

*the* **Airpost**  
**Journal**



Volume 36, Number 3

December, 1964

# The American Air Mail Society

A Non-Profit Corporation  
under the Laws of Ohio

Organized 1923  
Incorporated 1944

## PRESIDENT

Joseph L. Eisendrath  
350 No. Deere Park Drive  
Highland Park, Illinois

## SECRETARY

Ruth T. Smith  
102 Arbor Road  
Cinnaminson, N. J. 08077

## TREASURER

John J. Smith  
102 Arbor Road  
Cinnaminson, N. J. 08077

## VICE-PRESIDENTS

Samuel S. Goldsticker, Jr.  
Herman Kleinert  
Lester S. Manning  
Dr. Perham C. Nahl

## EDITORS - Other Publications

L. B. Gatchell  
Geo. D. Kingdom

## ATTORNEY

George D. Kingdom

## SALES MANAGER

Herman Kleinert  
213 Virginia Ave., Fullerton, Pa.

## DIRECTOR OF FOREIGN RELATIONS

Dr. Max Kronstein

## AUCTION MANAGER

Samuel S. Goldsticker, Jr.

## ADVANCE BULLETIN SERVICE

Paul Bugg  
3724 Old York Rd.  
Baltimore, Md. 21218

## TRANSLATION SERVICE

Roland F. Kohl  
Leutholdstr. 22  
Zurich 10/37, Switzerland

## AUDITOR

Stuart J. Malkin

## DIRECTORS

Paul Bugg, Robert E. Haring,  
Mrs. Florence Kleinert, Dr. Max  
Kronstein, George L. Lee, Dr.  
Southgate Leigh, Arthur M.  
Schmidt, William R. Ware

**MEMBERSHIP DUES — \$5.00  
per year**

Include subscription to The  
AIRPOST JOURNAL. Applicants  
must furnish two refer-  
ences, philatelic preferred. At  
least one must reside in Appli-  
cant's home town. Applicants  
under 21 years must be guaran-  
teed by Parent or Guardian.  
Membership may be terminated  
by the Society in accordance  
with its By-Laws.

Correspondence concerning sub-  
scriptions, back numbers and  
bound volumes, address changes  
and other matters and all re-  
mittances should be sent to the  
Treasurer. All general com-  
munications and advertising  
should be sent to the Editor.



# the Airpost Journal

Official Publication of the  
AMERICAN AIR MAIL SOCIETY

Vol. 36, No. 3

Issue 415

## Contents ..... December, 1964

|  |     |
|--|-----|
| The Boeing 727 Goes Around the World .....               | 81  |
| Air Dropped Leaflets, 1900-1939 (Ad-<br>denda) .....     | 84  |
| DIA - Dulles International Airport<br>(Part II) .....    | 86  |
| Jet Jottings .....                                       | 88  |
| Airport Dedications .....                                | 89  |
| C.A.M. Cover Notes .....                                 | 90  |
| From the Editor's Desk .....                             | 91  |
| The ? ? Box .....  | 92  |
| Airs of the Month .....                                  | 95  |
| New Airmen from the South Seas - Fiji<br>and Tonga ..... | 96  |
| Seen and Read by the Editor .....                        | 98  |
| Treasurer's Report, AAMS .....                           | 100 |
| "Uncle Sam" Sez .....                                    | 103 |
| Official Section, AAMS .....                             | 104 |

## EDITOR

Robert E. Haring  
242 Hardenburgh Avenue, Demarest, New Jersey

## ASSISTANT EDITORS

Joseph L. Eisendrath      Dr. Max Kronstein  
Ernest A. Kehr              L. B. Gatchell

## DEPARTMENT AND ASSOCIATE EDITORS

R. Lee Black, N. Pelletier, Florence L. Kleinert,  
Robert W. Murch, Richard L. Singley, William  
R. Ware, James Wotherspoon, John Watson,  
William T. Wynn, Jr., Frank Blumenthal, Samuel  
S. Goldsticker, Jr., J. S. Langabeer, M. P. Codd.  
Published monthly at Albion, Erie Co., Pa., U.S.A.

Entered as second-class matter at the Post Office  
at Albion, Pa., February 10, 1932, under  
the Act of March 3, 1879.

The AIRPOST JOURNAL is not conducted for  
profit. The Editor and all others serve without  
compensation. Receipts from advertising, sub-  
scriptions and contributions are applied to the  
betterment of the magazine and the promotion  
of aero-philately.

The Editor and Officers of The American Air  
Mail Society assume no responsibility for the  
accuracy of statements made by contributors.  
Every effort is made to insure correctness of  
all articles.

**Subscription Rates: \$5.00 per year, 45c per copy.**  
Advertising Rate Card available from the Editor

# The Boeing 727 Goes Around the World

By Art Schmidt

It seems like a long long time ago that Boeing rolled its first model 727 jet, then designated as the "N-700 IU," off the assembly line at Renton, Washington. The date was November 27, 1962. And it wasn't until February 9, 1963, that the N-700 IU soared up from Paine Field on its maiden flight. From that moment on management and employees alike were captivated and excited about the plane's performance, capabilities, and potential. They had every right to be enthusiastic. Here was a major contribution to air transportation - one that would automatically extend the useful life of many a small and medium-sized airport not only in the USA but around

the world a globe-circling demonstration tour was arranged.

Fortunately for philatelists and air mail and jet collectors in particular, the Boeing Employees' Stamp Club had once recognized the philatelic significance of the 727's global flight and decided to do something about it. Their decision and subsequent efforts have gained for the club and employer alike much favorable publicity and well-merited recognition. The members of the club were a dedicated group experienced in handling first flight covers. Hadn't they successfully processed 15,000 covers received from collectors all over the world for the 727's maiden flight



**A Boeing Vertol Helicopter Greeted its Cousin at La Guardia Airport, New York.**

the world. How? By operating on 5,000 foot runways with a take-off weight of 76 tons and with plenty of power in reserve. The ship had the ability to take off on two of its three engines, fly on one, and land on one just in case extreme circumstances ever required it. Besides, it moved at speeds of 550-600 mph. Noise levels, inside and out, were remarkably low. The new aircraft was described in detail in our December, 1963, issue.

To properly introduce this jet airliner to the airlines and governments of

in 1963? Handling the covers for the global flight would be a great performance, at least so it seemed on the surface. But a variety of circumstances intervened to create unforeseen problems. For one thing, there simply wasn't enough time to allow collectors to prepare and send in their own covers. Then there was the problem of obtaining foreign postage and franking the mail for point-to-point coverage. No member of the club was scheduled to accompany the tour to take care of this. All of the philatelic mail had to be ready when

(Please Turn Page)

the plane departed Renton! Someone proposed the newly available 7-cent International Postal Card with paid reply as a suitable alternative. As it turned out, this card served as a unique means of taking care of collectors in each foreign city visited, as well as collectors in the U.S.A.

The reverse side of each reply card carried the following printed message: "This card was carried on the Maiden Global Flight of the Boeing 727 which took the new short-to-medium range jetliner to many cities in Europe, Asia, the Middle East, and Africa. The postmark indicates at which point on the trip this card was mailed. While the 727 was in that city, the other half of the card was given to the airline or postal officials for presentation to stamp-collecting clubs

of that country as a friendship gift of the Boeing Employees' Stamp Club."

During preparation, the club perhaps more than once almost decided to give up the whole idea. But the major crisis came one day before the flight. That was when the printer announced that he had printed the message on the wrong side of 1100 pairs of cards. The Seattle P.O. had already been cleaned out of all its stock, but new cards were flown in from another city in time.

As the sleek three-engine jet transport proceeded on its 77,000 mile tour, stopping at 36 cities in 26 countries, cards were mailed at various points - local collectors being the recipients - with the reply portion returning to the club in Renton. A day-by-day schedule of the worldwide tour follows:

