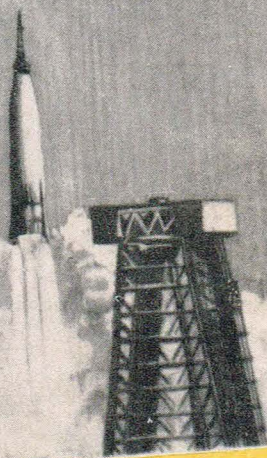


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Journal

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October, 1964

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Reenactment of an Historic Flight

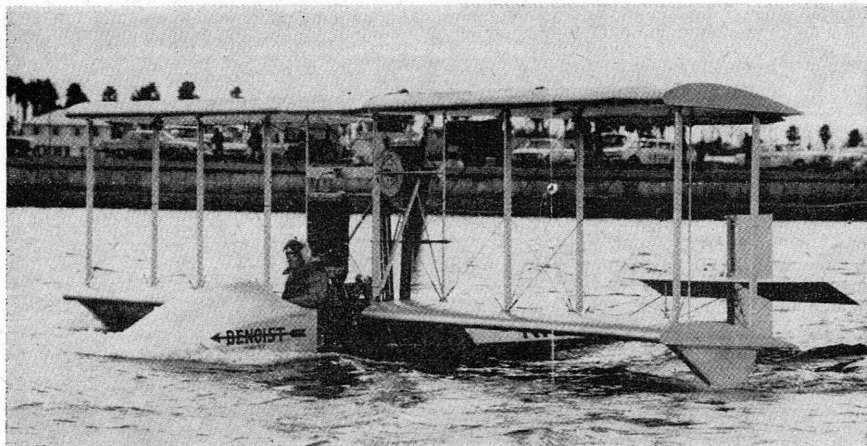
By Charles A. Koch

After reading newspaper accounts of the planned construction of a replica of the 1914 Benoist Airboat for the purpose of retracing the flight made by Tony Jannus between St. Petersburg and Tampa, I decided to get pictures of the plane while it was being built in Tampa. I planned to attempt to have some covers carried on the flight, at which time I would also take photos of the event and any celebrities taking part.

The 50th Anniversary of the First Scheduled Airline in the world marked an important milestone in aviation his-

to learn more about the up-coming celebration.

Through the television station I learned that the replica was being built at the H & H Cabinet Shop, operated by L. J. Hass and his son, in West Tampa. This shop had been commissioned by the Tampa and St. Petersburg Chambers of Commerce and other sponsors. Supervising the work was Burrell Tibbs, who had helped build the original Benoist Airboat and was Jannus' mechanic on most of the flights made out of St. Louis. Tibbs brought a mass of original prints



Replica of the Historic Benoist Airboat Churns through the Water near St. Petersburg's Million Dollar Pier after It Failed to Take Off.

tory, and, if it was deemed significant enough to warrant building an \$8,000 replica to make the 23-mile reenactment flight, I felt that some air mail surely ought to go along on the flight to mark it philatelically.

As work progressed on the ship, there were television movie-news reports almost nightly, in addition to local press coverage. As the fuselage began to take shape, I decided to make a trip to Tampa to take some photos of the plane and

and specifications with him from Oklahoma City, his present residence.

I spent several hours inspecting the unfinished craft, interviewing Tibbs, taking a number of pictures and obtaining Tibbs' autograph on several blank air mail envelopes for future use. All of this happened about December 15; it appeared that the reenactment flight and celebration were scheduled for January 11. Asking if the plane might not be ready by January 1 (the actual anniversary date of the first flight on the route

in 1914), both Tibbs and Hass assured me that the Benoist replica would be completed by the first of the year. Their estimate was "seven more days," which would have had the craft finished by Christmas. Why the 11th was chosen was unexplained then and to my knowledge no reason has turned up since. The only reason I can think of was that it avoided New Year's Day and the holiday period.

At any rate I was determined to have some anniversary covers cancelled on the 1st, for history's sake. Although I made a number of inquiries, I could not locate anyone sponsoring a cachet or special envelope for the event. To cover all normal possibilities, I forwarded a few ready-to-mail envelopes to the Chambers of Commerce and the Postmasters in both Tampa and St. Petersburg with requests to apply any related cachets and to mail them on January 1. They all came through OK but had no special markings of any kind, except the Postmasters' signatures.

Therefore, I proceeded to design a cachet and apply it to a number of covers at home. As I decided to reproduce it by mimeograph, I made up a master design showing a map of the Tampa-St. Petersburg area in a square which just fit on the left side of the envelopes. I copied the Tampa Bay area from a road map and drew a dotted line, representing the route flown — from St. Petersburg's Municipal Pier, across the bay to Tampa's Hillsborough River, terminus of the flight. At top and bottom was inscribed "50th Anniversary" and "First Commercial Air Line, Pilot Tony Janus, 1914 - 1964." As an added touch, I also inserted a small, outline sketch of the airboat. After getting the machine to work smoothly, and printing the usual number of smudged ones, I ended up with a number of cacheted covers which were satisfactory.

Two evenings were spent printing the cachets, stuffing and addressing the covers and affixing a variety of commemoratives which I always keep on hand for dressing up philatelic covers.

On the morning of January 11, loaded with cameras, film, air mail envelopes,

extra covers and stamps, and group of old photos and clippings for possible autographing, I headed north and across the Sunshine Skyway Bridge to St. Petersburg. Stopping first at the Chamber of Commerce, I learned that a cachet had been planned but had been forgotten in the rush. The secretary showed me two plain air mail envelopes which a collector had forwarded for mailing on the 11th. (*Editor's Note: We may have one of these sent by another member. Any other covers to report?*) This was the only philatelic mail they had knowledge of. I did obtain half a dozen C of C business envelopes on which a nice inscription concerning the 50th Anniversary, with a Benoist Airboat background, served as the return address at the upper left corner. I felt these would make a nice variety of cover in addition to the ones I had prepared.

A luncheon was scheduled for the Soreno Hotel with Igor Sikorsky as principal speaker so I drove there next. I was fortunate enough to meet Mr. Sikorsky in the lobby as he was arriving. With a crowd of notables around I was able to get only a few autographs, but, noting that Sikorsky had inquired about his room, I asked if I might see him in his room for the purpose of taking some pictures. He wished to rest before the luncheon but agreed to allow me a few minutes. So we took the elevator together and proceeded to his room. I offered him a number of items for autographing while I assembled my camera's flash attachment which happened to take just the amount of time it took him to sign everything. I took two pictures of him. Among the material signed was a copy of his book, the *Story of the Winged S*, several pictorial articles, and covers and pictures of him and his test pilot Boris Sergievsky which I had taken at the 1933 All American Air Races in Chicago. He was most interested in seeing the material and pleased that such items were parts of a particular form of collecting.

Remembering that most post offices close at noon on Saturdays, I excused myself as soon as possible, thanking Mr. Sikorsky for his time and autographs.

(Please Turn Page)

Hurrying to the open-air post office in downtown St. Petersburg, I luckily met the superintendent just as the office was closing. All the haste was in vain, though, as he informed me that the office did not have a cancelling device of any kind! It seems that all mail is cancelled at the main Post Office located miles away on the west side of the city. He gave me directions and I may have broken a speed law or two as I was determined to get my covers postmarked on that date and in St. Petersburg. My plan then was to get them carried on the reenactment flight, and, of course, end up with a Tampa backstamp.

Finding the post office closed, I made my way around to the back and knocked on the door until a postal clerk responded. He stated that the postmaster and his assistant had already left, but, on my insistence, he agreed to summon any available official. He ended up with a foreman and I explained to him that I had *the* mail to be carried on the celebration flight, that it should be postmarked January 11, preferably 3 P.M. (time of the reenactment flight), and that I must get it back, after cancelling, so that it could be carried on the flight and later backstamped at Tampa. We agreed on everything except that he could not set the date up to 3 P.M.

This I conceded and handed him the pack of covers which I had wrapped in a plastic bag to protect them from spray in the open cockpit Benoist. After what seemed an interminable length of time (during which I envisioned him changing his mind regarding the return of the covers), he opened the door and handed me the bundle of covers. I thanked him for his trouble and raced for my car as I wanted to get back downtown to the Soreno Hotel and perhaps hear some or all of Sikorsky's address. As I drove I thumbed through the envelopes and noted that they were all nicely cancelled . . . at 3 P.M.!

With parking at a premium, I found a spot on a back street and slipping through the hotel's kitchen, entered the banquet room by the waiters' entrance. Luncheon was just over and the program about to start.

Sikorsky's speech was very interesting and humorous as he related his early efforts in flying and his difficulties in constructing a helicopter that would fly. Incidentally, he is credited with being its inventor as well as a pioneer in multi-engine planes. Among those at the speaker's table were the Mayor of St. Petersburg, Herman Goldner, and Capt. H. T. "Dick" Merrill, who was scheduled to pilot the Benoist replica on the reenactment flight. As most collectors know, Merrill is a veteran Eastern Air Lines air mail pilot (now retired), came through two air mail crashes, made a round trip transatlantic flight with Richmond in 1936 and made a second one, the Coronation film flight with Lambie, in 1937.



C. Burrell Tibbs (left), Builder of the Replica Airboat, Talks with Veteran Eastern Pilot Dick Merrill.

Following some picture-taking I cornered Merrill long enough to get his autograph on some selected items, among which were news photos of him carrying the mail in 1931, with the Benoist Airboat, and his two transatlantic flights, and one of the covers from his December 19, 1936, Milford, Pa. crash. It was at this time, during the conversation with Dick, that I learned that plans to fly the Benoist replica had been abandoned and that Merrill would retrace the route in a new 1964 Lake amphibian. He would be accompanied by the owner, Capt. William O'Donnell of St. Petersburg, and that city's mayor. While I was explaining to Merrill my request to have the souvenir covers car-

ried on the flight, the gentleman next to him at the speakers' table leaned over, remarked that he had overheard the conversation, and expressed a desire to obtain one of the envelopes for his wife, who was a stamp and cover collector of sorts. As I began to write down his address I was surprised to discover that it was Mayor Goldner.

