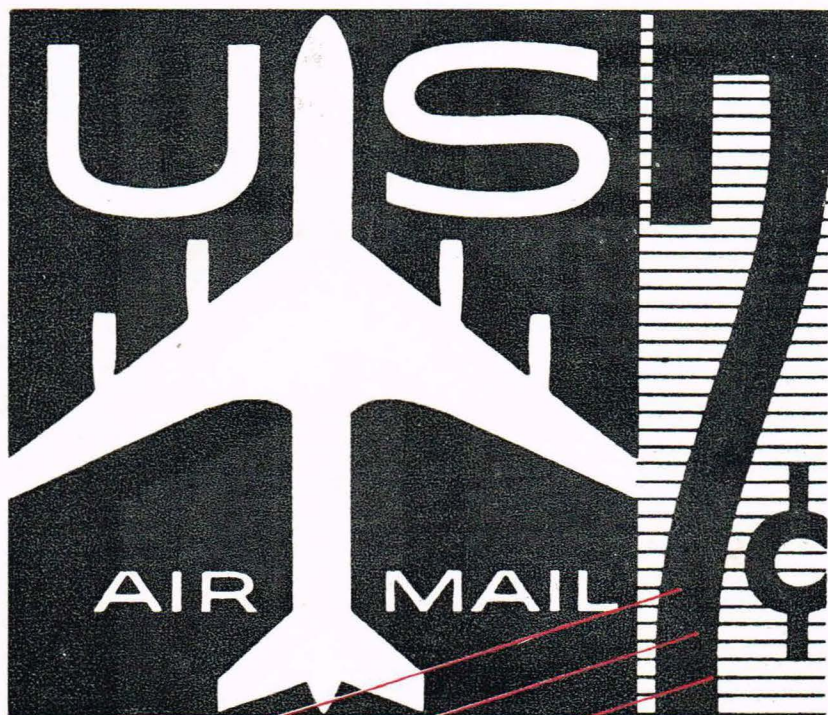


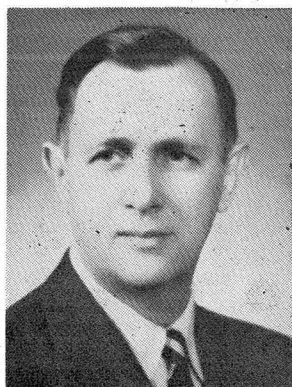
the **AIRPOST JOURNAL**



FIRST DAY OF ISSUE

Volume 29
Number 10
July, 1958

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Organized 1923 Under the Laws
of Ohio

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Correspondence concerning advertising, subscriptions, back numbers and bound volumes, address changes and other matters and all remittances should be sent to the Business Manager. All general editorial copy and communications should be sent to the Editor.

the AIRPOST JOURNAL

Official Publication of the
AMERICAN AIR MAIL SOCIETY

Volume 29

No. 10

Issue No. 339

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The Philadelphia Sheraton Hotel

WELCOMES THE

AMERICAN AIR MAIL SOCIETY

July 29-31, 1958



THE NEW **Sheraton** HOTEL

Lloyd B. Carswell

General Manager

THE CONVENTION STORY

By George D. Kingdom

The 35th Anniversary of the founding of the American Air Mail Society and the 35th Convention Program opening in Philadelphia on July 29th will feature many activities of special interest and entertainment for those congregating in the Quaker City at the Hotel Sheraton to attend this all-aerophilatelic conclave.

L. Rohe Walter, Special Assistant to the Postmaster General of the United States Post Office Department will be the featured speaker for the banquet to be held Wednesday, July 30th in the Sheraton's Pennsylvania East Banquet Room. Mr. Walter has already made several very interesting talks concerning the philatelic program of the Post Office Department and has indicated that his talk on this occasion will center around the air mail program of the department. At the banquet, past president L. B. Gatchell, chairman of the Board of Judges will announce the awards for the Airpost Exhibition. There will be a gold and silver AAMS medallion in each of the divisions A, B, and C, together with a first, second and third AAMS Certificate in each of the fifteen sections. A trophy will also be awarded for the best exhibit entered by collectors participating for the first time in an AAMS Airpost Exhibition.

The Airpost Exhibition opening has been postponed until July 14th at the National Philatelic Museum and will continue through July 31st. Many very fine exhibits have already been entered in this all airpost show and the entry deadline has been extended until July 10th to accommodate any other collectors who might want to enter their collections in this exhibition. Entries should be sent to Geo. D. Kingdom, P. O. Box 37, Conneaut, Ohio.

At this early date (June 10th) several entries have already been received and many collectors have indicated

JULY, 1958



L. Rohe Walter

that they will participate in the Airpost Exhibition to be staged in the National Philatelic Museum under the direction of vice-president Bernard Davis, who is the Director of the Museum. Entries which have already been filed include: Aerogrammes, including Specimens, Proofs, Errors, Military and Rate Sheets by Clayton J. Goodpastor (Auburn, Calif.); Early United States Navy Flight Covers by Jesse G. Johnson, (Norfolk, Va.), Past President AAMS; Specialized Liberian air mail stamps, proofs, trial colors, and errors by William M. Wilson (Philadelphia); Early Experimental Flights of Switzerland by Roland F. Kohl (New York); Specialized collection of Iceland air mail covers by Robert W. Scherer (Philadelphia); Jet flown covers by James Wotherspoon (England); U. S. Air mails by John C. McAdams (West Memphis, Arkansas); Aerogrammes from Siege of Paris to Present by Emmett B. Peter, Jr. (Leesburg, Fla.); Air Post Stamps of Asia Independent Countries by Yand L. Chung (Wilmington, Del.); "Byrdania" flight covers by G. "Bill"



Franklin R. Bruns, Jr.

Kaufman (Bergenfield, N. J.); Air Letter Sheets of the World by Ernest E. Schuster, Sr. (Kenmore, N. Y.); U. S. F.A.M. flights by Florence Kleinert (Fullerton, Pa.); Air Mail Stamps of Austria and Belgium by Herman Kleinert (Fullerton, Pa.); Dirigible flown covers by Donald J. Bayler (Peoria, Ill.); World's Air Mail Rarities by Louise Hoffman, AAMS Director (New York); Cuba's 1939 Postal Rocket stamps and Covers by Armand E. Carroll (San Bernardino, Calif.); U. S. C.A.M.s by Robert E. Haring (Wilmington, N. Carolina); Proofs - Air Mails and their artists and engravers and architectural subject by Herbert E. Goodpastor (Sacramento, Calif.); and Air Letter Sheets by Mike Hoffman (New York); and Crash Covers, year by year, 1918-1958, by Joseph L. Eisendrath, Jr., vice president A.A.M.S (Highland Park, Illinois).

Franklin R. Bruns, Director of the Division of Philately of the Post Office Department, at Washington, D. C. has indicated that a Branch Post Office will be established at the National Philatelic Museum during the three days of the convention and that a special convention postmark will be applied to mail. A committee has designed a special set of three covers for mailing on each of the three days.

The special souvenir folder mentioned below together with the set of three specially cacheted covers, one mailed each of the convention days from the AAMS Conventio Post-al Station are available at one dollar. Write to Ruth T. Smith, Ferndale and Emerson Sts., Philadelphia II, Pa. for details. The theme of the design of these covers will be the 1923 second issue of U. S. air mail stamps as this year, the 35th Anniversary of the issue of these three air mail stamps, coincides with the 35th Anniversary of our society. Special programs to be issued for the Luncheon and Banquet will follow the same theme and anyone interested in securing a souvenir should write Mrs. Smith.

The branch station in the Museum will have a supply of commemoratives available for sale. A U. S. Postal Exhibit will also be a part of our Airpost Exhibition.

The Hotel Sheraton, Philadelphia's newest, has been selected as headquarters for all convention affairs. Hotel reservations can be made direct with the hotel but be sure to mention you are attending the AAMS meeting. Geo. D. Kingdom, P.O. Box 37, Conneaut, Ohio has special hotel reservation forms that will be sent to anyone requesting them. The Society on the fifth floor of the hotel will maintain a Hospitality Suite open at all times for the use of those attending the convention. It will be the central meeting place for everyone during the meeting.

As dates of our convention coincide with the first day of issuance of the new SEVEN CENT AIR MAIL STAMP on July 31st at Philadelphia, the AAMS will sponsor a First Day Ceremonial Luncheon at noon, on Thursday, July 31st at the Hotel Sheraton at which an official representative of the United States Post Office Department will officially present this new air mail adhesive which has been completely redesigned. The AAMS will publish and present a special souvenir folder that will suit-



Reider Tvedt

(Photo by Harris & Ewing)

ably commemorate this first day of issue and be a handsome addition to any collection. There will be a very interesting talk by L. Rohe Water or Franklin R. Bruns; also, as a part of the program will be the presentation of an Honorary Life Membership in the American Air Mail Society to the Hon. Reider Tvedt. Mr. Tvedt is the chief of the United Nations Postal Administration and at the time of our last convention in New York was injured and unable to participate in our program. However, he made certain that we had every cooperation and it is now the wish of the society that he be with us to receive this expression of our appreciation and recognition of the fine work he is doing with the stamp program at the United Nations. Also, highlighting the Luncheon program will be the induction and introduction by Bernard Davis of Robert W. Scherer as the new Curator of the National Philatelic Museum and the announcement that Dr. Gustav Von Gross has been appointed Curator Emeritus.

JULY, 1958

The committee in charge of the Jamboree on Tuesday evening in the Hospitality Suite has planned some innovations for the evening program to add to the fun and enjoyment which always prevail on this occasion. Always a popular feature is the donation auction under the management of Samuel S. Goldsticker, Jr., AAMS director, and we have been advised that the prominent New York auctioneer, Irwin Heiman, will conduct the bidding.

