielmann and J. S. Fay.

The first helicopter express flight took place on December 17, 1953 when Los Angeles Airways flew express from San Bernardino to Los Angeles. The pilot, flying a Sikorsky S-55, was Norman Larson, and only 7 covers were carried. The author also witnessed this flight.

British Europeans Airway Helicopter Unit Successful

by JAMES WOTHERSPOON, AAMS No. 2151

B. E. A.'s helicopter unit has been operating since the summer of 1947. The first helicopters used by the firm were three Sikorsky S-51's, purchased in America and reassembled by Westland Aircraft of Yeovil, Somerset, England. Two Bell 47's were also purchased at this time.

The usefulness of this unique type of aircraft in collecting and delivering post office mails at points where fixed wing aircraft could not land or take off, and in areas where surface transport was handicapped, was obvious, and was patently one of the most important forms of activity involving regularly scheduled flying. The S-51 was quite suitable for mail carrying, while the smaller Bell ship lent itself more readily to other types of work.

After a preliminary period of familiarization flying for the five pilots recruited to the new unit, a definite schedule was worked out over a 120.-mile circuit in Somerset and Dorset, with ten calling points. In spite of February gales of more than a mile a minute in 1948, the unit achieved a regularity factor of 96% during the test period of five weeks, carrying dummy mails. In the final phase of the operation, the G. P. O. co-operated with personnel, vans, and dummy mail, and the results were so satisfactory that on June 1, 1948, the B. E. A. Helicopter Unit began a live mail service in East Anglia on behalf of the Government Post Office.

To achieve this, the Unit moved its base to Peterborough and, for the ensuing four summer months, flew a regular daily service between there and Great Yarmouth. The "round" of these aerial

postmen covered 270 miles and took in eight intermediate stopping places.

Something like half a million letters, post cards, and small packages were delivered and collected during the four month operation, which ended on September 25, 1948; a punctuality of 97% had been achieved and the residents of East Anglia had enjoyed a "speeding up" of their correspondence by some 12 hours during the week and up to 48 hours at week-ends. In all, 350 flying hours were covered without a single mechanical failure.

During the ensuing winter months, the work of the Unit was concentrated on the development of equipment and technique for instrument flying by night and in poor visibility.

In the summer of 1949, the G. P. O. again agreed to cooperate in a test period with dummy mails and again the B. E. A. Helicopter Unit was able to satisfy that office showing that night mail could be flown to a satisfactorily close schedule.

From October, 1949 until March, 1950 the Unit kept up a night mail service between Peterborough and Norwich, this time without intermediate stops. By this service, mail collected each evening from the main line railway services at Peterborough was delivered to Norwich before midnight for first post delivery in the surrounding districts next morning. Similarly the evening collections were flown from Norwich to Peterborough in the early hours of the morning and soon after were snatched from the railway's

(Continued on next page)



pick-up gear as the night express roared through at well over 60 m.p.r.

Having by this time amassed more than 2,000 flying hours and a wealth of operational experience, the Unit turned its attention to the special problems of a regularly-scheduled passenger service and on June 1, 1950, such a service — the first of its kind in the world — was started between Liverpool and Cardiff with an optional call at Wrexham.

The "Welsh" service continued at reduced frequency throughout the winter until March 31, 1951, and in the ten months period 819 passengers were carried in the three Sikorskys and the load factor was 38.8%. Altogether, 1,001 revenue flying hours were logged and 98,161 passenger miles were flown. Punctuality was good and a regularity of 96.6% was achieved in the summer and 72.15% in the winter periods. Low cloud and low visibility were the main causes of the irregularity.

In order to gain further experience the Unit was transferred to another route in June 1951 and on the 4th of that month the first scheduled helicopter passenger service between London and Birmingham took place.

At the Birmingham end of this route another "world's first" was created when

a "rotor station" was set up at Haymills which is only 3½ miles from the center of Birmingham. This passenger service was maintained until April 19, 1952, and it's place was taken by a daily return freight service with helicopters between Elmdon Airport, Birmingham and London Airport. Much the same regularity record was obtained with the passenger service on the London-Birmingham route and again the weather was the main cause of any operating difficulties.

The helicopter development flying program continued throughout 1952-1953 and much valuable work was done by the Unit. Among the special tasks allotted the pilots was a series of flights made into the South Bank Exhibition site alongside the Thames river. These flights were made in July and August, 1952, mainly in order to gain experience of operations in built-up areas and scientific measurements were taken of helicopter noise on the ground. In July, also, Lord Douglas, Chairman of B. E. A., was flown into the South Bank site in a Bristol 171 helicopter (a British developed helicopter) to attend a debate in the House of Lords.

