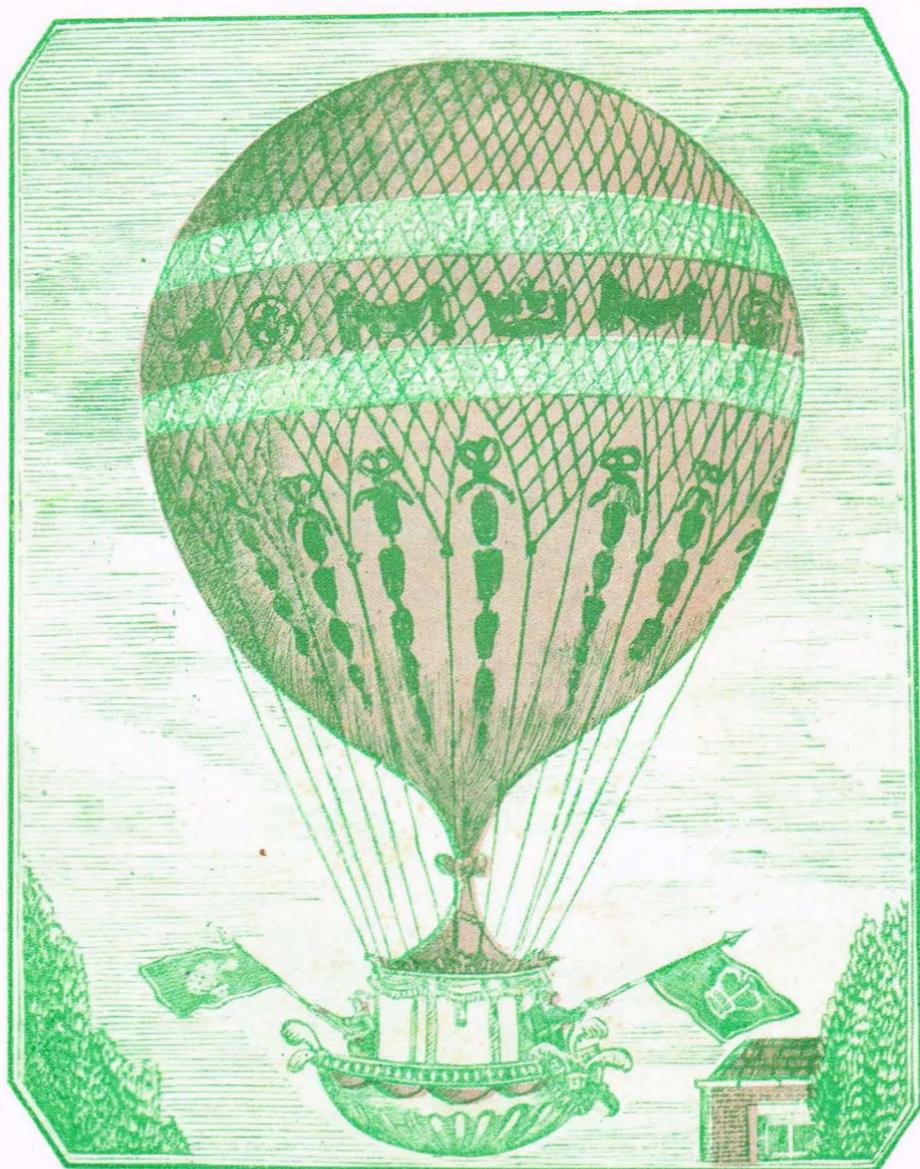


# *the* AIRPOST JOURNAL

Volume XXVII  
NUMBER 12

SEPTEMBER, 1956



**Mr. GREEN'S CORONATION BALLOON**

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# American Airmail Catalogue Supplement

## Ready For Publication

L. B. (Bart) Gatchell, Editor of the American Air Mail Catalogue, reports considerable progress on the new supplemental volume, expected to be ready in the not too distant future. Gatchell's health, which compelled him to give up the editorship of the Airpost Journal, has improved to such an extent that he has been able to give much time to this major project. This will be the first addition to the catalogue since the appearance of the original volume in 1947 and volume two in 1950.

He reports quite a number of sections nearing completion. The Airpost Journal will continue to make partial supplemental listings from month to month. All such listings which have been made since 1950 will be reprinted in proper order in the supplemental volume.

Gatchell reports: "We hope to put the C. A. M. Section (which is ready and "standing" in galley form) to press this month, to be followed at the first opportunity by the other Sections, not necessarily in the same order as they appeared in the basic books. In other words, as fast as a section is ready we will put it to print. The Supplement will comprise the following Sections: U. S. Air Mail

Stamps and Postal Stationery; U. S. Pioneer Flights; U. S. Governmental Flights; U. S. Contract Air Mail Flights; Interrupted Flight Covers; Airport Dedication Covers; U. S. Foreign Contract Air Mail Flights and (tentatively) Air Letter Sheets of the World. In connection with the latter, while no firm decision has been made, it has occurred to some of us that to include the Air Letter Sheets in this Supplement would make it unnecessary to issue an additional Supplement to that Catalogue and also might help sell the book because of the interest in these items. This plan, of course, leaves out some Sections but it would take several years more to prepare them and the material enumerated above will more than make a substantial volume. It is believed the Supplement will run close to 400 pages and will sell for \$4.00. George Kingdom has agreed to solicit advertising and also to handle the subscriptions to the De Luxe and Sponsors' Editions which will be bound to match the basic volumes in those Editions. Information as to the prices of the Special Editions and advertising rates will be forthcoming shortly from him."

### ATTENTION

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# Cuba's First Balloon Casualty Remembered In Centennial Flight

By DR. TOMAS TERRY

Through the efforts of the Club Filatelico de la Republica de Cuba the Cuban authorities have helped to celebrate appropriately the centennial of the disappearance of aeronaut Matias Perez on June 29, 1856.

The Cuban P. O. Department commemorated this event by using an official cachet on all mail circulated nationally on June 29 last. On the same day a commemorative exhibit was opened in one of the halls of the City's Museum.

Cuban aeronautical history began over a century ago when a Frenchman, M. Eugene Robertson, arrived in Havana from New York and made the first balloon ascension. After Robertson, other balloon men arrived in Havana, making similar flights. Jose Domingo Blino was the only Cuban to make a balloon ascension at that time. The most prominent of all such fliers was Eugene Godard, one of a distinguished family of aeronauts who later was appointed by Napoleon III as "Emperor's Aeronaut" for his deeds during a military campaign in Italy.

For all the six ascensions Godard made in Habana and Matanzas, he hired for the complicated prepara-

tions a young and courageous Portuguese named Matias Perez, an awning maker, naturally the right person to prepare and repair the balloon covers on Godard's two ships, "Ville de Paris" and "Amerique" in which Matias Perez accompanied Godard in some of his ascensions.

When Godard left for New Orleans, Perez bought the "Ville de Paris" for 1,200 pesos. He also obtained the first pilot certificate granted in Cuba. He then received the approval from Spain's General Governor to make an exhibition ascension for the welfare of a local charitable institution, whose president was wife of the Governor.

He made the first ascension on June 12, 1856 from the Campo de Marte, a military training field, now the Fraternity Park, next to the Capitol.

Eye-witnesses stated the ascension was "rapid and breathtaking". At some seven thousand feet, he showed his skill when he had to make repairs in the gas valve, but the gentle northeast breeze drove him southwest to a distance of some eight miles. He landed near one of the water reservoirs of the city.



The city's newspapers qualified the flight as "perfect". He was requested to make a second ascension, (which became his last), on the 29th of June in front of the palatial residence of Miguel Aldama, adjacent to the same Campo de Marte.

Matias Perez was so thrilled that he paid no attention to the unfavorable weather conditions prevailing that afternoon, and he refused advice from friends to postpone the flight.

Crowds watched in horror as the balloon went up westwards towards the ocean. It swiftly crossed the old coast fort "La Chorrera" at sunset, and a few minutes later was well over the dark seas, which still guard jealously the fate of the aeronaut.

Nothing ever was heard of Matias Perez, although reports and rumors came that he had landed in Yucatan or in Florida.

Popular folklore tales praised this feat of the first interoceanic American balloon flight. Today, a popular Cuban expression for the disappear-

ance of somebody is that he "Flew like Matias Perez".

On his swift and short trip over land, before reaching the ocean, he threw printed leaves with poems "To the Women of Cuba", which he sent as "air messages".

Therefore, the Cubans consider Matias Perez as the pioneer of air-mail following what the American Air Mail Catalogue recognizes in similar circumstances.

A similar recognition was given by France commemorating the Siege of Paris and by Hungary in 1935 celebrating the twentieth anniversary of the Siege of Przemysl: In Cuba, in like fashion, members of the Club Filatelico organized this centennial commemoration, using a small Neoprene balloon, christened the "Ville de Paris II", flying about twenty miles from a hill in Havana. It carried 30 covers, each one numbered, showing the official cachet in memory of the first aviator of Cuban transportation. The cover illustrated

(Continued on page 404)

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## WALTER R. GUTHRIE

SEA CLIFF

NEW YORK

# All Day To Cook It, And Ten Minutes To Eat It . . .

## Behind The Scenes With Gus Lancaster

The actual work involved in the successful handling of covers to be mailed for the Commissioning, or Dedication of an airport, can never be fully realized by anyone who has never handled such an event. Mailing of covers to the collector, or official in charge of the event, and eventual receipt of the Souvenir Cover, which is then placed in their collection, never can show the months of work that have gone into the making of a really successful event. The covers illustrated herewith, and the story behind the Commissioning, and the eventual Dedication of the Naval Air Station, at Floyd Bennett Field in Brooklyn, N. Y., will best illustrate the trials and tribulations of those behind the covers.