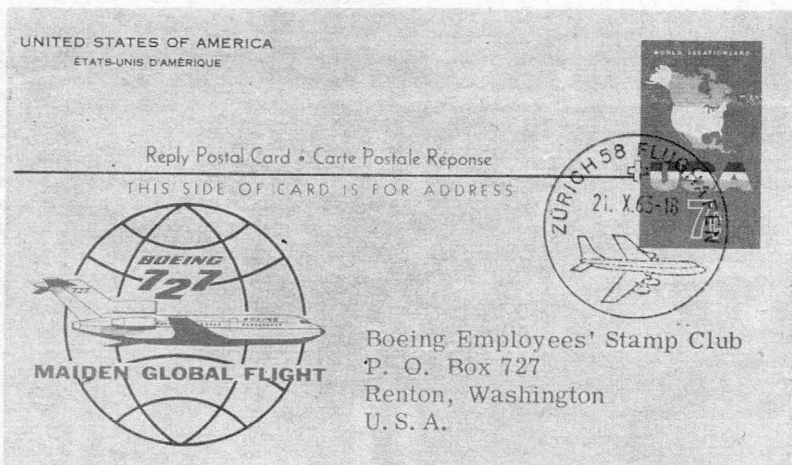
### THE ITINERARY OF THE BOEING 727

| Date     | Flight                     | Nautical Miles | Takeoff to Touchdown* | Average Ground Speed* (In Knots) |
|----------|----------------------------|----------------|-----------------------|----------------------------------|
| Sept. 17 | Seattle-Montreal           | 2,098          | 4 hr. 22 min.         | 480.5                            |
| Sept. 17 | Montreal-Gander            | 835            | 2 hr. 4 min.          | 404.0                            |
| Sept. 18 | Gander-Azores              | 1,464          | 3 hr. 10 min.         | 462.3                            |
| Sept. 18 | Azores-Rome                | 1,752          | 4 hr. 19 min.         | 405.9                            |
| Sept. 19 | Rome-Cagliari-Rome         | 652            | 1 hr. 26 min.         | 454.9                            |
| Sept. 20 | Rome-Beirut                | 1,264          | 2 hr. 47 min.         | 454.1                            |
| Sept. 20 | Beirut-Karachi             | 1,830          | 4 hr. 14 min.         | 432.3                            |
| Sept. 21 | Karachi-Calcutta           | 1,236          | 2 hr. 49 min.         | 438.8                            |
| Sept. 21 | Calcutta-Bangkok           | 872            | 2 hr. 8 min.          | 408.7                            |
| Sept. 22 | Bangkok-Manila             | 1,199          | 2 hr. 56 min.         | 408.7                            |
| Sept. 22 | Manila-Tokyo               | 1,699          | 3 hr. 56 min.         | 431.9                            |
| Sept. 27 | Tokyo-Manila               | 1,650          | 3 hr. 59 min.         | 414.2                            |
| Sept. 29 | Manila-Darwin              | 1,877          | 4 hr. 14 min.         | 443.4                            |
| Sept. 30 | Darwin-Sydney              | 1,759          | 3 hr. 58 min.         | 443.4                            |
| Oct. 1   | Sydney-Canberra            | 128            | 0 hr. 35 min.         | 219.4                            |
| Oct. 1   | Canberra-Melbourne         | 254            | 0 hr. 48 min.         | 317.5                            |
| Oct. 3   | Melbourne-Sydney           | 381            | 0 hr. 59 min.         | 387.4                            |
| Oct. 3   | Sydney-Darwin              | 1,702          | 4 hr. 15 min.         | 400.5                            |
| Oct. 3   | Darwin-Singapore           | 1,806          | 4 hr. 3 min.          | 445.9                            |
| Oct. 6   | Singapore-Calcutta         | 1,576          | 3 hr. 56 min.         | 400.7                            |
| Oct. 6   | Calcutta-Bombay            | 914            | 2 hr. 16 min.         | 403.2                            |
| Oct. 7   | Bombay-Karachi             | 499            | 1 hr. 14 min.         | 404.6                            |
| Oct. 9   | Karachi-Jidda              | 1,586          | 3 hr. 49 min.         | 415.5                            |
| Oct. 9   | Jidda-Beirut               | 1,017          | 2 hr. 15 min.         | 452.0                            |
| Oct. 12  | Beirut-Khartoum            | 1,240          | 2 hr. 47 min.         | 445.5                            |
| Oct. 12  | Khartoum-Nairobi           | 1,052          | 2 hr. 24 min.         | 438.3                            |
| Oct. 13  | Nairobi-Johannesburg       | 1,576          | 3 hr. 29 min.         | 452.4                            |
| Oct. 16  | Johannesburg-Nairobi       | 1,576          | 3 hr. 36 min.         | 437.8                            |
| Oct. 17  | Nairobi-Khartoum           | 1,052          | 2 hr. 19 min.         | 453.7                            |
| Oct. 17  | Khartoum-Athens            | 1,408          | 3 hr. 18 min.         | 426.7                            |
| Oct. 18  | Athens-Thessalonica-Athens | 608            | 1 hr. 24 min.         | 434.3                            |
| Oct. 21  | Athens-Zurich              | 927            | 2 hr. 6 min.          | 441.4                            |
| Oct. 22  | Zurich-Amsterdam           | 413            | 1 hr. 5 min.          | 381.2                            |

|         |                           |       |               |       |
|---------|---------------------------|-------|---------------|-------|
| Oct. 23 | Amsterdam-Hamburg         | 222   | 0 hr. 45 min. | 295.9 |
| Oct. 25 | Hamburg-Frankfurt         | 222   | 0 hr. 36 min. | 370.0 |
| Oct. 26 | Frankfurt-Stockholm       | 469   | 1 hr. 38 min. | 287.1 |
| Oct. 28 | Stockholm-Visby-Stockholm | 254   | 0 hr. 54 min. | 282.2 |
| Oct. 29 | Stockholm-Brussels        | 743   | 1 hr. 56 min. | 384.3 |
| Oct. 30 | Brussels-Paris            | 151   | 0 hr. 28 min. | 323.5 |
| Oct. 30 | Paris-Madrid              | 587   | 1 hr. 41 min. | 348.7 |
| Oct. 31 | Madrid-Lisbon             | 298   | 0 hr. 51 min. | 350.5 |
| Nov. 1  | Lisbon-Azores             | 769   | 1 hr. 58 min. | 391.0 |
| Nov. 1  | Azores-Gander             | 1,463 | 3 hr. 23 min. | 432.4 |
| Nov. 1  | Gander-Washington, D.C.   | 1,282 | 3 hr. 15 min. | 394.5 |
| Nov. 3  | Wash., D.C.-Minneapolis   | 810   | 2 hr. 0 min.  | 405.0 |
| Nov. 3  | Minneapolis-Seattle       | 1,227 | 3 hr. 4 min.  | 400.1 |

\*Times and speeds include holding at destination points where traffic was heavy.

The 727 adhered strictly to announced schedules, with not a single mechanical delay during the entire tour, proving it would be a reliable performer when placed in scheduled service on the world's commercial airways.



Although the reply cards were franked as *surface* mail, many were treated as air mail. Some cards arrived back in Renton uncanceled. In Japan and Australia, for reasons unknown, postal officials asked for additional postage. Boeing personnel on board circumvented this thereafter by depositing the cards directly in mail boxes at airports.

The supply of cards was oversubscribed at once. A few single cards may still be available at 25c each. Contact Clarence Oswald, 3754 S.W. 107th, Seattle 66, Washington. Complete sets representing all stops obviously will be highly prized by their fortunate owners. This writer was not among the lucky ones

to obtain a set, so I'm looking forward to seeing them on exhibition at a future stamp show.

The Boeing Employees' Stamp Club is a credit to its company and to philately! We congratulate this outstanding group for their fine work and note that they include among their number several members of the American Air Mail Society. It is hoped that their activities will stimulate the formation of similar clubs in aircraft companies and airlines. A special word of thanks is due Clarence Oswald and John Schoumaker for supplying information and assisting in the preparation of this article.

# AIR-DROPPED LEAFLETS, 1900-1939

By R. G. Auckland

We are pleased to add to John C. W. Field's two-part listing of air-dropped leaflets, published in the November and December, 1963 issues, covering a period of forty years from 1900.

These additions have been supplied by members of the *Psywar Society*, and in particular the author thanks Monsieur Lambert for the use of his copyright of "La Naissance des Tracts Aeriens" from which some extracts have been quoted, translated by R. G. Auckland. Mr. Field also added four additional items to the listing which have been incorporated herein by the Editor.

The references used are:

|          |  |
|----------|--|
| Auckland | (in the Auckland Collection or from his reference files)         |
| N.E.L.   | Noel Etienne Lambert   |
| AF       | <i>The Aero Field</i>  |
| N.A.M.   | <i>Newfoundland Air Mails</i> , 1919-1939, by Dalwick and Harmer |

## 1908

December: The airship Clement-Bayard dropped skin-thin leaflets over Paris. The text read "The Clement-Bayard salutes you." (N.E.L.)

## 1912

March: The French flyer Marc Pourpe dropped leaflets over St. Omer giving the reasons for his flight. The explanation ended thus: "Marc Pourpe makes himself known to you and sends you, from high in the air, his most cordial greetings." (N.E.L.)

April 9: The aviator Lacrouze scattered pamphlets over an aeronautical meeting at La Clayette (Saone-et-Loire): "Thanks and long live the Charollais." (N.E.L.)

## 1913

(Date unknown): During the course of a meeting at Juvisy organized in memory of Andre Frey, airman Guillaux dropped appeals which said: "Give your mite for those whom aviation has put in mourning." (N.E.L.)

(Date unknown): Voting pamphlets in favor of Bleriot, candidate for the legislative elections, were distributed from an aeroplane. (N.E.L.)

July 14: J. Vendrines dropped "thank you" notes to the crowd at the end of a meeting at St. Affrique (Aveyron). (N.E.L.)

September 14: The airship Zodiac dropped copies of a magazine. (N.E.L.)  
1919

June 6: Papillons were dropped over Constantinople by aviators from Rome. The breezes must have wafted many of them over the Bosphorus. (Auckland) (Note: these may be the leaflets listed by Field under '1919 - date unknown'.)  
1920

March 17: Green and rose-colored papillons expressing eternal bonds of friendship between Italy and Greece were dispersed from the air over the latter country. (Auckland)  
1921

February 10: Flight by Major Stanley Cotton in a Rolls-Royce Martinsyde over Bell Island and Carbonear, Newfoundland, when papers were dropped. (N.A.M.)

February 15: Tickets were released over St. John's, Newfoundland, for the War Memorial Fund. (N.A.M.)

July: The French Air Company dropped small notices:

"Le Petit Journal  
vous informe  
que

DEMESEY  
est vainqueur

lance par la Cie. Aerienne  
Francaise"

"The Petit Journal  
informs you that  
DEMESEY is the  
prize-winner  
Dropped by the French  
Air Company"  
(N.E.L.)  
1930's

Various dates: Leaflets were dropped  
by the Royal Air Force over revolting  
tribesmen in Waziristan, India. (Auck-  
land).

1931

October 3: 400,000 propaganda leaf-  
lets were dropped over Rome by Lauro  
de Basio, a young Italian poet and anti-  
Fascist. He disappeared with his plane  
over the Tyrrhenian sea on the return  
journey. (AF)

1934

October 14: After Hitler had gained  
power in Germany in 1933, the Nazis  
began internal propaganda with three  
aims: in favor of rearmament, in favor  
of the rebuilding of organized aviation,  
and against the Treaty of Versailles. A  
civil event took place at Mannheim on  
this date - the "Udel-Aviation Day."  
The pilot dropped two types of leaflets  
from his sporting plane over the crowd.  
The one was an appeal against the  
Treaty of Versailles; the other was an

appeal for voluntary donations towards  
the rebuilding of German aviation.

The obligations of the Treaty did not  
permit public funds for this aim, so  
members of the crowd were invited to  
complete a membership application form  
to join a new "local aviation group."

1936

December 10: Three Insurgent aero-  
planes dropped leaflets, no bombs, on  
Madrid. (Auckland).