I immediately assured him that he would get one of the covers, as he was to have charge of them on the reenactment flight! He advised me to hand them to him just before takeoff, which was due in half an hour.

As the point of takeoff was scheduled to be near the Municipal Pier, I decided to walk the six blocks from the hotel and avoid the traffic jam. On arrival I noted no planes in the water and a patrolman informed me that the takeoff had been rescheduled for Albert Whitted Airport, five blocks south. So that necessitated a dash back to the rear of the hotel and a hurried ride to the Whitted parking lot. An airport spokesman advised me that another change had been made in the plane and the two planes had just left for the causeway near the Municipal Pier where the takeoff would be made as originally scheduled. (It was now 2:50 P.M. and it seemed destined that there was going to be a historic flight without any covers). With a bundle of covers in one hand and camera case in the other, I made a run to the car and fought traffic to within four blocks of the crowded causeway. There was now no place to park anywhere, so with time running out, I drove into the officials' parking area on the causeway. Three patrolmen waved me back as I shouted that I had the "official" mail which had to get on board the plane. Presented with this situation, they permitted me to park on an intersection. I knew this was taking a chance, but by now I was obsessed with the idea of getting those covers on the plane before takeoff.

Piling out of the car I made my way through the crowd to the speakers' stand where, fortunately, speechmaking, as it usually does, was causing the program to be slightly behind schedule. During

(Turn to Next Page)

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REENACTMENT FLIGHT —

(Continued from Page 5)

short talks by Mayor Goldner, Dick Merrill, Sikorsky, and others, a new Boeing 727 from Eastern's Miami base made several passes over the crowd and two Army helicopters from MacDill Air Force Base circled the area. As the Benoist replica taxied around, the Lake amphibian drew up to the causeway dock and Merrill and Goldner elbowed their way to the plane. When they were settled in their seats and waving to the crowd, I shoved the pack of covers and several copies of the Englewood (Fla.) *Herald* in Goldner's lap.

After the Lake and the Benoist circled each other for several minutes before the crowd, Merrill's plane finally took off and made two passes overhead before starting across Tampa Bay. The original telegraph instrument that was used during the 1914 flight tapped out a message to Tampa: "Flying boat took off at 3:38 P.M. Now enroute to Tampa." In 17 minutes the reenactment flight was over as the ship landed at Tampa's Peter O. Knight Seaplane Base where a host of local dignitaries and airline officials were waiting. Immediately a message was flashed back to St. Petersburg that the flight had been completed. This message was transmitted by the actual telegraph key that announced to the world the Wright Brothers' first flight at Kitty Hawk. Merrill also carried with him one of the ping pong balls which had stuffed the wings of his transatlantic plane in 1936.

While awaiting the return of the reenactment plane I watched the dismantling of the Benoist and its departure by truck to Tampa International Airport where it would join a display of other antique and modern planes. Among the older craft in the static display were a 1929 Stinson Detroit and a 1933 Waco. The crowd also enjoyed some exhibition glider flying.

Still waiting I talked with crew members and learned some of the probable reasons why the Benoist replica never became airborne. The replica weighed 1,738# against 1,400# for the original, causing the ship to ride low in the wa-

ter; no step had been constructed on the bottom to break the capillary action of the water on the hull.

About 5:30 P.M. the Lake amphibian landed and taxied up the ramp to a nearby parking spot. All aboard had enjoyed the flight; Mayor Goldner handed me the air mail covers and papers, and reiterated his request for one of the envelopes after backstamping. Thanking him for his cooperation, I left for Tampa's downtown Post Office.

As I was on the last leg now, I was rather satisfied and felt that the covers were worth all the wear and tear involved. I received full compliance by the night Superintendent of Mails in applying the Tampa backstamp, and, as he handed them back to me, I had completed a long day in the life of a cover collector, and surprisingly had accomplished nearly everything I had planned.

It had started to rain but I decided to visit the cocktail party which preceded the 50th Anniversary Banquet to be held at the Tampa Terrace Hotel that evening. I felt that it would be a good and final chance to contact any additional aviation celebrities for autographs before I drove home. I obtained several banquet tickets for scrapbook purposes and chatted a short while with Merrill and Tibbs, who emphatically stated that he was still going to make that airboat fly!

As I reached the hotel entrance, about to depart, I was faced with a virtual cloudburst. Since it appeared that it would not let up for some time, I changed my mind about leaving and decided to remain for the banquet.

Over 600 attended the affair. Significantly 20 airlines were represented by their presidents or vice-presidents. Others present were the son of Mayor Pheil, who was the passenger on that first flight back in 1914; and of course Merrill, Sikorsky and Tibbs. Stuart Tipton, President of the Air Transport Association, made the first annual award of the new Tony Jannus Trophy, given to the person contributing the most to the aviation industry. The recipient was Oklahoma's Senator A. S. "Mike" Monroney, who accepted in person.

Principal speaker was Lt. Col John A. "Shorty" Powers, "Voice of the Astronauts," from Cape Kennedy. His most interesting speech covered activities at the Cape and data on the coming "Moon Shots." The speakers and airline representatives each received an eight-inch, gold, inscribed ashtray, showing the Benoist Airboat, as a souvenir.



The Author (right) Handing Souvenir Covers to St. Petersburg's Mayor Herman Goldner.

The February issue of *Between Ourselves*, Trans-Canada Air Lines' company magazine, carried a fine double-page illustrated report of the celebration. Through Trans-Canada's Montreal office I was able to procure a number of copies of the 14" x 22" center sections which will make excellent related material to mount with the covers, along with other clippings, photos, tickets and programs.

Thus the celebration of the 50th Anniversary of the First Scheduled Air Line closed. The reenactment flight had been the highlight of an event which had been opened on November 18, 1963, by the visit of President John F. Kennedy, just four days before his assassination!

(*Postscript by the Editor* - The preceding article shows what an enter-

PHOTO CREDITS — p. 2 & 4, Trans Canada Airlines; p. 7, by the Author)

prising collector can do when an aeronautic event of significance is not "officially recognized," philatelically speaking, by its sponsor. However, we do not urge any of you to rush out and emulate Mr. Koch for several reasons, the primary one being that one might get into a bit of trouble with the Post Office! Mr. Koch was lucky in getting both postmark and backstamp on his covers, which were actually never officially carried in the mails, being handled "in person" by the Mayor. Backstamping of items other than Special Delivery and certain other categories of mail is strictly forbidden by postal regulations, but obviously on occasions like this some postal employees take pity on collectors and do them a favor.

If any reader would like to secure covers from the special flight (they are the long, legal size) write Mr. Koch at 252 Palm Grove Avenue, Englewood, Florida, for information. Programs and clippings are also available.)

ABOUT OUR COVER —

The new 8c airmail stamp, issued October 5 at Roswell, New Mexico, honoring Dr. Robert Goddard, the father of modern rocketry, is featured on our cover this month.

Designed by Robert J. Jones, of the Bureau of Engraving and Printing, the stamp, to be printed on the Giori press in red, blue and yellow, reproduces a portrait of Dr. Goddard, based on a photograph made during the Roswell, New Mexico experiment in the 1930s. To his left soars aloft an Atlas rocket with Mercury capsule. To the right is the launch umbilical tower at Cape Kennedy. Sixty million will be printed.

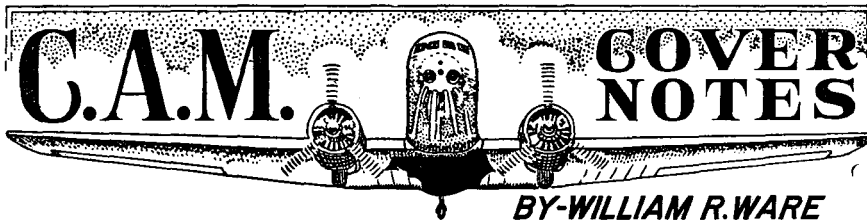
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C.A.M. COVER NOTES



BY-WILLIAM R. WARE

P. O. Box 375, Malden, Mo.

NEWS —

One of the most important cases to come before the CAB in many months is the Northwest-Southwest Area Case, investigation of which was started on August 14. Although the name of this case would indicate that it might involve service limited to those parts of the United States geographically located in the northwest and southwest parts of the country, such is not the case. In fact, it involves service to the cities of Kansas City and St. Louis, extending northwest to the states of Washington, Oregon, Idaho, Wyoming, Utah, and Colorado and southwest to Kansas, New Mexico, Oklahoma, Texas, and Louisiana. It is our opinion that due to the scope of this investigation and the large area involved, the final decision will involve two or more of the trunklines. The decision in this case may be a year or more in the future but when finally reached will no doubt result in considerable route changes and extensions with resultant listable flights.

In the decision involving the United Air Lines Competitive Investigation which has recently been announced (see Bulletin in the September issue) both American Airlines and Northwest Airlines were awarded new nonstop authority. Service by American involves Cleveland and New York-Newark. Northwest received nonstop authority between Chicago and Cleveland, Cleveland and Philadelphia and between Detroit and Philadelphia. The only item of interest to us in this case is the addition of Philadelphia to Northwest's route.

The Board has also announced a decision in the Service to Spokane Case and the West Coast Airlines "Use It or

Lose It" Investigation. This decision resulted in no new service that we might be interested in and, except for minor changes, largely involved the termination of West Coast's authority to serve Bellingham, Wash., Cut Bank-Shelby, Mont., and Logan, Utah, and new non-stop services by United.

Although formal award has not been made, a CAB examiner has recommended that Ozark serve Terre Haute, Indiana, on Route #107. The review of service to Terre Haute involves consideration as to whether TWA, which has served that city since 1942, should continue to provide trunkline service there. Lake Central also serves Terre Haute and has requested authority to extend service from Terre Haute to St. Louis. However, Ozark presently operates between St. Louis and Indianapolis and the examiner decided that the addition of Terre Haute to Route #107 would provide the latter point with better east-west service through connections at St. Louis and Indianapolis.