Soon after you read this article, you will receive in the mail the final announcement concerning the convention program together with a reservation card for your use if you are attending. Please watch for it and let the convention committee know if you are attending, so adequate plans can be made for everyone.

All air mail collectors (not members of the Society) are invited to join us as well. This 35th Convention promises to be another successful and enjoyable affair for everyone . . . Plan to attend and treat yourself to a good time.

AEROGRAMMES

**Check List of All
Air Letter Sheets
Issued During 1957**

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CONVENTION PROGRAM

TUESDAY, JULY 29

- 9:00 A.M. Opening Airpost Exhibition, National Philatelic Museum
9:30 A.M. Convention Registration, National Philatelic Museum
(fee \$2.00)
10:00 A.M. Opening Special AAMS Convention Postal Station, National Philatelic Museum
11:00 A.M. Opening AAMS Hospitality Suite . . . Rooms 566-68, Hotel Sheraton
2:00 P.M. Convention Business Session, National Philatelic Museum
7:30 P.M. Traditional AAMS Frolic . . . Rooms 566-68, Hotel Sheraton . . . Donation Auction . . . Prizes and Surprises

WEDNESDAY, JULY 30

- 9:00 A.M. Airpost Exhibition opens, National Philatelic Museum
10:00 A.M. Special AAMS Convention Postal Station opens
2:00 P.M. Convention Business Session, National Philatelic Museum
3:00 P.M. Sightseeing Tour of Philadelphia
6:00 P.M. Social Hour, Pennsylvania Room, East, Third Floor, Hotel Sheraton
7:00 P.M. Annual Banquet, Announcement of Exhibition Awards, and Program. (fee \$6.00)

THURSDAY, JULY 31

- 11:00 A.M. Airpost Exhibition opens, National Philatelic Museum
12:30 P.M. First Day Luncheon and Ceremonies, Pennsylvania Room, East, Third Floor Hotel Sheraton (fee \$4.00).
3:00 P.M. Closing of Convention

Tours of Historical Points of Interest in Philadelphia can be arranged.

Hotel Sheraton has designated Rooms 566-568 as the Hospitality Suite for the AAMS Convention and it will be open all three days of the convention for the use of the members attending the Convention.

CLASSIFICATIONS FOR THE AIRPOST EXHIBITION

DIVISION A

- Section I General Collection (Including both airpost stamps and flown covers)
Section II Air Stamps of the World
11-A United States, General
II-B United States, Specialized
II-C Foreign, General
II-D Foreign, Specialized
II-E Any one country or related groups of countries, Specialized
II-F Proofs, Essays, Trial Printing, and related material
Section III Aero Postal Stationery, Air Letter Sheets, Aerogrammes, etc. United States and Foreign

DIVISION B

Section IV United States Pioneer Flights
Section V United States Governmental Flights
Section VI United States Contract Air Mail Flights (C.A.M.s)
Section VII United States Foreign Air Mail Flights (F.A.M.s)
Section VIII Crash Covers
Section IX Souvenir Historical and Trans-Oceanic Flights
Section X Airport Dedications and Unofficials
Section XI Helicopter and Jet Flights (United States and Foreign)

DIVISION C

Section XII Foreign Flights
 XII-A Foreign Pioneer Flights
 XII-B Foreign First Flights
Section XIII Lighter than Air Flights, Zeppelins, etc.
Section XIV United States and Foreign Air Etiquettes and Labels
Section XV Any Airpost material not otherwise classified

OFFICIAL SECTION

AMERICAN AIR MAIL SOCIETY

MONTHLY REPORT From the Secretary
Ruth T. Smith, Ferndale & Emerson, Philadelphia 11, Pa.
JULY 1, 1958

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4498 Ellis, Charles J., Box 449, Charles City, Iowa
4499 Lewandowski, A., 854 Intervale, New York 59, N. Y.
4500 Parisi, Vincenzo, Via Val Bavona 2, Milano, Italy
4501 Givan, Denis V. H., 62 Banstead Rd., Carshalton, Surrey, England
4502 Maltbie, James M., 855 Queen Anne Rd., Teaneck, N. Y.
4503 Baumann, J. B., 897 Princeton Rd., Woodmere, N. Y.

RE-INSTATEMENTS

4055 Bunker E. L., P O Box 22, Chelsea 50, Mass.

NEW APPLICATIONS

Learn, William L., 311 S. 6th St., Easton, Pa. Age: 32. Eng. Dept. Clerk.
 GF CAM FAM OF 1D By: Ruth Smith
Scherer, Robert W., 2045 N. Broad St., Phila., 22, Pa. Age: 44. Curator Nat'l Phila.
 Museum. AM AU PC HC PA EL FF FAM OF Z APS PIX. ICELAND ONLY.
 By John J. Smith
Wasylenko, W. D., 70 Douglas St. W., Sudbury, Ont., Canada. Age: 45. Merchant.
 AM U20 UC CF 1D X By: Grace Conrath

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Augis, John M., (Capt.), 1669 Dorchester Pl., Concord, Calif.
Fenselau, Herman J., RFD No. 2, Orleans, Vermont
Wight. Royce A., American Embassy - USOM, Vientiane, Laos, Box L, Navy 150, FPO,
 San Francisco, Calif.
Spiegelberg, Joseph H., 501 Margaret Dr., Silver Spring, Maryland

NEW LIFE MEMBER

90 Schwartz, Morris, (Dr.), 8 Cliff St., Beacon, N. Y.



**A Description of the new 7c Air
Stamp to be Issued
At Our Convention**

The regular 7-cent air mail stamp for use when postage rates become effective August 1, 1958, features a silhouette view of the wing spread and fuselage of a composite jet airliner of the most advanced type which will soon be in commercial use on the nation's major airlines.

Reproduced in blue and white, the stamp was designed by William H. Buckley of New York, N. Y., a member of the Department's Citizens' Stamp Advisory Committee, with lettering by Sam Marsh.

The stamp will go on first day sale in Philadelphia, Pennsylvania, on Thursday, July 31, at the annual convention of the American Air Mail Society. Philadelphia, incidentally, was one of the stops on the first flight of air mail from Washington to New York City 40 years ago on May 15, 1918.

On August 1, 1958, the new 7-cent air mail stamp will be available in the nation's 36,605 post offices in sheet form and in 500 and 3,000 stamp coils.

The new air mail stamp will be 0.75 by 0.87 inches in size, the same size as the present 6-cent air mail stamp.

Collectors desiring first day cancellations of the 7-cent air mail stamp may send addressed envelopes, together with money order remittance to cover the cost of stamps to be affixed, to the Postmaster at Philadelphia 4, Pennsylvania. An enclosure of medium weight should be placed in each envelope and the flap either turned in or sealed.

**First Day Sales Of Air Stamps,
Cards and Envelopes**

Postmaster General Arthur E. Summerfield has announced the schedule and sites of first day sales for the remaining new stamps, postal cards and stamped envelopes needed on August 1, 1958, to comply with the new postage rates. Of interest to airmail collectors will be the following:

The 7-cent air mail stamped envelopes in blue will be first placed on sale July 31 at Dayton, Ohio, site of many important aviation developments and also where embossed United States postal stationery is printed. The design will be similar to that of the present 6-cent air mail stamp with only the denomination changed.

Seven-cent coils of the new air mail stamp will be first placed on sale at Miami, Florida, an important international air mail center, and the 7-cent air mail booklet panes will make their bow at San Antonio, Texas, where nearby Kelly and Lackland Air Force Bases are located — both on July 31.

The 5-cent air mail post card stamp, similar to the present 4-cent value but with the new denomination, and printed in red, will be placed on sale July 31 at Colorado Springs, Colorado, site of the United States Air Force Academy, and the 5-cent air mail post card will go on sale the same day at Wichita, Kansas — an important aircraft center and producer of private aircraft.

A new 7-cent air mail stamp will be available in sheet form, as well as 500 and 3,000 stamp coils, to meet the demands of the new air mail rate. Almost 650 million 7-cent air mail stamps are expected to be used in a year. The first day will be July 31st, at our convention in Philadelphia. See adjoining column for details.

Stamped envelopes in the 7-cent air mail denomination will be available at all post offices when the new rates become effective on August 1, 1958.

The "Ile de France" Provisional

By E. H. Wilson

Probably the greatest surprise ever felt by the philatelic world was occasioned by the entirely unexpected issue of two airmail stamps aboard the French Line flagship, the Ile de France. Certainly, very few, if any, people thought, on August 13, 1928, when the first ship to shore mail was inaugurated from the Ile de France to New York City, that the popular use of the new experiments by the passengers would result in the famous "Ile de France" issue.

Briefly, the antecedent circumstances are as follows. The French Line officials had decided to experiment with an airmail service starting from the deck of the Ile de France while nearing port. Beginning at a distance of 400-800 miles from either New York City or Le Havre, the plane, it was believed, could save a day in expediting specially prepaid mails. This plan required a special catapult arrangement which would allow the seaplane to be launched from a short runway.

On August 8, 1928, the Ile de France sailed from Le Havre for New York, with arrangements completed for the first experiment. On August 13, when off Nantucket, the seaplane, Lieut. Demougeot in command was catapulted into the air and successfully arrived at Quarantine, New York, having completed the 400 miles of flight in four hours. Thus the first flight of the experiment was a pronounced success, but--the service had proven so popular with the passengers that some two thousand letters had been sent. As the special fee for the catapult service was ten francs, a stock of French stamps of this value had been put aboard on sailing from Le Havre. The unanticipated demand for this service, however, had practically exhausted the stock of these stamps aboard the liner. There was a bit of confusion regarding this development, as a cat-

apult flight had been planned for the return trip to Le Havre. Moreover, the only other values in stock at the ship's post office, the ninety centimes Berthelot and the one franc fifty centimes Pasteur were not practicable as large blocks would have to be used. Not only this,--judging by the receipts from the flight into New York, when over 40,000 francs was received in airmail fees, the French Post Office would probably lose a similar revenue if the flight on the return trip was not made.