Late in the summer of 1940, information was received that the Commissioning of the Naval Air Station at Floyd Bennett Field would be held early in 1941. Contacting Lt. Commander Don F. Smith, Commandant at the Field, I was invited to come

down for a conference. While the event was still many months away, we did get together a number of times and made plans for a possible cachet for all collectors' covers, which even then had started to arrive at the field. The Commander loaned me the Naval Reserve Aviation Base Insignia, and with the assistance of Julius Goldblatt, a local collector, who was also a printer, we prepared a suitable cachet.

The actual Commissioning was scheduled for April 23rd, 1941. The date finally arrived, all covers on hand for collectors having been prepared, and then turned over to the mail clerk at the field shortly in advance of that date. He was to wait until the actual Commissioning and then take them to the Brooklyn Post Office for mailing. However, due to the excitement and confusion during the Commissioning, the Naval Mail Clerk overlooked all of the covers, and it was not until April 25th, two days later, that they arrived at the Post Office for mailing. It was a



THE "BAD" ONE



THE GOOD ONE

tremendous disappointment to me, of course. Imagine working on an event for some eight months and then having covers mailed out too late!

Commander Smith was sorry for this mix-up and invited me to come down again at the earliest possible moment, since an Official Dedication of the Field was scheduled to take place within the next four or five weeks. At the same time, to prevent delay, he asked if it were possible to prepare a design for another cachet and bring it along.

Although I felt badly, because of the mishandling of the covers from the Commissioning, my enthusiasm was still high, and before visiting the field, I prepared the draft for a new cachet for the dedication. This proposed cachet would incorporate in its design the Navy Star and a Navy plane. When Commander Smith saw this he liked it very much. He asked me to have a few copies printed so he could see it in finished form. A few envelopes were printed, and shown him, receiving his approval. In fact, he was so enthused that he asked me to have 5,000 covers prepared with the cachet, so that they could be used by the Naval personnel at the

Field. In the meantime, we had notified many collectors, through personal contact, and also through Philatelic press columns, and by the time the dedication date arrived, we had a total of 430 collectors' covers on hand.

The dedication date, June 2nd, 1941 arrived, and with very impressive ceremonies, the actual Dedication took place. This time, all collectors' covers were properly handled. They received the special Brooklyn, N. Y., Naval Air Sta. Floyd Bennett Field Sta. Postmark. This is a special Naval cancellation such as is used at Naval Air Stations. There is also the possibility that this cancellation of June 2nd, 1941, may have been the first day of its use at this base. Unfortunately, at the time, I did not think of checking on this, so cannot be positive, although I believe this was the first day of this cancellation.

While these covers can never be classified as dedication rarities, the fact that it took ten months of work, plus numerous trips to the field, each taking many hours of my time, makes these the most interesting covers I have.

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**WRITE SECRETARY-TREASURER FOR APPLICATION BLANK**

# Just A Minute! . . . .

With a month's experience behind this issue, your editor has started to learn just how this job should function. It was an interesting beginning. Some day this column will tell you just how to do it the easiest and best way. Suffice it so say, this issue was not put together on the "do-it-yourself" plan — but 101% cooperation from department editors, engravers, our business manager, and above all the Albion News, conspired to leave the editor a little time for other activities.

We suppose after the August edition, and this September one, are digested, somebody will say we should have more articles on stamps, less on covers — more about dedications, less on balloons, more about personalities, less on statistics, and so on. You can't please everybody — and as we said last month, we'll lean over backwards to avoid charges of favoritism. But sometimes, in this business, one issue seems to be loaded with too much material on one subject — such as three articles on balloons in this issue. This happens because the editor doesn't always get the material he wants in time to use it. We have a wonderful article on Colombian early air mail issues that we would have used here, but the needed illustrations could not be secured in time. Then a fascinating article for propaganda leaflets is being held up because prints sent us are not clear enough to use.

Got any good ideas for a cover presentation? We are always looking for the unusual and welcome illustrations that might be adapted, and of course, all manner of suggestions.

Being concerned with the publications of the Society, we are glad to mention progress on a catalogue supplement. Bart Gatchell, who is recovering from his prolonged illness and who will edit the supplement reports a foreseeable publication date, and gives a report elsewhere in this

issue. That's something we need and will use!

We are bombarded with all kinds of news and publicity releases from all over the world. Your editor found several items that would fit into the Journal, but just as the articles were being prepared for the printer, we were chagrined to find they would appear in the various weekly publications, and knew that they would be stale news when the Journal appeared. It's true that all our readers don't read all other publications, but it's disappointing to the editor to be chronicling old stuff. Harry Lindquist, Publisher of Stamps Magazine, when welcoming us into the fold, urged us not to worry about this. But if we get something at press time, then we'll be up to date. That Swaziland air letter sheet pictured in the August issue was ahead of the field.

And to wind this up — a note of appreciation to the many, many people who bothered to write and send good wishes for our new job. It's fun — work — headachy — but what a thrill!

## About Our Cover

We had a very interesting cover design in mind for this issue, but the preponderance of articles about balloons used here reminded us of an old balloon print we have hanging in the den. This was Mr. Green's Coronation balloon that soared on high over Merrie England about 150 years ago. This rare old print had been a gift to us a few years ago. In order to have halftones and color cuts made we had to take the print from its frame. In doing this we noticed printing on the back of our balloon print, and lo and behold, there appeared an English automobile ad, circa 1935. So our "rare old print" wasn't the real old rarity after all. However, it has a certain charm. We hope you like it!

# Flown Covers From The International Gordon Bennett Balloon Races In Chicago, 1933

By DR. MAX KRONSTEIN

1933 was Chicago's World Fair-Year. As the U. S. A. was to be host to the International Gordon Bennett Balloon Races, it was in order to make Chicago the start of this important event. Many of the world's best known aeronauts participated in the competition.

It was the 21st of the Gordon Bennett Races. Since the first three trophies had been won outright earlier, a fourth trophy was donated for the occasion by the Chicago Daily News.

The seven balloons came from the five most active ballooning nations. Two were from the U. S. A. with Ward Van Orman, Goodyear's most successful balloonist, and Frank A. Trotter on board the Goodyear IX, and Lt. Commander T. G. W. Settle and Lt. Charles Kendall representing the U. S. Navy.

Two balloons from Germany were piloted by Dr. E. Koerner, Germany's

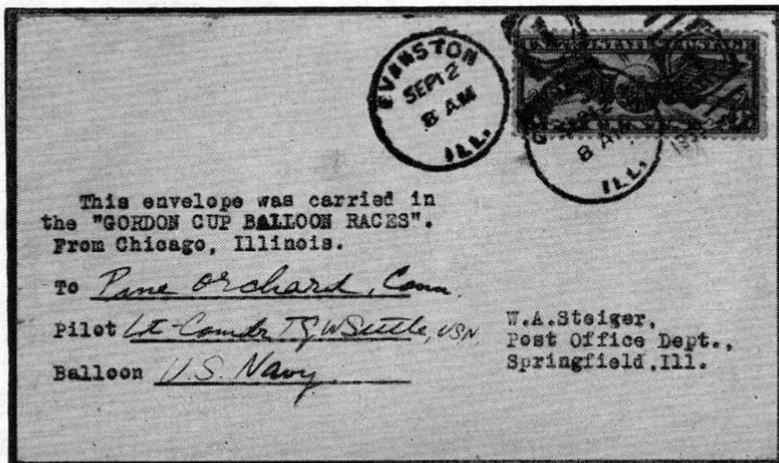
earliest Gordon Bennett balloonist, and Richard Schutze with 130 balloon flights to his credit and also by Fritz von Opel, a sportsman who was known for his rocket-auto. Poland sent one balloon with the same team which had made the 30,000 feet stratosphere balloon flight of 1932, Francizek Hyneck and Lt. Zbigniew Burzynski.

France sent one airship with one of the country's best known teams of aeronauts, George Blanchet, flying since 1900 and a participant in four earlier Gordon Bennett Competitions, and George Ravaine, flying his third Gordon Bennett flight, after an especially adventurous experience in the 1923 races.

Belgium had one entry, named it in honor of the occasion, the "World's Fair 1933" with Phillippe Quersin and Marcelle van Schelle.

This is the order of sequence of the take offs of the Races:

Start	Balloon	Nation	Aeronauts	Landing Near	Miles
1.	Goodyear IX	USA	Ward Van Orman Frank A. Trotter	40 mi. north of Sudbury, Ont.	500
2.	"World's Fair" 1933	Belgium	Phillippe Quersin Marcelle Van Schelle	Roscommon, Mich.	275
3.	U. S. Navy	USA	Lt. Comm. T. G. W. Settle, Lt. Charles A. Kendall	Hotchkiss, Conn. (Long Island Sound)	750
4.	Deutschland	Germany	Dr. Erich Koerner Richard Schutze	Kingston, Mich.	245
5.	Wilhelm Von Opel	Germany	Fritz Von Opel	Broke from mooring—destroyed	
6.	Kosciuszko	Poland	Francizek Hyneck, Lt. Burzynski	Riviere A. Pierre Quebec	812
7.	Verdun	France	George Ravaine Georges Blanchet	Homer, Mich	145



Even though this table gives statistics about the start, the distances and the winning teams, it cannot show how adventurous and eventful these races turned out to be.

The balloon #5 ("Opel") was destroyed at the start when it was torn from the mooring, jumped over one of the U. S. entries and finally fell to the ground, torn to pieces. The other German balloon (#4) came down near Kingston, Mich. in a low pressure area; the gas expanded and ripped the bag. The pilots reached the ground uninjured.

The Belgian balloon (#2) landed near Harbor Springs, Mich. in a tree.

America's Ward Van Orman and his balloon was not heard from for more than a week and fears were expressed that he had been driven out into the ocean. Finally Van Orman and Frank Trotter appeared at a point 40 miles north of Sudbury, Ontario on September 11. Their balloon had been wrecked, dropping from 8,000 feet, striking a pine and snapping in two on September 3. They found themselves in a wilderness, took some canned goods and a weapon and started to walk, hoping to reach a railroad or road. They did not find their way out for 7 days and lived on the canned food and by killing small game.