We understand that Ozark has also filed an application with the CAB to resume service to Memphis. As will be recalled, Ozark inaugurated service to Memphis in 1951 but the service was discontinued in 1954 when the CAB revised Route #107. The present application requests an extension of Route #107 from Kansas City to Memphis with stops at Springfield, Mo., and Harrison and Little Rock, Arkansas, continuing beyond Memphis to Cape Girardeau to connect with service presently provided by Ozark.

CHRONICLE —

AM ROUTE #103 — EXTENSION TO SAN RAFAEL, CALIF.: It will be recalled that on November 27, 1963, the

CAB awarded San Francisco and Oakland Helicopter Airlines, Inc., authority to serve several additional cities in the San Francisco-Oakland Area. The carrier has not carried out any of the service provided by the November, 1963, award except for an extension from San Francisco AMF to San Rafael, Calif., which was inaugurated on February 15, 1964.

Service to San Rafael was inaugurated without any advance publicity and therefore most collectors failed to receive covers from the inaugural flights.

However, a few covers are in existence which have been authenticated by Post Office Department records. Covers from San Francisco AMF carry an "AM" postmark of February 15, 1964 and were given an "AM" backstamp of the same date at San Rafael. This dispatch consisted of 227 pieces of mail and was dispatched via Flight #311 which was in charge of Capt. Arthur G. Tobey with Capt. Bruce F. De Haas serving



Inauguration of Service to Marin County Heliport — John Barch (left), Staff Vice President, TWA; San Francisco Helicopter Airlines' President Mike Baga; TWA Hostess Kathi Slater; and the helicopter airline's Director of Sales, Dan Reid, Jr. (right).

as check pilot. This flight departed San Francisco AMF at 7 A.M. and arrived at the Marin County Heliport, serving San Rafael, at 7:14 A.M. It is understood that the majority of the mail dispatched via this flight was commercial with collector mail amounting to a mere

several pieces. This same crew returned to San Francisco AMF via Flight #312 which departed the Marin County heliport at 7:16 A.M. and arrived at the San Francisco AMF at 7:30 A.M. with only 27 pieces of mail, postmarked with an "AM" postmark at San Rafael and given an "AM" backstamp on arrival at San Francisco AMF. No official cachets were used.

In connection with the additional proposed service on Route #103 a word of explanation might be appropriate at this time. The award of November 27, 1963, gave the carrier authority to serve Palo Alto, Sunnyvale and a point in the Orinda-Lafayette-Walnut Creek Area. Service to these points has not been inaugurated at this writing. In the meantime, the line has filed an application with the CAB for authority to operate hovercraft on an experimental basis over this route. Under present policy maintained by the Federal Aviation Agency, any vehicle deriving support from a cushion of air between the vehicle and the surface of the earth does not come within the scope of "aircraft" for regulatory purposes by the CAB. It is not known which agencies have conducted meetings to determine which might be responsible for regulation of service provided by hovercraft. Strange as it may seem, what started out to be helicopter service on AM Route #103 may eventually result in a new phase of collecting. Anyone for hovercraft covers?

NEW BEA AIR LETTER LABELS ISSUED

British European Airways issues its own air letter labels and three new ones, designed by the well-known Michael Goaman and steel engraved by Bradbury, Wilkinson & Co. were issued May 27, *Western Stamp Collector* reports.

They show the new Hawker Siddeley Triple Jet Trident aircraft, powered by three Rolls-Royce Spey engines, which came into use on April 1.

Denominations are one shilling, one shilling and eight pence, and two shillings and seven pence.

AAMS Convenes in New York

A relatively small group of AAMS members gathered at the Statler-Hilton Hotel on New York's west side over Labor Day weekend to enjoy the attractions of the nation's largest metropolis, talk airmails, visit the World's Fair at Flushing Meadow Park, and just incidentally to transact some of the Society's pressing business at the 41st Anniversary Convention. The attendance was a bit smaller than the Committee had hoped for, partly due to the tendency of most New Yorkers to head for cooler climes outside the city on holiday weekends, a religious holiday on Sunday and Monday, and the failure of the World's Fair to act as the expected big drawing card for out-of-towners. Nevertheless, quite a few members put in brief appearances, especially on Saturday when most of the Convention program was scheduled. The "human side" - who was who at the Convention - will be reported by "Uncle Sam" Goldsticker in a special edition of his regular column in this issue, illustrated by candid shots of some of the attendees.

On Friday, September 4, the Convention opened and members began to assemble and register. One of the first people they ran into was Vice-President Herman Kleinert who staffed the Registration Desk for much of the two days it was open and whose efforts there should not be overlooked. The Special Convention Station Post Office was open on Friday and Saturday only and did a good business, selling both commemorative and airmail stamps. The 80c booklet, previously reported on these pages, was a big seller, with the third variety on sale (the same one now being sold by the Philatelic Agency in Washington). Your Editor and several other members visited the New York Post Office on Saturday in an attempt to obtain some of the elusive second variety from the vending machine there, but the machine was nowhere to be found and we learned that it was out of service due to mechanical difficulties,

i. e., dispensing either too much change or the wrong items! Remember that this is an experimental machine! The Convention Post Office also sold the Montgomery Blair 15c airmails, now removed from sale at the Agency, and cancelled souvenir covers for those present. The Society's special Convention cacheted covers almost sold out.

No formal events were scheduled by the Committee for Friday evening as it was felt that many members would want to take in a Broadway show or some of the many other nighttime attractions that New York offers. Your Editor attended a meeting of the Philatelic Press Club at which Georges Medawar, publisher of *Sanabria's Airpost Catalogue*, was the speaker, and then returned to the Statler-Hilton for the "Informal Meeting of the APJ Staff" which had been scheduled. This meeting turned out to be *very informal* indeed as it seemed most of our staff was "out on the town" and only three people appeared! We discussed briefly the problems facing the APJ as reported to the Convention on Saturday and in our report printed in this issue. And so to bed on Friday.

Saturday brought an eventful Annual Meeting which was opened by President Eisendrath shortly after 10:30 A.M. and began with the usual annual reports from Bob Haring, Editor of *The Airpost Journal*, Secretary Ruth Smith, Treasurer John Smith, and the President. All of these reports were accepted and will be printed in this and later issues. The Secretary's Report prompted some discussion of ways to expand our membership and several suggestions were made. Lou Fischbach suggested that the possibility of classes of membership be explored, with members who were willing to do so contributing a larger sum and being specifically designated as Sponsors, Patrons, etc. It was pointed out that many members already donate extra sums when paying dues. Florence Kleinert proposed special rates

for Juniors, which would not include a subscription to *The Airpost Journal*, but would include all the other Society benefits. This idea was aimed primarily at those juniors who were directly connected with regular members of the Society, but it possibly could be adapted in some manner to attract more members from the "younger set." These proposals were referred to the Membership Recruiting Committee and the President for joint study. Ed Lettich's suggested change in the subscription rate for *The Airpost Journal* to non-members, libraries, etc. was referred to the Membership Recruiting and Publications Committees for investigation. One of the thoughts behind the idea was to make it easier for our *Journal* to be placed in libraries where it would possibly be read by more prospective members.

The Treasurer's Report indicated that the Society is financially healthy, with Catalogue sales over the past year having enabled the General Fund to be repaid the money transferred as a "loan" to the Catalogue Fund. However, the need for more *Catalogue Supplements* in the coming year will use up some of the available funds. Apparently the 1964 dues increase has not caused any appreciable drop in membership as had been feared when it was approved so our income prospects are good. Nevertheless, a sharp watch on our funds has been and will be kept by our Treasurer so that we can maintain our present fiscal status and at the same time use our funds to promote aerophilately through our publications and other means.

Auction Manager Goldsticker reported on his activities and advised that no formal sale would be held during the Convention because of New York City Tax and license restrictions. A mail sale will be held in the very near future and will be listed in *The Airpost Journal*. Bid generously on all lots you can use and if you have more material to sell or donate to the Society, let Sam Goldsticker know now! We can have more than one mail sale this year if we get the material to sell.

Since all of the reports had not yet

been given and no new business brought up, the meeting had to be recessed for lunch. Everyone dispersed, with your editor and a group visiting the Post Office as described previously. After lunch the Society's business resumed and a few late-comers, including Herb Rosen, of INTERPEX, USIPEX, etc. and Dave Lidman of *The New York Times* and the Citizens' Stamp Advisory Committee were greeted.

The Sales Manager's Report was given by Florence Kleinert for her husband who was still "on duty" at the Registration Desk; Florence then gave her own Chapter Chairman's Report and informed members of the progress of Anthony Deliberato's efforts to redevelop the Cleveland Air Mail Society, which has been the major event of importance in the Chapter Department during the year. It is hoped that this Chapter will begin to function actively again this fall.

Bart Gatchell then gave the Publications Committee report and offered his regrets that his recent serious illness had hampered the publication of more *Catalogue Supplements* during the past year. However, the year ahead looks promising as additional CAM, Jet, and Airport Dedication Supplements are expected to be issued, together with a chronological Index to Volume III, compiled by Mike Codd. Work is expected to get underway in updating some long-neglected sections of the *Catalogue*, such as FAM's and Air Mail Stamps, and Bart will exert all possible effort in this area.

The publication of a Space-Rocket Catalogue was again discussed and approved, pending selection of the appropriate Editorial Staff by the Publications Committee. The biggest problem faced by this venture, other than personnel, is establishing listing standards and criteria. Dr. Matejka suggested several persons to assist with this publication and Perry Zwisler offered to help. APJ Editor Bob Haring advised that he had a Checklist of U.S. Rocket Items which could either be published in *The Airpost Journal* or separately as a possible forerunner to an actual catalogue. This list was compiled by a non-member-

ber and should prove of much interest when put in print.

Secretary Ruth Smith advised that seven people had been members continuously for 35 years and in accordance with our policy were eligible to become Life Members, with future dues waived. These members, Dr. George W. Brands, Elmer C. Carvey, Orian E. Green, Mrs. Florence Kleinert, William Ladue, Charles E. Monroe, and Robert Rubsamen, were congratulated and designated as Life Members by the Convention.