Mr. Jules Cohen, the chief postal agent on board the ship, came to the conclusion that the only solution of this difficulty, was to surcharge 4000 of the existing stock of 90 centimes and 1.50 franc stamps with the raised value of 10 francs. Accordingly, Cohen went to Maxime Mangandre, the French Consul General at New York and laid his plight before him. Mr. Mangandre, readily appreciating the necessity of the action in this emergency, issued an authorization for the requisite 4000 stamps, the issue to be composed of 3000 of the 90 centimes red Berthelot and 1000 of 1.50 franc blue Pasteur stamps, each surcharged with the higher value.

The work was immediately given to an East Side printer, one Emile Cabella, who made proper haste, and on August 16, the day before sailing, the stamps, with the ink still wet, were on sale at the ship's Post Office.

A number of varieties occur in the surcharge, which was supplied in black on panes of fifty stamps. The most prominent of these is the inverted surcharge on the 90 centimes, of which one pane of fifty was found. These errors were sold aboard the ship at sea and from available information, it appeared that about 35 were sold to officers of the ship; regarding the whereabouts of the remaining 15 stamps, the writer has

been unable to obtain information. The variety of next import is the so-called "wide spacing". This spacing occurs on all five stamps of the ninth horizontal row, and differs from the normal in that the distance between the "10" and the obliterating bars is 8mm. instead of 6mm. Furthermore, eleven stamps in each pane have the "R" in "FR" smaller than the normal and are frequently referred to as the "small serif" variety. An off variety occurs once to the sheet, the "R" having a broken or short right foot. This is the tenth stamp. It is odd that the period is raised to the level of the short foot.

At least seven different counterfeits of this issue, some of them very good, exist. The greatest activity of the forger has been in Marseilles although some examples have come from Germany and Holland.

On the arrival of the Ile de France at Le Havre, a government investigator was sent from Marseilles to the former city as there had been persistent charges, not to mention rumors of irregularity in the preparation and sale of the stamps. Eventually this inquiry resulted in the white-washing of all concerned but at the moment, disciplinary action was taken against Mr. Cohen by the Minister of Posts and Telegraphs, Andre Cheron.

In spite of the great interest taken in this issue, as reflected in the rapid sale of the stamps, all on board ship, 364 Berthelot stamps remained unsold when the vessel docked at Le Havre. These were taken in charge by a government inspector and were later destroyed. The following are the figures (some exact, some approximate) indicating the disposal of the four thousand stamps.

90 centimes Berthelot

1501	mint
1135	used
364	destroyed
.....	
3000	

1.50 franc Pasteur

750	mint
250	used
.....	
1000	

RECAPITULATION

90 centimes Berthelot

59 sheets of 50 stamps (normal)	2950
1 sheet of 50 stamps (inverted)	50
.....	
	3000

Normal: 35 to the sheet	2065
Small Serif: nos. 2, 4, 6, 8, 23, 32, 35, 36, 50	531
Wide Spacing: nos. 41, 42, 43, 44	236
Wide Spacing, small serifs: No. 45	59
Broken foot of "R": No. 10	59
.....	
	2950

Inverted Normal: 35 to the sheet	35
Inverted Small Serif: Nos. 2, 4, 6, 8, 23, 32, 35, 36, 50	9
Inverted wide spacing: Nos. 41, 42, 43, 44	4
Inverted wide spacing: small serifs: No. 45	1
Inverted broken foot of "R": No. 10	1
.....	
	50

Normal	2950
.....	

Grand Total	3000
-------------	------

1.50 franc Pasteur

20 sheets of 50 stamps	1000
Normal 35 to the sheet	700
Small serif: Nos. 2, 4, 6, 8, 23, 32, 35, 36, 50	180
Wide spacing: Nos. 41, 42, 43, 44	80
Wide spacing, small serif: No. 45	20
Broken foot of "R": No. 10	20
	1000

The "Ile de France" issue is remarkable for several reasons. They were the first stamp issued and sold in the United States by a foreign power. They were the first French stamps surcharged for a higher value and the first ever issued by any government especially for a ship to shore service.

Notes From Down Under

By John Watson

QANTAS EMPIRE AIRWAYS

Brisbane - London Regular Service Re-Opening Flight, April 3, 1958

Qantas' Brisbane - London "Kangaroo Route" service - closed since the start of the Pacific War, was re-opened with a Brisbane Airport "Send-off" on April 3 last.

Sir Hudson Fysh, chairman of Qantas Empire Airways Ltd., visited Brisbane to see the service being re-opened; he also had previously been here to see the original service opened up.

It will be recalled that this was originally opened on December 10, 1934 by H.R.H. The Duke of Gloucester. Captain Lester Brain, flying a DH-61 "Diana", and Captain Russell B. Tapp flying a DH-50j, "Hippomenes", started on the first leg of the long flight to London. That flight took 14 days to complete; the new service takes only 2 days.

Lady Fadden, wife of Sir Arthur Fadden, Federal Treasurer, cut the ceremonial ribbon to launch the service, and Mr. E. C. A. Brown, Director of Posts and Telegraphs in Queensland, handed Pilot-Captain D. F. MacMaster a special bag of mail prior to the take-off from Eagle Farm Airport at 13.30 Hrs.

Amount of mail carried: All-up mail 119 lbs including a Qantas Special bag containing 19 lbs of Commemorative covers.

This flight was No. EM 541012; the

aircraft, a Super Constellation 104-9G, "Southern Horizon"; departed Brisbane April 3, 1958, 13.30 hrs. and arrived London April 5, 1958.

Crews for the various stages were headed by:

1st Stage, Brisbane - Singapore: Capt. D. F. MacMaster (Brisbane - Darwin), Capt. A. Horne.

2nd Stage, Singapore - Karachi: Capt. R. Mullins.

3rd Stage, Karachi - Rome: Capt. A. Laurie.

4th Stage, Rome - London: Capt. H. W. Radford.

This information should help to keep the record straight for posterity, and for much of the data we are indebted to Mr. R. B. Newton, Records Officer for Qantas in Sydney, and our thanks go to him for the trouble he has gone to get information relative to the names of the crews on the various stages.

American Pilots "Go Walkabout"

In the past two years, over 90 Senior Pilots have gone overseas to join overseas airlines. Most pilots have gone to Swissair, KLM, Middle East Airways (Lebanon), and Cathay Pacific Airways (Hong Kong).

DC-6B TO ETHIOPIA

Ethiopian Airlines has taken delivery on the first of three luxurious new DC-6B four-engine, radar-equipped planes to provide greatly increased service between Europe and East African cities. New service between Athens and Cairo and Addis Ababa started May 24.

C.A.M. COVER NOTES

BY-WILLIAM R. WARE

P. O. Box 595, Malden, Mo.

NEWS —

During the past several months, the action of the CAB in connection with the Great Lakes - Southeast Service Case and the St. Louis - Southeast Service Case has been watched with interest. Although final decision has not been released at this writing, they have voted to establish four new trunkline services from the Great Lakes cities and St. Louis to Florida as follows:

1 - Chicago to Florida: awarded to Northwest Airlines and the new route would extend from Chicago to Miami via Atlanta and Tampa - St. Petersburg - Clearwater. The news release indicates that the latter three cities would be served by one stop serving the three points jointly.

2 - Detroit to Florida: awarded to Delta Airlines, extending Delta's present Route #24 from Birmingham to Memphis.

3 - St. Louis to Florida: this award went to Trans World Airlines. The proposed route would extend from St. Louis to Miami via Nashville, Atlanta and Tampa - St. Petersburg - Clearwater.

4 Buffalo, Cleveland and Pittsburgh to Florida: awarded to Capital Airlines. This would extend Capital's Route #51 from Atlanta to Miami via Jacksonville, Tampa - St. Petersburg - Clearwater and West Palm Beach with another extension from Pittsburgh to Buffalo via Youngstown, Akron - Canton, Cleveland and Erie.

Other minor changes and additions are involved. However, the above covers most route changes or addi-

tions that are of importance to collectors.

The Local Feeder routes are also coming in for considerable attention. A decision in the Seven States Case is near. We expect that this will involve North Central, Lake Central and Ozark with probable extensions to one or more of the routes presently flown by these carriers. Progress is also being made in the Northeastern States Area Case as well as the South Central Area Local Service Case. In the latter instance, following hearings in various cities interested in this case, a recommendation was made by the examiner that Trans-Texas be awarded a new route between Memphis and Houston' via Beaumont - Port Arthur, Lake Charles, Alexandria, Monroe, El Dorado and Little Rock. Also recommended for Trans-Texas was an extension of their Shreveport to Lafayette segment on to New Orleans via Morgan City, La. Also recommended was the addition of De Ridder, La., to Trans-Texas' Shreveport to Lafayette segment and the addition of Greenwood, Miss., to Southern Airways system. Although these are not final, the decision of the Board generally follows.

CHRONICLE—

AM ROUTE #86 - SEGMENT #10. This segment of Route #86 flown by North Central Airlines was inaugurated on April 1, 1958. Operating from Duluth, Minn. - Superior, Wis., via Ironwood, Hancock - Houghton and Marquette to Sault Ste Marie, Michigan; this segment represents largely a change of flight pattern inasmuch

as all points served had formerly been served by North Central on other segments with the exception of Sault Ste. Marie. Due to this situation, only the extension from Marquette to Sault Ste. Marie will warrant catalogue listing.

The inaugural flight from Marquette to Sault Ste. Marie was made via Flight #692 flown by Capt. Matt A. Ruper carrying 83 pcs. of philatelic mail postmarked at Marquette at 2 PM, April 1st, and backstamped at Sault Ste. Marie at 5:30 PM. The inaugural flight from Sault Ste. Marie to Marquette was made via Flight #693 by Capt. Ruper with 94 pcs. of philatelic mail postmarked at Sault Ste. Marie at 2:30 PM, April 1st, and backstamped at 6:30. No official cachets or other identifying markings were used at either Marquette or Sault Ste. Marie.