1936-37

Dates unknown): Two leaflets  
dropped by the Japanese on Chinese  
troops at Shanghai during 1936-7. Both  
are pictorial with text, one with code-  
number "99" and the other "113."  
(Auckland - given to me personally by  
Anthony Wedgwood Benn, M.P., who  
received them from his cousin).

1937

(Exact date unknown): During a  
Fascist ceremony in Rome, patriotic  
leaflets were dropped from "thousands  
of aeroplanes" (sic!).

1938

(Date unknown): In Japan leaflets  
were "scattered like confetti from hun-  
dreds of Army planes to impress on Jap-  
anese peasants and laborers the mani-  
fold benefits of the Chinese war."  
(Auckland)

## Five Years of UNITED JET Service

United Air Lines on September 18  
marked its fifth year of jet operations,  
having flown 26,251,703 passengers  
since it inaugurated jet service with the  
Douglas DC-8 in 1959.

The United jet fleet, largest in the  
world, includes 109 pure jets made up  
of DC-8, Boeing 720 and 727 and the  
French-built Caravelle aircraft. The air-  
line also has on order a total of six DC-  
8s and forty-six 727s to be delivered  
over the next two years, bringing its to-  
tal jet fleet to 161 aircraft.

To date United Air Lines has spent  
or has committed a total of \$718,300,000  
to build its jet fleet, the largest purchase  
being that of its new Boeing 727 fleet of  
65 tri-jet planes costing \$293 million  
through 1965.

In the five-year anniversary period,

United has flown a total of 434,457,206  
miles in jets, amassing 27.2 billion pas-  
senger miles, serving 38 major cities in  
the continental United States, Vancouver  
and Hawaii.

On a peak day, United has as many  
as 524 jet departures and over the five-  
year period has had a total of 522,591  
jet departures since its first DC-8s lift-  
ed off the runways at San Francisco and  
New York.

Inauguration dates by aircraft were:

September 18, 1959 - DC-8 service

July 5, 1960 - Boeing 720 service

July 14, 1961 - Caravelle service

February 6, 1964 - Boeing 727 ser-  
vice

March 1, 1964 - Douglas DC-8F  
Jet Freighter service

# DIA



## DULLES INTERNATIONAL AIRPORT

(Part II)

### THE DULLES TERMINAL BUILDING

One of the most striking features of Dulles International Airport is its novel terminal building, designed by the late Eero Saarinen.

The terminal is a compact two-level building in the shape of a tee with the main portion being 600 feet long and 150 feet wide - radically different from the usual terminal which sprawls out with "fingers" extending to distant plane positions. This was made possible by the adoption of a new method of passenger movement to and from the terminal and the parked aircraft - - the FAA mobile lounge concept.

Under the mobile lounge concept, large planes do not come up to the terminal, but are serviced on the jet parking apron a half mile away. Transfer of passengers to plane is made by mobile lounges loaded directly from the terminal's upper level concourse, on the south or airport side of the terminal.

Passengers arrive at the main concourse level on the north side of the terminal from the upper or enplaning ramp via taxi, bus, limousine or private car and carry their luggage only a few feet to airline ticket counters. Passengers who park their automobiles on the parking lot enter the terminal at ground level directly from the parking lot without crossing any traffic artery and walk up a short ramp to the lower building level. Escalators carry them from the lower level to the main concourse and ticketing counters.

Airline ticket counters are located on the north side of a central three-sectional kiosk running the full length of the terminal's main lobby. The south side of the central kiosk contains a snack bar, telephone booths, specialty shops, and an entrance to the coffee

shop located below. Twenty-four mobile lounge docks - twelve on each side of the terminal's central wing which houses a restaurant, observation deck and airport control tower - - line the scuth wall of the main lobby. When the passenger directly enters the lounge intended to serve his flight, he has walked no more than 160 feet from the terminal building entrance to his lounge.

The deplaning passenger is transported from his parked aircraft to the terminal and leaves his mobile lounge on this same main concourse level. Escalators carry him to the lower level baggage pick-up stations on each side of the two escalators. Here, too, concessions are located to serve his needs - - coffee shop, telephones, hotel accommodation booth, rent-a-car services, specialty shops, post office, duty-free shop and barber shop. Leaving the terminal, the passenger uses gradual ramps down to the auto parking lot or up to the deplaning roadway for bus, taxi, or automobile pick-up.

The suspended roof of the terminal building is supported by a colonnade of 16 concrete piers, 40 feet apart, on each side of the concourse. Sixty-five feet high on the automobile or approach side and forty feet high on the airport side, these great piers can be likened to two rows of concrete trees between which a continuous hammock has been hung. The roof is supported on suspension bridge cables, rather than massive trusses. The roof itself is made of light-weight concrete panels that fit between cables encased in concrete ribs. The concrete piers slope outward to help counteract the weight of the roof, giving the building a dynamic look and serving also as a sheltering marquee over the main concourse approach ramp.



The terminal design also provides for easy expansion, since the same structural system can be continued with ease when more space is required. The initial Terminal Building is 600 feet in length and will become the central part of an ultimate 1,200-foot facade. The terminal now accommodates twenty-four mobile lounge positions. By 1975, there is expected to be an estimated need for fifty-six such positions.

Local feeder lines, executive-type planes, and helicopters can taxi directly to an apron in front of the terminal building where they load and unload in a conventional way from the ground level. These passengers - making a connecting jet flight - walk up a flight of stairs to the main lobby and board their lounge to be transported out to the larger aircraft.

Access to the local service or feeder planes is by a central wing which projects out beyond the main concourse of

the terminal. The upper story of this wing houses "The Portals" - a beautiful dining room commanding a full view of the jet gates and the landing field area. The lower level contains the impressive bust of the former Secretary of State, John Foster Dulles, for whom the airport is named. The lower level also has a lovely memorial fountain and pool. The roof of a portion of the wing serves as an observation platform. The control tower cab sits atop a concrete shaft which rises gracefully from the observation platform. Below the control tower cab are two operating levels containing the most modern air traffic control equipment such as radar, communications and recording equipment, as well as controller training and study rooms. A sphere on top of the control tower 177 feet above the ground houses airport surface detection radar for controlling airport ground traffic.

(To Be Continued)

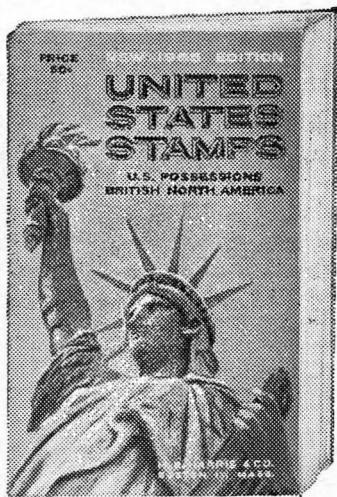
---

## Harris Issues New US-BNA Catalog

We've reviewed the full-size catalogues and now it's time for the "paperback" edition. We don't mean to say that H. E. Harris and Co.'s 160-page *US/BNA Catalog* is not a complete record of the stamps of the U.S.A. and Canada because, of course, it is. Even though its price has been raised slightly this year from 35c to 50c a copy it is still an economical "buy" for a beginner or anyone who feels that the bound catalogues are just too much for his budget.

The catalog is fully illustrated and also prices many specialty items such as first day covers, plate blocks, etc. besides the usual mint and used stamps. As is usual by now in such Harris publications it contains a U.S. Stamp Identifier section for reference in cases of some of those puzzling "look alike" varieties.

A study of the U.S. airmail section indicates relatively few major price changes, but slight increases are noted in the first two series and the Zeppelins.



Newfoundland airmails show some interesting price changes.

To obtain your copy of this valuable book send 50c now to H. E. Harris & Co., Catalog Department, Boston, Massachusetts 02117.

# Jet Jottings

By Michael P. Codd

35 Lander Ave., Staten Island, N.Y. 10314

Now that the covers from the LAN-Chilean Airlines inaugural Caravelle jet services from Miami to Santiago, Chile and return have arrived, we are in a position to report to you what we received.

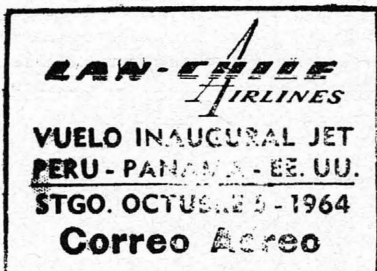
The Miami Postmaster cancelled philatelic mail October 6, P.M., and the Airport Mail Facility did likewise. These were backstamped at Santiago, October 7, 20H. There was no cachet at Miami for these covers, but the Postmaster at

and were backstamped at Miami AMF October 6, A.M. A cachet was provided by the airline at Santiago, shown here.

United Air Lines brought jet service to Boise, Idaho on October 25th, using Boeing 727 jets. 94 jet covers were cancelled October 25, A.M., and were backstamped at Chicago's O'Hare Airport Station, October 25, P.M. On the westbound jet flight, 60 pieces of philatelic mail were cancelled October 25, P.M., which were backstamped at Seattle AMF October 25, P.M. No Post Office cachet was provided for this jet inaugural.

PANAGRA became the first airline to bring jet services to La Paz, Bolivia. The Miami Postmaster cancelled 73 jet covers dispatched to La Paz, while Miami AMF cancelled 311 covers, all cancelled October 25, P.M. These covers were backstamped at La Paz on October 26 - no time indicated.

We cannot read the dispatching date cancellation on our jet covers carried on the northbound jet flight to Miami (illustrated). A magenta cachet, similar to that used by PANAGRA for Quito's jet service, was applied to all covers. There was an additional cachet in black on both the face and the reverse side of these covers. Unfortunately none of these



## Cachet Used at Santiago, Chile

Santiago applied a cachet. We have not yet been able to find out how many jet covers were dispatched from the two Miami offices.

On the return flight, the jet covers were postmarked at Santiago October 6



covers were backstamped at Miami.

