

Airpost Journal

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Is *YOUR* magazine.

We welcome letters to the editor
and articles geared toward aerophilately
at all levels.

We're waiting to hear from you!

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*Consider volunteering with your society.
It helps us all!
Many areas of the catalogue need your help...*

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The following is a summary of aerophilatelic exhibits and their awards:
Barry Scott, New Zealand: *Imperial Airways Limited* (Gold).
Barry Smith, South Africa: *South African Airmails* (Gold and Special Prize, a clock, for best material).

John Cress, United States: *Australian Airmail. The First Twenty Years 1914 - 1934* (Gold).

Fernando Aranaz, Spain: *Aerophilately of Cuba 1914 - 1931* (Large Vermeil).

Izhak Barak, Israel: *The Development of Aviation and Transportation of Mail by Air until 1914* (Transferred to Thematic) (Vermeil).

Dave Markand, India: *First Asian Air Mail Stamp - India 1929* (Transferred to Traditional Asia/Australasia) (Vermeil).

Ferdinando Giudici, Italy: *Souvenir du Siege de Paris 1870 - 1871* (Gold).

David Gerald Morton, South Africa: *Airmails of the Rhodesias and Nyasaland* (Large Vermeil).

Donald Napier, Australia: *The Development of Airmails in British Africa* (Large Vermeil).

Raymond Todd, Australia: *Airmails of Western Australia 1919 - 1936* (Large Vermeil).

My overall impression is that it was a well-run exhibition and everyone really enjoyed it.

Before the exhibition, I went to Victoria Falls (on the Zambia/Zimbabwe border). The highlight was a 30-minute flight in a micro-light aircraft over Victoria Falls. Shown last month was a photo taken from a wing-tip camera. You are not allowed to take your own photos because of the danger of dropping the camera and it going into the propeller, which is immediately behind you. No covers were flown on this flight!

(**Editor's Note:** Photos of Sanford's flight were shown in the December 2010 issue (Page 492).

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We want you...
to write an article for the *APJ* today!
There are many important
airmail anniversaries approaching!

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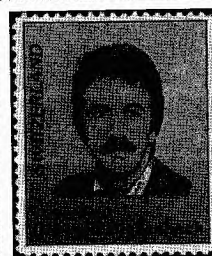
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ties. We note that the confidential timetables found at the University of Miami had no timetable for 1942. I might guess that PAA just could not prepare a reliable commercial transatlantic schedule for that year and that may be why we have never found one.

Wilson also brings up the story of the Clippers carrying uranium ore for the Manhattan Project. This has become the stuff of legend. I hope to be able to provide a complete report on this in the future, but at this point it appears that the Manhattan Project's first survey of available ore was conducted in the autumn of 1942, when the project purchased some 1,100 metric tons of ore from a New York warehouse. The *Capetown Clipper* appears to have had little or no role for this project in 1942. Even if it had, it would have taken about 300 trips for the *Capetown* to transport that much ore. It may be true, however, that the *China Clipper* had a role to play in 1944. But once again, that mighty - but much smaller - aircraft could not have played a large role in the transport of some 1,700 metric tons of ore that were purchased that year from the Congo.

I am encouraged that "The Group" has developed a database of covers carried in the Atlantic. I think that is an important step. As webmaster for the American Air Mail Society, I am in a unique position to assist in that endeavor. I would propose that the data be

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Beach View
Brooklyn

Lewis Tauber shows several covers marking the July 1-2, 1929, Moncton, New Brunswick, first maritime air pageant in the November 5 issue of *Canadian Stamp News*. Part of the rate is paid with small Queens issues, indicating they were collector inspired. However, there is an additional 12-cent stamp on both covers, raising the question of why these letters, sent to Massachusetts, were overpaid.

Michael Goodman, editor of *Stamp Lover*, reports in the December issue a description of an airmail display presented by Peter Lister at a meeting of the National Philatelic Society in the U.K. There were attempts at carrying airmail in England and Scotland at two "air shows" in 1910, preceding the better known Coronation airmail service of September 1911. Other air events in 1912 and 1913 had mail associated with them, and mention is made of airmail during World War I. The display continued with items in the 1920s and 1930s, ending with the outbreak of the Second World War.

In the same issue, Allan Boyce describes early airmail issues of Greece, with a focus on the 1926 set of four values known as the Patagians. Greece's early airmail service was under contract with the Italian firm Aero Espresso Italiana with passage between Italy, Greece and Turkey. AEI was also responsible for issuing the airmail stamps of Greece. A 1933 set of three values was used only on May 27 for a special zeppelin flight. The last set issued by AEI consisted of seven stamps used October 1933 to August 1935.

The internal rate of 3.50 drachmas was introduced in 1934 but there was a shortage of the 50 lepta stamp. Bisecting of the 1 drachma was permitted but only five examples of the bisect on cover are known. The contract with AEI expired August 31, 1935.

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