Air Mails At EFICON

By Ernest A. Kehr

Parana, Argentina

There weren't many airmail collections at the Inter-American Centenary Philatelic Exhibition (EFICON). But what there was represented surprisingly important aerophilatelic accomplishment by South Americans.

Don Roberto Hoffman, whose collection of Uruguay issues won the Grand Award at FIPEX in 1956, confined his competitive entries at EFICON to a specialized display of that country's air-mails. The ten-frame exhibit was replete with mint and used specimens, and an extraordinary showing of covers, including every known type of minor variety and error. Not only did Mr. Hoffman have the material, but he clearly showed that he had the complete philatelic knowledge necessary to understand them. He deservedly won a gold medal plus felicitations of the jury * for this exceptional display.

Juan C. F. Wirth-Kehr, an attorney of Parana, also exhibited a collection of Uruguay airmails, which won a silver plus a special "honor" cup offered by

the Minister of Public Health.

Carlos Seifert, of Buenos Aires, who had previously won gold medals at other shows, displayed his general airmail collection in the Class of Honor. While it lacked some of the greater rarities, it was so intelligently and knowingly put together that it was awarded a gold.

The collection of Mrs. Louise Hoffman was entered, but due to the fact that the writer had to leave several days earlier than originally planned, he had to take off without getting the collection. P. W. Lampertine, of Charleston, W. Va., and Clayton Goodpastor, of Auburn, Calif., showed Sudan and aerogrammes, respectively, and won silver and bronze for them.

The rest of the airmail entries were confined to Argentine collections, all of which were creditable and interesting, but not in any class with the Hoffman and Seifert material.

* Dr. James Matejka, of Chicago, an A.A.M.S. member, was the only other competitor to be given the jury's felicitations.



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Red China's Airlines Doing Remarkable Job

By Fernand Moulrier

News Manager, Agence France-Presse

Written for the Chicago Daily News
Foreign Service. Reproduced with
Permission

Peiping, China — Chinese airlines are remarkable. They now link 42 cities. The plane most in use is the Soviet twin-motored Ilyushin-14, which is similar to the U. S. Convair. Crews are Chinese.

The pilots are excellent. Their clothes are the same as those of the passengers. On take-offs and landings, you are not obliged to fasten your safety belts and you can smoke when you enter the plane — which is very pleasant.

Since the civil airlines began operating, in 1952, there has not been a single accident. It must be added, however, that Chinese pilots are very cautious. If there is the slightest sign of bad weather, you will spend the night in some lost hotel.

There is a regular service between Peiping and Hotien, southwest of Sinkiang, in the heart of central Asia — a distance of 2,700 miles. Twice weekly, there are flights of the famed Russian TU-104 jet airliner between Moscow and Peiping.

(The following paragraphs have nothing to do with planes, but we couldn't resist including them here. —Ed.)

Most of the big trains travel at an average speed of 50 miles an hour. There are two classes, each with sleeping berths (four per compartment) — the first is "soft," the second is "hard."

In each of the classes you are "treated" from 8 a.m. until 9 p.m. to a pitiless stream of music, interrupted by broadcasts of advice to the pas-

sengers and by the passing of the sweeper who, every 10 minutes comes around to remove the dust that has gathered under your feet.

(The sweeper has taken the precaution of wearing a gauze mask over his mouth and nose, which filters out the dust.)

There are also the people who pass, selling ducks stuffed with garlic (people in the northern provinces adore garlic), or who constantly refill your tea container so that, at the end of an hour, you find yourself drinking simply hot water.

The sleeping berths are mixed, for both men and women. One gets used to everything, except the accompanying music.

Air Age Comes To San Marino

The UP reports from San Marino, Republic of San Marino, that this mountain republic, world's oldest and smallest, soon will be linked by air for the first time with the outside world.

A helicopter service direct from Mount Titano to Rimini, 19 miles to the east in Italy, begins at the end of the week. San Marino, a republic since the fourth century, has a population of 15,000.

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President's Corner

By John J. Smith



It is usual that a report of the activities and progress of the Society in the past year should be made to members.

I wish to thank the officers, directors and members of the Executive Board for their help and co-operation throughout the year. For our several meetings some of them came great distances. Since this was at their own expense it shows the devotion they have to the society.

Editor Joseph Eisendrath will be submitting a separate report on the Airpost Journal as will L. B. Gatchell on the catalogue supplement. Only one who has been connected with these publications can know the long hours of hard work they have put into them. We owe them both a deep vote of thanks.

Under the guidance of Herman Kleinert the Sales Department is better than ever. Why not avail yourself of its services - either for buying or selling?

Samuel Goldsticker has conducted several benefit auctions during the year which has enabled some members to dispose of surplus material. Why not dig out your duplicate material and send it on to Sam for his next sale? The society benefits from the commissions. You may even see your way clear to make a donation of some of it!

We were most pleased when Herbert Brandner took over operation of the Advance Bulletin Service. Any member who receives this service knows how helpful it is in supplying advance information on first flights. Promptness in getting the information into the mails is essential and Herb has done a great job in doing this.

Many of you have wondered when we will publish a new Directory. This is ever in our mind, but with the tremendous expense of the new Catalogue we have found it necessary to point our finances in that direction. However, with the publication of the catalogue we will be recovering some of this money, and then we will be able to work on a new Directory and possibly persuade Mr. Gatchell and his associate editors to give some thought to the publication of a new edition of the Air Letter Sheet Catalogue, as well.

Help has come from many members but my particular appreciation is directed to our genial Convention Chairman, George Kingdom. His counsel and experience have been invaluable.

The American Air Mail Society will continue to grow and progress in the years to come. You can help this growth in many ways but most important of all is by adding to our membership. Why not each one of you pledge to secure at least one new member in the coming year?

WILL I SEE YOU AT THE CONVENTION?

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Maybe you do have to be a sleuth to discover that Long offers stamps for collectors. After seeing ads offering Christmas Seals, Covers, Auctions, Albums and just about anything and everything, it may occur to you that you seldom see any of our ads mention STAMPS!

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Flights of the Pioneer Aviators, 1908 - 1914

(Continued)

by James Wotherspoon

HAWKER, Harry George. R. Ae. C. certificate No. 297, September 17, 1912. This pilot was destined to become one of the finest pilots Britain ever produced. Hawker, though still a novice, competed for the British Empire Michelin Trophy No. 1, to be awarded to the British pilot who would remain the longest time in the air on an all-British plane in one flight, without touching the ground, between sunrise and one hour after sunset. A minimum of five hours was required to qualify. Entries closed on October 31, 1912. Hawker obtained permission to fly the Sopwith Wright type biplane, fitted with one of the new 40-50 h.p. ABC engines. On October 16 he made his first attempt but was forced down after 3½ hours. Five days later he was up for 2 hours 40 minutes, and on the following day he was in the air for 3½ hours. At dawn on October 24th, Hawker took off from Brooklands on his successful attempt. It was not until dark that Hawker made a voluntary descent after a flight of 8 hours 23 minutes, capturing not only the Michelin trophy and a cash prize of \$2,500, but also setting up a new all-British record for duration. Thus did Harry Hawker rise from the position of an unknown pupil to the rank of record breaker in the short space of seven weeks. Early in 1913 he was appointed test pilot with the Sopwith firm despite his lack of experience. While flying one of the Sopwith three seater tractor biplanes Hawker had clocked 70 m.p.h. and was reveling in the performance of the Sopwith three seater biplane. He had won the cross country race at Brooklands on Whit Monday in driving rain and strong wind and had beaten the London experts in their altitude contest by climbing to 7,500 feet in fifteen minutes. He decided to make

an attempt on the altitude record and his first attempt was made on May 31. He climbed until his carburetor froze at 11,450 feet and was compelled to shut off his engine and glide back to the aerodrome. He next made an attempt on the altitude record with one passenger, taking off from Brooklands on June 16, 1913. At 7,000 feet it became bitterly cold but Hawker forced the plane up to 12,900 feet, where the cold was so intense that he shut the engine off and glided back to earth. Next he attempted to break the altitude record with two passengers. After descending from the one passenger flight, he warmed himself for half an hour, then took off with his two passengers. The rate of climb this time was much slower, and eventually the ceiling of 10,600 feet was reached. Hawker landed once more, the proud possessor of four British records, i.e., Altitude, solo, one and two passengers, and duration. It was almost exactly nine months since he had learned to fly. On July 8, Hawker won the prize of \$2,500 presented by Mortimer Singer for the first flight by an all-British amphibious aircraft complying with difficult conditions he had laid down. The rules called for six consecutive out and home flights between two points five miles apart, one on water and the other on land. At each point a descent had to be made. Thus the aircraft was subjected to six landings and take offs on water and six on land, and a period of five hours was allowed for completion of the tests. A further stipulation was that a height of 750 feet had to be attained during each of the twelve separate flights, and on one single occasion during the tests the machine was to be taken up to 1,500 feet. Hawker, flying the Sopwith "Bat-boat", completed all the

tests in 3 hours 25 minutes, winning the prize. The "Daily Mail" Seaplane Tour round Great Britain for a prize of \$25,000, was to commence on August 16. The course was divided into nine stages . . . Southampton to Ramsgate, to Yarmouth, to Scarborough to Aberdeen to Cromarty to Oban, to Dublin, to Falmouth ending at Southampton. The 1,540 miles had to be covered within seventy two hours. The contest was restricted to British aircraft, and four machines had been entered. One of the entries, Cody, was killed before the race, and, another two withdrew due to engine trouble, leaving Hawker as the only starter in his Sopwith biplane, with Mr. Kauper of the Sopwith company as passenger. They took off from Southampton at 11.47 a.m. on August 16 headed for Ramsgate. On arrival at Yarmouth, the next stage, Hawker collapsed from the heat of the sun and fumes from the engine. Having until August 30 he started again on the 25th, from Southampton. After leaving Scarborough he landed at Beadnell, near Berwick to repair his engine. He decided to stay here the rest of the night, having covered 495 miles that day. Taking off the next morning he soon reached Montrose where he refueled, then flew on to Aberdeen, where he rested for about one hour before going on to Cromarty, the northernmost turning point. The course was now down the Caledonian Canal to Oban, which he reached after much buffeting from the winds from the mountains. He rested that night at Oban and next morning was in the air bound for Dublin; the take off was sluggish, and Hawker decided to land and investigate. He found that one of the floats had been letting in water and one hour was spent repairing it. Again he was forced to land at Kiells due to trouble with the float. Eventually he got away and crossed to Ireland, landing in Larne Harbor. After a short rest he took off for Dublin, everything going well until within