The "U. S. Navy" with T. G. W.

Settle, landed at the Long Island Sound near Hotchkiss, Conn., just before going out over the ocean. This flight by Settle and Kendall took 51 hours and is still listed as the United States Official Duration Record for free balloons.

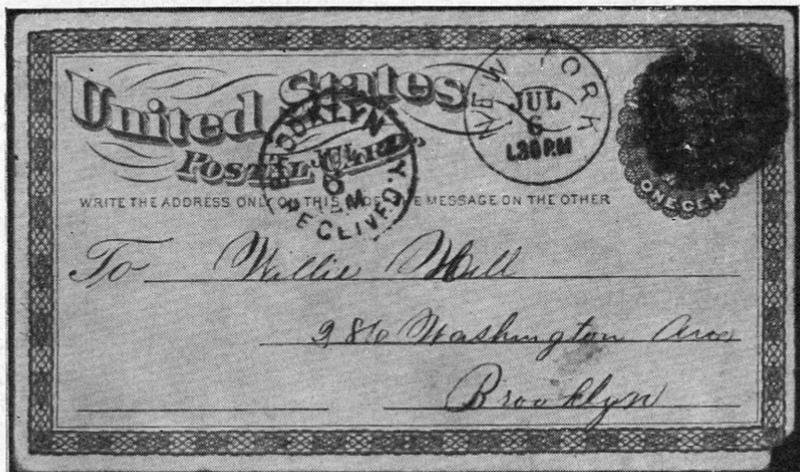
The winning Polish balloon landed near Riviere a Pierre in the state of Quebec. The aeronauts found themselves in a lonely world, too; but when they had reached help and returned to recover the balloon, the ground was covered by snow with 23 degree above zero temperature. Their takeoff had to be postponed.

This list of catastrophes makes one understand why flown covers from these balloons are hard to find.

The illustration shows a cover flown by Settle and Kendall; it is autographed by Settle indicating the landing at Pine Orchard in Connecticut, and was posted at his return to his base.

The writer owns a similar cover flown by the French Balloon "Verdun" autographed by the pilot, Blanchard. This was posted near the place of the landing and has the cancellation of the R. P. O. Det. & Chi. — Tr. 45. Sep. 4, 1933.

It would be interesting to hear from other flown covers in the collections of our readers.



## S.O.S.! Who Can Tell Us What We Have Here?

With all apologies to Robert W. Murch and his "Wild Blue Yonder" department, we'd like to learn something about the postcard pictured here. It is one of seven similar cards owned by Howard M. Gilpin, 813 E. 22nd St., Paterson 3, N. J.

Note the postmark of New York on July 6. Year was 1874, almost 3 years before the famous Buffalo balloon trip in 1877. The reverse side of the card says "The finder of this balloon (O. B.) will please write on this when and where it was found and put it in

the post office. You may keep the balloon". And in the space provided for the answer we read "4th July, '74. Balloon was found by myself and a friend while crossing the Roosevelt St. ferry, at the slip in New York, at 7:45 P. M. uninjured. We sent it up again tonight, with directions to the finder. It rose beautifully.

Max A. Wustrow,  
27 Canal St."

What is it? What is "O. B.?"



Recent Airmail Stamps — Courtesy Fred W. Kessler

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350 No. Deere Park Drive  
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# Even The Use Of Helicopters Has To Be Sold To The Post Office!

As collectors, too often we take for granted that almost every postal official desires to speed the mail — and we suppose that the idea of using helicopters, which caught on so quickly in the United States, would also be eagerly adopted in other countries. Not so in New Zealand! The following account of their first mail delivery by one of these craft last year indicates the difficulties that we seldom realize would exist.

In the New Zealand capital city of Auckland, the energetic Auckland Provincial Public Relations Office, Inc., considered the importation of helicopters ideal for use in that country. Faced with government apathy on this score, this office gambled by paying a considerable subsidy to James Aviation Ltd., for the right to first use a helicopter. James, in turn, took on some financial risk and finally imported a Hiller 12B.

It was used for a short time at a local carnival but the public didn't become too interested in it, although much speculation by newspapers and others likely to use a helicopter did appear. In any event, the first model remained in New Zealand, available for many roles.

The letter-lift was suggested as another means of demonstrating the versatility of the helicopter. They were not permitted to call it a Helicopter Mail, the Post Office wishing to reserve that term against the remote contingency that the Government would one day import a helicopter of its own, when the first helicopter mail would naturally be flown. They were, however, permitted to advertise the demonstration as New Zealand's first helicopter letter-lift.

Letter-lift covers were sold on the Carnival grounds and by mail, were posted in a special letter-box at the Carnival and, shortly before the lift took place, on the afternoon of Saturday, February 5th, 1955, were cleared into mail bags and loaded into the helicopter.

The original intention had been to land on the flat roof of the Post Office, but this was not permitted by the authorities and finally the helicopter landed in a near-by park, where a truck was waiting for the mailbags. These were taken to the main post office where they were sent through the mail in the ordinary way.

On the day, the mail closed at the Carnival grounds at 2 p. m. and the helicopter took off at 4 p. m. On its way to its landing place in the park the machine flew low over the post office. Over 18,000 letters weighing about 160 pounds, were carried, the machine being flown by Mike Meger, the American pilot who had come out with it. The actual distance flown was about seven miles and the time from the loading of the mail-bags until their delivery to the truck was ten minutes.

At the post office a special staff had been retained (it was a public holiday) to stamp and sort the mail, which was cleared late on the following day (Sunday). Special care was taken with the cancellation of the stamps, this task being done by hand.

The special envelope had printed upon it the words "HELICOPTER LETTER-LIFT" and a line drawing of the helicopter, and had to carry a 9d stamp of the current New Zealand issue. A special cachet was stamped on the envelope after mailing. This read: - "First New Zealand Helicop-



ter Flight, Western Springs to Auckland, February 5, 1955".

Our correspondent, R. A. McIntosh, Publicity Manager, informs us, "You may think from the above incidents that we did not receive a great amount of cooperation from those in authority, but the reason for this was understandable. The helicopter was a new type of aircraft in this country and, although the flying of other types was rigidly controlled, the licensing authorities had no background of knowledge to enable them to draft flight rules. It was finally left to the discretion of the pilot to fly only in such places where there would be no danger to the public and not to fly over inhabited areas. The pilot, knowing that he would be blamed for any untoward incident, and his employers, anxious to take no risk that would show the new machine in an unfavorable light, proved ultra-cautious in their interpretation of the official ruling. Nevertheless, we received the full cooperation of the local post office throughout."

The cover illustrated, which is one carried on this flight, is from the collection of Bill Schneider, Jr.

## Nice People Do Nice Things!

Every once in a while a person comes along and recognizes that a little help will make someone's job a little easier. The help might be a word of good cheer, a bit of commendation or some sort of financial assistance.

The operation of our Society is limited by the dues of the members, an occasional benefit auction, and the profits (if any) from the sale of publications, albums, supplies, and the like. If we had a bigger income, we'd have a bigger and better Airpost Journal, as an example.

Member Mary E. Pearce, of Lafayette, R. I., recognizes our difficulties, and through her generosity once again, the Society has received a nice cash donation which she sent in with her annual dues payment. We are grateful to her and will make good use of this fine gift.

Are there other nice people who could be similarly stimulated at this time?

P. S. Please don't delay in paying your dues, too!

# Catalogues Received

## **ROCKET MAIL CATALOGUE: by Stephen H. Smith**

Second Revised Edition 1955, published by Fritz Billig, 16-39 Highland Ave., Jamaica 3, N. Y. 8vo., 68 pages, paper bound, \$3.00

This catalogue is volume 8 of Billig's Specialized Catalogues. It is a revision of an earlier edition, with corrections and additions to the work of the late Mr. Smith by Dr. Max Kronstein and, J. Dellenbag. This work is a definite "must" for collectors of Rocket stamps and covers. It contains complete historical and technical information on all rocket firings in the eighteen countries which thus far have had such flights. Prices given are based on realistic factors of quantity available, demand, popularity and historical interest — and a full page note about pricing justifies figures arrived at. 19 illustrations of stamps, cachets and covers help greatly in describing the listings. Copies are available from Mr. Billig or your favorite stamp dealer.

**EERSTE SUPPLEMENT OP DE  
LUCHTPOST CATALOGUS VAN  
NEDERLAND EN DE OVERZEESE  
GEBIEDSDELEN 1948/1955 —** Compiled by R. TOCILA, Published by "De Vliegende Hollander," Amsterdam, 1955, 50 pages.

This catalog of Dutch airmails is a continuation of the first volume published in 1948. It lists and prices in Dutch guilders all flight covers, air mail stamps and etiquettes from the Netherlands and its colonies used from 1948 through 1955. Rocket posts, military flights, balloon posts, first air mail flights and crash covers are included. 15 illustrations are clear and readable. Although printed in Dutch, this booklet is easily followed. It can be purchased by sending an international money order for \$1.00 to Mr. W. Dekker, at Ijsselsteinstraat 36, The Hague, Netherlands. The or-

iginal 194 page volume, in board covers, is still available at \$1.50, or both volumes, if ordered together, at \$2.00.

**HANDBUCH DER MILITAR-  
LUFTPOST 1793-1953, By Alfred  
Clement, published 1955 in Graz,  
Austria, 15 pages.**

This catalogue, printed in German, is replete with illustrations of covers, cachets, stamps, postmarks, V-Mail, labels and censorship markings on air mail of all kinds originating at military posts, or at all concerned with military air transportation. It has a compact arrangement of listings by country of all military air mail material beginning in 1793, and progressing chronologically, subdivided into war and peace periods, for every known military situation. Although written in German, text material is tied in with illustrations, and easily followed. Prices are indicated in Austrian currency. Army Post Office cancels of most countries are identified as to location, making this work valuable particularly in that specialized field. The handbook was recently awarded a German literary prize, the Sieger-Medaille, a high distinction.