The Society voted to have a Lounge at the INTERPEX show in New York next March, for the second year in a row. Editor Bob Haring and Vice President Sam Goldsticker were later appointed Co-Chairmen for this event and details should be released shortly on AAMS participation. We may have an exhibit as well as a Lounge. Anyone who would be interested in exhibiting material should contact Sam Goldsticker at once so we can plan accordingly.

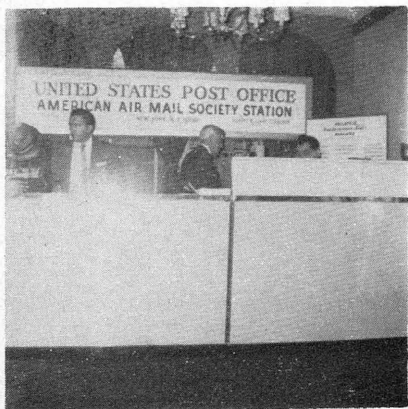
Two major decisions regarding the future of the Society, both immediate and long range, were then made by the Convention. At the suggestion and

through the persuasion of Past President Dr. Matejka, the Society voted to join the *Federation Internationale des Societes Aerophilateliques* (FISA). This is an international group of airpost societies, of which, in the United States, our Chicago Chapter, Jack Knight; the Rocket Mail Society; and the Aero Philatelists, Inc. are members. It was felt by those present that the Society would gain much international prestige by affiliating with FISA. The proposed affiliation has been brought up on several occasions in the past few years, but no action was taken because of the cost of affiliation measured against the benefits to be derived therefrom. However, after a heated discussion and over the opposition of some who felt that the AAMS would lose a degree of its autonomy, affiliation with FISA was voted. Dr. Matejka was to formerly present the application at the FISA meeting in London in September and we will have more to report on this as it develops.

The second decision made in New York established Chicago as the site of our 1965 Convention, the first time in (Turn to Page 14)

Who's Who in the Photos on Page 13

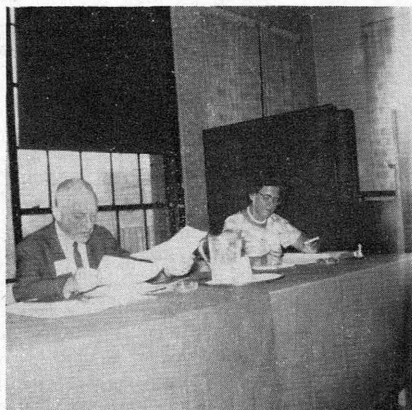
- 1. The Special Convention Station Post Office in the Statler-Hilton.**
- 2. Annual Business Meeting, President Joe Eisendrath Reports, Secretary Ruth Smith Records.**
- 3. Some of the Interested (?) Audience at Saturday's Business Session. Left to Right — Treasurer John Smith (holding his head); Bart Gatchell (in the back); Lou Fischbach (holding up the Hilton's column); Editor Bob Haring in the foreground with Art Schmidt immediately behind. Ed Lettich is in the white shirt behind Art and two other members whom we can't identify are partly visible.**
- 4. The U.S. Post Office and INTERPEX-USIPEX at the Banquet. Mr. and Mrs. Stanley Hodziewich (seated left) with Herbert Rosen (standing) and his wife (seated right).**
- 5. Some of the Ladies and — How Did He Get Here? Mrs. Kathryn Kingdom, Art Schmidt, Mrs. Connie Gatchell, and Mrs. Gladys Eisendrath prepare to dine.**
- 6. Ben Sherwood of American Airlines addresses the group while two Past Presidents, George Kingdom and Bart Gatchell, contemplate his remarks at the head table.**



1



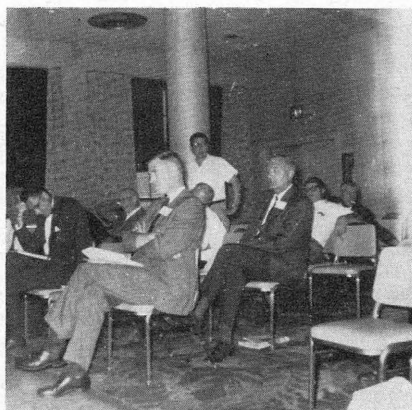
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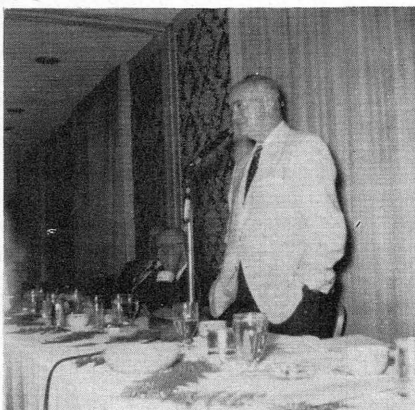
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5



3



6

several years that a location has been picked so far ahead. Dr. Matejka was given the floor and on behalf of Jack Knight and the Rocket Mail Society invited us to Chicago. Invitations were also received from Baltimore, Chicago, Springfield, Illinois, and Las Vegas, but were not formally acted upon as it seemed the majority of the group was inclined to go to Chicago. So it's Chicago in '65! There will probably be an exhibition connected with our Convention and full details will appear in the *Journal* when they are worked out after the Convention Committee is appointed.

The Convention expressed the gratitude of the Society to Ruth and Past President John Smith for their years of work in the rather thankless jobs of Secretary and Treasurer. President Eisendrath had added his own thanks to the Smiths in his Report earlier. After passing resolutions thanking the Statler-Hilton Hotel, the U.S. Post Office Department, United Nations Postal Administration, and Pan American World Airways for their aid to the Convention, the business meeting was adjourned and members departed to rejoin later in the evening for the Annual Banquet.

Following a brief cocktail period the Society gathered in the Pennsylvania-Cornell Rooms for an excellent full course broiled chicken dinner. President Eisendrath acted as toastmaster and between courses, assisted by Sam Goldsticker, gave away flight bags which had been donated as door prizes by Pan American World Airways, American Airlines, United Air Lines and New York Airways. We had almost enough prizes for everyone to be a winner, but not quite. It seemed that certain tables and families "cornered the market" on the prizes but there was no hint of collusion anywhere that we could observe!

Following the dinner Joe Eisendrath introduced the officers, wives and the distinguished guests, one of whom was Honorary Life Member Stanley Hodziewicz, Chief, Philatelic Staff, U.S. Post Office Department. Stanley greeted those present and invited us all to Roswell, New Mexico for the first day of the Goddard 8c airmail! He also commented

on the now famous (or infamous) 80c experimental airmail booklets and stated that the Post Office hoped to issue at least one new airmail stamp per year, citing the Earhart and Goddard issues as examples. In closing Stanley remarked that "you have someone in Washington who has the collector at heart." To this we say amen, and thanks to Stanley for all his help and efforts on behalf of AAMS and collectors.

Next on the program was the featured speaker of the evening, Mr. *Ben E. Sherwood*, Director, Government Cargo Traffic, American Airlines, whose topic was "Commercial Air Transportation as a Power for Peace." We hope to be able to publish his speech in full in a coming issue. Mr. Sherwood related the salient points in the growth of air transport in the 25 years since the first transatlantic airmail and his talk was well received by all attending.

After the speech President Eisendrath commented briefly on the Society's two major awards, the *George W. Angers* and *Walter J. Conrath Memorials* and turned the program over to Past President George D. Kingdom for announcement of the winner of this year's *Conrath Award*. George announced that the Committee, composed of previous Award winners, had decided to give the Award this year to *Lester S. Manning*, our Vice President from Detroit.

Les, who usually attends all our Conventions, was unable to be present this year, so the actual presentation of the engrossed certificate will be made at a later date in Detroit. As most of you know Les Manning has been a tireless and hard worker for the Society which has put his artist's touch and pen to work on many occasions. He drew all the maps for the three volumes of the *American Air Mail Catalogue* and has been constantly prevailed upon to letter certificates, design special artwork, and for other projects to which his talents were suited. He is truly deserving of this honor bestowed upon him by the Society he has served so well.

After this announcement, Sam Goldsticker made a brief report on the

(Continued on Page 26)

The People Who Were There

By Sam Goldsticker



Four "Yankees," John Smith, Bob Haring, Bart Gatchell (hidden) and Ruth Smith in a Heated Discussion with Dr. Southgate Leigh of the "Old Dominion" (at left).

This column is being written just after the conclusion of our 1964 Annual Convention while memories of it still linger in my mind. Although our attendance was not too high, those who were present had a most enjoyable time renewing old acquaintances, sightseeing in New York City, and going to the World's Fair. Too bad more of you could not attend, but as the old proverb goes we hope to have "better luck next time."

It was good seeing many of our out-of-town members whom I haven't seen either since the Boston Convention last year or the United Nations First Day ceremonies in May. Among them were President and Mrs. Joe Eisendrath from Highland Park, Illinois; Dr. Jim Matejka and his family from Oak Park, Illinois; George and Kathryn Kingdom from Conneaut, Ohio; Narcisse Pelletier from Toronto; Dick Keiser from West Lawn, Pennsylvania; "Doc" Southgate Leigh with his wife and family

(they toured the Fair while he attended AAMS functions) and Adm. Jesse Johnson and his wife from Norfolk, Virginia; Perry Zwisler and his wife from Holyoke, Mass.; Ed Lettick, member #5000, from West Haven, Connecticut; the Kleinerts (including Bruce) from Allentown, Penna.; Director Art Schmidt from Lindenwold, N.J.; and of course our hard-working team of Ruth and John Smith from Cinnaminson, New Jersey.

Among the local people I spoke with were Connie and Bart Gatchell; Harry Gordon; Mr. and Mrs. Herbert Rosen; Dave Lidman; Philip Silver; Milt Ehrlich; Jet Columnist Mike Codd; Kurt Moses; Lou Fischbach; Editor Bob Haring; Jack Donoghue, new President of the MACC; Walter Feeney; Steve Maldony's brother Mike; A. Lewandowski, better known to aerogramme collectors as LAVA; Dr. Arthur Pesin; Bob Lyon; Harrison Huster; William Ehrmann; E. Paul Bender; Jack Finkle; Ernie Kehr and others. Of course, we cannot overlook mentioning our two honored guests, Stanley Hodziewich of

(Continued on Page 26)



Dr. Jim Matejka, Adm. Jesse Johnson, Fred Bauer, and our Guest Speaker, Ben Sherwood, Getting Re-acquainted.