On June 15, 1954, B. E. A. reintroduced a passenger-carrying helicopter

(Continued on page 316)

First Official Helicopter Mail Flown At Los Angeles

by FRED HOLLADAY, AAMS No. 3730

Los Angeles, California, and its surrounding area, was the scene of not only the first experimental helicopter air mail flights, but also the first official helicopter air mail service, inaugurated in 1947 by Los Angeles Airways and still being operated by that same company.

Our story commences on July 8, 1946, when the U. S. Army Air Force, under the direction of Second Assistant Postmaster General, Gael Sullivan, started experimental helicopter air mail flights to explore the feasibility of such an operation. Three separate routes were flown. The "Inland Route" was flown by Lt. John R Halpin from Lockheed Air Terminal, Burbank, California, to the following inland cities; Glendale, Pasadena, Monrovia, Alhambra-Monterey Park, Montebello-Pico, Huntington Park-Maywood- Bell, Lynwood-Southgate, Compton, Downey, Bellflower, Norwalk, Fullerton, Anaheim, Orange and Santa Ana. The "Coastal Route" was flown by Lt. David J. Anderson from Lockheed Air Terminal to the following cities that lie in the coastal region of Southern California; North Hollywood, Van Nuys, Beverly Hills, Santa Monica-Venice, Culver City, Inglewood, Manhattan Beach, Hermosa Beach, Redondo Beach, Torrance, Wilmington, San Pedro and Long Beach. The "Shuttle Route" was flown by Lt. Harold G. Sommer from Lockheed Air Terminal to the Terminal Annex Post Office in downtown Los Angeles and return.

The Army Air Force operational officer for these flights was Capt. Campbell Y. Jackson, and two Sikorsky helicopters were used; a R-5A, and a R-50 model. Other pilots who flew the routes during the month the service was operated were Lt. James E. Chudars, and a Lt. Drab.

Some of the covers flown on these experimental flights are extremely rare. Covers were carried both to and from each city, and perhaps the rarest of all of them are the ones flown from Pico to L. A. T., (only 15 carried), Alhambra to L. A. T., (25 carried), and Torrance to L. A. T. (18 carried). I have never seen a Pico, or a Torrance cover, and I am beginning to assume that probably 90% of these were commercial covers which have probably long since been destroyed. Also, in the case of the "Shuttle Route", only 3 covers were flown from the downtown Los Angeles post office to Lockheed Air Terminal. Where these three covers are is anybody's guess.

The results of the Army Air Force trials were completely successful and a great saving of time in handling and delivery of air mail was reported. Thus bids were asked by the post office department from likely commercial operators to start the service on a commercial scale. Several firms submitted applications with the Civil Aeronautics Board, with the eventual appointment of a firm named Los Angeles Airways to start the first official service.

The guiding light of Los Angeles Airways, whose motto is "Siempre Primero" ("Always First") is Clarence M. Belinn. His name is synonymous with helicopter air mail service today. Back in 1947, Belinn's proposals seemed to many to be a fabulous dream, but since his firm was awarded the certificate from the C.A.B., L. A. A. has shown the nation and the world that not only helicopter air service is here to stay, but that the helicopter itself is a practical and dependable means of transportation.

Belinn's aviation experience started with the Air Corps back in the 20's. In 1929 he worked with the old Washington-New York Air Lines and was later maintenance foreman for Ludington. After the 1934 air mail fiasco he joined up with Boston and Maine Airways and was later affiliated with Kansas City Southern, Hawaiian Airlines and Matson's aviation division. He formed Los Angeles Airways in 1944 and one can gain an insight into this man's depth of character by witnessing the patience and tenacity with which he "sweated out" the ensuing two-year wait until his firm won the right to inaugurate helicopter air mail service in the Southern California area.

The inaugural flights were made on October 1, 1947 over Segment "A", which was a route similar to the "Inland Route" flown by the Army pilots in 1946. Segment "B" was inaugurated on October 16, 1947, and this route included such cities as El Monte, Pomona, Ontario, Riverside, Corona and Fullerton, which are all situated inland. Segment "C" was inaugurated on January 10, 1948, and this route was similar to the "Coastal Route" flown by the Army earlier. Later in 1948 a score more cities were serviced for the first time by Los Angeles Airways with other stops being added intermittently up to the present date.

The inaugural flights proved to be extremely popular with air mail cover collectors with over 12,000 covers flown from AMF Los Angeles alone on the inaugural dates of the first two segments. All other inaugural flights proved to be as popular in the amount of first flight covers carried.

Pilots Charles B. Kesselring, John de Blauw and Fred Milam flew most of the inaugural flights. Pilot Kesselring retired from active flying a few years ago and went into the poultry business. John de Blauw was killed in July, 1951 near Ontario, California, while on a routine helicopter mail flight, and Fred Milam is now head of operations for L.A.A.. The pilots who have flown for L.A.A. during the eight years of the firm's operations could well make up a page in the "Who's Who" of helicopter history. At one time or another, Henry Eagle, Rob-

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ert Bromberger, Jr., Carl Grew, Henry Slemmons, Gale Moore and many others whose names have temporarily slipped your author's mind, have flown over the extensive flight patterns of L.A.A.