On October 27 Pan American inaugurated jet service between Miami and Aruba. The Miami Postmaster cancelled 65 jet covers, while Miami AMF cancelled 122 jet covers. Both dispatches were cancelled October 27, P.M., and were backstamped at Aruba October 28-13. No Post Office cachet was used for this jet inaugural either. As Aruba has had previous jet service from New York these covers will not be listable in the Jet Section of the *Catalogue*. However,

we believe this was the first FAM-5 Miami-Aruba service as well, which would mean that covers are listable FAM dispatches. More details should be in Frank Blumenthal's column later.

For the return jet flight the Aruba Postmaster cancelled philatelic mail October 28. It was backstamped at Miami AMF the same day, P.M. A cachet was applied to covers at Aruba which read "Eerste Directe Vlucht P.A.A. Aruba-Miami, 28 Oktober 1964."

That's all until next month. Adios.

## ***Airport Dedications***

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

There have been fifty-four dedications so far this year and the prospects look good for a total of about sixty by December 31. This is almost twice last year's total of thirty-four. Here is a list of the October events:

- 4 Central City, Neb.
- 10 Leesburg, Va.
- 12 Kneeland, Calif.
- 21 Montezuma, Ga.
- 25 Island Pond, Vt.
- 27 Elberton, Ga.
- 31 Springerville, Ariz.
- 31 Eager, Ariz.

Leesburg's municipal airport was named Godfrey Field in honor of Arthur Godfrey, local resident and well known TV personality. It was made possible through the sale of the old airport owned by Mr. Godfrey who donated it to the town. Principal speaker at the luncheon was Maj. Gen. Benjamin Foulois, U.S. Army (Ret.) who flew with the Wright Brothers in 1908 and 1909 and was in charge of the ill-fated Army Air Mail Service in 1934.

Charlotte, Michigan, reported a dedication October 11 which turned out to be for an administration building and other equipment. Moab, Utah, opened Canyonlands Airport October 12 with resumption of Frontier Airlines service. Can anyone report covers?

Quite a few dedications planned for this year and previously announced on this page have now been postponed un-

til spring or summer 1965. I'll list them again for the benefit of the many new airport dedication collectors joining the ranks as well as for the many friends of the hobby overseas. They include Monticello, Iowa; Dawson, Georgia; Springfield, S.D.; Sky Harbor, Duluth, Minn.; Dunseith, N.D.; Helmsburg, Ind.; Vernon, Ala.; and Sulligent, Alabama. H. L. Stokes, Sulligent postmaster has asked me to reassure you that he's taking good care of the "hold" covers and he added a reminder to always use ZIP codes. His is 35586.

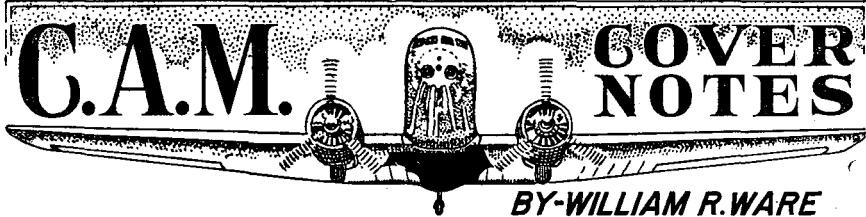
The up-coming event at Fitzgerald, Georgia will be for a runway only and therefore will not qualify for *Catalogue* listing.

Denver, Colorado, celebrated the 35th anniversary of Stapleton Field October 17-18 and renamed the airport Stapleton International. The forward-looking name change was based on the expectation that with the coming of supersonic airliners in the next decade, inland cities will be on an equal footing with seaports as ports of entry. I wonder if the same reasoning is behind the "International" designation recently at Yuma, Arizona; Edmonton, Alberta, Canada; Baudette, Minnesota; and Grand Forks, Nebraska.

Future events: Thomson, Georgia; Mackinac Island, Michigan; and San Francisco, Calif., heliport. For the latter, send air rate covers to C. M. Nervi, 7

(Continued on Page 102)

# C.A.M. COVER NOTES



BY-WILLIAM R. WARE

P. O. Box 375, Maiden, Mo.

## NEWS —

Recent decisions by the Civil Aeronautics Board involve permission granted to Eastern Air Lines to serve St. Petersburg-Clearwater, Fla., through the same airport as Tampa. Eastern formerly served the three cities on Routes #6 and 10 through two airports, Tampa International and the St. Petersburg-Clearwater Airport. The order in effect eliminated the stop at the latter airport. Since Eastern has served Tampa for years, no new flights for the collector resulted.

Also involving Eastern Air Lines is the pending hearing on a proposed route transfer by Eastern to Southern Airways, Inc., of Eastern's authority to serve Rome, Albany, Waycross and Macon, Ga., and Ocala and Gainesville, Fla. (Routes #6 and 10). This hearing is to be expedited, and if the past tendency of removing the smaller cities from trunkline service and awarding them to a local service carrier is followed, we will no doubt see some if not all of these cities added to Southern's Route #98 within the next few months.

A CAB Examiner has recommended that Cadillac-Reed City, Pontiac and Port Huron, Michigan be eliminated from North Central Airlines' Route #86 and that Gaylord, Michigan be added to this route. This recommendation will probably be approved by the Board before you read this. Hearings have been held in connection with the removal of Harrisburg and Williamsport, Pa., and Elmira-Corning, N.Y. from United's Route #34 along with possible changes in Allegheny Airlines and Mohawk Airlines routes, with the possible addition of these cities to the routes operated by the latter two carriers. In another case

involving Mohawk, the CAB has renewed its authority to serve Liberty-Monticello and Oneonta, New York on Route #94. These cities were awarded to Mohawk several years ago but service was never provided due to the absence of a suitable airport. However, the CAB in renewing the carrier's authority to serve these points stated that it was satisfied that the cities involved were prepared to provide the necessary facilities at an early date. Therefore, we may expect first flights from these points in the near future.

Moving to the western part of the country, Frontier Airlines has been awarded service at Steamboat Springs-Hayden-Craig, Colorado, as an intermediate point between Denver and Salt Lake City on Route #73. Although a suitable airport is not available for this service now, it is contemplated that a regional airport to serve all three cities will be constructed, with service to be provided by the latter part of 1965.

Although 1964 has not seen as much activity in the way of CAM first flights as in previous years, cases presently before the CAB would indicate more decisions of interest to the collector in 1965. In addition to cases involving many of the local service carriers we are also watching with interest progress being made in the major Pacific Northwest-Southwest Service Case which involves service in no less than twelve different states. Trunklines presently serving the territory have been made a party to this case which would seem to rule out new service in the area by any of the local service carriers.

## CHRONICLE —

AM ROUTE #98 - ADDITION OF MONTGOMERY, ALA.: Although Mont-

gomery had been favored with air mail service for years, it was added to Southern's Route #98 on July 1, 1964, and since mail flown on the inaugural flights by Southern was given official cachets, covers are to be listed in the catalog.

Montgomery is served on the Memphis-Panama City segment of Route #98, as a stop between Birmingham and Panama City. The inaugural flight from Montgomery to Memphis was made by Capt. J. H. Ferrill and 1st. Officer W. E. Tenner operating Flight #240, handling 2,537 pieces of mail with an AM postmark, July 1. Covers from this flight were given a PM backstamp the same date on arrival at Memphis, Tenn. The inaugural service from Montgomery to Panama City was Flight #241 with Capt. Yancey C. Sims and 1st. Officer J. E. Rickman in charge. This flight handled 243 covers from Montgomery which were also given an AM postmark, July 1, and were backstamped at Panama City, PM. An official cachet showing a map of Alabama was applied at Montgomery in black.

AM ROUTE #299 - NEW ROUTE:  
What turned out to be the surprise of the

year was the inauguration of service on AM Route #299, a new route operated by Apache Airlines. The new route operates between Phoenix and Douglas via Tucson, Arizona, replacing Douglas service by American Airlines' Route No. 4 which was suspended. Inaugural flights over this route were made on September 22, but, to the best of our knowledge no advance publicity was given this service. The first Post Office Department Schedules for AM-299 (reproduced below) show service starting September 28; however, the Douglas Postmaster confirms that the first Apache service started six days earlier. Exemption authority was granted Apache Airlines for this service on very short notice, September 21, with the result that no philatelic treatment was accorded mail flown via the inaugural flights. No philatelic mail has been reported at the time of writing although local collectors might have been informed in sufficient time to cover, The *Catalogue* editors will appreciate hearing from anyone who has properly authenticated covers from the first flights of this service.

Carrier: APACHE AIRLINES

Original Page No. 1X

**AM-299**

| (Read down) |      |      |      | (Read up)                    |    |      |      |      |      |     |
|-------------|------|------|------|------------------------------|----|------|------|------|------|-----|
| 106         | 110  | 112  | 118  | Effective September 28, 1964 |    |      | 107  | 113  | 117  | 119 |
|             | 0935 | 1210 | 1645 | Lv Phoenix, Arizona          | Ar | 0850 | 1330 | 1750 |      |     |
| 0620        | 1025 | 1300 | 1735 | Tucson, Arizona              |    | 0810 | 1250 | 1710 | 1915 |     |
| 0715        | 1100 | 1335 | 1810 | Ar Douglas, Arizona          | Lv | 0725 | 1205 | 1625 | 1820 |     |

NOTE: No local traffic between Tucson and Phoenix

## From the Editor's Desk . . .

Demarest, New Jersey

December 1, 1964

and best wishes for a pleasant holiday season to each of our readers on behalf of the Society and the entire *Airpost Journal* staff. May your Christmas be a merry one and the new year, 1965, be the best one yet for you, philatelically and in all other respects.