It may be ordered directly from Alfred Clement at Schwimmschulkaai 6/11, Graz, Austria, and is priced at \$3.00, postage extra.

## **CUBA'S FIRST BALLOON —**

(Continued from page 393)  
is from the author's collection. The signatures shown include that of Postmaster of Jaruco where the balloon was found, that of the farmer on whose land the balloon came down, and that of the soldier who reported the find to the postmaster.

## Army 'Copter Sets Record Over Jersey

Washington, Aug. 20—The Associated Press reports that an Army helicopter flying a shuttle course between two New Jersey municipalities has set a new world distance record.

Flying nonstop between Hightstown and Haddonfield, the twin-rotor H-21 helicopter covered 1,999.07 miles—14 times between the two points—in 11 hours and 58 minutes. The previous nonstop record of 778.3 miles was set by France three years ago.



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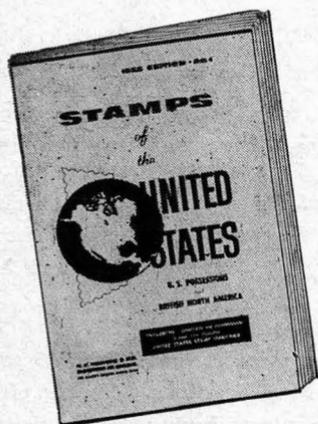
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Today appears to be a good time to consider placing your collection with us for sale, if . . . for any reason . . . you must sell! We have been very successful in handling numerous properties ranging in value from a few dollars to many thousands of dollars.

**WE SUGGEST:** If you want to sell, and have a collection worth \$100.00 or more, merely pack it up carefully and ship via Express or Insured PP and send your instructions along advising us of your wishes.

**WE WILL** classify and handle your property into appropriate auction lots. Our entire commission is 20% and there are no "extras". As we have a sale every month, you are "always just in time" to go to press and there will not be any undue delays in handling your stamps, covers or collections.

**WE BUY OUTRIGHT:** In the case of collections which we can use for our regular retail stock, we will buy outright, making an offer subject to your approval and consideration. You may send material with such a request and you will receive prompt attention. At the present time we especially want fine U. S. stamp collections, but do not want stocks of late mint sheets, first day covers, etc. We can handle almost anything philatelic in auction on 20% commission but we will not buy material on which we are already overstocked. We have a small booklet now in its 6th printing known as "Long on Service" if there are any unanswered questions in your mind . . . whether you are **BUYING** or **SELLING**. Ask for a copy: it's free.

**EILMIER R. LONG**



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# SECRETARY'S REPORT

## NEW MEMBERS

- 4296 Gordon, Harry A., 795 Garden Street, New York 60, N. Y.  
4297 Pelletier, N., 34 Blandford Street, Toronto 10, Ontario.  
4298 Wettach, George H., 17-20 Well Drive, Fair Lawn, N. J.  
4299 Morey, David C., R. D. 1, Verona, N. Y.  
4300 Ruffkogel, Ernesto J., 554 Glenwood Avenue, Teaneck, N. J.  
4301 Dime, Thomas A., 63 Metropolitan Oval, New York 62, N. Y.  
4302 Senkewicz, John, 628 Elm Street, Kearny, N. J.  
J-4303 Milgram, James W., 216 Columbia Heights, Brooklyn 1, N. Y.  
4304 Richard, J. A., Box 235, Aberdeen Miss.

## REINSTATEMENTS

- 525 Rosen Isadore, 213 Nagle Avenue, New York 34, N. Y.  
1447 Ray, Samuel, 350 Oakdale Avenue, Chicago 14, Ill.  
3402 Andersen, John J., 75 Casa Way, San Francisco 23, Cal.  
3417 Sturm, Anthony, 7107 Woodland Ave., Takoma Park 12 Md.

## NEW APPLICATIONS

- Baxter, Larry, 17 Roy Street, East Haven, Conn. Age 30. Real Estate & Com-  
poser. Jet Flights EX by R. W. Murch  
Sechy, Ernest, Box 773, Hollywood 28, Cal. Age 58. Dealer.  
AM EX by John J. Smith  
Wilkinson, Paul K. (Capt.), 488th Bomb Sqdn., Whiteman AFB, Mo. Age 30.  
Pilot. AU U20 UC EX by John J. Smith  
Paul, Francis A., 54 Flax Road, Fairfield, Conn. Age 45. Soc. Worker.  
by John J. Smith  
Szekely, Rudolph (Dr.), 3059 Marilyn Way, Santa Barbara, Cal. Age 60.  
AM AU AS U20 E UC Z CF EX by John J. Smith

## DECEASED

- Steinman, Carl W., Milwaukee, Wis.  
Schoenfeld, Ida L., Cincinnati, Ohio.  
Pearse, Langdon, Winnetka, Ill.

## CHANGES OF ADDRESS

- Abbrecht, Hermann R., 7405 Parkstone Lane, Birmingham, Mich.  
Brown, Mrs. LeRoy, Saw Mill River Road, Hawthorne, N. Y.  
Cooper, Edwin O., 13621 Emelita St., Van Nuys, Calif.  
La Place, William B., Apt. 55, 1255 N. State St., Chicago 10, Ill.  
Watson, John, 329 Olive St., Albury, N. S. W., Australia.  
Shine, Arthur, Hiawatha Blvd., Oakland, N. J.  
Hantman, Sam, 2430 Morris Ave., Bronx 68, N. Y.

# Our Sales Manager Says . . .

By **HERMAN KLEINERT**  
213 Virginia Ave.  
Fullerton, Penna.

Now that summer vacations are over, we can settle down and get going again, mounting stamps, going to Club meetings and, of course, buying new stamps and covers for our collections.

Since the June announcement of the new Sales Department, numerous requests to buy and sell material have been received and many collectors have been sent items from their want lists. Results have been very gratifying considering that we launched this program in the summer. Now that it is September, though, we are looking forward to receiving much more material and many more requests for circuits.

To give you an idea of what is in the circuits at this moment, glancing through some books of air mail stamps we see U. S. No. C-18, our 50c Graf Zeppelin stamp, also Zepp stamps from Germany, Brazil, Hungary, Russia and San Marino. Looking further we find mint copies of Surinam C-17, C-18 and C-19; these latter are extremely scarce.

Going to the Cover Circuits, there are six different covers with U. S. C-18, one card with C-13, and numerous other Zeppelin Flights with Germany POLAR FAHRT, etc. Lots of CAM's and Airport Dedications, reasonably priced, too. How about you pilot autograph collectors? Represented in this category we find covers signed by Frank Hawks, The Hunter Brothers, C. T. Ulm, Roscoe Turner, Jimmie Wedell, Dale Jackson, Forest O'Brine, R. E. Byrd, Eddie Rickenbacker, Hap Arnold and Amelia Earhart. Many of these fliers have gone to the "great beyond". Here is a real opportunity to get some nice autographs. And you FAM collectors, do you have F6-9 and F6-51e, only 46 of this latter item flown? At this writing we have one

of each of these items available. We are only sampling and this is only a very small part of what is on hand for your pleasure.

Now, how about sending in for a circuit? If you are only looking for a few special items, send in that want list. DO IT NOW.

## Airport Dedication Covers

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

Municipal airport, Clarissa, Minn. was dedicated on July 8. Covers are marked with an inscription by Civic Organization and 177 were mailed. . . Hayward, Wisc. was scheduled for a dedication on July 15, too late to be of help to our readers but those who had post cards with the writer of this column were notified. . . Covers are in from Portsmouth, N H. AFB base dated June 20; so far no report on this one. . . Covers are reported from Mount Pleasant, Fla., on May 21 and American Fork, Utah on May 18. Can anyone help with data on these two events? . . . There were 64 covers mailed at Rising Sun, Md. on June 17 for airport dedication at Farmington, Our friend, Paul Bugg, covered this event for us. . . We have a report that Presha, S. D. held dedication Aug. 28, 1955. Does anyone know of covers on this event? . . . Covers mailed from Homestead, Fla. AFB on June 23; no report on this one yet. . . Rush County airport was scheduled for a dedication on July 22, at Ladysmith, Wisc. This writer sent out cards in time for you to cover the event. . . If you know of coming airport dedications, will you please inform us so that the other collectors may send covers for the event?

Our best wishes to the new editor of the Airport Journal.

# Miscellaneous Zeppelin Notes

By JOSEPH F. BUSH

Collectors can derive pleasure from their hobby only if they keep themselves well informed by reading special literature on their subject. For Zeppelin enthusiasts there are many fine books, mostly written in German, giving the history of the birth of the Zeppelin, the story of its flights and of the persons concerned with its usage. Several of the better known titles are listed below.

"LUFTSCHIFF VORAUS" (Zeppelin to the fore) by A. Colsman, manager of the Zeppelin yard.

"ZEPPELIN DENKMAL FUER DAS DEUTSCHE VOLK" (A Zepp. memorial to the German Nation) by Prof. Hans Hildebrandt.

