



the **Airpost**
Journal

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The American Air Mail Society

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the Airpost Journal

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Airmails at INTERPEX

The *American Air Mail Society* will participate in a combined *airmail program* during the 7th International Stamp and Coin Exhibition INTERPEX, at the Hotel Americana, Seventh Avenue and 53rd Street, New York City, from March 19-21, 1965. Also participating in the two-hour program scheduled for 3 P.M., *Sunday, March 21*, will be the Jack Knight Air Mail Society, Metropolitan Air-Mail Cover Club, and Rocket Mail Society. The program will open with brief remarks by official representatives of each of the four participating societies, followed by separate programs arranged by each group.

APJ Assistant Editor *Ernest A. Kehr*, noted philatelic columnist, Stamp Editor of the New York Herald-Tribune, and Executive Chairman of the Philatelic Press Club, will be the speaker for the AAMS portion of the program, and knowing Ernie as we do, we're sure his talk on airmails will be most interesting. The subject will be announced later. For JKAMS, *Air Log* Editor Wellman will do the honors, relating some of his experiences on his 1964 trip to Europe and the FISA Congress. Louis Fischbach will discuss U.S. Contract Air Mail Covers in the MACC portion of the program. Both speakers are also AAMS members. INTERPEX sponsor and Rocket Mail Society President Herb Rosen has announced that, if Government clearances can be obtained in time, a special film on space explorations will be shown. In addition to this film, a special documentary entitled "Lunar Bridgehead" will be shown during the RMS program. Produced by NASA's Jet Propulsion Laboratory, this film summarizes the Ranger VII project from its birth until the moment of satellite launch at Cape Kennedy. This combination of talks and films promises an interesting afternoon for all aero and space collectors. All of our members are invited; bring along your collector friends, too!

In addition to the program, of special interest to aerophilatelists will be the combined *exhibit* of material entered by members of the four *airpost* groups. Details of this were outlined in our January issue. If you'd like to enter there may still be time and frames left when you read this, so write Sam Goldsticker, 70-D Fremont Street, Bloomfield, New Jersey 07003 for an entry blank and more details.

A special *hospitality lounge* will be set up by the AAMS, to be in operation all three days of the show. Drop by if you're in town and say hello to our Co-chairmen, Vice President Goldsticker and Editor Haring, and any other members who might be on the premises. We know from past experience that INTERPEX attracts numerous out-of-towners and we hope that all who come don't pass up the AAMS Lounge. You can rest there, say hello to us, gripe if you like, but do come. To those in the Metropolitan New York Area — a special SOS — Sam Goldsticker needs help in manning the lounge so if you can spare an hour or so during the weekend of March 19-21, we'd like to hear from you. Write to Sam at the above address if *you* can help.

This year's INTERPEX promises to become the biggest and most impressive ever staged since its inception. More than 25 of the leading national and regional organizations will participate. The S.P.A. will again hold its annual Spring Meeting and Convention, under the presidency of Robert W. Baughman, during this three day event. Also scheduled for extensive participation is the Judaica Historical Philatelic Society under the chairmanship of Jan Bart. Other participating clubs (in addition to SPA and the airmail groups) with exhibits and meetings will be the France & Colonies Philatelic Society, Hellenic Phil-

atic Society of America, War Cover Club, American Topical Association, as well as the China, Korea, Vatican, Egyptian, Pakistan and Lithuanian Philatelic Societies.

Coins will again play an important part in this event, in view of the great success and overwhelming acceptance of the displays featured last year. A display of rare and unusual coins and money will be presented by the Chase Manhattan Money Museum, in addition to many other interesting and outstanding coin exhibits.

However, one of the most interesting parts of the exhibition will no doubt be the section devoted to the display of the United States Post Office Department and the United Nations Postal Administration, both of which are again gathering interesting and unique items to be shown here. This section will also contain the displays from the more than 30 foreign countries participating. Among them is the Republic of China, which will be at INTERPEX for the first time and will exhibit 60 sets of stamps and souvenir sheets issued during recent years. Cyprus will present all new issues of stamps circulated since its independence, and Australia will again select stamps of general interest with original drawings and rejected designs. Other participating countries will be Sweden, Austria, Papua, Finland, and many of the new African nations.

Many social functions are scheduled for this three day event; however, the highlight will no doubt be the Banquet on Saturday evening at which the awards for the outstanding collections and displays will be presented. This has become the meeting place for the leading and most prominent philatelists, and is an affair which is looked forward to each year.