Senegal)

Europafrique — 1st Anniversary (5)

GILBERT & ELLICE ISLANDS

First Air Service (3). A special report on this set appears elsewhere in this month's APJ.

GUATEMALA

Buildings (2); President J. F. Kennedy (1); N. Y. World's Fair — overprint (4); Red Cross Issue surcharged (4)

HAITI

Winter Olympics — overprint (1); Mothers' Day — overprint (3)

LIBERIA

Space sheet — imperf. (1)

UPPER VOLTA

Tokyo Olympics, set of 4 and miniature sheet

VENEZUELA

Romulo Gallegos (3)

YEMEN

N. Y. World's Fair — stamps & sheet (3)

**Chapter Sponsors
Exhibition & Cachet**

The Suburban Collectors Club of Chicago, Inc., AAMS Chapter #30, has designed a very attractive cachet for the 33rd annual SUPEX '64 Exhibition. SUPEX '64 will be held November 21-22 at the Hinsdale Community House, Hinsdale, Illinois.

The cachet depicts the 30th anniversary of the first diesel streamliner, The Burlington Zephyr. It will be issued in two colors, one for each day of the show. The envelope will be franked with railroad commemoratives as long as the supply lasts, and will be given an R.P.O. cancellation. The Chicago, Burlington and Quincy Railroad Company has generously supplied the Club with printed stuffers honoring the Zephyr.

The cachets may be ordered at 20c each or \$1.00 for six. Orders should be sent to Mrs. H. H. Oetjen, 13 Hickory St., Hinsdale, Illinois.

Lets AIR this out!

* * *

The fall issue of "Arto-grams" announcing the U.S. and U.N. Dual-Purpose "Artopages" for 1964, plus the 1964 Philatelic Christmas Card and Cachet Envelopes will be mailed free upon request.

* * *

Readers can write either

**"ARTOPAGES", Dept. N.
Woodville, Ohio 43469**

or

**Jim Novotny
Clay Center, Ohio 43408**

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SUPPLEMENT**

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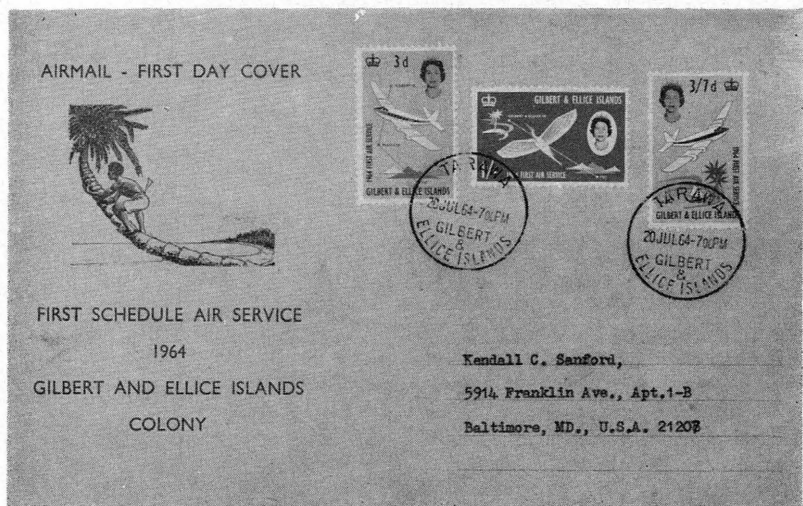
Gilbert and Ellice Islands Honors First Air Service

The Gilbert and Ellice Islands Colony consists of two main groups of islands and atolls, sixteen forming the Gilbert Islands and nine the Ellice Islands, in the Central Pacific to the north of Fiji. It also includes Ocean, islands in Phoenix group, and three islands known as the northern Line Islands, east of the International Date Line. The seat of administration is on Tarawa Atoll in the Gilbert Islands.

Europeans appear to have begun to settle in the islands after 1837 when the first known trader is said to have arrived, and in 1856 there came the first Christian missionaries. Up to 1900, it would appear that letters were entrusted to the masters of passing ships, usually German traders, who posted them upon arrival at Jaluit, where Marshall Islands stamps were affixed to carry them to their destinations.

the New South Wales Post Office was stationed there, with a stock of New South Wales postage stamps which he affixed to all mail from the Protectorate, the stamps not being cancelled till the mail reached Sydney. It was not until 1911 that a postal service was established in the Protectorate and the first issue of stamps was made. The stamps were permitted to be used in the Tokelau or Union Group from 1911 to 1926 when those islands were included in the administrative boundaries of New Zealand.

Stamps of the Colony were first used in the Line Islands upon the opening of a post office on Christmas Island in 1939, and at Fanning Island in the same year, New Zealand stamps having been in use since 1902, and at Canton Island upon the establishment of a transpacific aircraft base in 1941, when



The Gilbert Islands were declared a British Protectorate with the agreement of the people in 1892, the Ellice Islands being included three years later. The centre of administration was transferred to Ocean Island in 1901. An agent of

that island, by an exchange of papers, became jointly administered by Britain and the United States.

The introduction of a commercial air service providing the first regular link for the Colony with the outside world,

was considered an event of the utmost importance and was recorded by the second commemorative set of stamps to be confined to a local theme.

The Air Service

In these remote islands communications have already been a major problem, particularly with regard to the absence of any regular means of dispatching and receiving mails. The normal route for the bulk of mail coming into the Colony has for a number of years been by phosphate ships which make frequent voyages from Australia and New Zealand to Ocean Island. Once at Ocean Island the mail has awaited the next visit of a Colony vessel before being conveyed to Tarawa, from whence it is distributed throughout the islands by Colony and mission ships. Canton in the Phoenix Group once received regular airmails when it was a refueling station for transpacific airliners but these have been more erratic since modern jet aircraft with greater ranges have made a mid-ocean stop unnecessary. Christmas Island also enjoyed frequent mail until the closing of the R.A.F. base there earlier this year.

The new air service operated by Fiji Airways, using De Havilland Heron aircraft now provides a fortnightly service between Fiji and Tarawa. Leaving Suva on Monday, July 20, 1964, the first scheduled flight completed the first leg of the journey to Funafuti in the Ellice Islands where an overnight stop was made before continuing to Tarawa the next day. The aircraft returned on Wednesday, July 22, calling again at Funafuti, but continuing to Suva the same day. The commemorative stamps were placed on sale throughout the Colony on the date of the inaugural flight from Fiji, July 20, and First Day Covers were also cancelled on that day (one is illustrated here).

Commemorative Stamp Designs

The new stamps were designed by Mrs. D. H. Barwick, a gifted amateur artist who resides in the Colony. Three values comprise this attractive set and they are printed in offset lithography by Enschede en Zonen of Holland, in sheets of sixty on Crown CA (Block

Capitals) watermarked paper. The format of the 3d. and 3/7d. values is vertical and the 1/ - value horizontal, all measuring 40 mm x 25.71 mm.

3d. value - light blue. This design shows a Heron aircraft leaving Fiji, represented by a group of stylized "high" islands, for the Ellice and Gilbert Islands which are indicated by dots in the blue Pacific.

1/ - value - deep blue. The horizontal stamp depicts a common white reef heron (*Demigretta sacra*) in flight between Fiji, shown as in the 3d. value, and the Gilbert and Ellice Islands represented by a stylized atoll.

3/7d. value - pale green. The Heron motif is repeated in this design by the aircraft arriving at Tarawa, and the addition of a Gilbertese canoe shows the traditional and modern means of transport in the one design.

The Philatelic Bureau at the Central Post Office, Tarawa, Gilbert and Ellice Islands, will supply mint stamps and postmark stamped and addressed covers free of any service charge. For details write to the Bureau. Our thanks to Ken Sanford for the first day-flight cover shown here. While there is no positive evidence that it was flown "first flight" Ken advises that the early date of receipt by him would indicate air dispatch.

20-MINUTE MAIL DELIVERY BY ROCKET IS PLANNED

ROME—Italian and French engineers are working on a rocket that they hope will deliver mail between western European cities in 20 minutes.

The interested companies are Breda Meccanica Bresciana and the French enterprise Engines Matra.

Mail by rocket has been tried experimentally in the United States, but it has yet to become commercially operational.

A Breda engineer said the project was "another example of the way we are working toward European unity."

"There is only one thing we fear," he added, "The craze and excitement the plan might cause among philatelists. Some stamp collectors already asked us for 'bookings' on the first flight."

Annual Report of the President



September 5, 1964

It is a pleasure for me to present my first annual report as President of the American Air Mail Society. I feel that the Society has progressed somewhat although I would have liked to have seen it show growth in membership rather than even a small decline. I have been somewhat alarmed at the dwindling membership and have made several steps to rectify this situation. Normally there is an attrition of 10% in membership due to people no longer collecting, lack of interest and death. They normally are replaced by new collectors but such does not seem to have been our case this year. We do not seem to be able to lure collectors into aerophilately as readily as might have been the case a few years back. Some might say that our hobby has reached old age and that progress in aviation and philately has taken a different and less interesting pattern. Others will say that our particular philatelic interest is only a small splinter that competes with other specialties of collecting. On the other hand, if one is collecting for a profit, I have seen, on the whole, a general increase in prices for material, especially of the choice type that, so far, infrequently appears at auctions. I have felt that the reprinting of our catalogues and the interest in space mail would attract people to our hobby but, somehow, the answer seems to have eluded us.

We have, during the past year, prepared a set of slides and tape recordings which have crossed the country six or seven times for presentation at local stamp meetings.

This entire program was prepared by Dick Keiser who has refused to accept any reimbursement for out-of-pocket expenses.