JULY, 1958

sight of Dublin, when a sudden loss of r.p.m. caused him to land and investigate. In landing, the biplane struck the sea with a wing tip, and was broken up by the impact. Hawker was picked up unhurt but Kaupner suffered from a cut head and broken arm. The Sopwith had covered 1,043 miles in about twenty hours flying time. Except for the leaking floats the machine had behaved well, thus ended a grand performance. Recognizing this to be the greatest feat of flying yet achieved by any British pilot, the "Daily Mail" generously awarded Harry Hawker a special personal prize of \$5,000, postponing their \$25,000 award for competition the following year, and the R.Ae.C. bestowed its Silver medal on Hawker and its Bronze Medal on Kaupner. Hawker had to retire from the 1913 Michelin Cup, after eleven flights, due to illness. Hawker's greatest handicap was his ill health, against which he struggled for many years. It was extraordinary that such a sick man could fly so brilliantly. Late in 1913 the Sopwith Company produced the famous "Tabloid", which created a new standard of aeroplane construction. It upset all the established theories. The overall width was 25 feet and the overall length was 20 feet, and was the first single bay biplane in the world. The plane had been constructed in considerable secrecy, and after it had been flown through some preliminary trials at Brooklands, Hawker took it over to Farnborough on November 29, to put it through official trials there. The results were astounding. With a load of pilot, passenger, and fuel for 2½ hours, the "Tabloid" climbed to 1,200 feet in one minute and attained a maximum speed of 92 m.p.h. As soon as the tests were over, Hawker flew the machine to Hendon, where the usual Saturday meeting was in progress. He roared over the enclosure and covered two laps of the racing course at a speed which amazed the Hendon pilots. Shortly after this, he took the

PAGE 299

first "Tabloid" home with him to Australia. On June 6, 1914 Hawker returned to England and resumed his duties as chief test pilot with the Sopwith Company. At the outbreak of the Great War on August 4, 1914, Hawker's duration record flight was still unbeaten. In 1919 Hawker, with Grieve attempted the Atlantic flight from Newfoundland to Ireland. They were forced down into the sea and picked up by a cargo steamer and given up for dead. Several days later when the steamer got into harbor, the world was relieved to know that the pilots were safe.

HEWLETT, Mrs. Hilda B. R. Ae. C. certificate No. 122, August 29, 1911. Mrs. Hewlett was the second British woman to take up flying but was the first to receive her certificate. On November 9, 1911 Sub-Lieut. F. E. T. Hewlett, R.N., received his certificate at Brooklands on his mother's Farman plane. Mrs. Hewlett had frequently taken him up during his training and had coached him on the ground. This instance of a mother teaching her son to fly is probably unique. In May, 1912 the pilots at Brooklands were organizing quick starting competitions besides in racing. Eight competitors flew in the second competition won by Mrs. Hewlett. This was the first open event in aviation to be won by a British woman pilot. She gave up flying in 1912.

HUBERT, C. L. A. French. R. Ae. C. certificate No. 57, February 14, 1911. Hubert was flying in France before he came over to England, as many of the French pilots had been doing at this period. He took part in the military display of aeroplanes for the British Government in May, 1911. He flew an army officer on a reconnaissance flight between Hendon and St. Albans, to spot troops posted under cover. This was the first demonstration of spotting from the air. Hubert was to have flown in the 1911 Coronation Aerial Mail flights, but on the 11th of September he crashed on take-off and had both legs broken.

He took a part in the "Daily Mail" tour of 1912, visiting Southsea, Bournemouth, Weymouth, Teignmouth and Torquay.

HUMPHREYS, Jack. Was flying in 1911, but no trace of his having received his certificate can be found. He had built a large monoplane of his own design which in August, 1911 was flown by Gordon Bell at Brooklands. The pilot had the engine at half throttle and the stick well forward, intending only to do taxiing tests. To the astonishment of all, the plane took off at twenty miles per hour. With one passenger and then two, the same thing happened. No further mention ever has been made of this unusual plane.

(To be continued)

An Official German Postal "Space" Cancellation

Western Germany still has no large size rocket construction in progress, but the interest in space rockets and space flight is very great. At this time only small private groups actually practice rocket construction in experimental scale, and an exhibition of the recent rocket developments and space rocket problems is touring the country. When it was shown in Nurnberg, Bavaria, in November, 1957 the post office used a special slogan cancellation on its mail reading "EXHIBITION - UNLIMITED SPACE - NURNBERG - NOVEMBER" attached to the regular postal cancellation of the day.

— Dr. Max Kronstein



ITEMS OF INTEREST IN 1916

Earl Hildes-Heim sends us these news items from
AVIATION and Aeronautical Engineering Magazine, Sept 15, 1916, Page 130

Mail to Gen. Pershing by Aeroplane

Columbus, New Mexico, now boasts an aeroplane rural delivery, if Mexican head-quarters of the punitive expedition can be called rural in the postal sense.

The Columbus post office is rather unique in the prominence into which it sprang over-night, when from being barely more than fourth class in importance it jumped to handling of mail of the most vital interests to army movements.

The cream of the mail, official usually in character, is taken by air route, early in the day, and similar mail brought back to the base. It would be interesting if Uncle Sam added the daring aviators of the First Aero Squadron to his list of postal employees, and sent them a postal salary. Surely no employee in all the Government is giving more danger-defying service, in the line of duty than these Lieutenant mail carriers of the army.

Alaska Mail by Aeroplane

Congressman Murray Hulbert of New York announced, on September 2, that the Post Office Department soon is to establish its first aeroplane mail delivery route. The mail is to be transported by aeroplane between Seward and Nome, Alaska, according to Mr. Hulbert, with Iditarod as a distributing center for interior Deliveries.

He says the Post Office Department has received an acceptable bid from Earl L. Byers for the delivery of mail by aeroplane in Alaska, and that a semi-weekly service is to be furnished. The reduced cost of such de-

livery, he says, will amount to \$34.558 per annum.

"Many days will be saved by the aeroplane," said Mr. Hulbert. "The transit time of mail in winter from Cordova by Fairbanks to Nome is approximately thirty days. The time from Seward to Iditarod (aeroplane) and Kaltag to Nome will be about eighteen days, thus saving considerable time in the interior deliveries. From Iditarod the mail will be sent by dog sled to other interior points."

The following statement was issued by Assistant Postmaster Praeger:

Alaska, Route No. 678013

From Seward by Knit, Susitna, McGrath, Tokotna, and Flat to Iditarod.

Frequency, twice a week all the year: weight limit, 1,000 pounds.

The only bid received May 12, 1916 in response to the aeroplane advertisement of February 12, 1916, was the following bid for route 678013, Seward to Iditarod:

Earl L. Byers, \$49.50. No bond.

That bid is at the rate of 62.6 cents a mile and 23.3 cents a pound on the basis of the full weight limit being carried both ways every trip.

The rate for the present winter service (November 1 to April 30) on the Seward-Iditarod route is \$22.865 for the period of each year, 82.1 cents a mile and 92.5 cents a pound. The length of the aeroplane route, however, is stated as 380 miles (air line), whereas the star route between the same points by trails is 526 miles.

Were the aeroplane established, it is estimated that the present service could be changed as follows:

REDUCTIONS

Seward-Iditarod route (discontinued)	\$ 22,865
Cordova to Fairbanks route (reduced)	30,651
Fairbanks to Tanana route (reduced)	9,250
Tanana to St. Michael (discontinued)	35,000
Holy Cross to Iditarod route (discontinued)	6,715
Tanana to Unalakleet route (omit)	1,200

Susitna to Knit route (discontinued)	465
Ophir to McGrath route (discontinued)	320
Total saving	\$106,466

INCREASES

Seward to Iditarod (aeroplane)	\$ 49,000
Iditarod to Keltag to Nulato	12,880
Kaltag to Unalakleet to St. Michael	7,200
Tanana to Ruby	2,048
Ruby to Yukakakat	280
Total Increases	\$ 71,908
Reductions	\$106,466
Increases	71,908
Net saving to the department	\$ 34,558

The time of transit of mail in winter from Cordova by Fairbanks to Nome is approximately 30 days.

The time from Seward to Iditarod (aeroplane) and Kaltag to Nome would be about 18 days.

(AVIATION, Oct. 1, 1916, page 161)

Aerial Border Patrol

"There are now fifteen aerial squads on the Mexican border between San Antonio and Pharr," according to C. J. Trudeau of the United States Aviation Corps, who

has just returned from Brownsville, Texas. "Under orders recently issued by General Funston, we have been doing between 22 and 27 miles a day border patrol for the past three weeks. The work is mostly for practice, but we have orders to report if we see any Mexicans crossing the river. We carry three or four men in a squad. We are permitted to fly over Mexican territory, but not to alight. Last May I was shot in the hip by a Mexican, but the wound has healed up."