Bob Haring

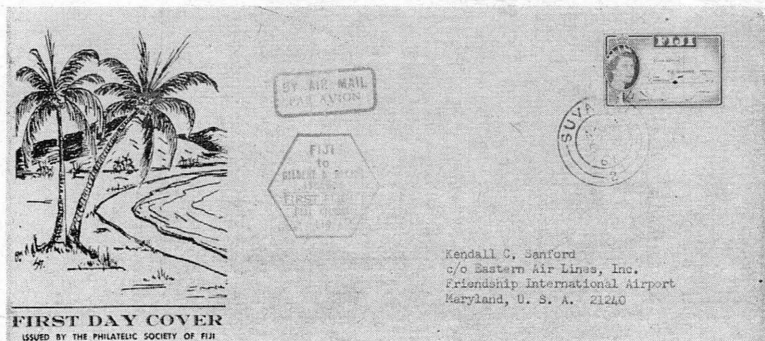


# THE ? ? BOX

I. The stamp illustrated at right was issued to commemorate the first airmail flight from St. Pierre and Miquelon to New York. Cancelled September 28, which we assume is the first day of issue of the new stamp, the cover on which it is affixed is not backstamped. Ken Sanford, who sent it, is investigating to determine if the first flight actually did occur and if the cover was flown. Can anyone help him?? If you can, write him at 1203 Tugwell Drive, Baltimore, Maryland 21228.



II. In our October issue we reported the new stamps issued by the Gilbert and Ellice Islands to honor that colony's first air service to and from Fiji on July 20. We now have at hand a cover flown on the return from Fiji to Tarawa but on July 5 (illustrated), fifteen days earlier than we had believed the flights occurred. Who can give more definite information on the Fiji Airways flights to and from the Gilbert and Ellice Islands? Write to Ken Sanford if you have more information on this cover also.



## ELECTION CAMPAIGN LEAFLETS OF 1914

Louis Bleriot was not only famous as the pioneer aviator who crossed the British Channel by air for the first time. He also was an active citizen in his community. When, in February, 1914, he was a candidate for membership in the

Seine General Council of Paris, he used a Bleriot monoplane for the dissemination of handbills and other election literature on his behalf. The plane started at the airfield at Buc, with Mr. M. A. Bidot as pilot. His passenger Mr. T. Elder Hearn threw the handbills from the plane.

## A Balloon Flight In Bangalore, India

A balloon flight was arranged for November 14, 1963, at Bangalore to carry mail which would ultimately realize funds to help meet administrative expenses of the Children's Village in Mysore State. Although originally it was intended to hold the inauguration of the Village and carry a small amount of philatelic mail only for collectors in West Germany, Sweden, Austria, etc., because of pressure from local philatelists, mail for Indian philatelists was also accepted.

The balloon carried bags of philatelic mail - cards and covers, each appropriately bearing special Children's Day Stamps and a special cachet, prepared for the occasion by the sponsors. The Postmaster General of Mysore Circle, handed over the mail to the pilot of the balloon.



**The Mysore Postmaster General  
Loading the Mail in the Balloon**

Mysore State is home of the First Pestalozzi Children's Village sponsored by Shri AR Adikappa Chettiar, a textile magnate of Palattur, Ramnad Dist., Madras State. Plans are being made to start such Villages in each of the States in India. Mysore State has granted a large piece of fertile land, about 100 acres; the Village was inaugurated by the Mysore Chief Minister Nijalinjappa on National Children's Day.

An estimated 20,000 children watched a teen-age student of Bangalore going aloft in a huge balloon named *Augusta IX*, along with two West German navi-

(Continued on Page 102)

## THE CONSTANT SUPPLEMENT

### THE AIRMAIL ENTIRE TRUTH

is the regular 3-times a year newsletter providing all the advance information about happenings in the aerogramme field as well as in air-mail envelopes / airmail postal cards. Thousands of collectors depend on it for accurate reports. They supplement their knowledge & they profit by it. They protect themselves against spurious issues. It is

### THE CONSTANT SUPPLEMENT

to their catalogues, and may be had entirely free against a supply of 5c stamped & addressed legal size envelopes.

## LAVA

The Distributor of the Barbados Error  
Box 1, Fort George Station  
New York, N. Y. 10040

We are philatelic auctioneers  
and specialize  
in providing  
a competitive market  
for stamp collections  
and other philatelic properties

Over 35 years' experience  
assures the maximum  
in results

Your inquiry is welcomed

**IRWIN HEIMAN,**  
Inc.

2 West 46th Street New York, N.Y.  
Telephone: JUdson 2-2393 Suite 708

Serving American Philately Since 1926

# Airs of the Month

Described and Illustrated through the courtesy of Nicolas Sanabria Co., Inc.

521 Fifth Avenue, New York, N. Y. 10017





## UNITED STATES

Robert H. Goddard Commemorative (1)

## AFGHANISTAN

Baekf Gate - Definitive (1)

## ECUADOR

Human Rights Overprint (1)

## ETHIOPIA

Tokyo Olympics (4)

## GABON

Definitive (1)

## HONDURAS

Olympic Games Overprint on United Nations Series (5 plus souvenir sheet - Limited Issue)

## LEBANON

Union of Lebanese in the World (2)

## LIBERIA

Tokyo Olympics - Souvenir Sheet (1)

## MAURITANIA

Tokyo Olympics (4 plus miniature sheet)

## MEXICO

Queen Juliana's Visit (1); Centenary of Constitution - New Watermark (1); Defense of Veracruz (1); 10th Conference of International Bar Association (1); Re-issued high values - new watermark (2)

## NICARAGUA

"Central America" (1)

## NIGER

President Kennedy (1 plus miniature sheet)

## PARAGUAY

Secretary General of the U.N., U Thant - Perf. & Imperf. (2)

## SHARJAH

N.Y. World's Fair, Perf., Imperf. & Sheet (illustrated) (7)

## SYRIA

9th Cotton Festival and Overprint (2); Damascus Fair (2)

## YEMEN (KINGDOM)

Tokyo Olympics, Perf. & Imperf. (2)

## YEMEN ARAB REPUBLIC

Tokyo Olympics, Set & Sheet (5)

## FOR SALE

I am offering my complete F.A.M. Collection for sale.

Every item a showpiece.

Strong in superb franking, pilot and crew autographs.

Will welcome your want list or will make up selections to meet your demands.

\* \* \*

Also have AEROGRAMMES and early C.A.M. covers. All material in excellent condition.

To My Many Friends  
A Very Merry Christmas

**RICHARD L. SINGLEY**

1022 W. Ross St. Lancaster, Pa. 17603



Air  
Post  
Stamps

Will Be Included In Our  
January 5 - 6 - 7 Auction

Fully illustrated, accurately described auction catalogue gratis on request, or send \$.25 for first class mail service.

\* \* \*

And when you come to sell, write for our booklet, "Modern Methods of Philatelic Selling," explaining clearly all the advantages of selling through

**H. R. HARMER, INC.**

The "Casparij" Auctioneers  
6 West 48th St., New York, N. Y. 10036  
PLaza 7-4460

# New Airs from the South Seas - Fiji and Tonga

On October 24, a *Fiji* commemorative stamp trio noted the 25th anniversary of the first *Fiji-Tonga* airmail. The main background colors are 3d red, 6d blue and 1/ pale green, with the aircraft in silver.

The two low values depict two planes each and a portrait of Queen Elizabeth, while the high denomination shows the Queen again and a seaplane, with a map of the area in the background.

Thanks to Ken Sanford of Baltimore we are able to show a "first day cover"

mand of Captain Burgess, carried out a number of pioneering survey flights in the South Pacific, to determine whether the flying boat could be used to provide speedier communications between the various island groups in the area.

"Aotearoa" reached Suva from New Zealand on October 21, 1939, and the "Australian Air Mail Catalogue" recorded that the first *Fiji-Tonga* airmail, comprising 25 articles posted in Suva on October 21, 1939, was dispatched by this flying boat to Nuku'alofa on the follow-



of this new set here. Or is it a first day cover? Apparently the stamps missed being cancelled at Suva and came through the mails just as you see them here, in an unused condition! Ken reports that he has a properly cancelled cover which came in the same mail as this one. An interesting "freak" variety, we'll have to admit.

The stamps were designed by V. Whiteley and multi-color photogravure printed by Harrison and Sons Ltd. on CA (block capitals) watermarked paper, in sheets of 60 subjects.

In late 1939, with World War II settling down to its initial "quiet" period, an Imperial Airways Short Empire Class flying boat "Aotearoa", under the com-

ing day, October 22.

One of the original *Fiji-Tonga* first day covers was traced in Suva and confirmed the authenticity of the Air Mail Catalogue's report.

The Aotearoa was operated from early 1940 onwards by the newly formed Tasman Empire Airways of New Zealand (TEAL), but the establishment of regular air services in the Southern Pacific had to await the end of hostilities, although frequent airmails were possible during the war years, principally by service aircraft.

It is of interest to note that one of TEAL's present fleet of jet-prop Lockheed Electra aircraft is named "Aotearoa III", thus preserving a link with

TEAL's first aircraft.

The flying boat was superseded in 1959 by land aircraft, the Herons of Fiji Airways and Electras of TEAL, although the military development of the "Empire" class flying boat, the famous "Sunderland", is still in use by the Royal New Zealand Air Force Squadron stationed at Laucala Bay, Fiji, for maritime patrol and search and rescue work.

While Fiji was marking an airmail anniversary *Tonga* was in the process of issuing (October 19) a new set of four die-cut airmails of its own, on gold foil and in the shape of Tongatapu, the archipelago's principal island! They bear a miniature reproduction of Tonga's huge gold coins of 1962, which were reproduced full size on the popular 1963 postage stamp series. The island-shaped stamps are *three inches* in width.

Issued to commemorate the Pan-Pacific and South East Asia Women's Association's Conference in Tonga's capital, Nuku'alofa, last August, Tonga's first international assembly, the stamps were produced by Walsall Lithographic Co., Ltd., Walsall, England. This firm was also responsible for the unique Sierra Leone airmail stamps issued this year in commemoration of her participation in the New York World's Fair and her memorial issue for President Kennedy. While not on gold foil, the Sierra Leone series was die-cut to the shape of the African state on self-stick paper, and reproduced by lithography and intaglio printing.

The Tonga Government stated that three-fourths of the special gold foil had been utilized for the original "gold coin" series, and the remaining quarter for the new series. Quantities issued were not reported.