You will be interested in one example of philatelic cooperation. It seems that the tape had been scratched by one of the users. Fortunately, before it was made available to the meeting of Aero Philatelists, Inc., Albert Sidney Cohen of that organization, took the trouble to go through it. He retaped the entire reel and has not responded to repeated requests for the costs involved. I would say that certainly is a splendid gesture of cooperation.

Membership applications sent along with this material do not seem to have produced any tangible benefits as far as new members are concerned.

We have stepped up our policy of awarding certificates for participation in stamp shows on different local, regional and state levels and have even given our gold medals for the large international shows. If nothing else, this has continued to keep our name before the stamp-collecting public.

I think that, perhaps, our weakest point is an almost complete lack of planning for a public relations program that would continuously keep our name before collectors. I would very much like to find some member who makes his living in the promotion and public relations business who might suggest a program to carry this out.

The Society was honored by being invited to participate in the ceremonies at the United Nations on May 1st for the issuance of new, definitive 15 and 25-cent air mail stamps. Our very pleasant luncheon was nicely attended.

A Membership Recruiting Committee, headed by Horace Westbrooks, was

appointed and has exchanged suggestions with its members and your President, but, somehow or other, has not taken off the ground.

Robert Haring has taken over the editorship of *The Airpost Journal* from me and has done an extremely creditable job, in my opinion, of continuing an arduous task trying to present news and information of interest to most everybody.

We have had fine cooperation from the printers — The Albion News — and you will note in recent issues that the quality of the magazine, by reason of a better paper, has become noticeable (although it costs us a little bit more).

I have noted that with the August issue a fifth Supplement to the *American Air Mail Catalogue* has appeared. The matter of reprinting these Supplements and, eventually, a fourth volume for the Catalogue, has been under discussion by the Publications Committee. I have been pleased with the sale of the reprinted Catalogues which has continued well during the past year.

Although intangible in nature, I think the results from having the Hospitality Lounge at the INTERPEX Show, March 6, certainly added to the public's consciousness of the AAMS. Much literature was handed out and many collectors were made aware of the Society and what it does.

Donald E. Dickason of Sarasota, Florida, in his next auction, will distribute approximately 2,500 membership applications. Inasmuch as his catalogues go directly to the people we would like to have as members, this cooperation on his part should certainly be fruitful for recruiting.

Although we are not members of FISA we have continued to support their work and have again this year sent a check for \$25.00 for their use. Dr. Matejka, who will attend their meeting later this month in Europe, will take the Society's gold medal to be awarded to an exhibitor there. Dr. Matejka has been extremely helpful to me with his advice as a Past President as well as his unfailing promptness in getting out news release to the philatelic press.

The Advance Bulletin Service continues to serve members well and Manager Paul Bugg is to be complimented for his devotion to the Society in taking care of that function.

During the year the Society has maintained good relationships with the Post Office Departments of the United States and the United Nations and with the various airlines. We are thankful to Stanley Hodziewich, Chief, Philatelic Staff, United States Post Office, for the very interesting display shown here and for the Convention Station post office. Tom Clements, chief of the United Nations Postal Administration has been extremely cooperative and has indicated the willingness of his organization to be at our service whenever we have something that relates to their function. Pan American World Airways has graciously donated ten attractive door prizes and we appreciate that nice gesture.

Sam Goldsticker has again taken on the somewhat distasteful job, in my opinion, of conducting the Society's benefit auctions and I wish to thank him for his efforts in that direction and for many other favors granted.

Certainly John and Ruth Smith cannot be thanked enough for the entirely thankless job of acting as the business-end of the Society. Careful, cautious people, they have acted as a balance when your president comes up with an idea or two way out in the wild blue yonder. The Society owes a debt of gratitude to these fine people which extends much further than words can express.

I also wish to offer my personal thanks to member Stanley J. Blazewski of Roselle, New Jersey, through whose efforts and certainly through whose expense, members were favored with the early issues of the 80c air mail booklet which are

not quite the same as those on sale here today. For those who collect such items it may be well worth having.

For many years Lester Manning has served the Society by giving countless hours of his time to the production of drawings, maps and, especially, to the lettering of various certificates. Recently, in spite of ill health, he has continued to serve our Society well and I wish to publicly thank him for his untiring devotion that has spread out over so many years.

Florence Kleinert, unfortunately, does not have too demanding a job as chairman of the Chapter Committee. It would be wonderful if we could activate more chapters and make her job a little bit harder. We know she has tried but the chemistry just isn't there. I wish to thank her for all her efforts and certainly wish to thank the other part of that team, Herman Kleinert, for his continued devotion to probably the most frustrating job the Society can offer — that of Sales Manager. From time to time I have been able to pick up some nice material through Herman's efforts and if members have not tried our sales service, they are missing a good bet.

And for the end, I have saved my special thanks for two oldtimers, George Kingdom and Bart Gatchell. These two men have served the Society well over many, many years and they have been especially helpful to me as elder statesmen. You might be interested to know that at one point, not so many months ago, they became alarmed at what they thought was likely to be a serious deviation on my part from the way they felt the Society should be operated. The result was that these gentlemen took upon themselves the trouble and expense of visiting me at my office to clarify the situation which, fortunately I am glad to say, never materialized. They have both served the Society in so many capacities that they are thoroughly familiar with its affairs. I am delighted to see Bart, who was so desperately ill this year, back with us and getting along famously.

This then is my report. As I said in the beginning, I am not satisfied with it and wish it could have been more glowing and optimistic but I think that with cooperation and ideas from many members, this Society can progress and grow. It cannot do it by my efforts alone. I need everybody's help. By everybody taking a small part, the big machine gets completed.

Joseph L. Eisendrath

Fiji to Issue Three 25th Anniversary Air Mail Commemoratives

On October 24, Fiji will release three stamps to commemorate the first air-mail flight from Suva to Tonga on October 22, 1939.

The values will be 3d., 6d. and 1/. They will show the original 1939 flying boat "Aotearoa" and today's "Heron" used by Fiji Airways.

On the morning of October 24 this highly regarded Pacific airline will fly anniversary airmail to Fiji.

A three-color die stamped cover is being provided and a miniature sheet of four, two-color semi-officials with imprints will be released. The Post Office

will impress cachets in violet and a special flight is to be flown in each direction between Fiji and Tonga.

The Fiji covers will be combined first day issue/special flight. Tonga covers will be postmarked at Nuku'alofa. Both are being serviced by special philatelic agents: Pacific Flights, Box 954, Adelaide, South Australia. Costs are \$1.75 for the two covers sent to your address, with two different miniature sheets enclosed therein.

Closing date is October 17, so sending by air is necessary. Money orders or bank notes are acceptable.

Jet Jottings

By Michael P. Codd
35 Lander Ave., Staten Island, N.Y. 10314

On Panagra's recent jet flight from Quito, collectors were not aware that the airline had prepared some covers for the benefit of collectors. Most collectors were able to obtain covers from Miami to Quito, but it was the return flight covers from Quito that some of us found difficult to obtain.

Panagra prepared covers that were flown from Quito to Lima, Quito to Panama, Quito to Miami and Quito to New York. Covers flown to the last three points were cancelled at Quito July 3 and were backstamped at Panama City July 4, a.m.; at Miami July 3, p.m.; and at Kennedy A.M.F. July 4, a.m., respectively. The dispatch to Lima is somewhat puzzling since it was cancelled at Quito on July 2 and backstamped at Lima July 3. All of these received a cachet similar to the one illustrated in our column in the August *Journal*, except of course that each cachet shows the respective country to which the cover was flown. The cacheted cover from Quito to New York was a surprise since the Miami to New York leg of this route is actually flown by National Airlines.

A limited supply of these four covers postmarked at Quito and also the dispatches from Miami A.M.F., can be obtained by writing to Panagra Philatelic Service, 135 East 42nd Street, New York, N. Y. 10017. Please enclose 25 cents for each cover requested. Unfortunately the covers posted at Quito are not the usual 6¾ size airmail envelope, but instead are all-white envelopes, 9½" by 4¾".

On July 1, TWA inaugurated jet service to Tripoli, Libya, from New York. Since there was no Post Office cachet for this inaugural, collectors once again experienced the unpredictability of the New York Post Office. Covers that were sent to the G.P.O. and Kennedy A.M.F. were returned with a notation that "this was not a philatelic flight." Meaning what?

Some collectors received covers posted

at Tripoli, July 1, at 18 hours (6 p.m.). But New York A.M.F. refused to backstamp these covers. On the other hand, the District Transportation Manager of TWA at Tripoli wrote to me stating "I regret to say that our state of organization for our inaugural flight was not such as to permit us to accede to your request. In fact the necessary staff for the opening flight arrived the evening before, and we had no opportunity for correspondence due to the vast amount of technical details that had to be arranged."

LAN-Chilean Airlines had announced various dates for its inaugural Caravelle jet flight from Montevideo, Uruguay; Santiago, Chile; Lima, Peru; Buenos Aires, Argentina; and Panama to Miami. Finally on August 20, the inauguration took place with no Post Office cachet at Miami.

Jet covers were sent to the Miami G.P.O. and A.M.F. with instructions for covers to be flown to each of the above-mentioned countries. Once again we were disappointed when our covers were returned, except for those marked for Santiago. We were told that the Miami Post Office had instructions to give philatelic consideration only to those covers marked for Santiago. We have written to the Miami Postmaster for an explanation, but so far have received no reply.

On the inaugural trip northbound no one seems to have received any covers from any of the five countries receiving jet service. My covers that were sent to the Canal Zone in Panama were returned with a note saying that "there is not any first flight service to Miami by LAN-Chilean."

On my covers sent to the Postmaster at Panama City, a real odd one resulted. The covers were properly cancelled on August 20, but received no Miami backstamp. However they were given a double cachet that read "Inaugura-

(Continued on Page 28)

From the Editor's Desk . . .

Demarest, New Jersey

September 5, 1964

As we write this, we have been "at the Editor's desk" for a little over a year and have assembled, sweated over, cursed at, and managed to see to the printers fourteen issues of *The Airpost Journal* containing some 388 pages of aerophilatelic material (including one 16-page *Catalogue Supplement*). In preparing this report for the 41st Anniversary Convention we felt that a brief review of the past, as well as mention of some of the problems we face in the year ahead, would be in order.