Los Angeles Airways started operations in 1947 with several Sikorsky S-51s, a two-place helicopter capable of carrying 745 pounds of mail. Later the poundage was raised to 100 which increased the payload and cut operating costs per letter. L.A.A. is now operating mainly with Sikorsky S-55s, which carry 8 passengers and an appreciably larger total mail payload than the predecessor S-51s. Belinn believes in the future of Sikorsky helicopter developments and plans on adding multi-engined helicopters when they become available commercially, which should be in 1957 or 1958. L.A.A. added passenger service in 1955 and also inaugurated the world's first Helicopter Air Express service recently.

Los Angeles Airways has pioneered successful helicopter air service and through the combined efforts of Clarence M. Belinn and his capable group of workers and pilots, the firm will continue to progress in this field. L. A. A. certainly chose the appropriate motto for their whole concept of helicopter air ser-

vice when they unfurled their insignia inscribed "Siempre Primero."

AUTHOR'S NOTE: Your author has been working on a helicopter cover catalog, to be published by the "Jack Knight Air Mail Society" in the future. Over three years of research has thus far gone into the assembling of facts and price quotations for the catalog. The Assistant Editors of this important reference work include James Wotherspoon (who is editing the European section), Bill Schneider, John Sollberger, Val White, Gus Lancaster and many others too numerous to mention. A complete listing of the Assistant Editors will appear at a later date. Information is still urgently needed about certain unofficial flights, test flights of new helicopters, etc., and your author urgently needs any such material or data for his files. If you feel you have information that could be used in helping us complete the catalog, please write to: Fred Holladay, 3087 LeRoy Street, San Bernardino, California, and if your material is used you will receive credit for same in the catalog listing of editors. This promises to be a monumental work and we all hope it will be received favorably when it is issued to the general public.

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WALTER J. CONRATH

successively Business Manager and Editor. To his memory are the future issues of the **JOURNAL** gratefully dedicated.

WHERE TO WRITE

Correspondence concerning advertising, new and renewal subscriptions, back numbers and bound volumes, address changes and other matters of circulation, business matters of all kinds and all remittances should be sent direct to the Publication Office at

Department Editors may be written direct at the addresses printed at the top of their columns. All general editorial copy and communications on all other matters should be sent to the personal attention of the Editor at

P. O. Box 37

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ALBION, PENN'A

Kingdom Komments:

—This June issue of The Airpost Journal is devoted to helicopter stamps and covers and the many fine articles were assembled and edited by our able Secretary-Treasurer, John J. Smith, who is the Editor-of-the-Month. Perry Nahl, James Wotherspoon and Fred Holladay ably assisted by authoring some splendid articles on this very interesting and comparatively recent branch of aerophilately. Sincere thanks to all of you. . . . Our newly appointed Sales Manager, Herman Kleinert, is hard at work getting the Sales Department properly organized to start functioning. Enclosed with this issue of The Airpost Journal is an application blank for the use of the members that are interested in the Sales Department. The Sales Manager solicits your support and only, if the members use the Sales Department, can it become a valuable service of the Society. It is necessary to again emphasize the caution given by the Sales Manager in his article appearing elsewhere in this issue, that if you are seeking to sell your duplicate material, it must be reasonably and realistically priced, and if you are seeking to buy, let the Sales Manager know the kind of material which you are seeking. If you will exercise this caution better and more satisfactory results can be achieved by everyone. . . . We are most happy to welcome a new department editor to the pages of The Airpost Journal this month. Mr. Sol Whitman has been appointed and accepted the editorship of the aeropostal stationery department and his column can be expected to appear regularly each month. Mr. Whitman is an avid collector and devotes plenty of time to the acquiring of detailed data and information about the various issues. He is not a new collector, having been interested in aerophilately for many years, so he brings a wealth of experience to his new assignment. We are sure that he will provide those interested in aeropostal stationery an interesting column. He also solicits your support and coop-