The island-map stamps show the Queen Salote coin miniature in its eastern dip into the Pacific Ocean. Above and to the left of the miniature is the bay that forms Vavau Harbor, and in the eastern tip, the denomination within a tablet. At the western end of the island appears the word "Tonga," in italic capital letters, and below, in script, "The Friendly Islands."

These stamps are in color, but ringed

with gold leaf. Within the border of gold and starting at the western end of the island appear the words, "Pan-Pacific South East Asia Women's Association." The date "1964" is also within the gold frame, just below the miniature coin, and the name of the capital, Nuku'alofa, in the lower center.

Denominations and colors are: 10p, emerald green; 1s2p, jet black; 3s6p, ruby red; 6s6p, royal purple.

Since the coin stamps were in short supply and now retail for approximately \$17.50 (only one of that set was an airmail item - an "official airmail") it seems likely that this latest series from Tonga will be in even shorter supply.

## The Traveler Album for the Beginner

For those collectors who have not advanced to the larger albums, H. E. Harris has recently issued his *Traveler Album*, containing spaces for 10,000 stamps of nearly every country of the world, even the very new ones. There are thousands of illustrations, and of great help to the beginner, Harris' well-known "Stamp Identifier" section containing foreign spellings for country names, English equivalents, etc.

This album is bound in a loose-leaf post type binder, covered in a washable and durable plastic and should stand up well under the wear and tear it may get from some junior collectors. The cover is beautifully illustrated in color. This album, a bargain at \$2.50, would be excellent for that young collector just starting who is on your holiday gift list this year.

### Have Domestic First Flight Covers

... from June, 1948 to date; Airport Ded. covers from Oct., 1947 to date; duplicates of over 275 different H.P.O. route covers. All at very reasonable prices. Send 10c for lists.

Please Mention The Airpost Journal.

S M U L I A N  
2401 West Rogers Avenue  
Baltimore, Maryland 21209

# Seen and Read by the Editor

Writings by AAMS members continue to appear in the philatelic press. Our own Dedication columnist, Bill Wynn, has resumed writing on his favorite subject for *Linn's Weekly Stamp News* after a lapse of several years. The well-known philatelic writer Barbara Mueller authored two recent articles about NAPEX and the Smithsonian in *Western Stamp Collector*, reporting the show in much more detail than did your Editor last month.

A two-part illustrated series on "Air mail Development in the British Commonwealth - The Forerunners, Stamps, Routes" recently appeared in *Linn's*. Those interested in early British aerophilately should be sure to read this one. Articles on the special Rocket Research Institute rocket mail flights in conjunction with the Nevada Statehood stamp's issuance appeared in both *Linn's* and *WSC*, with the more extensive coverage in the latter paper. A freak pane of 7c red airmails with two rows of stamps folded back across the top (gutter snipe) was reported in *Linn's*.

Starting in 1965 all United States stamped envelopes, including the 8c airmail variety, will be produced by a new contractor, the U.S. Envelope Company of Springfield, Massachusetts. This will mean a slightly modified watermark for the stationery specialists to watch for and other minor variations may also develop. The flap and cutting on the new envelopes will be different, Belmont Faries reports in *WSC*.

Bulletin No. 10 issued by *FISA* contains the first installment of a projected "Index to Aerophilatelic Literature" - a bibliography of articles on airmail subjects published from July, 1962-July, 1964. We look with interest for more of this series and can well appreciate the tremendous task facing the Federation in completing this worthy project. The General Secretary of *FISA*, Mr. M. Kaptein, Kriekendoslaan 29, Heverlee-Leuven, Belgium, will be glad to receive articles, magazines, etc. to be recorded

in the bibliography. If you know of any unusual aerophilatelic writings let *FISA* know.

An interesting priced list (No. 4) of recent Swiss first flight covers is available from the *Swissair Philatelic Club* (Philatelisten Club Swissair), P.O. Box 929, Zurich. The list is published in German and includes quantities flown and data on flights by airlines of all nations to and from Swiss airports.

The 1965 editions of Scott's *U.S. Specialized Catalogue* and Minkus' *New World Wide Catalogue* have both made their appearance and show numerous price increases in airmail categories. U.S. airmail first day covers have shown marked increases, especially in the first issue, C1-C3, as recorded by Scott.

Looking at the market in other areas we note a dealer advertising sets of six 8c Goddard airmail first day covers cancelled October 5 in six different cities (five other than the "official" one) related to the scientist's life. The price - \$6.50 per set. Is it worth it? Only you can answer if you want them badly enough. Undoubtedly the dealer went to considerable expense to fly the stamps around the country and obtain the cancels, all on the initial day of release. . . . A book dealer recently offered one of 250 numbered copies of *Lindbergh. His Story in Pictures*, by Francis T. Miller, at \$50 and it probably was sold at that price. A well-known United Nations dealer recently ran a large mail auction which contained many United Nations first flight covers and included some unofficial ones flown in 1957, with "estimated values" considerably above those quoted in our *Catalogues*. It would be interesting to learn just what the actual prices realized were for some of those items. Our guess is that the UN specialists probably "bid them up."

On the auction scene the Matthews airmail sale was held by H. R. Harmer in New York, November 4. The unique Jupiter Balloon cover was sold to the Smithsonian Institution for the National

Postage Stamp Collection so that item will now be available for all to see (we hope) and should not again be offered in the philatelic market. We'll have more details on this sale next month. In another Harmer sale a mint set of Zeppelins brought \$215; a used set \$155.

The 24c inverted center airmail recently sold for \$10,500 in another New York auction. The stamp is listed by Scott at \$12,500.

Auction catalogues containing airmail material were received from Lambert W. Gerber, Tamaqua, Pennsylvania, (November 10-11) and Roumet, 17 Rue Drouout, Paris, France. The latter catalogue was unfortunately received after the October 19 sale had been held. Readers who are seriously interested in auction buying can write to either of these dealers for the catalogues of their next sales. Mention the *APJ* and AAMS.

H. E. Harris and Co. has published the 1965 Edition of its *Collector's Guide*, featuring U.S. Stamps. This is a small price and checklist of U.S. issues and is free of charge from the firm's Department W, Boston, Massachusetts 02117. It should not be confused with the "paperback" catalog of U.S. stamps published by the same firm which is sold at 50c a copy.

## Over 400,000 Goddard Air FDC's

There were 421,020 first day covers cancelled when the 8-cent Robert H. Goddard commemorative airmail stamp was placed on sale at Roswell, New Mexico, on October 5. In all, there were 566,965 stamps sold that day with a value of \$45,357.20.

This is almost as many covers as were prepared for the American Music regular commemorative on October 15, which indicates to us a strong current interest in airmail first day covers, especially space-related as this issue is. We recall when the quantities of first day covers for airmails was well below that for the 4c and 5c commemorative values.

## BOOK REVIEW—

**Tracks Across the Sky**, by Page Shamburger, pp. 179, illustrated, \$4.95. Philadelphia and New York, 1964, J. B. Lippincott Company.

We don't often have the pleasure of reviewing books by AAMS members but when we do we try our best to be ultra-objective. Miss Shamburger's story of the pioneer days of the U.S. Air Mail Service is well told, and while aimed at the layman and the aviation-oriented (it is the third book in Lippincott's *Airmen and Aircraft* series) it certainly has much to offer to we aerophilatelists.

The author, who recently became one of our members, lives in Aberdeen, North Carolina, is a member of the 99's, a commercial pilot with 3,500 hours of flying time, and a freelance writer whose articles have appeared in *Flying* and *Sports Afield*. She professes to be a novice as far as aerophilately is concerned but with her background we predict she'll soon become well addicted to our fascinating branch of postal history. We hope so - and also selfishly would like to use her talents in these pages some day soon.

179 pages cannot tell the whole story of the origins and early years of the Air Mail Service; books such as Captain Lipsner's *The Airmail - Jennies to Jets* which concentrate on a shorter period or a particular aspect of the service give more detail. However, as an introduction to our airmail history Miss Shamburger's book is excellent.

By skillfully relating the human element to the dramatic events of the 1918-26 period the author manages to hold the reader's interest as he almost "flies along" with Jack Knight, Max Miller, and the other early airmail pilots.

Of special interest to this reader was the chapter on the Route No. 49 All American pickup services in which the author again plays up the human drama involved in this "grassroots" airmail service.

A hint to our readers - put this book on your holiday gift list and you won't regret it. The pictures and narrative will truly fascinate you.

# AMERICAN AIR MAIL SOCIETY

## Treasurer's Report

August 31, 1964

### GENERAL FUND

Balance forward - July 11, 1963 \$1,765.74

**RECEIPTS:**

|  |            |
|--|------------|
| Dues .....                                 | \$4,342.64 |
| Advertising - The Airpost Journal .....    | 818.99     |
| Life Memberships .....                     | 254.72     |
| Society Emblems .....                      | 71.00      |
| Cover Sales .....                          | 164.00     |
| Donations .....                            | 87.00      |
| 1963 Convention .....                      | 59.53      |
| Dividend - East Girard S. & L. Ass'n. .... | 60.60      |
| Repayment - Loan to Catalogue Fund .....   | 1,000.00   |
| Miscellaneous .....                        | 23.89      |

6,882.37

8,648.11

**DISBURSEMENTS:**

|   |          |
|---|----------|
| The Airpost Journal .....                 | 4,274.41 |
| Postage .....                             | 527.23   |
| Printing & Stationery .....               | 420.26   |
| Advertising .....                         | 222.00   |
| Donation - F. I. S. A. ....               | 25.00    |
| Dues - National Fed. of Stamp Clubs ..... | 2.00     |
| Interpex Booth .....                      | 56.24    |
| Awards .....                              | 10.68    |
| Bank Charges .....                        | 16.09    |
| 1964 United Nations Ceremony .....        | 120.30   |

5,674.21

Balance on hand - August 31, 1964 \$2,973.90

### INSURANCE FUND

Balance forward - July 11, 1963 \$ 788.74

From Sales Manager 37.51

Balance on hand - August 31, 1964 \$ 826.25

### CATALOGUE FUND

Balance forward - July 11, 1963 \$ 199.52

Sales - Volume III \$ 353.64

Sales - Reprints, Volumes I and II 971.50

Donation - Richard L. Singley 150.00

1,475.14

1,674.66

|                                       |          |
|---------------------------------------|----------|
| Repayment - Loan from Gen. Fund ..... | 1,000.00 |
| Insurance .....                       | 19.00    |

1,019.00

Balance on hand - August 31, 1964 .....\$ 655.66

**Volume III Account**

|                                   |            |
|-----------------------------------|------------|
| Cost of Publication .....         | \$6,822.26 |
| Receipts - Sponsors Edition ..... | \$ 425.00  |
| Deluxe Edition .....              | 400.00     |
| Regular Edition .....             | 4,286.84   |
| Advertising .....                 | 283.30     |

5,395.14

Deficit ..... \$1,427.12

**Reprints — Volume I and II**

|                           |            |
|---------------------------|------------|
| Cost of Publication ..... | \$3,985.81 |
| Sales to date .....       | 3,033.78   |

Deficit ..... \$ 952.03

Respectfully submitted,  
John J. Smith  
Treasurer

## A New Deputy Chief for UNPA

Mr. Aleksander Gasinowski joined the staff of the UN Postal Administration on October 9, 1964, in the capacity of Deputy Chief.