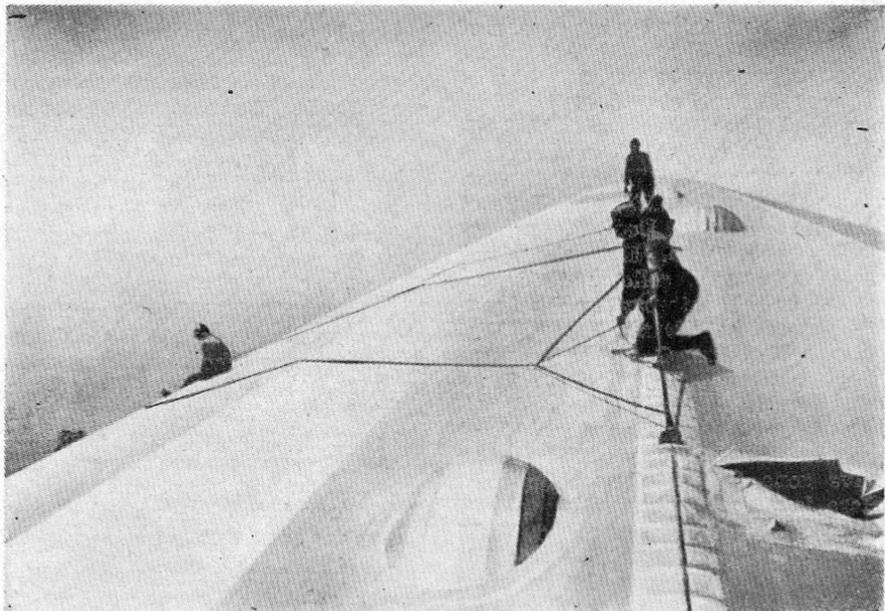
"FERDINAND GRAF VON ZEPPELIN" by H. Rosenkranz.

For those who wish to check dates of flights and the catalogue value of mail carried, see the ZEPPELIN POST KATALOGE issued by the SIEGER-VERLAG, Lorch, Germany.

Catalogues in English include our own American Airmail Catalogue and one by Kummer, printed years ago, that is very informative.

We read a great deal about DROP FLIGHTS. Drop mail was usually done by the navigational staff of the Zeppelin. This mail received the official flight cachet on board the airship. On several occasions staff members dropped unofficial mail which had the board cancel but not the official (cachet) although the same receiving cancellation was usually applied to all mail, official or otherwise. Kummer, for instance, lists many such unofficial items. There is a known drop mail on a Bermuda trip in 1928. The covers are without franking and are so recognized by the N. Y. Post Office which applied a special rubber stamped inscription.

Dr. Eckener's son, Kurt, won fame when he and others of the crew repaired the port horizontal fin in mid-



air over the Atlantic on the first trip from Friedrichshafen to the USA while crossing Bermuda. (See illustration)

Many Zeppelin mails bear the signature of some person of importance but none has caused as much confusion as that of "LEHTMAN". Ernest A. Lehman was Captain, second in command under Dr. Eckener. His signature is a fine collector's item; yet many collectors have accepted the signature of the chief steward "Albert Lehman," not related, as that of the Captain. Dr. Hugo Eckener is known to have used four types of signatures.

Interesting and worth the study are the various board mail cachets and types of cancellations used on the many flights. In 1929, at the time of a forced landing of the Zeppelin at Cuers, France, authentic mail carried on the return flight after repairs had been made, was given a two line cachet reading: "LUFTSCHIFF GRAF ZEPPELIN. SCHIFFSLEISTUNG." Mail is backstamped at Friedrichshafen 24 Mai, 1929.

The 50th ocean crossing by the Graf Zeppelin was celebrated on board on October 16, 1933 on the way to the USA and the World's Fair at Chicago. The United States issued a special 50 cent green Zeppelin stamp and mail to and from the exhibition received the Century of Progress Exposition cachets.

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## Backtracking . . .

We hope that this won't become too regular a column in the A. P. J. Here we will correct errors and omissions from previous issues. We don't mean misspelled words or too garbled sentences (and after "painstaking" proof reading, four managed to get printed in August), but corrections of misstatements of fact.

A serious omission was leaving out the name of sales manager, Herman Kleinert, from the list of key workers of the AAMS which appeared on page 390. This has been corrected in this issue. His function is one of the "mostest" — and we hope you patronize this department.

Robert Schoendorf takes us to task for illustrating what he believes to be a faked cover on page 377. He says that's not Wilbur Wright's signature. Could be he's correct. This card was illustrated in the APJ several years ago, but he's the first to comment on it, as far as we know. He says this is one of many forged cards so produced by a "specialist".

And on the list of applicants on page 386 please be sure to add "Jet flight covers" after the name of Harry A. Gordon. His collection has just passed 2,000 covers. We still have to get our first!

If you look real closely at the signature of the balloonist pictured on page 365, you'll interpret it to read "Nadal". He's the hero of the episode described in the story starting on page 387. And the balloon pictured is undoubtedly "Le Victor Hugo".

In the illustrations of new air mail stamps pictured in this issue will be found several described by Alton Blank on page 361.

# Catalogue Supplements

## CONTRACT AIR MAIL SECTION

### AIR MAIL ROUTE NO. 81

#### SEGMENT #6: TULSA-LITTLE ROCK

December 7, 1954

On the above date Central Airlines expanded service on AM-81 by inauguration of Segment #6 from Tulsa, Okla. to Little Rock, Ark. via Muskogee, Fayetteville, Ft. Smith and Hot Springs. Segment #7 (Ft. Worth-Kansas City) of this route was also inaugurated on this date, and Muskogee, Fayetteville and Ft. Smith are also served by Segment #7, so correct postmark times and backstamps at points on the proper segment are essential for positive identification of covers. Postmark times are: 81E45, 6 A. M.; 81W45, 11 A. M.; 81E46, 7 A. M.; 81W46, 11 A. M.; 81E47, 6:30 A. M.; and 81W47, 10 A. M. Official map-type cachets were applied at all points.

#### Type 81d

Cachet—Type 81c.

Pilot—William L. Lasseter.

81E44	Tulsa—(green)—Lasseter	(1553 pieces)	.25
81E45	Muskogee—(blue)—Lasseter	(1328 pieces)	.25
81W45	Muskogee—(blue)—Lasseter	( 230 pieces)	.60
81E46	Fayetteville—(magenta)—Lasseter	(1042 pieces)	.25
81W46	Fayetteville—(magenta)—Lasseter	( 355 pieces)	.60
81E47	Ft. Smith—(green)—Lasseter	( 427 pieces)	.35
81W47	Ft. Smith—(green)—Lasseter	( 430 pieces)	.35
81E48	Hot Springs—(black)—Lasseter	(1700 pieces)	.25
81W48	Hot Springs—(black)—Lasseter	( 456 pieces)	.30
81W49	Little Rock—(blue)—Lasseter	(1722 pieces)	.25

#### SEGMENT #7: FT. WORTH-KANSAS CITY

December 7, 1954

Also on the same date service over Segment #7 was inaugurated. This segment operated from Ft. Worth, Texas, via intermediate points of Dallas, Paris, Ft. Smith, the alternate points Muskogee and Fayetteville, and Joplin, to Kansas City, Mo. The first north flight originated at Ft. Smith and operated via Fayetteville and Joplin to Kansas City, and a later flight from Ft. Worth to Kansas City (stopping at Muskogee instead of Fayetteville) handled the north covers from the other points on Segment #7. The first south flight from Kansas City to Ft. Worth served all points south except Fayetteville which received service on the second flight that stopped at Fayetteville in lieu of Muskogee. Correct postmarks for Segment #7 covers with proper backstamps are: 81N53, 6:30 A. M.; 81S53, 11:30 A. M.; 81N54, 7 A. M.; 81S54, 5:30 P. M.; 81N55, 11 A. M.; 81S55, 11 A. M. Official map-type cachets, similar to those used for Segment #6, were applied at all points.

Cachet—Type 81d.

Pilots—Delbert E. Booth, Willard J. Lankton, John A. Logue.

81N50	Ft. Worth—(blue)—Booth	(1803 pieces)	.25
	f. Airfield—(black)	(2148 pieces)	.25
81N51	Dallas—(magenta)—Booth	(1246 pieces)	.25
	f. Airfield—(green)	(1790 pieces)	.25
81S51	Dallas—(magenta)—Lankton	( 121 pieces)	1.30
	f. Airfield—(green)	( 36 pieces)	5.00
81N52	Paris—(purple)—Booth	(2114 pieces)	.25
81S52	Paris—(purple)—Lankton	( 771 pieces)	.30

(Continued on page 422)

# APJ ADS

## AAMS EXCHANGE DEPARTMENT BUY — SELL — WANT LISTS

### RATES:

THREE CENTS PER WORD per insertion. Minimum charge 50 cents. Remittance must accompany order and copy. The AIRPOST JOURNAL, APJ Ads, Allentown, Penn'a.

USED AIRMAILS AND ON COVERS — Price list for postage only. Captain William H. Peters, Interlachen, Florida. 305-12t\*

FINLAND — APPROVALS SHIPPED — Want Lists filled and FDC's, Zepps and airmails. AAMS 4286. Write Elmgren, Box 4017, Helsinki 1, Finland. 316-6t\*

### AAMS EXCHANGE ADS

WORLDWIDE EXCHANGE FLIGHT COVERS and Air Mail stamps wanted; only better Class. Also Air Labels, Special Flights, Rockets, Eugene Stanley, Philatelist, 29 Clarke Street, Elwood, Vic. Australia.