eration in sending him any news or data which you may secure concerning aeropostal stationery. . . . Our sincere congratulations to the Honorable Albert J. Robertson, Assistant Postmaster General in his selection as Mr. Philately of 1956. Mr. Robertson has truly been a genuine friend of the stamp collector and our society and many other philatelic organizations have always received the most courteous of considerations from this public official. We were most happy to greet General Robertson as our guest at the AAMS Jamboree held during FIPEX. . . . Our congratulations to Mrs. Ethel B. McCoy, Life Member No. 1 of The American Air Mail Society upon her winning the Summerfield Trophy at FIPEX for the best 20th Century United States Postage Stamp collection in the show. Incidentally Mrs. McCoy during FIPEX confided to the writer that she is becoming interested in precancels. We all hope that she will soon again return to one of her first loves of collecting -- air mails. . . . if you ever questioned whether or not the *American Air Mail Society* was truly international in character, you would have found the answer at the general membership meeting held Sunday afternoon, April 29th at the Henry Hudson Hotel, for when those attending introduced themselves, we noted *Sebastiao Amaral* of Brazil, *Edgar Mohr-Mann* of Germany, *Rafael Alexander D* of San Salvador, *Richard Milian*, *Dr. Tomas Terry* and *Rafael Oriol* of Cuba. . . . *Earl H. Wellman*, AAMS No. 2424-L-48, was the feature of the AAMS program during the FIPEX show with his thrilling and beautiful movies of the Cuban International Stamp Exhibition at Havana, Cuba, last fall. Equally entertained were the members of the Glen Ellyn Philatelic Club at Glen Ellyn, Ill. on the evening of April 23rd. . . . *Rafael Alexander D* of San Salvador has forwarded several back issues of *The Airpost Journal* for the society files. These

(Continued on next page)

KINGDOM KOMMENTS ---

(Continued from preceding page)

back issues are often in demand by collectors, libraries and clubs that are attempting to have a complete file of our publication . . . *Perham C. Nahl* has assumed Chairmanship of the C. A. M. Section for the Catalogue Supplement and is already at work compiling the necessary listings to bring this section up to date. Any matters relative to CAM catalogue listing should be directed to him at 2014 Lincoln Ave, Evanston, Ill. . . . *Gus Lancaster*, AAMS No. 1536 - L-40, was certainly the chief "good-will" ambassador" for the *American Air Mail Society* during the FIPEX show. He was on hand at the society lounge every day and ambitiously took charge of greeting and taking care of all callers at the lounge. Airline hostesses, Misses Bullock, Palmer and Kerlin of American Airlines and Miss Boulton of Northwest Orient Air Lines assisted with the registration and greeting of the visitors. Mr. Lewis of American Airlines was on hand at various times during the show, to lend a hand with the activities at the lounge. The society appreciates this fine cooperation from the various airline companies . . . In connection with the Monaco Exhibit at the National Philatelic Museum in Philadelphia, *Bernard Davis*, the Director and a Vice-President of AAMS, had dispatched to museum members a souvenir cover bearing six varieties of the recent special issue, dated on the famous wedding day, April 19th . . . Incidentally, if your letters to our Secretary *John J. Smith* have been unanswered for the past few weeks, there is good reason, for John and his gracious wife, Ruth are touring in Europe. They will likely be home by the time you receive this issue of the magazine, so he will be catching up on his correspondence shortly, I am sure . . . I hope everyone notices that this column had a title this month, and my sincere thanks to all of you that took the time to drop me a line with your suggestions. My close personal friend, *H. S. "Herb" Chamberlin* suggested the title which appears at the beginning of this

column. Herb is a veteran of the United States Post Office in Washington, long having been affiliated with the philatelic activities of the department and now serving in the Bureau of Finance. Thanks Herb for your suggestion and you win the block of four of the 1918-24c inverted center air mail stamps and in addition imperf . . . See you all, next month . . .

George D. Kingdom

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I will be glad to hear from you as to whether you care to sell or buy or both.

For those wishing to sell air mail stamps, these must be mounted in Sales Department's books which are available from me at twenty cents each.

The stamps which sell best are those in the medium price range, and they must be priced reasonably. Place yourself in the position of the buyer, if you needed the stamp, would you be willing to pay the price asked.

Covers are put up in packs and must

be listed on Sales Department packet lists which are available from me, two lists for five cents. Here again, remember, almost everyone has the common items, however, good material, properly priced, will sell.

As a part of the Journal this month is an application blank, just fill it out and mail to me. If you wish to buy, indicate on this sheet what type of items. If you are an advanced collector, I will be happy to have a specific want list. I can try to find some of these elusive items you need.

New material is starting to roll in, and I expect that in June, circuits will start going out. Let's get behind this venture of our society and make it a real success.

All active members buy material, why

(Continued on page 313)

CONTRACT AIR MAIL ROUTES

		Cat.	Net
9E43	Lansing	\$2.50	.65
R9W44	to Lansing	2.00	.75
R9E44	to Lansing	2.00	.75
9E45, W45	Muskegon	1.75	.60
R9W46	Milwaukee	2.00	.75
R9W48, E48	to Glendive	2.00	.75
R9E49, W49	to Dickinson	2.00	.75
9W50	Billings	5.00	1.50
9E52	Spokane	3.00	1.00
9W52	Spokane	5.00	1.50
9E53	Seattle	5.00	1.50
9E54	Missoula	1.50	.60
9W54	Missoula	1.50	.60
R9W55	to Missoula	2.00	.60
R9E55	to Missoula	2.00	.60
9E56, W56	Wenatchee	3.75	1.00
9W58	Pontiac	3.00	1.00
R9E57	to Pontiac	3.00	1.00
9E60, W60	Pontiac	4.00	1.80
RW61	to Pontiac	2.00	.60
9NW62, W62	Billings, Missoula	4.00	1.50
9E63, W63	Helena	4.00	1.50
9NW63f	Billings AMF	5.00	1.50

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Japan And Helicopter Mail

by JOHN J. SMITH, AAMS No. 3301

All the Japanese Helicopter mails flown to date have been flown by U. S. Helicopter Rescue Squadron machines. It is very difficult to make out which stage is which, on the various flight that have taken place, as all cancels and cachets are in Japanese. Some of the covers flown have a map showing the complete route flown but rarely is the stage flown shown on any particular cover or covers.