Available - From AAMS CONVENTIONS

- U. S. 4c Airmail Stamp — (set of 3 cards - different cachets) cancelled 3 days of Convention at Philadelphia, showing regular F.D.-machine cancel 9/3/54 and hand cancel 9/4 and 9/5 Conv. Stat. 50c
 - U. S. 4c Airmail Stamp — (cacheted card) scarce cancellation of American Air Mail Society Station on First Day - 9/3/54 25c
 - U. N. Brochure (7x9½) containing information relative to U.N. Air mail stamps and including MINT IMPRINT BLOCK of 4c Air Mail stamp and 4c Airmail Postal Card with F. D. cancel - Issued during AAMS Convention May 27, 1957 1.00
 - U. N. Airmail stamp - F.D. cancel 5/27/57 - with special AAMS cachet, and
4c Airmail Postal Card. F. D. cancel 5/27/57 - with special AAMS cachet 50c set of 2
 - U. N. Program for First Day Ceremonies of United Nations 4c Airmail Stamp and Postal card - with First Day Cancel of 4c stamp (SCARCE) 1.00
- Write to: Mrs. Ruth T. Smith, Sec'y, SWc Ferndale & Emerson Sts., Philadelphia 11, Pa.

Airs of the Month

Described and Illustrated through courtesy of Nicolas Sanabria Co., Inc.
521 Fifth Avenue, New York 17, N. Y.



ARGENTINA

2 pesos deep claret, issued on May 31, commemorates fiftieth anniversary of Argentinian Air Club.

COLOMBIA

To supplement 1954 definitives a 25c blue was released on May 4th and a 25c purple on May 8th; both portray "Las Lajas" Sanctuary at Larino. Our correspondent did not state why two stamps having the same denomination were issued in different colors. On May 12th a 25c green and a 1p purple equal in design were issued in honor of Geophysical Year. They portray Francisco Jose de Caldas, discoverer of Hipsometry. A 25c Special Delivery printed in blue and red made its appearance on May 19th.

CUBA

Recess-printed in blackish green a 12c adhesive was released on June 6th commemorating Maj. General Jose Miguel Gomez. It shows the patriot mounted on horseback.

ECUADOR

In addition to the two values reported last month, two 30c brown red of similar designs were released.

ported last month, two 30c brown red of similar designs were released.

GUATEMALA

The Red Cross Commemoratives issued on May 13th are not very attractive. The set consists of four values offset by the State Printing works at Vienna.

HUNGARY

Eight beautifully lithographed pictorials released on April 17th, publicize country's participation at the Brussels World Fair. The set exists perforated as well is imperforated.

INDIA

15np and 90np ultramarine publicize Silver Jubilee of country's Air Force.

INDONESIA

Set of five showing various types of aircraft, honor country's Air Force.

NICARAGUA

The XVII Lion's International Convention at Istmania (the five Central American Republics and Panama) is commemorated by attractive set of six. Obtainable also in Souvenir

Sheet containing all values. Released May 17th.

PERU

A set of four was issued on May 20th to publicize country's Exhibit at Paris.

UNITED ARAB REPUBLIC

Two values of same design - 35P & 45P commemorate evacuation of foreign troops from Syria.

VENEZUELA

The new "Tamanaco" Hotel is pictured in fifteen value set, finely processed by Thomas de La Rue of London.

84c Invert Presented To Smithsonian

In a brief ceremony in Washington on May 27th at the Smithsonian Institution, David S. Smith, Assistant Secretary of the Air Force, presented the famous United States 24-cent inverted airmail stamp in the name of the Raymond H. Weill Company of New Orleans.

This variety is the most publicized and well known stamp in American philately. Literally hundreds of inquiries have been made of the Smithsonian's Division of Philately and Postal History in the past regarding the facts surrounding the printing and issuance of the one sheet of 100 stamps to reach the public. As so many philatelists know, the complete sheet was bought in Washington, D. C., by W. T. Robey, who sold intact to Philadelphia stamp dealer Eugene Klein. It was later broken up into blocks and single stamps and sold through several auction houses.

The stamp now given to the Smithsonian was purchased by a midwest collector and sold last year to the Raymond H. Weill Company, who, upon being informed that a copy was not in the National Postage Stamp Collection, generously offered it for the viewing pleasure of the thousands of visitors to the Smithsonian Institution.

A special exhibit case was prepared for the inverted stamp and a few other rarities from the Collection. It is now on exhibition.

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THE FIRST ANTARCTIC AIRMAIL

By Robert Schoendorf

Recent newspaper reports of Al Cheesman's passing brought deeply felt shocks to his many friends. Al, a man of unequalled resourcefulness, belonged to the group of early bush pilots and long will be remembered for his exploits in the vast icy wastes of the northland. In the polar regions he felt at home, even writing a book on how to survive in the Arctic.

When famed explorer Sir Hubert Wilkins returned to the Antarctic in 1929 he chose Cheesman and Cramer to pilot his planes. The aerial surveys they made contributed immensely to our knowledge of a region hitherto unknown. Of special importance was the charting of Charcot Island which until then had been considered part of the Antarctic Continent. It turned out to be a remarkably successful season during which six flights were made on December 19th, 28th, 29th, 1929, and January 5th, 30th and February 1, 1930. The covers carried had been chronicled in catalogues (although the listing is at variance with the actual dates) and nowadays have become prized possessions of collectors.

A record of the Wilkins Expedition would be incomplete without mention of the 1928/29 phase, an event that

always will be a prominent milestone of Antarctic exploration, as it was during that period that aircraft was used for the first time in the Antarctic. The expedition, sponsored by the American Geographic Society, started out from Montevideo, Uruguay, aboard the Norwegian Whaler "Hektoria" with Sir Hubert Wilkins as leader, accompanied by two of the greatest Polar aviators, Joe Crosson and Carl Eielson. They took along two Lockheed Vegas, one being the same machine with which Wilkins and Eielson had made the spectacular flight from Point Barrow, Alaska, to Spitsbergen. The first stop of the "Hektoria" was made at Port Stanley, Falkland Islands, where Wilkins obtained the authority from the British Government to claim new territories for the British Empire. They proceeded south past Elephant and King George Islands through the ice pack without difficulties and arrived at Deception Island on November 6 where supplies were unloaded and the base set up.

The great moment came on December 20. When the propeller blades started spinning there were tense moments as so much depended on this venture into the unknown. The con-



ditions for a successful take-off were full of hazards and one mishap could have spelled disaster. Eielson, veteran of many Arctic flights, proved his skill once again and managed to get the Vega aloft. The plane veered south over the plateau of Graham (Palmer) Land past the "broad, bottomless, yawning blue abysses" along the western coast, charting territory previously totally unknown for a distance of about 600 miles to a point on the Antarctic Continent, which Wilkins named Hearst Land and then returned to the base. This ten-hour flight was a historic event not only because of many new discoveries made but because it laid the ground work for future aerial surveys in this region. A second flight was made on January 10, 1929 over approximately the same course.

Covers were carried on these two first Antarctic flights but as only a few found their way into collections it may be assumed they are not listed in the catalogues. These covers are red, white and blue bordered airmail envelopes bearing a one penny Falkland Islands adhesive postmarked Port Stanley Oct. 29, 1928 with the green double circle "Wilkins Antarctic Expedition Deception Island" Base stamp signed by Wilkins. Some covers were additionally carried on the "Nautilus" by the Wilkins-Ellsworth Transarctic Submarine Expedition bearing a U.S. 2c cancelled New York June 1, 1931 and London Oct. 3 with a 1½ d stamp which makes them the first Antarctic - Arctic mail. See illustration.

1958 1953
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VARIG STAMPS

(Written Expressly for the
Airpost Journal by Ernest A. Kehr
 Porto Alegre, Brazil)

Examples of the stamps privately prepared and widely used on mail carried by VARIG between 1927 and 1934, are not especially common. Copies on covers carried on some of the early flights of the international line can be numbered among the rarest of airpost issues.

The reason for this condition was learned by the writer while stopping off here on his return from EFICON, primarily to inspect (at the invitation of President Ruben M. Berta) VARIG's tremendous maintenance, operations and telecommunications facilities.

Otto Ernst Meyer, founder of the company, was a stamp collector when the first Condor stamps were overprinted for use by VARIG in 1927. He was fully conversant with the philatelic significance of his company's stamps and from the start protected them from exploitation. When he noted that the local printer had made a number of errors inadvertently in the printing of the "R" and "E" overprints, Mr. Meyer was the first to kill their market value by having large round holes punched through every stamp on the sheet which contained one.

In 1934, when VARIG's definitive issue of 1930 was taken off sale, he refused to sell the remainders to local dealers in Brazil who sought to obtain them. These, it is reliably understood, still are in Mr. Meyer's possession. *

At the outbreak of World War II, when it became impossible for any German to hold office in a Brazilian firm, Mr. Meyer resigned from VARIG, and returned to Germany. He is again in Porto Alegre, but no longer is affiliated with the line.

* A reliable source revealed that Mr. Meyer is holding them until such time as they are officially recognized by Scott's at which time they may be placed on the market.

Balloon Post Of The Siege Of Paris 1870-71

By LOUIS A. CHAINTRIER — Translated by
DR. EVERETT E. THOMPSON and GEORGE W. ANGERS

CHAPTER XXIX

F U L T O N

(In memory of **Robert Fulton**, engineer born in Little Britain, Pa., United States, in 1765, died in New York in 1815. His most important discovery was the application of steam to the propulsion of ships.)

The twentieth postal balloon was chartered by the Administration of Posts. It measured 2045 cubic meters and was piloted by **Le Cloarnec**, a sailor of the National Marine, native of Finistere, and detached from Fort de Bicetre.