ROCKET COVERS WANTED — ALL Types. Dr. Matejka, Hotel La Salle, Chicago, Ill. Ex-1t

MINT AIRMAIL STAMPS OF SPAIN and Colonies exchanged for mint U. S. Commemoratives. Avvampato, Box 176, Spama, APO 285, N. Y. C., N. Y. Ex-1t

EXCHANGE \$5.00 SCOTT VALUE IN Airmail mint stamps of Brazil for \$1.00 mint commemoratives of USA, face value. Petter, Box 72, Fortaleza, Ceara, Brazil. Ex-1t

TRADE FAM's, CAM's, DEDICATIONS for U. S. Plate blocks or mint singles. Frank Herget, 89 Leonard St., Buffalo 15, N. Y. Ex-1

WANTED — FOREIGN HELICOPTER, First and Special Flight Covers and Cards, etc. Max. Cards, Jet Flights in exchange for U. S. CAM, FAM and F. D. C. V. R. Wailly, Box 26A, Roxbury 19, Mass. Ex-1t

WANTED — CHICAGO EXP. HELICOPTER Flights, Foreign Copter Flights — Autogiro Flights. Will trade. Any covers you need. Mr. Val White, 819 FDR Drive, Apt. 8c, N. Y. C. 9, N. Y. Ex-1t

EXCHANGE MINT AIR MAIL STAMPS all over the world, if possible in completed sets. Julio Cuervo Sanchez, Apartado 9, Gijon, Espana. No. 4-288 Ex-1t

VENEZUELAN STAMPS. MINT OR USED, given for same value of British Empire, U. S. A., Vatican, Israel, U. N. O. Douglas, 130 Sydney Ave., Malverne, N. Y. Ex-1t

DOES ANYONE WITH APPROX. 6,000 diff. Airm. mint - used, want to exchange? Want lists basis Scott's 1956. James Gavin, Box 283, Harrison, N. Y. Ex-1t

WILL EXCHANGE — COLLECTOR'S ACCUMULATION of duplicate mint and used airmail stamps of the world. Chester A. Gordon, 207-20 Hollis Avenue, Queens Village 29, N. Y. Ex-1

EXCHANGE CANADA COMMEMORATIVE stamps for Aerogrammes all over the world. Will J. Clarke, 8 Kintyre Avenue, Toronto, Canada. Ex-2t

EXCHANGE — CRASH COVER. POSTAL cancellation reads: "Damaged in plane crash Hollywood, S. C. 12-17-55". Sell or exchange for anything in early U. S. Howard L. Haines, 76 Burchard Avenue, East Orange, N. J. Ex-1t

WANTED — ROTARY FIRST DAY COVERS on Artcraft cachets only: Need the following: French West Africa, Korea imperf., Lebanon, Panama, Panama new \$1.00. Panama 15c overprint and Syria. Send price lists to Jack Shaber, 269 East 86 St., Brooklyn 36, N. Y. Ex-1t

HAVE AIRPOST JOURNAL, 1935 TO date (2 missing) and Aero Field, Jan. '37 through April '44; 5 Volumes each, bound. Also PAA New Horizons Dec. '41-March '47 (2 missing); Phillips Air Mail Magazine, March '39-Dec. '44 (1 missing); Sanabria Airpost News, No. 1 thru 33; trade for small number quality covers. A. F. Schlandt, 1631 Centeridge Ave., Cincinnati 31, Ohio. Ex316-2t

WANTED — GENUINE FLOWN ROCKET cards or covers, exchange, or trade for first days, C. A. M. or F. A. M. covers. Anton Hobling, 1725 Putnam Ave., Brooklyn 27, N. Y., U.S.A. Ex312-8t

WANTED — AIRPOST DEDICATIONS. Will exchange HPO's and CAM's for dedications needed. Theodore A. Winkel, 607 N. East St., Madison, Ind Ex-1t

WANTED: CANADA 19TH CENTURY Covers. Have F. F. and Semi-Stamped. John M. Kitchen, Rte. 6, Woodstock, Ontario, Canada. Ex-1t

CUBA ROCKET COVERS, AIRMAILS, F. Day, CUPEX, etc. exch. for similar material. Rafael R. Garcia, Apartado 129, Havana, Cuba. Ex-1t

CRASH COVER COLLECTION, SOME very scarce — trade for Australia specialized material or sell. F. H. Wilde, 917 N. Burris Ave., Compton 2, Calif. Ex-1t

WANTED — U. S., CANADA, AND UNITED NATIONS comm. stamps for China and Indonesia stamps. Yand L. Chung, 611 Shipley St., Wilmington, Dela. Ex-1t

HIGHWAY POST OFFICE AND NAVAL Cover Collection to exchange for Early U. S. or Canada First Day Covers. E. L. Beadles, Ashland, Ill. Ex-1t

# Balloon Post Of The Siege Of Paris

1870-71

by LOUIS A. CHAINTRIER

Translated by

DR. EVERETT E. THOMPSON and GEORGE W. ANGERS

## CHAPTER XIII

The Universal Republic (cont.)

Eugene Godard, who presided at its departure, believing that the aeronautical experience of Jossec was not enough to permit him to execute his own "lachez tout" (release), had the balloon fastened to a cable, letting it float at about 30 meters, holding it to the ground; his rope was quickly cut and the balloon leaped into the sky at the speed of a projectile.

The flight proceeded without the slightest incident although at such a great speed and at such a great height that for a long time the ground was invisible to the air travelers.

The landing took place at 11:30 a.m. above the trees of Ravelin Forest near Lonny at 12 kilometers (7½ miles) to the northwest of Mezieres (Dept. Ardennes) and at 187 kilometers (116 miles) by crow flight from Paris.

We know from an eyewitness that the aeronauts wished to land in a field between Les Bruyeres Forest and Ravelin Forest. Some members of the National Guard, among whom was Mr. Nisole, were concealed in these woods, and believing they were confronted with a German balloon, were ready to fire upon them. Observing this the navigators threw out ballast and tried to regain height but couldn't achieve it quickly enough because the balloon, driven by a very strong wind, was hurled 200 meters beyond onto the trees on the edge of Ravelin Forest where it ripped open.

The duration of the flight was thus 2 hours and 15 minutes and the

average rate of speed 3.1 kilometers per hour (51.5 miles).

Very fortunately the region was quiet, the nearest enemy post being at Boulzicourt, 8 kilometers from Mezieres. This was quite fortunate for the aeronauts, for it took a lot of time for them to get free; the basket was entangled in the branches of the trees and it was only with great difficulty that they could get down to the ground.

Mr. A. Dubost and his companion reached Lonny by the nearest route and hastened to the home of the mayor. As soon as he learned who the travelers were, he ordered them a carriage.

In the meantime Jossec, aided by men of the National Guard, who very fortunately had quickly determined the nationality of the balloon — succeeded in freeing the envelope of the balloon in spite of a very strong, gusty wind.

The sacks of dispatches, at first turned over to the Mayor of Lonny, were sent the next day through his efforts to Madame Lecourt, receiver of posts at Renwez, 3 kilometers north of Lonny.

Toward 10 o'clock in the evening the three travelers, the pigeons and the balloon arrived at the prefect's house in Mezieres where they passed the night. From Mezieres they proceeded to Dijon (by way of Rethel, Chalons - sur - Marne, and Troyes) where they arrived on October 22 and where Mr. de Prunieres delivered letters to Postmaster Dumoulou sent

him by friends at the moment of departure from Paris. Then by way of Nevers and Bourges they reached Tours October 25 at 9 a. m. After his arrival at Tours, the Pilot Louis Jossec was attached to the Army of the Loire as military aeronaut and placed under the orders of the Tissandier brothers. The balloon was turned over to the Army of the Loire as an observation balloon.

### GARIBALDI

(Named in honor of Giuseppe Garibaldi, Italian general, born at Nice in 1807, who offered his service to the Government of the National Defense. After landing with his volunteers at Marseille he fought the Germans at Chatillon-sur-Seine, Autun and Dijon. He was elected deputy in four French Departments after the armistice; dying in 1882.)

The sixteenth balloon post was chartered by the Administration of Telegraph Lines.

It contained 2,045 cubic meters and came from the shops of Messrs Dar-tois and Yon which had been installed at the Nord railway station and again placed under the direction of Mr. Nadal.

It was piloted by Mr. Iglesia, a mechanic by profession, who had been a member of the group charged with the working of the 10,000 cubic meters captive balloon H. Giffard on exhibition at the London Exposition in 1868 under the direction of L. Godard. He had as passenger, Mr. Hippolyte Felicite Paul de Jouvencel, 53 years old, one of the secretaries of Jules Favre, former deputy of Seine-et Marne, a leftist in the Legislative Body under the Empire, former State Counselor and author of several works. He was at that time commander of the Sharpshooter Corps "Les Chasseurs de Neuilly", organized under his initiative.

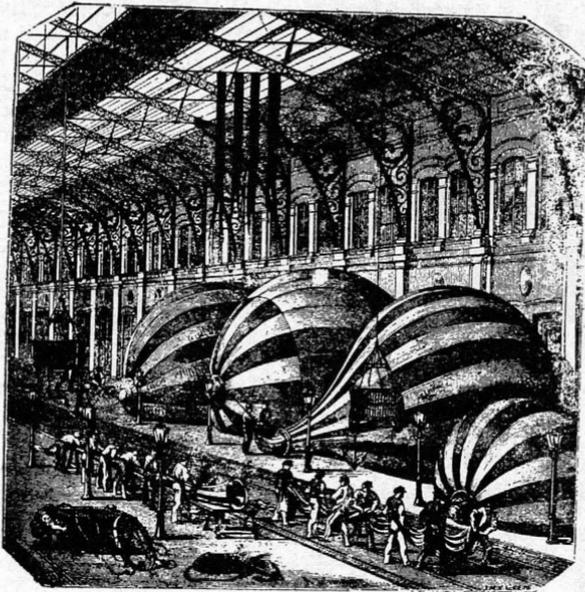
The postal consignment comprised: (1st) Eight sacks of dispatches weighing a total of 450 kilograms (990 lbs.); (2nd) a basket containing six pigeons, two of which belonged to Mr. Van Rosebecke, two to Mr. Cassiers and

two to Mr. Prosper Derouard; (3rd) some bundles of proclamations translated into German and some sacks of newspapers; (4th) six packages of maps (wrapped in cloth) on a scale of 1 to 80,000 obtained by transfer on zinc and drawn on thin paper; these were destined for the staff officers of the armies fighting in the province.

The departure took place from the Tuileries Gardens in front of the great basin bordered with terraces on Saturday, October 22, 1870, at 11:40 a. m. in calm and cloudy weather, in the presence of Messrs. Rampont-Lechin, Ernest Picard, Rochefort, Liouville, and others.