The first helicopter mail flight was to have taken place on February 19, 1952, this date would appear as 27-2-19, the year being given as the 27th. of Hirohito's reign. The flight was postponed to the 20th due to a snowstorm. This flight was to commemorate the 75 Anniversary of the U.P.U. in Japan, and covers were franked with a special UPU stamp, all cancelled on the day of issue the 19th. The cancel was a special commemorative one for the U.P.U. Anniversary, a cachet showing helicopter over bags of mail was also in use, but this was not used on all the mail that was flown. The route flown was TOKYO-AZABU-SHINJUKI-HONJO-CHIBA-TSUCHIURA - OHMIYA - HACHIO - YOKOHAMA - KAWASAKI - TOKYO. Mail was only flown from Tokyo to each town above and on round trip TOKYO-TOKYO.

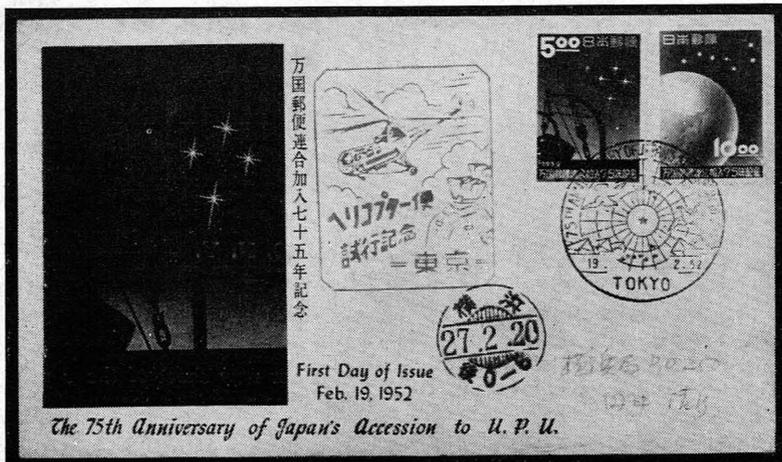
The next flight was on August 7, 1952 (27-8-7) in connection with the opening of a Peace Mail Box in front of Hiroshima Station. This was the 7th Anniversary of the dropping of the A bomb. The flight route was KOKURA - HIROSHIMA - KURE - IWAKUNI - YAMAGUCHI. Mail was flown between all these towns. At Hiroshima a special cancel was used on mail. This shows a helicopter over the Peace Mail Box, a cachet was also used on flown mail showing

children holding covers and helicopter overhead. Kokura used a cachet on mail, this showing helicopter. Mail was flown between all towns.

In November 1952 a flight was made from OTSU to NARA. A cachet was used on mail, in English and Japanese . . . TO COMMEMORATE U. S. GOODWILL HELICOPTER MAIL FLIGHT.

On August 28, 1953, a flight was made in the Hokuriku District. The route flown was KOMATSU - FUKUI - KANAZAWA - TOYAMA - KANAZAWA - KOMATSU. Mail was flown between all the towns. A cancel showing Bell type helicopter was used at all towns, only the name being changed. In place of backstamp a helicopter cachet was used on arrival of mail, name changed for each town.

The last helicopter mail flight was again in the Tokyo district on April 25 and 26, 1955. A helicopter cancel and a cachet in green was used on mail flown. Both cancel and cachet show a helicopter over rooftops, and both these were used at all towns, only the name being changed for each town. Ten sets of complete covers were flown, these covers showing maps of routes flown, on both ways flights. Cachets and cancels were similar for both days. On the 25th the route was: TOKYO - YOKOHAMA - CHIBA - MITO - TOKYO. On the 26th: TOKYO - UTSUNOMIYA - MAEBASHI - URAWA - KOFU - TOKYO. Mail was flown between each of these towns. All these flights were carried out by U. S. military helicopters. Reports have it that the Japanese are now building helicopters themselves so we can look forward to more interesting covers from Japan in the near future.