Mr. Gasinowski, a Polish national, has been the Chief of the Postage Stamp Issuing Division of the Polish Ministry of Post and Telecommunications since 1959, prior to which he gained nine years' experience in the Supply Department of the Polish Postal Administration.

He has a degree in Commerce and Banking and is married with two daughters.

Our Society extends its best wishes to the new Deputy who will be working closely with one of our Honorary Members, UNPA Chief D. Thomas Clements.

# AIRPOST NEW ISSUES

## OF THE ENTIRE

## WORLD

**PAMPHLET UPON REQUEST**

**Nicolas Sanabria Co. Inc.**

A. MEDAWAR, PRESIDENT

521 Fifth Ave., New York, N. Y. 10017

# Another 25th Anniversary - The Helicopter

September 14 marked the 25th Anniversary of the first practical helicopter in the Western Hemisphere - the VS-300 which took to the air in Stratford, Connecticut, with its inventor, Igor Sikorsky, at the controls.

Sikorsky's historic flight led directly to the founding of the helicopter industry. In the words of one business leader: "Before Igor Sikorsky flew the VS-300 there was no helicopter industry; after he flew it, there was."

Today, the helicopter industry provides aircraft ranging in size from single seaters to transports capable of carrying more than 60 troops. Commercial, private, and military users of the versatile vehicle are engaged in a variety of activities throughout the world.

Many changes have occurred in the past quarter century. The VS-300 had a piston engine of 75 horsepower. Many of today's helicopters are powered by gas turbine engines; one engine develops as much as 4,050 horsepower. Maximum speed of the early helicopters was 75 miles an hour; today's can top 200 m. p. h. Years ago, the helicopter had all

it could do to get itself and the pilot off the ground; the current Sikorsky Skycrane can lift 10 tons. A group of about 10 Vought-Sikorsky employees put the VS-300 together; Sikorsky alone employs more than 8,000 today, with the helicopter industry employing about 26,000 persons plus thousands more in subcontractor and vendor plants.

Sikorsky, the aeronautical pioneer who created the VS-300, is today an engineering consultant to the United Aircraft Corporation division bearing his name. Although still active at 75, he officially retired in 1957.

To commemorate the 25th anniversary of the VS-300's first flights, United Aircraft officials joined local and national leaders in unveiling a plaque in the terminal building of the Bridgeport Municipal Airport in Stratford, about a half-mile from the site of that historic flight. In addition, more than 100 aeronautical pioneers and civil and military aviation leaders attended a commemorative luncheon September 29 in the Wings Club in New York.

## About Our Cover —

With a cruising speed of more than 600 miles an hour, the sleek Boeing 720 was designed specifically for the medium-range air routes of the world (maximum range 3,300 miles). Carrying 90 to 165 passengers, it is powered by four Pratt & Whitney JT3C-7 engines, each developing 12,000 pounds of thrust. The 720 is eight feet four inches shorter (136 feet two inches) than the 707-120 and 45,000 pounds lighter. Extension of the leading edge of the wings has increased the sweep of the wing between the fuselage and the in-board engine to add to high-speed capabilities and low-speed lift.

The first 720 jet made its maiden flight on November 23, 1959, with the initial delivery made to United Air Lines April 30, 1960. The 720 has flown many

thousands of miles in the past four years proving itself a capable jetliner and carrying collectors' covers on many first jet services at the same time.

## AIRPORT DEDICATIONS —

(Continued from Page 89)

Cityview Way, San Francisco, Calif. 94131. Frank your outside envelopes with commems, of course.

My best gal Kay and I wish all of you a very Merry Christmas.

## BALLOON FLIGHT —

(Continued from Page 93)

gators. The color-striped balloon was a gift from the West German Pestalozzi to mark the founding of its Indian counterpart village

— Dhirubai Mehta  
Bombay, India



# "Uncle Sam" Sez . . .

Samuel S. Goldsticker, Jr. 70-D Fremont Street Bloomfield, N. J. 07003

I'm writing this column a few days after returning from a short business trip to Chicago, during which time I managed to see quite a few of our members in that area, including Perry Nahl, Joe Eisendrath, "Doc" Matejka, Earl Wellman, Herb Brandner, Ed Benson, and a few others. I did manage to attend the local Jack Knight meeting in Brookfield on Sunday, October 18, but, unfortunately, a last minute business dinner engagement prevented me from attending the auction and meeting at the LaSalle on October 23. From my various conversations with Pres. Joe Eisendrath and Convention Chairman Dr. J. J. Matejka, it looks as though the 1965 Convention in Chicago will be one of the finest the Society has ever had. Plan now to attend - - the dates will be announced in the near future.

Last month, I promised writeups of NOJEX, SOJEX, and SEPAD in this month's column. However, to date I have not received lists of the SOJEX and SEPAD winners so the entire story will have to wait another month. Sorry.

Congratulations to AAMS member Richard H. Thompson of Lutherville, Maryland, who was recently elected President of the American First Day Cover Society. Dick is one of our more ambitious philatelists, and forwarded a very elaborate brochure to our 1964 Convention, outlining the advantages of holding a future convention in Baltimore. Don't worry, Dick, eventually we will get there.

Member Earl Antrim of Nampa, Idaho, received the Haydn Award for outstanding service to the Confederate Stamp Alliance, at its recent Convention during NAPEX.

Honorary Life Member John J. Gillen, former Assistant Postmaster General, has donated his collection of Souvenir Presentation Albums to the Cardinal Spellman Philatelic Museum in Weston,

Massachusetts. Mr. Gillen secured these albums from throughout the world, mainly through his serving as a delegate at the Universal Postal Union. The presentation was one of the largest gifts ever given to the Museum, filling three large packing cases.

Mrs. Mildred Schuchard of Medford, Oregon, won the American Air Mail Society Certificate for her exhibit of U.S. airmail stamps at the 1964 *Southern Oregon Philatelic Society of Medford* exhibition. Congratulations.

Also congratulations to Chester Graf for winning three awards (President's Award, SPA Research Award, and the best exhibit by an SPA member) for his exhibit of "Jenny To Jet, the United States Airmail System" at the 1964 *Cuy-Lorpex* held in Rocky River, Ohio, recently.

**The Largest  
And Most Comprehensive Stock  
Of**

**Aerogrammes**

**In The World**



**A NEW ISSUE SERVICE  
SECOND TO NONE**

*Ask For Details Today*



**Up-To-Date Check List  
Free On Request**



**WALTER R. GUTHRIE**

P. O. Box 390

TUCSON, ARIZONA



85702



# OFFICIAL SECTION

## AMERICAN AIR MAIL SOCIETY

### MONTHLY REPORT . . . . . From the Secretary

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

December 1, 1964

#### NEW MEMBERS

- 5156 Binker, Elmer J., Jr., Box 324, White City, Oregon 97542
- 5157 Fujita, Yatsuka, 7-520 Minamisunamachi, koto-ku, Tokyo, Japan
- 5158 Leonard, L. P., 249 Valley Rd., Cos Cob, Conn.
- 5159 Anderson, James O., Sr., 1237 Jones Rd., Bend, Oregon 97701
- 5160 Silver, Philip, 149 Clarkson Ave., Brooklyn, N.Y. 11226
- 5161 Roman, Alfred, 5119 Chestnut St., Philadelphia, Pa. 19139
- 5162 Hayes, Alvin L., (Capt.), 13205 Glasgow, Hawthorne, Calif. 90251

#### NEW APPLICATIONS

- |  |                       |
|--|-----------------------|
| Miller, Irwin, 1446 Devereaux St., Philadelphia, Pa. 19149.              | Age: 34, Restaurant   |
| PC FF FAM RP CC X  | By: R. T. Smith       |
| Goodell, Richard A., (Lt. Col.), 640 Aspen, Vandenberg AFB, Calif. 93437 | Age: 46,              |
| USAF AM AU HC X  | By: R. T. Smith       |
| Joffe, Boris B., 367 Starin Ave., Buffalo, N.Y. 14216.                   | Age: 45, Executive    |
|  | By: R. T. Smith       |
| Merman, Joe, 801 West End Ave., New York, N.Y. 10025.                    | Age: 46, Musician     |
| AS PC HC Z CF  | By: R. T. Smith       |
| Siegel, Sol, 100 West 42nd St., New York, N.Y. 10036.                    | Age: Legal, Executive |
|  | By: R. T. Smith       |
| Nichols, William F., P.O. Drawer "N", Sylacauga, Alabama.                | Age: 47               |
| JF HC PA GF CAM FAM Z X  | By: H. D. Westbrook   |
| Millar, Wendell, 220 Loomis Ave., Syracuse, N.Y. 13207.                  | Age: 65, Accountant   |
| AM AU HC CF 1D   | By: R. T. Smith       |

#### NEW LIFE MEMBER

- #136 Dodd, Roy F., Glen Burnie, Md.