The aerial voyage started off very slowly, the balloon appearing to move so little that it served as a target for enemy artillery. In spite of the fact that it kept at a high altitude several projectiles reached it at 2,000 meters but happily without any troublesome result. The Garibaldi was very probably the first balloon against which was employed the special cannon mounted on a cart, made by the Krupp factories, contrived to beat down the balloons that arose from Paris. We have had the good fortune to have the exact report of Mr. Paul de Jouvencel regarding this balloon trip. Let him tell the story:

"On October 21 when I went to the Tuileries the sky was gray and rainy with considerable wind; all the necessary preparations were completed and the inflation of the Garibaldi well advanced when the aeronauts declared that the weather appeared very bad. The balloon was deflated and my departure was put off to the next day. I went to say farewell to Col. Foy of the Staff and I recommended to him my little company. Mr. Nadal had informed me that at night at a certain height, the only objects that can be distinguished on the ground are: the light of the cities and water, which in the gloomiest weather appeared as a line or a whitish patch. A large river or a large body of water by their relations in dis-



#### EARLY PRINT SHOWING BALLOON FACTORY

tance or direction with certain cities can help the aeronaut to recognize his location.

"In addition to a good map of the environs of Paris and some maps of eastern and northern France on a large scale, I was carrying a life belt on the chance that I might fall into the sea. Besides a compass my bag contained my small telescope and the book by Decker on small-scale warfare.

"I wished to leave at night, a little before dawn, in order to pass above the enemy lines surrounding Paris without being seen. Objection was made to me that this was very dangerous for several reasons, notably because for the last week the rising sun had stirred up a very strong wind that in a couple of hours could carry us out over the unknown ocean or strike the balloon and its basket at the departure or in its descent against roofs and trees and tear it apart and kill people. In a balloon, Mr. Nadal told me, two precautions are necessary — first, to endeavor to

know where one is and second, never to allow a descent to develop into a fall. Because of this it is always necessary to check the descending movement by throwing out ballast. It is easily understood being near the ground, that if the falling motion is allowed to accelerate, it will be necessary to suddenly throw out a good deal of ballast to prevent a shock. It could happen that because of the accelerated speed, no lightening could further impede the shock; then the balloon in rebounding rises to a very great height; by its additional speed it goes beyond the point of equilibrium and then again falls down with a rapidity and violence with inevitably disastrous consequences. To keep you informed, Mr. Nadal told me, you use long paper streamers that are fastened to the basket — if you are in equilibrium in the atmosphere they float and hover about you; if you rise they hang below the basket; if you descend they rise again above the basket. You also carry some sheets of cigaret paper torn into small pieces — thrown into the

air, if they rise up slowly it means that you are descending slowly; if they seem to fly up very rapidly it means that you are descending like a dead weight. Then you hasten to throw out ballast. As for the descent to terminate the flight you have the valve, the ballast, the guide rope and the anchor. The valve is a small opening in the greased junctures located on the top of the balloon held shut by a spring to prevent the escape of the gas. This is controlled by a cord that passes down the envelope of the balloon and hangs above the basket in reach of the aeronaut's hand.

"When descent is desired, the valve is opened by pulling this cord. The descent begins at once, and when it increases ballast of dirt and sand in sacks of about 15 kilograms (33 lbs.) is thrown overboard; to prevent too rapid a descent, care must be taken to make only very short pulls on the valve cord.

"The guide rope is a long and heavy cable three centimeters in diameter made of very tough material and very rough with thick filaments; it is fastened outside and on the rim of the basket. At the moment of descent it is pulled into the basket and is paid out little by little over the rim just as coopers do when they let a puncheon of wine down into a cellar. When the guide rope is on the ground it is dragged along and catches in hedges, plants, etc., and retards the course of the balloon; you survey the situation, the lay of the land, and when you spy a suitable spot, you let loose the anchor.

"When you have come to a stop, whether because of the anchor and guide rope or because the country people have run out on seeing this spectacle and seized the guide rope, you open the valve completely and soon you can step out on the ground. But remember that a descent by balloon always resembles somewhat a fall.

"When I arrived at the Tuileries on the morning of the 22nd about

8:30 the Garibaldi, half-inflated, was already showing above the terraces. The weather was gray, the wind very moderate.

A tear had appeared in the balloon; it was repaired by applying a piece of goldbeater's skin, glued over the opening. I was informed that it would be better not to eat immediately before the ascension, but to breakfast in the basket. I brought along some food.

"Time was passing on. A small paper trial balloon was released and darted forth into the air and sped straight to the north. My traveling companion presented himself to me, a young man to be in charge of the letters and newspapers. Mr. Rampont, my former colleague and postmaster, delivered an osier cage with six pigeons. He commended these valuable messengers to me, all being homing pigeons that had already made the flight. He also turned over to me an envelope containing a dispatch written in cipher; this I was to deliver to Gambetta, but if I saw myself in danger of being captured by the enemy, I was to destroy it.

"The balloon was inflated, the basket attached, the crate of pigeons fastened to the ring above the basket where the rigging and network cords were made fast. The ground crew had hold of the rim of the basket which Nadal was trying to keep in balance. The wind was causing the balloon to oscillate and compelled the ground crew to follow its movements.

"I was busy talking with a friend when I was warned that all was ready. I embraced my officers who had come to bid me good-by and climbed into the basket. At that moment I caught sight of Ernest Picard who extended his hand to me, his countenance deeply affected.

" 'Are you ready?' said Nadal. 'Yes' 'Lachez tout!' (Let go everything!) he cried.

"The men let go of the basket. For a moment we still remained in a state of oscillation near the ground but soon the ascension commenced in

the midst of the cries of the crowd assembled before the Tuileries gates. It was 11:40 o'clock.

"We passed above St. Florentin Street and were soon at a great height. We arranged our sacks of letters and papers, our bundles of proclamations in German; we had quantities of them and besides many bags of ballast full of earth; this took us some minutes.

"We looked out over the rim of the basket. "Where do you suppose we are?" inquired the messenger. "Where are the Tuileries?" "There they are and there is the obelisk." My companion could not believe his eyes. He was a friendly youth, fearless, wide-awake, but, from his questions I saw at once that he had no aeronautical experience and scarcely any scientific knowledge; in fact, he confessed to me later that this was his first ascension.

"In a few moments we had reached such a great height that the Garden of the Tuileries appeared to be a large table on which children's playthings were spread out; the Obelisk was like half a pencil; the Champs Elysees seemed to be the sanded path of a child's garden; human beings appeared smaller than ants.

"It was then that I experienced the unpleasant sensation that had been described to me; the rapidity with which one arrives in the upper air strata, where the lessening of pressure is considerable, produces a sort of nausea which, however, lasted only a few moments with me. This sensation is increased and several times recalled by the whiffs of gas coming out of the cylindrical opening that comes down on the basket.

"We were above Montmartre, the great city stretching out below us in its majesty. No noise reached our ears and we saw nothing at all of the armies that surrounded Paris.

"Through the telescope, however, I made out the six great guns of the battery at Montmartre.

"I also recognized the forts of the

northern part of the city that appeared no larger than one's hand.

"We were moving forward very slowly; having no barometer, I tried to estimate the height we had reached. It was evident that we were at an altitude at least double that of the clouds which were floating between 500 and a thousand meters above the ground.

"However, the clouds were moving quite rapidly toward the north which was enough for us to see that we always had the fort of Noisy and Romainville below us in order to understand that we were scarcely moving.

"Moreover, taking into account the location of Paris and the direction of the wind (directly to the north), it was obvious that from the moment when we had passed directly above the batteries of Montmartre, our change in position was slowly being brought about toward the east and not toward the north."

(To be continued)

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# Flying Machines Carried Mail Way Back In 1911

In our own collection, we have included (when we were lucky enough to obtain them) some of the early cards or covers flown way back from 1911 to 1914. There is a fascination about these early souvenirs of our air mail experience that transcends the fun of collecting later covers. We can visualize these intrepid aeronauts in their flying wood and wire biplanes soaring off at county fairs followed by the eyes of the crowds, most of whom were viewing their first aeroplane flight. The writer remembers few childhood events, but will never forget Lincoln Beachey looping the loop over Chicago's lake front too many years ago.

In view of the scarcity of the mail carried on these early trips (as you will note if you leaf through the Pioneer section of the American Air Mail Catalogue) it may come as a surprise to some of us to learn that collectors tried to build up a showing of these items back in the days when air mail was practically unknown. Harry Truby and George W. Angers, the founders of the A. A. M. S., were very much on the job even then. It's surprising today that new covers and cards are still coming to light, in view of the attention this type of collecting received over the past 40-odd years. Yet George Angers has sent us a bunch of clippings that appeared in Mekeel's Weekly Stamp News from 1912 to 1914 that adds much interesting information to what appears in the catalogue.

These contemporary clippings were from a series of news items written by Arthur T. Browne, and were headed "Aeroplane Cancellations." They appeared as data accumulated by him, and we note the names of some of his helpers to be real early birds of the A. A. M. S. Through the kindness of George F.