ONE OF JAPAN'S ATTRACTIVE HELICOPTER FLIGHT COVERS
FROM JOHN J. SMITH COLLECTION

SALES MANAGER SAYS ---

(Continued from page 311)

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AERO POSTAL STATIONERY NOTES

by SOL WHITMAN

1462 Taylor Ave., Bronx 60, N. Y.

Beginning with this issue, Aero Postal Stationery Notes will contain everything in reference to Aerogrammes and Air Letters. In order to make this column interesting, complete, and up to date, your cooperation will be greatly appreciated. Mention will be made of all persons contributing New Issues and material for use in this column. All items will be returned to their senders after they have been examined.

Aerogrammes will be discussed in three phases. 1. The past — New discoveries of unlisted items, new varieties and errors. 2. The present — Containing all new issues that have appeared. 3. The future — From time to time I will mention aerogrammes that have been proposed and are in the making but will be issued at a later date.

VATICAN CITY

The 80 Lire blue #5LS issued on September 9th, 1952 has been seen without any overlay on the reverse

BURMA

The current 50 P aerogramme of Burma has been noted in two varieties which will be of special interest to the students of this phase of aero-philately. A sheet with light blue printing is found watermarked "A", whereas the sheet watermarked "B" has dark blue printing.

DENMARK

A new type of #11LS has been noted from this Scandinavian Country with the numeral "13" in the lower left corner.

NIGERIA

Another new sheet of the 6 pence Ife bronze has recently appeared. The stamp is the same as in previous issues but the mailing instructions are on the back in two lines. "An airletter should not contain any enclosure — If it does it will be surcharged or sent by ordinary mail." Lines for senders name and address on the back are arranged horizontally.

NORWAY

A new sheet with the increased rate of 65 Ore has made its appearance. The same as #12LS with sealing flap on the bottom.

THAILAND

This sheet has recently been issued with Printed Aerogramme underneath the Air Letter at the upper right corner of sheet.

ZANZIBAR

With a slight departure from the former type of sheets, Zanzibar has issued a new 20c sheet. The words By Air Mail — Aerogramme — Air Letter, are printed at the upper left in three lines. On the back of the sheet are mailing instructions.

During the recent FIPEX Show I had the opportunity to speak to Mr. Newman who was in charge of the De la Rue Exhibits. Mr. Newman told me that his company, De la Rue, has been printing aerogrammes for some of the colonies of the British Empire.

ARAB POSTAL UNION

The Arab Postal Conference held in Bagdad at the beginning of March, 1956 passed several resolutions that were of special interest to collectors. One such resolution calls for the improvement of postal services between the seven Arab States of the Arab Postal Union and the reduction of postal costs between them.

Another resolution calls for the member states to establish aergrammes similar to those issued by the United States. These aerogrammes would probably be valid only for use within the A. P. U., whereas Jordan, a member state is presently using air letters valid for anywhere in the world.

AUSTRALIA

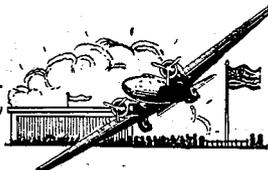
Australia is planning to issue a commemorative sheet during the Olympics to be held in November. It will be a 10 pence denomination.

**AAMS Officers and
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considering a Regional
Meeting in St. Louis
on Saturday and Sunday,
September 8th and 9th.**

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By **WILLIAM T. WYNN**
13537 Rockdale, Detroit 23, Mich.

A rededication was held at the Cleveland-Hopkins airport on April 28-29 with cachet by the airlines serving Cleveland. There were 2123 covers mailed on 28th and 941 on the 29th. . . . Mr. Howe of United Airlines helped us with a very fine job . . . Abeline, Texas AFB dedicated on April 14; covers were mailed with a printed cachet, some have a Chamber of Commerce inscription. . . Downey Airport will dedicate on May 12, too late to help our readers, but those who had cards with the editor of this column should have received notice in time to cover the event. . . The Albany, Ky. event that has had so much talk and very little proof so far is still not clear but this we know; the official opening was held on Nov. 6 and there were covers mailed. . . Kelly AFB held dedication on March 16, and 19 covers were mailed; they are postmarked Kelly AFB and San Antonio, Tex. This should be a very hard-to-get event and those who were in it were very lucky. If any of our readers miss an event the editor of this column maybe can help as often he knows of some collector who may have some dups of the event. . . There should be a lot of dedications coming this summer; won't you be so kind as to notify your editor so that all may cover the event?

**JOIN
THE
A. A. M. S.**

FIPEX ---

(Continued from page 295)

THE U. P. U. AND U. N. ROOM AT FIPEX . . .

Bernard Davis, Vice-President of the AAMS was in charge of the special room devoted to Universal Postal Union and United Nations material and as always, Mr. Davis again displayed his artistry in the presentation of this interesting material.

DR. SNELLER'S PHILATELIC PERSONALITIES . . .

Attracting wide attention was the large collection of photos picturing many of the leading philatelic personalities of the world as caught by the camera of Dr. Sneller.

FACTS AND FIGURES . . .