In the past year your *Journal* changed little in general appearance, the main and important exception to this being the recent change in paper stock, resulting in better illustrations and sharper contrast. We feel that our covers, while perhaps a bit simpler than in the past, have been of interest.

As for content there have been a few changes — mainly the addition of a new column on Jet Flights by Michael Codd, a "personal" column by Vice President Sam Goldsticker, and one on Argentine Airposts by Augusto Bousquet. Of course, the pen of our prolific Dr. Kronstein has kept writing for us and we hope it never ceases! Among our many contributors over the past year we must mention in particular splendid cooperation from Bill Ware, Florence Kleinert, and Bill Wynn.

Our advertising has held its own. One major advertiser expanded his space while we regretfully lost another. The Classified Page has been quite active with paid ads in almost every issue in addition to our members' free ones. We'd like to see all our members use their free ads and help each other. The Ad Page of the *APJ* is for you — why not send in your coupons and use it??

We have had comments both pro and con concerning our reprinting of some articles from older issues of the *Journal*. Our feeling was that when important anniversaries were to be marked we should provide reports of the events being celebrated and we found no better source for the news from "back when" than our own magazine. Besides, how many of our 1000-plus members have read the *Journals* from the 1930's? Our general policy is not to fill pages with reprints, but where they fit, we'll use them.

Now for a look ahead. We need help in certain areas to make the magazine better and if any member feels he can aid us in any of the following areas, please let us know:

A regular columnist-associate editor to write an up-to-date, monthly airmail issue column (*Airs of the Month* expanded). This is a big job and needs someone with plenty of time to dig out news and go through piles of releases from Post Office Departments, etc.

An Assistant Editor-Feature Writer to write and/or rewrite feature articles on current stories as assigned by the Editor. Your Editor is one person and can't adequately cover all of the fast-breaking aerophilatelic events and do a good job.

Advertising Salesmen — We need more display ads and would like to see at least three more full pages of ads in the *Journal* on a regular basis. No, we're not dreaming. Maybe you can sell an ad! Rate cards are available on request.

We hope to be able to obtain some help in the "Art Department" in the near future to help with cover layouts, feature column headings, etc. For ourselves

our aim is to have an Editorial at least every other month, depending on the available items worthy of comment. We have had many things we've wanted to comment on in the past year but have just not had the time to put our thoughts down in print and assemble the *Journal* besides.

If we can secure two or three additional willing and able assistants our job will be easier and we hope your magazine will be better and more enjoyable reading for you.

Ending our first year, we must not forget the ever-present fiscal problems. Along with our new paper stock went a general printing cost increase; to balance this we have the recent dues increase and slightly higher advertising rates, passed last year. However, with much *Catalogue* material to be published in the coming year, the budget needs to be watched closely lest we be forced to cut the size of our magazine, the thought of which is repugnant to us. So get new members and new advertisers, and if you can help us, let us know NOW!

Robert E. Haring

Matthews' U.S. Airposts to be Auctioned

Unique Jupiter Balloon Letter to Come Under Hammer for the First Time

What is considered to be the finest group of United States Airpost rarities will be auctioned on the evening of November 4th, when H. R. Harmer, Inc. will offer the collection formed by AAMS member Thomas A. Matthews of Springfield, Ohio.

Instructions were given by Mr. Matthews to Harmer's some time ago but the announcement of the proposed sale has only just been released by Bernard Harmer, the President of the New York House of the International Auctioneers.

The only envelope that has been discovered from the mail that was carried on the first official United States Airmail, the balloon Jupiter from Lafayette to Crawfordsville, Indiana, will be offered at auction for the first time. Almost a century elapsed between the time of the flight, 1859, and the finding of the letter duly inscribed "Via Balloon Jupiter" (as required by the Regulations). The enclosure from a Lafayette resident draws attention to the "new and novel way of sending letters."

24c Inverted Center

Top price in the auction is expected to be not for the Jupiter letter but for the very fine example of the ever-popular 1918 "24 cent invert." Mr. Matthews' copy comes from the better-centered

portion of the sheet. A realization in excess of \$10,000 is expected for the copy which catalogues \$12,500.

Other rarities in the auction include two tete-beche pairs and a single of the 1877 Buffalo Balloon 5c adhesive, the unique unused copy of the Cal Rod-



gers 25c adhesive prepared for his Vin Fiz flight across the United States, and also one of the four copies used on a post card.

Proofs and Essays Particularly Strong

Particular emphasis was given by Mr. Matthews to Proofs and Essays and the selection of large Die Proofs and Color (Continued on Inside Back Cover)

AAMS CONVENES —

(Continued from Page 14)

World's Fair and announced that a group of members would meet to go to the Fair on the following day, Sunday, September 6. This brought Saturday's events to a close except for the inevitable "bull sessions" and partying with various groups which went on until the "wee hours." We suspect that more got done informally on Saturday night than all afternoon at the Business Meetings!

Sunday was our day at the New York World's Fair 1964-1965. However, many of the Convention attendees had already been to the Fair, either on previous trips to New York or on Friday and Saturday, so the planned group shrank to eight people, which divided upon our arrival at Flushing Meadow. Florence and Herman Kleinert left the group to tour the Fair on their own, while their son, Bruce, went to see the Mets play in Shea Stadium. The Smiths and Kingdoms departed for home on Sunday, having been to the Fair on Thursday and Friday, before the Convention opened. Therefore, the AAMS group touring the Fair was composed of Past President and Mrs. Gatchell, Mr. and Mrs. Hodziewich, Director Arthur Schmidt, and your editor. Where were all you others? We had a most enjoyable day, starting off with a visit to the Post Office where we met Perry Zwissler and his wife who had gotten an earlier start than we. Then we went on to A T & T, Clairol (ladies only), General Electric, Johnson's Wax, the Vatican Pavilion, American Express, Coca Cola and Illinois, eating dinner at the English Pub and staying just long enough to see the fireworks. Upon our return to the hotel via the fast Long Island Railroad train we learned that the Fair had had a record attendance for a Sunday. This was rather obvious to us having noted the long lines at some of the more popular exhibits and stood in some of them ourselves. Even though our feet were a bit tired and it had been a warm day we did enjoy it. Our "good nights" brought the final 1964 Convention activity to a close.

(Continued on Inside Back Cover)

THE PEOPLE THERE —

(Continued from Page 15)

the U.S. Post Office Dept. and Ben Sherwood of American Airlines with their charming wives.

Unfortunately, many members who regularly attend our conventions each year were unable to attend this year. Among those we really missed were Grace Conrath; Paul Bugg; Mr. and Mrs. Lester Manning (Mrs. Manning has been quite ill); Bob Murch . . . who was tied up with railroad problems (did you know that Bob was one of the major stockholders of the St. Louis Zoo Railroad Corporation); Mr. and Mrs. Raubenheimer; Herbert Brandner; Sydney Lazarus; Mr. and Mrs. George Lee; H. E. Harris; D. Thomas Clements and Abraham Sterman of the United Nations; Bill Alley; and others.

The special exhibit sponsored by the United States Post Office Dept.; the United Nations Postal Administration; and Pan American World Airways (represented by our member Fred Bauer) was one of the finest of its kind ever presented at a convention. The U.S. P. O. D. showed uncut sheets, proofs, drawings, etc. of various airmail stamps; the United Nations likewise had a display of airmail stamps; and PAA showed various FAM's from the transpacific, Caribbean, and especially the *transatlantic* route, from the 1920's to date. Many members were intrigued by this fine showing of philatelic material.

Following the Convention, Doc Matejka flew to Europe and the FISA meeting in London; Bart and Connie Gatchell flew to Bermuda; and others took short vacation trips.

On Sunday many of our conventioners attended the World's Fair. Your columnist wrote a special edition of "Uncle Sam Sez" advising the best exhibits to see at the Fair, those exhibits with philatelic or aviation displays, etc. This special travel folder will be revised for the 1965 edition of the Fair and those interested in obtaining a copy can write me for it.

Plan now to attend our 1965 Convention in Chicago!

Airport Dedications

By William T. Wynn, Jr. — 13537 Rockdale, Detroit, Mich. 48223

The recent re-activation of Midway Airport, Chicago, has resulted in a number of inquiries regarding its recognition as a rededication. The airport had never been closed to private aviation and commercial cargo traffic. Its de-activated status applied to scheduled passenger flights after these were transferred to O'Hare because of that field's longer jet runways. Consequently the resumption of a few passenger flights at Midway does not qualify this event as an official rededication. It's what the cachet stated - a reactivation.

We didn't believe it when we first heard it but Pan American World Airways has confirmed that it will construct the first real heliport on top of an airline terminal building at John F. Kennedy International Airport. Not merely a landing pad on a roof, this heliport will accomodate two large helicopters simultaneously, and there will be three elevators for passengers and baggage. Travel time to the 59-story heliport on top of the Pan-Am Building in mid-Manhattan will be only seven minutes. The dedication is anticipated next year. Watch this column for future developments.

The U.S. Coast Guard commissioned a heliport at the former Tongue Point Naval Station, Oregon, August 14. Sorry, but this one got by without advance notice.

Dedications reported and still being checked out:

August

- 1-2 McCall, Idaho
- 9 Winstead, Minn.
- 14 Victoria, B. C., Canada
- 16 Bonners Ferry, Idaho
- 16 Prospect, Ore.
- 22-23 Grand Forks, N. D.
- 29 Redmond, Ore.

The Redmond Air Center was dedicated jointly by the city of Redmond and the U.S. Forestry Service. This airport will serve as the hub of aerial op-

erations for the Forest Service in the Pacific Northwest Region and as a training base for "smoke jumpers."

The Chamber of Commerce, Hutchinson, Kansas, has graciously consented to forward the covers which they received in error to Hutchinson, Minnesota. The dedication at the latter city has been postponed until the spring of 1965.

Coming events - send covers to the Chambers of Commerce: Springfield, S. D.; Seeley Lake, Montana; Cottage Grove, Ore.; Central City, Neb.; Leesburg, Virginia.