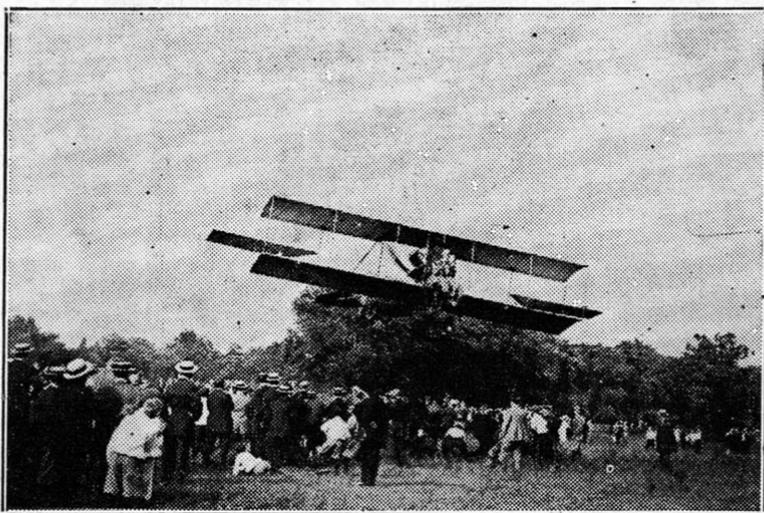
Stilphen, editor of Mekeel's, we have permission to use this material, and will reprint in a series that will run for the next two or three issues. We have rearranged it into chronological order, and to help you have listed the A. A. M. catalogue number at the head of each item. These are to be printed so that you can clip them out and mount with the card or cover if you are fortunate enough to own one. We have repeated "card or cover" several times; there's a good reason. At these county or state fairs, prepared covers were almost unheard of; mostly the regular government one cent postcard was used. Some enterprising airmen had picture postcards of their craft which they sold just before the flight. These cards were usually sent back home to Aunt Mary saying that, "I am fine. How are you? This aeroplane flew this card to you. I saw it fly. Love, Johnny." Very few covers were used — and we estimate that over 90% of the mail was on cards. Of course, in a few instances a local bank or enterprising merchant saw the terrific advertising potential of a free card by aeroplane, and supplied them gratis, but there weren't very many of these.

If you're lucky and have the patience to go through a large batch of postal cards at some of the antique and hobby shows, you may be rewarded and find one of these early birds. We were thrilled not too long ago to have this happen to us.

Here are the first of Mr. Browne's notes.

## Minneapolis, Minn.—New Orleans, La. (No. 5)

In October, 1911 aviator Hugh Robinson started from Minneapolis with New Orleans as his objective point. In a hydro-aeroplane, Robinson plan-



ned to go by air and water. The flight, I understand, was abandoned at Neosha, Mo., my informant being Mr. Russell L. Stultz of New Market, Va. The postmaster at Minneapolis informs me that Robinson carried 25 pounds of mail when he started. ....

#### **Louisville, Ky. (No. 7)**

I have been trying for some time to find out if mail was carried at an aviation meet held at Louisville, Ky., November 3, 4, and 5, 1911. Postmaster Robert E. Woods of Louisville, writes me as follows: "Something like two or three years ago there was an exhibition of aeroplanes at the State Fair Grounds which lasted something like three days. We did have mail carried from one part of the grounds to another, a distance of perhaps a quarter of a mile, but it was merely a demonstration and in no sense regarded by me or any one else as intended to be an illustration of practical service."

#### **Albany, Ga. (No. 12)**

There is an old saying "Better late than never." This may be applied to the Albany, Ga., aeroplane cancellation which was used December 28,

1911, and which I recently secured. Albany, a city of 12,000 population is in the celebrated Paper Shell Pecan region of Georgia. Incidentally, this was the first second class post office to be granted the privilege of handling aeroplane mail. The postmistress, Nellie B. Brimberry, who very kindly gave me the information I sought in regard to the aero mail service there, is justly proud of the fact that she is the first woman ever given authority by the postmaster general to establish a substation and dispatch mail by aeroplane. Several thousand pieces of mail were carried by aviator Thornwell Andrews of Atlanta, Ga., of the Lindsay Hopkins Aviation Co. Andrews made two trips the second of which ended disastrously, he narrowly escaping death. Mail was carried for about ten miles distant where it was dropped by the aerial mail carrier. It was previously sorted at the special sub-station at the Albany base ball park, where the meet was held. The sack of mail was picked up by a post office employee and carried to the railroad station and sent out on trains departing on four lines in less than a half hour and before the aviator had alighted. For the second trip it had been arranged that

mail was to be dropped and picked up by auto. It was to have been taken to the post office and sorted. On attempting to alight in the small base ball park, the aviator lost control of his machine, ran into a fence, receiving a broken arm and other injuries. His machine was completely demolished. Both the aeroplane postmark and cancellation were in reddish purple ink. This "aero" is exactly like those of Atlanta and Columbus, Ga. The postmark was a small circle. At the top were the words "Aerial Sub-Station." In the center was the date. At the bottom were the words "Albany, Ga." The cancellation consisted of eight thin lines, two inches in length and about one-eighth of an inch apart. Over the postmark and the cancellation were the words "Aeroplane Mail Service."

#### **Eureka, Cal. (No. 20)**

There is an, old, old saying, "Tell your troubles to a policeman," and believe me, it still holds good. Having been afflicted with the aero cancellation bug, I have had considerable trouble (and also much pleasure) in trying to round up the various aeroplane cancellations as they came along. After having written a score or more letters to newspapermen, stamp collectors, postoffice officials and others at Eureka, Cal., I was about to throw up my hands and quit when I finally decided to try the Chief of Police, the above mentioned quotation having come to my mind. I sat right down and pounded out a few lines on the typewriter to the Chief of Police at Eureka, and behold, back came an answer with the much desired and sought-after aeroplane cancellation.

At New Era Park (Humboldt Bay), Eureka, Cal., April 21 and 22, 1912, mail was carried by aviator Weldon B. Cooke for a distance of two miles. Cooke started from the park and winged his way across the bay to the Eureka side. The mail sack was dropped from a height of 600 feet. The sack was picked up by a carrier from

the Eureka postoffice. Through the kindness of B. W. Coggeshall, president of the Coggeshall Launch Company, lessees of the New Era Park, I obtained this information.

The aeroplane cancellation consisted of the regular circular postmark and black ink was used. At the top were the words "Aeroplane Post". In the center were the words "U. S. Mail" and at the bottom were the words "Eureka, Calif." An oddity about the cancellation was the fact that no date was used in the postmark.

#### **Lima, Ohio (No. 30)**

From the flood stricken state of Ohio I have just secured another aeroplane cancellation. This one comes from Lima and was used June 7 and 8, 1912, quite a few months before the flood, to be exact. Through the kindness of Mr. C. C. Klumph of Lima, I have secured a fine copy of the cancellation and some information concerning its use. On June 7, mail was carried by aviator Charles F. Walsh. Walsh carried 2,000 pieces of mail for a short distance from the aviation grounds. Here the mail was dropped and was picked up by an automobile and taken to the main postoffice. On the second date, aviator W. B. Hemstrought carried 3,000 pieces of mail. The aeroplane cancellation was enclosed in an oblong, one and nine-sixteenth inches in length and seven-eighths of an inch in width. The cancellation was in purple ink and was as follows:

Aeroplane Mail Service  
Jun 8-1912  
Lima, Ohio.

#### **Portsmouth, Ohio (No. 32)**

At an aviation meet held at Portsmouth, Ohio, June 27 and 28, 1912, aviator Charles F Walsh who was killed last Fall while flying at the Trenton, N. J. fair, carried mail for a distance of three miles. From a special postoffice on the Portsmouth Fair grounds Walsh soared to a point just outside of the city limits where

he dropped the mail pouch. The pouch was then taken by automobile to the main postoffice. The aeroplane cancellation consisted of three lines of type as follows:

Aerial Main Service

June 27-28, 1912

Portsmouth, Ohio.

The top line was in large type. The middle line was in smaller type and the lower line in type a little smaller in size than the top line. The cancellation was in reddish purple ink.

**Bedford, Ind. (No. 34)**

The first Indiana aeroplane cancellation that I have secured though I understand there are at least two from that state, is that of Bedford, Ind. At a meet held at the athletic base ball park July 3 and 4, 1912, aviator Max Lillie who operated quite extensively as an aerial mail carrier at the big Cicero, Ill meet, carried mail for a distance of about 4 miles. From the base ball park which is located about a mile south of the city proper, Lillie carried the mail to a point outside of the city limits where he dropped the mail sack. An automobile carried the mail to the main postoffice. It had been planned to have the mail carried to Oolitic

and Mitchell, Indiana, but the wind was too stiff and Lillie gave it up. The aero cancellation was in black ink and consisted of two lines of large type as follows.

Air Ship Route No. 1  
Bedford Ind July 4th 1912

This is the first cancellation of the many that I have seen that has been called an "Air Ship Route."  
(To Be Continued)

**AFRICAN FIRST TO GLIDE**

An official investigation revealed that a Natal farmer, Goodmen Household, was the first person in the world to make a successful flight in a glider. He flew 400 yards in 1871.

**TEMPELHOF AIRFIELD MARKS 5TH BIRTHDAY**

Tempelhof Airfield in West Berlin, inaugurated under late Mayor Ernst Reuter, celebrated its fifth birthday in July.

Almost four million passengers have passed through Tempelhof since then, 834,349 of them during 1955 alone. Three regular airlines and a number of charter companies (for freight only) use the field.

**CATALOGUE SUPPLEMENTS**

(Continued from page 412)

81N53	Ft. Smith—(green)—Lankton	(1057 pieces)	.25
81S53	Ft. Smith—(green)—Lankton	( 314 pieces)	.50
81N54	Fayetteville—(magenta)—Lankton	( 265 pieces)	.55
31S54	Fayetteville—(blue)—Logue	(1923 pieces)	.25
81N55	Muskogee—(blue)—Booth	( 572 pieces)	.75
81S55	Muskogee—(blue)—Lankton	( 248 pieces)	.55
81N56	Joplin—(purple)—Lankton	(1540 pieces)	.25
81S56	Joplin—(purple)—Lankton	( 305 pieces)	.50
81S57	Kansas City—(black)—Lankton	(1427 pieces)	.25
	f. Airfield—(magenta)	(7007 pieces)	.25

**NOTE:** Ft. Smith also dispatched 54 collectors' covers, with official cachet, on the second north flight direct to Muskogee and beyond, and Joplin dispatched 65 additional collectors' covers, with cachet, on the second south trip direct to Fayetteville and beyond; but these covers are not eligible for separate catalogue listing.

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