268,000 persons attended the nine day FIPEX show . . . total FIPEX postal station sale amounted to \$172,700.04 . . . of the 11c souvenir sheet, 318,750 sheets were sold and 124,659 covers cancelled at the FIPEX station . . . of the 3c FIPEX commemorative stamp 434,623 stamps were sold and 152,740 covers cancelled at the FIPEX station . . . of the 6c air mail stamped envelope, 77,000 envelopes sold and 75,500 covers cancelled at the FIPEX station . . . of the 2c postal card, 290,000 cards sold and 188,926 cards cancelled at the FIPEX station. These figures do not include purchases and mailings at other New York offices . . . interesting to note that 2395 copies of the new U. S. Book of Postage Stamps were sold at the FIPEX postal station.

The officials in charge of FIPEX can well be proud of the fruits of their efforts, and this exhibition will go down in the annals of philatelic history as the greatest philatelic exhibition ever staged in the world.

B. E. A. -- Helicopter Unit --

(Continued from page 302)

service and, for the first time it was an all-British enterprise in that British Bristol 171's were used. These two-motored helicopters fly between Southampton Airport and two London airports, at Northolt and London. In 1955, B. E. A. introduced another service between London airport and the South Bank site. The helicopters employed on this project were Westland Sikorsky S-55's. Fitted with amphibious landing gear, they cover a course above the Thames River in their movements between the South Bank site and the London Airport.

This is the story of the B. E. A. helicopter flight Unit's activities to date. Many more new developments are planned for the months and years to come. B. E. A. is to be congratulated for their pioneering spirit in helicopter mail and passenger service.

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C. A. M. COVER NOTES

by WILLIAM R. WARE

P. O. Box 595

Malden, Mo.

Ozark Air Lines, Inc., continue to expand. The latest addition to AM Route #107 flown by Ozark is a new segment designated as Segment #9 which authorizes service between Chicago, Illinois and Des Moines, Iowa via Peoria, Illinois, Burlington and Ottumwa, Iowa. The amended certificate which authorizes service on this new segment of Route #107 is effective on June 17, 1956 and Ozark advises that they expect to be ready to start service by that time.

CHRONICLE —

AM ROUTE #24 — EXTENSION ATLANTA, GA., TO NEWARK-NEW YORK CITY. Using Newark Airport as the Northern terminal, AM Route #24 flown by Delta Air Lines was extended from Atlanta to Newark-New York via Washington, D. C. on February 1, 1956. Although Delta Air Lines gave this new service considerable publicity in advance of the inaugural flights which permitted this carrier to tap the New York traffic potential as well as several other Eastern cities, the Post Office Department furnished no advance notice of this service and did not award an official marking or cachet for the mail flown on the inaugural flights of this service. This resulted in covers from some points being common due to the heavy mailing by Delta of a large number of collectors' covers at certain points while covers from other offices are comparatively scarce.

The inaugural Northbound flight of this service out of Atlanta was made via Flight #76, departing Atlanta at 3:30 AM on February 1st. This flight was in charge of Capt. *Floyd F. Hoyt* and First Officer *B. C. Gordon* and handled approximately 1200 pieces of mail from Atlanta AMF postmarked 3 AM. No record was made of the number of pieces of mail from the Atlanta post office.

However, such mail was postmarked at 3:30 AM and is thought to number about 200 pieces. This flight stopped at Washington and picked up 160 pieces of mail from the Washington, D. C. post office postmarked at 5:30 AM and only 19 pieces from Washington National Airport station postmarked at the same hour. Mail from this flight generally bears a New York City backstamp of 10:30 AM, February 1, 1956.

The inaugural Southbound flight from Newark Airport was made via Flight #725 leaving Newark at 8:55 AM which flight was flown by Capt. *Eugene Fletcher* and First Officer *Alan Olson* and handled 885 pieces of mail from New York City General Post Office which was postmarked 2 AM; 58 pieces from Newark postmarked 7 AM and 164 pieces from Newark AMF postmarked 8:30 AM. This flight picked up at Washington, D. C., 735 pieces of mail, postmarked at 10 AM and 20 pieces from Washington National Airport station which was also postmarked at 10 AM. Mail from this flight when addressed to Atlanta was backstamped at 3:30 PM, February 1, 1956 and can thus be identified.

Delta Air Lines furnished a cachet which was applied to most of the mail flown on the inaugural flights of this service and while not official will assist in identifying the mail from this service.

AM ROUTE #9 — EXTENSION DALLAS TO NEW YORK-NEWARK. Effective February 15, 1956, this route, flown by Braniff Airways, Inc., was extended from Dallas to New York-Newark (using Newark Airport) via Nashville, Tenn., and Washington, D. C.

The initial Eastbound flight from Dallas to New York was made via Flight #542 which was scheduled to leave Dallas at 11:59 PM on February 14th.