#### DECEASED

- 3982 Jacobs, William, New York, N.Y.

#### NEW ADDRESSES

- 3384 Muller, Frank, 188 Rue de Paris, Les Lilas (Seine), France
- 4525 Serven, J. Kenneth, 17 Moreland Rd., New City, N.Y. 10956
- LM54 Wellman, Fred L., 263 Oak St., Auburn, Ala. 36830
- 4534 Reed, Herbert A., P.O. Box 3124, Jackson Square, Oak Ridge, Tenn.
- 5035 Allen, Jim, 9174 Telegraph, Downey, Calif. 90241
- 5104 Nelson, William (Maj.), P.O. Box 371, Presidio of Monterey, Calif. 93940
- 4933 Sasano, J. R., Jr. (Dr.), 4508 W. 93rd St., Shawnee Mission, Kansas 66207
- 3723 Wagers, Harry N., Dunster, B.C., Canada
- 5003 Cole, Hallett E., Kaaawa, Hawaii, 96730
- 137 Hill, H. Stanton, 2661 Bowring Dr., Altadena, Calif. 91001
- 4852 Halmstad, David G., 80 East End Ave., New York, N.Y. 10028 - Apt. 14A

### A SPECIAL AUSTRIAN ASTROPHILATELIC CANCEL

A special postal cancellation was used for the Astrophilatelic Exhibition Eng. Schmiedl in Krieglach, Steiermark, Austria, on July 18, 1964. The circular cancellation (diameter, 40 mm) was inscribed "Krieglach" - the date - and "Kulturreferat der Marktgemeinde Krieglach Raketenpostausstellung Ing. Schmiedl."

12,000 covers were submitted at the special postal office. Since such a large number of requests were submitted requesting covers autographed by Mr. Schmiedl, a special vignette (1 in. x 1 3/8

in.) was prepared with the inscription "Commemorative Vignette - Rocketpost Exhibition Ing. Schmiedl - Krieglach - 18 - 19. VII. 1964." This vignette was autographed by Mr. Schmiedl in advance so that it could be attached to covers for which an autograph was requested. It was available at the post office window without charge. 3,800 copies were prepared.

50 numbered cards received - in addition to the vignette and the special postal cancellation - a label showing a rocket in flight with the text "Astrophilatelists! Participate at the WIPA Exhibition 1965, Vienna."

- Dr. Max Kronstein

# APJ ADS

## AAMS EXCHANGE DEPARTMENT BUY — SELL — WANT LISTS

### RATES

FIVE CENTS PER WORD per insertion. Minimum charge \$1.50. Remittance must accompany order and copy. The Airpost Journal, 242 Hardenburgh Avenue, Demarest, New Jersey 07627.

### PUBLICATIONS

DID YOU GET your copies of new reprints of Volume I & II of Airmail Catalogues? They are going fast . . . Order yours from: George D. Kingdom, Box 37, Conneaut, Ohio. Price \$6.25 each (\$6.50 overseas). Volume III still available at \$6.25.

### FOR SALE

6 3/4 AIRMAIL ENVELOPES, Barber Pole design, 24 lb. substance, Parchment Stock, 100% Rag Content. Finest quality! Prices & Samples Fifteen Cents. Milton Ehrlich, 34-15A, 31st Avenue, Long Island City, New York 11106, Member AAMS \*418

### WANTED and EXCHANGE

CASH FOR your Airport Dedication Covers. I need all scarce events. Also will bid on large quantities (AAMS 713). Ken Tallmadge, 6412 Tallmadge Court, Swartz Creek, Mich. 48473. \*415

EXCHANGE: Have many foreign F. F. (K.L.M. - B.E.A. - B.O.A.C. - S.A.S., etc.) for your U.S. coins - Indians, Buffaloes, unc. Jeff's, etc. Alfred Lonky, 40-21 Francis Lewis Blvd., Bayside 61, New York. \*415.

CHESSE TOPIC wanted; Stamps, FDC's, cancellations, maximum cards, labels, etc. Will buy or exchange for your wants. Wm. K. Simon, O-101 Midland Ave., Fair Lawn, N.J. 07411. \*415

WANTED: J. F. K. May 29 F. D. C., towns other than Boston. Will exchange one mint plate block for each one accepted. Robert Beisiegel, 2635 Peters Road, Dexter, Mich. 48130.

WANTED: Record flights, Zeppelins, rocket flights, crash covers. Will buy or exchange. Write first, please. C. K. Beecham, 30 Pinewood Drive, Orpington, Kent, England.

SELL your cover collection or good duplicates? Write, telling quantity and giving general description to Auction Manager, First Flight Federation, 2014A Lincoln St., Evanston, Ill. 60201.

FOREIGN SUPERB used airmail stamps, souvenir sheets. Will exchange Scott basis. Large check list 25c. Harry Reichenenthal, Box 876, Miami Beach, Fla. 33139.

WOULD LIKE to exchange U.S. and U.N. first day and first flight covers for other U.N. or foreign covers or stamps. John Rowley, 6010 Yarwell, Houston, Tex. 77035.

AIRLETTERS - will buy, sell or exchange U.S. overlay varieties, U.N. first flights and West Germany aerogrammes, mint or flown. R. E. Rusch, 26 Family Lane, Levittown, New York 11756.

AIRPORT and airfield postmarks wanted from Europe, Asia, Africa, and South America. Will exchange equal quantity from U.S. airfields. Helen Nahl, 2014A Lincoln, Evanston, Illinois 60201.

1954 AIRPORT DEDICATION covers wanted: May 15 - Bramwell, Va. (AA-37), May 15 - Land O' Lakes, Wisc. (AA-39). Steve Reinhard, 333 No. Columbus Avenue, Freeport, N.Y. 11520.

EXCHANGE 40 different cacheted air mail covers for 25 of your duplicate first flights from Europe, Asia, Africa, or South America. Perham Nahl, 2014A Lincoln, Evanston, Illinois 60201.

HAVE TRANS-OCEANIC JETS TO OFFER IN EXCHANGE FOR SAME. Pres. De Gaulle jet flights to Mexico, Guadeloupe, South America, pilot-signed; Military jet flights (RAF Comet 4 to Sierra Leone, Oct. '64); Royal Flight to Fiji and Canada; Olympic Torch flight by Japan Airlines - pilot-signed; Air France Boeing jet crash cover in Guadeloupe; Pres. Kennedy jet flights; Sec. Rusk jet flights; and many more historic jet covers. What do you have? Larry Baxter, Box 215, East Haven, Conn.

WILL EXCHANGE stamps for 1938D, 1938 S, 1939D, 1939S, 1950P, 1950D. Jefferson nickels. Write for details. Hans H. Castle, 34-27 Crescent Street, Astoria 6, N.Y.

WANTED: Material relating to history of aviation; early photo cards; also pilot-signed covers. Jack Finkle, 918 East 14th St., Brooklyn, N.Y. 11230.

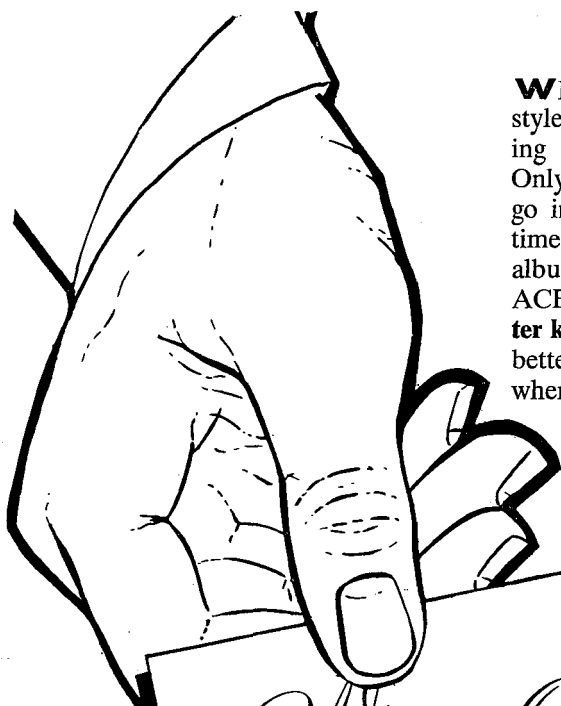
AIRLETTERS - Will buy, sell or exchange U.S. overlay varieties, U.N. first flights and West Germany aerograms, mint or flown. Robert E. Rusch, 26 Family Lane, Levittown, New York 11756.

WILL EXCHANGE U.S. mint commemoratives, blocks and plates for foreign airmails, mint or used. Robert Lomas, 19 Bayshore Ave., Bayshore L.I., N.Y.

WANTED: Pilot-signed covers; trans-oceanics; Bendix Races; balloons; history of aviation material; pioneer photo cards. Jack Finkle, 918 East 14th St., Brooklyn, N.Y. 11230.

### INFORMATION REQUESTED

Mr. H. E. Harris, Boston 17, Mass. asks that anyone having information as to the present address of Manuel S. Shribman, (originally from Boston, and last known address Beverly Hills, California); and Ernest G. Williams (formerly of Summit Steel Company, Chicago, Illinois), to please contact him. Your cooperation will be appreciated.



**WHITE ACE** albums are styled for the collector looking for a quality product. Only the finest of materials go into their making. Next time you're looking for an album, make it a **WHITE ACE ALBUM . . . the better kind.** You'll find them at better stamp shops everywhere.

*White Ace*  
**HISTORICAL STAMP ALBUMS**

FEATURE

BRILLIANT COLOR | FULL ANNOTATIONS  
ANNUAL SUPPLEMENTS | THREE RING STYLING  
RADIANT WHITE CARD STOCK

WRITE FOR FREE  
ILLUSTRATED  
FOLDER

**THE WASHINGTON PRESS**  
PUBLISHERS

Maplewood, New Jersey

MAKERS OF FAMOUS ARTCRAFT ENGRAVED ENVELOPES