The passenger was **Louis Joseph Ernest Cezanne**, Engineer of Bridges and Highways, son-in-law of Mr. **Saget**, ex-Engineer of Mines. A former chief of the development of railways in the South, **Cezanne** was Director of Turkish Railways up to the time when the war in France recalled him to take over the duties of Inspector General of Agriculture. He had been delegated by General **Trochu**, Military Governor of Paris, to take part in the execution of his famous plan of operating a secret entry from the region of Rouen.

As a result of this he received the mission of concentrating at Le Havre all vegetables, salted foods, etc., he could collect and was to see that his first provisioning be brought as near to Paris as possible.

Cezanne was not slow in becoming convinced that these arrangements were unsuited to the condition of affairs in the provinces and so he directed his supply of provisions in vegetables and solid foods to Cherbourg, instead of to Le Havre. And there they remained until the Armistice!

Cezanne later became deputy from the Department of Hautes-Alpes of which he was a native, having been born at Embrun in 1830. He was author of memoirs that appeared in

"Public Records on Bridges and Highways" and an article "The Trans-atlantic Cable", 1868. He died in 1876.

The postal consignment comprised: (1) Four sacks of dispatches weighing 250 kilograms (550 lbs.); (2) A basket containing 6 pigeons belonging to Mr. **Tetard**.

Because of the grave difficulties which the government of Paris had to face on October 31, 1870, the date this balloon was to leave Paris, the departure from the Orleans station was not effected until Wednesday, November 2, at 8:30 AM with a northeast wind and a very cold temperature, complicated by fogs. The balloon rapidly disappeared into the clouds at 1200 meters and was soon carried away by a swift east-northeast air current.

For five hours the travelers suffered from intense cold to such an extent that Pilot **Le Cloarnec**, who at the departure had not thought it necessary to take any warm clothing, contracted a cold that was to prove fatal.

We have the good fortune to be permitted to reproduce the letter **Cezanne** wrote from Tours on November 4, 1870 to one of his friends, Mr. L . . . , living at Bordeaux, in which he described to him all the impressions and technical details of his aerial trip.

"Tours, Nov. 4, 1870. My dear friend: herewith are some details about my journey. I left Paris (Orleans station) Wednesday, November 2 with the sailor **Le Cloarnec**. The wind was strong and we had difficulty in controlling the balloon **Fulton**. It was necessary to hasten the departure; I said "good-bye" to my mother and friends who had come to see me off, and scarcely had I entered the basket when I heard the

command "Lachez, tout". At once without experiencing any shock myself, I saw my mother, my friends, and the crowd of onlookers fall into a bottomless pit. I stretched out my arms to them. **Le Cloarnec** was waving his flag; we were trying to call out to them 'Unfortunate ones, you are lost!', but I saw them no more. We passed the fortification of Paris, then the Fort de Bicetre whose pentagon was outlined in white, thin lines as if on a map. I understood that we were moving and that we were going to pass over the Prussians. I quickly consulted the barometer and found that we were up 600 meters; I began to throw out ballast and soon we rose to 1200 meters. In fact we were beyond the gunshot of the Prussian **Chassepot**. The Fusillade began to be heard, and we were passing above a fortified camp. I saw cannon concealed behind make-believe hedges, tents in good order, cavalry in maneuvers, soldiers in groups saluting us after their fashion with yells and shots, but we did not hear the bullets.

"The sky was sprinkled with pretty white clouds known as 'sheep'. I managed so that I kept just above them; As we were going along at the 1200 meter height I could really imagine myself the shepherd of a numberless flock. The land, a little dull but perfectly distinct, was speeding along under our feet. Our peasants were working even within the Prussian lines. The fields are like a chess board where not an angle is lost, the roads, the streams, the railroads, the cluster of trees—all presented a thousand very distinct details, and the immense horizon that I was taking in at one glance was spreading out under my feet with a movement so gentle and so swift that I was lost in wonder.

"My glittering 'sheep', more crowded together as I directed my gaze still further beyond, formed a picture, very clear cut and tinged at the outer limits of the horizon with reflections of a rainbow. Above me the sky

was a deep blue; all noises from the ground came up distinct and without vibration — the barking of dogs, the cries of the peasants who gathered to see me pass, the cock's crow. All this ensemble was fairy-like. During this pleasant journey I had experienced only one feeling, that of wonder, and I was forced to make a strong effort to control myself to return to the barometer, the compass, and my map.

"I knew very well that I was moving very swiftly as the earth was flying past below me, but where was I? What exactly was my direction? The compass is a very accurate instrument provided one knows to just what point on the horizon one is proceeding, but that point is not easy to determine.

"I asked **Le Cloarnec**: 'Just where are we going? What do you think?' The brave Breton answered me calmly: 'We are going to Brittany'.

"After some hesitation I decided upon a very simple method of determining the exact direction; it was enough to observe a particular object above which we passed, as a chateau or steeple, and when we were some kilometers away, still looking back at the object, we determined exactly the direction we were following. I had left Paris in a south-southwest direction, but soon I turned to the southwest, the direction that I followed constantly until arrival.

"In addition to the compass, the barometer also plays an important part. One cannot lose sight of the fact that the balloon is seized continuously with an urge to descend — a fact that I did not sufficiently take into account. The balloon caught by a colder gust of wind, contracts and descends, and so it is necessary to throw out a little ballast to stop this tendency, but it is not necessary to throw out much.

"In fact the balloon continues to descend because of the speed acquired long after equilibrium is restored; so if too much ballast is cast out the balloon, after having deadened its

descent movement, rises very much higher than is desired. That is what happened to me near Chartres. I had recognized the cathedral very clearly on my right and made the 'mark' on my map, when the balloon began to descend; I threw out to much ballast and a little later re-ascended much higher than I wished. The sun warmed up my balloon more so as the atmosphere was very thin and soon I was born to a height that I could not accurately determine, for it exceeded the limits of my barometer. I think I came near to 3000 meters (about 1 7/8 miles) which after all was not excessive and caused me no distress although it was extremely cold. The sky had become darker, the irregularities of the landscape ceased to be distinct, the 'sheep' seen from above were reduced to faint tufts of white, and the sounds from the earth no longer came up to us.

"Here are some extracts from my flight record: Departed from Paris at 8:30, crossed the Prussian lines at 8:45, sighted the tower of Montlhery at 9:55, the cathedral of Chartres at 10:20. At noon I saw Le Mans in the distance on my right and on my left very far away the shining ribbon of the Loire; at 10:30 I crossed the Loire at la Fleche which I recognized because I saw there a railway that came to an end in a terminal station; already on my left the Loire gleamed in the mists of the horizon. I should remark that as the day advanced, the 'sheep' (clouds) disappeared and little by little I became a shepherd without a flock, lost in the sky."

(To be continued)

JULY, 1958

News Of The Airlines

By Samuel S. Goldsticker, Jr.

When Western Airlines resumed operations on June 10th after being grounded for several months due to a pilot strike, they found that over 25% of their stewardesses had gotten married in the interval. As the company has a restriction against married stewardesses, they found themselves in an unexpected predicament.

Effective April 1st, Air France started Polar service between Paris and Tokyo. A fuel stop is made at Anchorage, Alaska; but no mail or passengers are handled at this point.

Northwest Orient Airlines announced that their air freight hit a new high in 1957. Does this mean that their cargo planes flew higher in 1957 than they did in 1956?

On November 1st., KLM Royal Dutch Airlines expects to inaugurate polar service between Amsterdam and Tokyo; with an extension beyond Tokyo to Biak, Netherlands New Guinea. A fuel stop will be made at Anchorage, Alaska.

Chicago Helicopter Airways inaugurated helicopter passenger service to Gary, Indiana, on May 1st and to Winnetka, Illinois, on June 1st.

New York Airways are now using 15 passenger twin-rotor Vertol 44B helicopters on their routes, replacing the Sikorskys previously in use.

The CAB recently authorized Seaboard and Western Airlines, operators of a transatlantic all-cargo route to carry airmail between New York and Eire, Great Britain, Holland, France, Belgium, and Switzerland. Inaugural airmail service was scheduled for June 2nd. Any covers known? ? ?

Korean National Airlines have been authorized to operate a trans-pacific route between Korea and Seattle.

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TIPS BY JULIUS

by Julius Weiss
3417 E. 147th St., Cleveland, Ohio

Ethiopia issued a set of three airmails to commemorate the conference of "Independent African States." The first day cover is postmarked "April 15 - Eritrea Depart - Asmara." We do not know whether any special flight was made in conjunction with this conference; however Ethiopia will issue a large set of airmails soon. Watch for it.

AUA (Austrian Airlines) is as busy as a beaver with firsts to various points of the globe. The opening of the line with a flight to London carried 36,667 covers from Luxembourg, Finland, DDR, Germany, Hungary, Sweden, Belgium and Holland. Following this was a May 5th flight to Frankfurt. We have obtained both the Austrian and German dispatches on this one, which AUA has cacheted along with a backstamp. The Frankfurt dispatch is backstamped Wien 101 and has the square AUA emblem cachet giving flight data. April 10th saw an AUA first to Zurich. The emblem of AUA is truly most fitting as it is called "the friendly Airline" which is so when it comes to philatelic matters.

An interesting flown cover came from NATO Conference, May 3 at the Royal Residence at Christiansborg, Denmark.

East Germany made many flights early in May. These were the usual Dresden - Karl Marx Stadt, Berlin - Karl Marx Stadt, and took place May 2-3. All cachets show a bridge or building plus the Lufthansa emblem. Lufthansa now uses a new label in blue and yellow reading "PAR AVION - MIT LUFTPOST." The East German flights are interesting, but costs of servicing and postage makes them hard to obtain each year.

The first three Sabena helicopter covers to the Belgium Exposition came in fine shape, all cacheted with backstamps.

On May 12 El Al was to fly a first to South Africa. No details on this one yet.