In view of the fact that the scheduled leaving time of this flight was one minute before February 15th, Dallas did not dispatch via this flight. However, this flight, in charge of Capt. *M. G. Safrit* and First Officer Deanjl picked up the first Eastbound mail at Washington. Flight #2 leaving Dallas at 8:45 AM, February 15th, was the next Eastbound flight over this extension and although this flight which was flown by Capt. *M. W. Sellmeyer* and First Officer *John R. Olson* was not scheduled to stop at either Nashville or Washington, it did handle the first Eastbound mail from Dallas and Dallas AMF. The Eastbound inaugural service was completed by Flight #4 leaving Dallas at 4 PM which flight was in charge of Capt. *Nicholas A. Laurenzana* and First Officer *Ellsworth E. McRoberts* and handled the Eastbound mail from Nashville, Tenn.

The initial Westbound flight from Newark was made via Flight #543 leaving Newark at 1 AM on February 15th and was flown by Capt. *R. O. Mitten-dorf* and First Officer *A. L. Schneider*. However, this flight was not scheduled to stop at Nashville and as such handled only mail from Newark, New York, Newark AMF and Washington, D. C. Flight #3 leaving Newark at 5 PM was the first Westbound flight scheduled to stop at Nashville. This flight was in charge of Capt. *Joel G. Pitts* and First Officer *Kenneth M. Spangler* and picked up the first Westbound mail out of Nashville via this route, completing inaugural service.

No official cachets were provided for mail flown on the inaugural flights of this service. Therefore for proper identification, hours of cancellation are essential which are as follows: New York 7 PM, Feb. 14th; Newark 10 PM, Feb. 14th; Newark AMF, 12:30 AM, Feb. 15th; Washington National Airport station Westbound, 2 AM, Feb.; Washington, D. C., same. Washington, D. C. and Airport station Eastbound both 5 AM, Feb. 15th; Nashville Westbound 7 PM, Feb. 15th; Nashville AMF Westbound 8 PM, Feb. 15th; Nashville Eastbound 5

PM, Feb. 15th; Nashville AMF Eastbound 6 PM, Feb. 15th; Dallas Eastbound 7 AM, Feb. 15th; and Dallas AMF Eastbound 8:30 AM, Feb. 15th.

Number of pieces of mail flown were as follows: Dallas 8499 pieces which represented mostly commercial mail with collector mail thought to be approximately 75 pieces. No record or count was made at Dallas AMF although the collector mail was thought to be approximately 75 pieces. Nashville 72 pcs. Eastbound and 74 pieces Westbound, Nashville AMF estimated at 40 pcs. Westbound and 60 pcs. Eastbound, Washington, D. C. 46 pcs. Westbound and 57 pcs. Eastbound, Washington Airport station 106 pcs. Westbound and 76 pieces Eastbound, New York City 16,300 pcs. which again represented mostly commercial mail, Newark 83 pcs. and Newark AMF 204 pcs.

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- 3854 Capaldi, John J., 6261 Limekiln Pike, Philadelphia 41, Pa.
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- Adelmann, Milton, 30 West 32nd Street, New York 1, N. Y. Age 47. Salesman.
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Kallir, Otto, 46 W. 57th Street, New York 19, N. Y. Age 61. Art Dealer. PC HC
PA OF PIX EX by Grace Conrath.
Davis, David H., Box 475, Savannah, Ga. Age 53. Office Work.
Western Hemisphere, AU SC by John J. Smith.
Lesnick, Raymond, 216 W. 89 Street, New York 24, N. Y. Age 32. Engineer. AM
by John J. Smith.
Cohen, Fred, 1210 W. Roosevelt Road, Chicago 8, Ill. Age 18. Office Boy.
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Ruch, Fred T., 1021 N. 19th Street, Allentown, Pa. Age 63. Clerk. U20 UC PC
Z 1D EX by Florence Kleinert.
Moloney, John A., Jr., 19 Kendall Street, Brookline 46, Mass. Age 56. Agent.
CAM FAM 1D by S. S. Goldsticker, Jr.
Turgeon, Henry E., 28 Harbour Terrace, Edgewood, R. I. Age 41. Builder.
AM AU APS EX by S. S. Goldsticker, Jr.
Goronin, Abraham, 412 Schenck Ave., Brooklyn 7, N. Y. Age 34. Engineer.
FAM OF by G. F. Lancaster.

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- Argent, Ivy, 20 Whittier St., NW, Washington, D. C.
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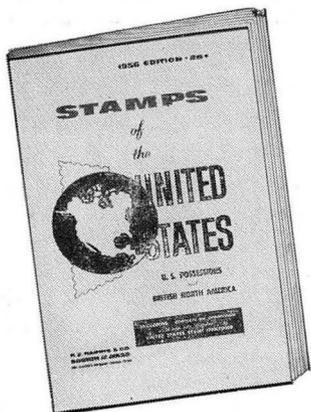
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