The supply of postal cards on hand for my advance notice service is rather low, so send in more if you want this free service; also send addressed envelopes with airmail postage. I'll appreciate your sending all information and leads about new airports directly to me for the benefit of all "ded" collectors.

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OFFICIAL SECTION

AMERICAN AIR MAIL SOCIETY

MONTHLY REPORT From the Secretary

Ruth T. Smith, 102 Arbor Road, Cinnaminson, New Jersey 08077

October 1, 1964

NEW MEMBERS

- 5140 Cravea, Evaristo M., P.O. Box 1114, Hollister, Calif. 95023
- 5141 Ahrens, Earl G., 28 Allen Rd., Granby, Conn. 06035
- 5142 Sloan, E. P. (W/C), 563 Broadview Ave., Ottawa 13, Canada
- 5143 Merkel, Stanley, 12322 Flamingo Lane, Bowie, Md. 20715
- 5144 Brady, William, 1160 Nyala Ave., Reno, Nevada
- 5145 Peck, Harold L., 113 Ross Ave., Emerson, N. J. 07630
- 5146 Pearson, Stephen, 1825 E. Boston Ave., Philadelphia, Pa. 19125

NEW APPLICATIONS

- Faatz, Harold W., 840 Benton St., Anoka, Minn. 55303. Age: 50, Self-Empl. AM AU
By: R. T. Smith
- Lenz, Frederico A., 248 W. 74th St., New York, N. Y. 10023. Age: 34, Bank Clerk.
AU X By: R. T. Smith
- Stetson, George W., III, 10 Parker Drive, Hingham, Mass. 02043. Age: 33, Mech.
Engr. AM JF HF PC HC Z ID X By: Jesse Johnson
- Beisiegel, Robert, 2635 Peters Rd., Dexter, Mich. 48130. Age: 29, Fruit Grower. JF
HC GF CAM FAM OF DC ID - JFK FDC X By: S. Reinhard
- Goldmann, Stephen M., 99-06 58th Ave., Rego Park, N. Y. 11368. Age: 27, Supervisor.
JF HF PC HC FF GF CAM FAM OF DC CF ID X By: W. Wynn
- Shanower, Robert A., 130 S. State St., Kendallville, Ind. 46755. Age: 61, Ret'd. Teacher.
JF HF PC HC PB EL FF GF CAM FAM RP OF Z CF ID PIX By: R. T. Smith
- Kobzeff, John N., 4448 E. 55th St., Maywood, Calif. 90270. Age: 26, Postal Clerk.
AM JF HF CAM FAM ID X By: R. T. Smith
- Schulz, John, Rt. 4, Box 163, Wausau, Wis. Age: 38, Pharmacist. AM AU X
By: R. T. Smith
- Watson, Stanley D., 444 W. 66th St., Jacksonville, Fla. 32208. Age: 22, IBM Super. &
Dealer. AM JF FF CAM FAM DC ID By: W. Wynn

DECEASED

- 537 Tedesche, Leon, Miami, Fla.
- 3115 Markhoff, Henry, Kearny, N. J.

NEW ADDRESSES

- 4782 Malott, R. K. (F/Lt.), RCAF Air Weapons Unit, CAPO 5047, Belleville, Ont., Canada
- 5049 Mendelson, Burton G., 4133 N. Jokake Dr., Scottsdale, Ariz. 85251
- 4828 Augustin, Erwin C., 630 N. Short St., Mayville, Wisc. 53050
- 4450 Borkstrom, Eric I., 6511 Ridge Cliff Rd., Louisville, Ky. 40228
- 4837 Erinstein, Ralph, 14249 Sherman Way, Apt. 22, Van Nuys, Calif.
- 4913 Hard, Elba G., 14 Poinsettia Ave., Apt. 18, San Mateo, Calif. 94403
- LM75 Meyer, Arnold I., P.O. Box 19804, Los Angeles, Calif. 90019
- 3761 Figuccio, Joseph J., 1858 Bath Ave., Brooklyn, N. Y. 11214
- 2939 Owen, Paul K., 1447 Stanley Terr., Hillside, N. J. 07205
- LM100 Lee, Chester E., 6933 La Jolla Blvd., La Jolla, Calif. 92037
- 5114 Strauss, William T., (Dr.), Rensselaerville, Albany County, N. Y. 12147
- 4857 Mathieson, Alfred H., 285 Shays St., Amherst, Mass. 01002
- 3663 Harris, William F., Box 65, Poland, Ohio

JET JOTTINGS —

(Continued from Page 23)

tion Jet Service Panama to Houston via Braniff International Airways." I sent one of these covers to the Postmaster at Panama City for an explanation. So far no reply. Other letters sent to this Postmaster have been in vain, as he usually does not reply to letters sent to him — at least not to mine.

Next month, I may have more information on this inaugural. Maybe?

Trans World Airlines was to inaugurate Convair 880 jet airmail service at Amarillo, Texas, and Wichita, Kansas on October 6.

An official cachet was to be applied to covers transported on the first jet flight from each city, with the usual philatelic treatment provided. This information is too late for readers to send covers; however, it was announced by our Advance Bulletin Service. We hope to have cover reports in our next column. Adios.

APJ ADS

AAMS EXCHANGE DEPARTMENT BUY — SELL — WANT LISTS

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VENEZUELA MINT or CTO: C545-554 \$5.90; C527-535 \$3.60; C776-778 \$1.20; C753-755 \$2.90. Colombia San. #19-25 \$75 each unused. The book (silver medal, PHILATEC PARIS 1964) "The Airpost of Colombia" - \$6, by registered airmail with Venezuela C269 as postage. Personal checks accepted. Eugenio Gebauer, Apartado 953, Caracas, Venezuela. *414

WANTED and EXCHANGE

WANTED - Flight cover on flight from Seattle, Wash. to Victoria, British Columbia, dated March 3, 1919, carried by Pilot Edward Hubbard with William E. Boeing as a passenger. Will purchase or trade. Harry Held, 150 So. Middleneck Road, Great Neck, N.Y.

BALBO, Zeppelin and other covers, also rare stamps of Italy, Colonies, San Marino, Vatican, bought at high prices by specialist. Dr. A. Sorrentino, 1923 Countyline, Villanova, Pa. *414

WHO HAS C.A.M. 77 Tacoma to Seattle cover of October 27, 1963? Write me, telling Seattle time backstamp. Editor Perry Nahl, 2014 Lincoln, Evanston, Illinois.

WILL EXCHANGE my thanks for your name if you are a buyer of airpost covers at auction. Some fine material upcoming! Herman Herst, Shrub Oak, New York.

UNITED NATIONS AEROGRAMMES - Will buy, sell or exchange first flights, Arctic, Antarctic or other unusual usage. R. E. Rusch, 26 Family Lane, Levittown, New York 11756.

WANTED: Used foreign airmails, joblots, mixtures, collections, sets. Send with your best price or for my offer. Joseph J. Figuccio, 1858 Bath Ave., Brooklyn, N.Y. 11214. *414

KENNEDY TOGO overprints (Scott 473-4). Complete sheets of 25 with black mourning border for any 5 US 5c plate bloc. Arbetter, 5319 N. Bernard St., Chicago, Ill. 60625. *413

HAVE "Kennedy" Assassination cover, cancelled in Dallas on that terrible day. What am I offered? Dolin, 31 Park Row, NYC 10038.

SCADTA, Canary Islands, Venezuela arms, Zeppelins, etc. offered in exchange for your better airmails before 1940. Orjan Luning, Odengatan 11, Stockholm, Sweden.

EXCHANGE - Adhesive air baggage or freight labels. Up to three of a kind. Douglas A. Walker, 21 Macmillan Avenue, Cashmere Hills, Christchurch 2, New Zealand.

EXCHANGE: I will give Egypt Air Mails against 1965 Catalogs and philatelic materials. Please write first, Abdel Hamid El-Itriby, P.O. Box 218, Port Said, U.A.R.

MATTHEWS AUCTIONED —

(Continued from Page 25)

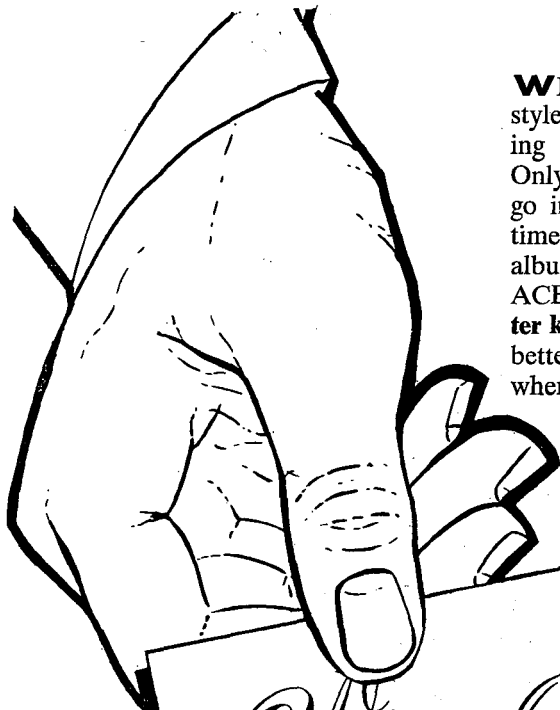
Trials is exceptional; many of the items are the proofs "officially approved" by the Postmaster General at the time, Harry S. New. A set of large Die Proofs of the Zeppelin set is expected to create particular attention.

A copy of the auction catalogue which is expected to be published around October 1 can be reserved by writing to H. R. Harmer, Inc. at 6 W. 48th St., New York, N.Y. 10036.

AAMS CONVENES —

(Continued from Page 26)

On Monday morning we departed the Statler-Hilton after saying goodbyes to a few AAMS'ers still remaining including Bart Gatchell and the Kleinerts. Back to Demarest to rest up and enjoy the Labor Day holiday before getting back to work both at our job on Tuesday and on the *Journal* and this article later on. We enjoyed this year's Convention and invite everyone, especially those who have never attended one, to come to the 42nd Anniversary Convention in the "Windy City" in 1965. See you there!



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