We have received a flown cover from the Japanese Antarctic Research Expedition #II, postmarked Jan. 30, 1958. This is the finest polar cover seen thus far. The cover shows an explorer with his dog team, with the art work covering the entire front of the envelope. The cancel contains a picture of a penguin.

We do not know whether the Third Asian Games (May 24 - June 1) held in Japan produced a special flight. We have seen many Asian games special first flight covers in the past (thanks to JAL, Japanese Airlines), and have seen the FDC (airmail) of the four new Japanese stamps issued to commemorate the games. This cover bubbles over with color as the stamps are vivid gobs of colors which blend with the artwork into "gems". Dated May 24, it has the "Ever Onward" slogan on the cancel.

The gem of the recent Indian Air Force air stamps issue is a special booklet put out by Indian Posts as an album for the two stamps (15np and 90np). This contains each issue with the FD cancel (New Delhi - 4/30/58) plus a photo of an Indian Air Force pilot standing in front of several modern sleek jets. The reverse side of the booklet has the usual "Service Before Self" emblem of the Indian Posts and Telegraphs. Try to obtain this from your Indian contacts.

We have received word from Yemen that the airletter sheets (Yemen 10 Bogash) cannot be obtained there. Try to obtain them in the USA as several dealers have them at attractive prices.

Recently the birthday of Queen Juliana of the Netherlands was celebrated by a special race consisting of 5 balloons. The ships took off from Haarlem where the first Dutch bal-

loonist (Abraham Hopman) lived. A special prize offered by Prince Hendrick went to Nina Boesman (wife of AAMS member, Jon Boesman). The philatelic mail carried has an official cachet reading "Haagsche Ballonclub

- April 30, 1958 - Haarlem" with a label picturing Hopman (1770-1832).

Greece issued 7 high value airmails on July 1, the 50th Anniversary of Air-mail service in Greece. A special cachet was used at Athens to commemorate the event. The 7 stamps show various Greek cities and the printing ranges from 500,000 to 9 million of the various values of the stamps. There has been very little as far as "firsts" from Greece. The last item we have is a first of Qantas on June 10, 1957 on a flight from Athens to Sydney.

To foreign readers of this column who may desire some back issues of the top USA philatelic journals, drop us a line as we do have many back issues which we shall be glad to send gratis. This offer is only for readers outside of the USA and Canada.

Collect all the Belgium Exposition stamps on cover, whether airmails or not. We collect such items from all countries (whether airmails or not). The special first flight items to and from the fair will be gems of the future.

We have been against souvenir sheet pro-rated deals for sometime and have made our position known. Now we begin to see some progress along this line as one Latin American country is overprinting some stamps and printing some in souvenir sheet form. We have been informed that the advance orders of these stamps (including airmails) will not be pro-rated. This is a fine method (in our opinion) for letting the souvenir sheets go. We hope more philatelic agencies will sell the sheets with the stamps to those who get their orders in early. This is a fair way. The ideal condition would be to print enough stamps to make the rounds to collectors.

JULY, 1958

"Rothschild" Air Stamps Bring \$11,830 At H. R. Harmer Auction In London

The Collection, with air issues only to 1924 owned by the Hon. N.C.J. Rothschild was originally formed by his grandfather in Switzerland shortly after World War I.

£875 was paid for an unused pair of the 1918 Colombia 2c, one stamp the 'serif' variety, catalogued £620. A group of 15 envelopes bearing the special labels issued in 1920 by the Compania Colombiana de Navegacion Aerea totalled £1,225. The Danzig 1920 '60' on 40 pf. with double overprint in a mint block of four realized £70. A selection of ten of the primitive 1921 'Transports Aeriens' etiquettes of French Guiana sold for £347.10.- and a rare card carried on the first mail flight in German South West Africa in 1914 went at £50. Three blocks of Memel all with the inverted 'Flugpost' surcharge made £139

A sheet of Mexico 1922 50c was sold at £115. The highlight of the sale came when the remarkable group of Newfoundland 3 cent stamps especially overprinted for the Hawker and Grieve's trans-Atlantic attempt in 1919 drew competition from philatelists in many countries. After an unused example had made £580, the pair sold for £1,200.

Three covers, salvaged from the plane in mid-Atlantic realized £500, £460 and £420, the last having the stamp damaged by being pinned to the envelope after becoming detached due to immersion in seawater.

Another 'Hawker' stamp uncanceled on a piece of envelope with a rare used 'Martinsyde' with MS inscription 'Aerial Atlantic Mail' went to a local buyer at £1,250 against keen Continental and American bidding.

Two mint sheets of the 'Alcock' \$1 on 15c made £160 each and the similar 'Halifax' sheet £110 and the invert £170. In all the Newfoundland group totalled £5,390.

In Sweden £80 was paid for the 1920, 20 ore with Crown watermark.

That early **Swiss** semi-official **Airs** are popular was demonstrated by the prices obtained for a group of unused and flown cards which together made £404.

One of the rarest souvenirs of the pioneer air flights is the Uruguay 'Cattaneo' Colonia Buenos Aires card of 1910 of which only a handful exist. Against a catalogue value of \$150 it changed hands at \$55.

Philatelists from many countries were present or had sent bids. Prices reflected an international demand for rare Air Stamps and Covers of the pioneer period.

AN INTERNATIONAL AWARD OF AEROPHILATELY

In recent years an international award of aerophilately has been made at various occasions. This award was established in 1955 in honor of the well known aerophilatelist, the late Consul Hermann E. Sieger, who pioneered in the collecting of airship mail and who was the editor of the earliest Zeppelin Post Catalogues. This award, known as the "Herman E. Sieger Award for Zeppelin and Airmail", is a large medal (2 3/16 in. in diameter) that shows a bas-relief of Sieger. It is always manufactured at the German center of goldsmiths, Schwabish Gmund.

Up to now this award has been granted at the Finlandia 1956, the International Exhibition at Warszawa 1957, at Tabil 1957, the German Suposta 1957 and once in the United States, at the Sojex 1957.

When this medal is available, it is presented by a jury for the "Best Airpost or Zeppelin Post Exhibit of the Show". It is either a separate award or it can be an honorary award in connection with a gold medal of the exhibition.

Collectors highly respect this special award the world over.

—Dr. Max Kronstein

SPECIAL REPORT OF AUCTION MANAGER

Due to the change in dates for our convention, our pending donation auction has been deferred and will now be held on Tuesday evening, July 29th, at the Sheraton Hotel in Philadelphia. Closing date for mail bids is advanced to July 24th.

There is still a wonderful opportunity for you to obtain some of this high-class material for your collection; so if you haven't sent in your bids, or if you do not plan to attend the Convention mail your bids at once to: Samuel S. Goldsticker, Jr., 70-D Freemont St., Bloomfield, N. J.

NEW LONG HANDBOOK

Elmer R. Long, 112 Market St., Harrisburg, Pa., well-known dealer, has issued his new 1958-59 edition of the Collector's Handbook. This useful handy, pocket-sized 42nd edition will be sent free of charge on request. Included is an illustrated price list of U.S. stamps as well as offerings of many philatelic lines including albums and supplies.

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USA - IX-35, 2 Miniature Rocket sheets* \$1.90. Capt. Wm. H. Peters. Interlachen, Florida. 338-6t*

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AIRMAILS also good General stamps and sets in exchange for higher priced airmails per Scott. Dr. Szekeley, 3059 Marilyn Way, Santa Barbara, California. ex338-2t

WANT Zeppelin Covers from San Marino, Cyrenaica, and Tripolitania, buy or exchange. Sebastiao Amaral, Caixa postal 367, Belo Horizonte, Brazil. Ex 339-6t

GHANA and Gold Coast used or on covers, even commercials. Andrew G. Flesch, 116 Nassau St., Room 315, New York 38, N. Y. Ex 339-2t

WANTED — for collection, cards and letters flown by German Zeppelins (period before 1920). Cash or exchange. P. Claes, 36 Pijckestraat, Antwerp, Belgium. Ex 339-2t

AAMS EXCHANGE ADS

TRANSOCEANIC airplane mail from flown attempted and intended flights. bought, sold and exchanged. Krinsky, 250 E. 96 St. Bklyn. 12, N. Y. ex338-2t

WANT Rocket Covers. Will exchange Zeppelin, Trans-Oceanic and souvenir flite covers or pay cash. George Ritter, P O Box 8155, Tampa 4, Fla.

JET COVERS wanted — U.S. military and civilian — record flights, etc. Pilot signed only. Arthur E. Lloyd, AAMS 4436, Apt. 21-A, Sayre Ct., Madison, N. J.

JULY, 1958

AAMS EXCHANGE DEPARTMENT BUY — SELL — WANT LISTS

WANTED — World-wide Air Mail stamps, Air Letters Mint and Germany and Colonies stamps used only, swap or purchase. Yand L. Chung, 413 1-2 Shipley St., Wilmington, Delaware.

TRANSATLANTIC, North Pole, South Pole covers, autographs referring to history of airplane and balloons. Otto Kallir, 46 West 57th St., N. Y. 19, N. Y.

EXCHANGE Czechoslovakia C25-27 (Cat. \$1.40), C32, 35 (Cat. 97c) & C39 (Cat. 65c), or Costa Rica C197-200 (Cat. 22c) for equal cat. any Airs cataloging 10c or over. No Limit. Warden Co., Box 68, Sierra Madre, Calif.

TRADE — Deepfreeze III covers, all ships available, also foreign IGY Antarctic bases, for Polar Flights or FAM's. Robert A. Ramsey, 33 N. High St., Columbus 15, Ohio

CZECHS SCHEDULE FLIGHTS TO EGYPT

A dispatch of the Czech news agency CTK has announced Communist Czechoslovakia will open direct passenger service to and from Cairo with Soviet-built TU-104 jet planes this summer, according to an Associated Press dispatch.

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