As in the past special hand and machine postmarks will be available at the Post Office Sub-Station which will be set up at the exhibition. These cancellations will be applied to all mail posted at this particular station during the three days.

In a special bourse section specifically set up for this purpose, over 50 leading stamp and coin dealers will have a diversified selection of outstanding material for sale, including accessories, albums, etc.

The exhibition hours are from 10:00 A.M. to 9:00 P.M. on Friday and Saturday, March 19 and 20, and from 12:00 Noon to 8:00 P.M. on Sunday, March 21st. Full information, including detailed program folder can be obtained by sending a self-addressed, stamped envelope to Industrial Exhibitions Inc., 17 East 45th Street, New York, N.Y. 10017.

AAMS Members Part of New USIPEX Group

To fulfill the obligation of the United States to the national and international philatelic world, a group of interested philatelists now plan to go ahead with the original idea to hold the United States International Philatelic Exhibition, USIPEX, in 1966. Action by this group was necessary if a show was to be held since The Association for Stamp Exhibitions, Inc. recently decided to cancel all further plans in this connection.

The interested philatelists include Messrs. John Boker, Sol Glass, Don Haberbeck, Fred B. Thomas, Robert W. Baughman, AAMS members George

Turner, James J. Matejka, Henry Goodkind, David Lidman, Jesse Johnson, Ernest A. Kehr and Philip Silver, Fred Barovick, George Blizil, and Albert H. Higgins.

The show will be staged as an independent undertaking, with AAMS member Herbert Rosen as Executive Director and the above-mentioned philatelists acting as an advisory committee. The USIPEX office, located at 17 East 45th Street, New York, N.Y. 10017, will release further information in the near future.

Foreign Pioneer Airpost Flights, 1909-1914

C. SPECIAL POSTAL CANCELLATIONS OF THE PIONEER PERIOD

XVII. THE PIONEER PERIOD IN SCANDINAVIA (SWEDEN AND NORWAY)

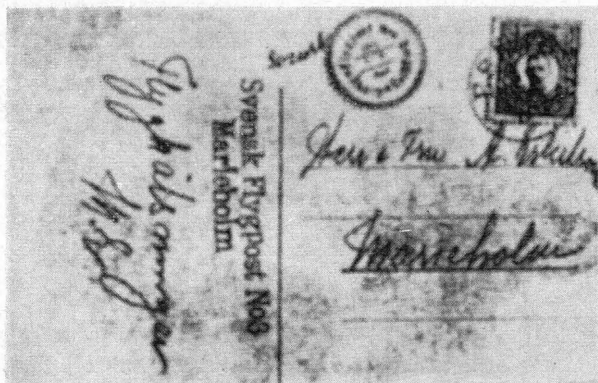
By Dr. Max Kronstein

In a preceding chapter the early airmails of Denmark were discussed. Even though it is a small country, its position close to the great European countries brought young aviation to Denmark about the same time as in the neighboring countries.

Going still further north in Scandinavia - that is to Sweden and Norway, it soon becomes evident that none of the most famous pioneer aviators of the period - before the first World War - made demonstration flights there, and there were no international air competitions. The only competition among countries along the Baltic Sea had been scheduled for the summer of 1914, but by that time World War I was under way and the air races never took place.

The earliest airpost event which is listed under NORWAY in our *American Air Mail Catalogue*, 1950, is that of October 2, 1911, when in the course of a flying meeting at Trondheim, Baron Cederstrom dropped copies of the newspaper "Tidens Tegn" in addressed wrappers over the airfield. These wrappers bore notations marking them as the first airmail in Norway and requesting the finder to deposit them in the nearest letter box. Tracing more about these dropped papers, a reference was found in the *Aftenbladet* newspaper of October 2, 1911, stating that Baron Cederstrom flew the bag from Hoiskden to Tronhjem and that he was greeted with a great ovation on his arrival there. There are no other airpost flights in Norway reported in this period.

From SWEDEN the *Catalogue* reported as No. 1 a 1912 demonstration flight by the aviator P. Nielsen between Eslof and Akarp/Marieholm. According to the *Politiken* newspaper Nielsen, a Danish aviator, left Eslof at 7:47 and landed



Card Flown from Akarp to Eslof with Two Cachets,
June, 1912

at Akarp Gaestgivergaard at 7:53, where a jubilant crowd was expecting him. The next day he returned to Eslof. According to Georg Lindman's "Nordisk Luftpost" (1943) Peter Nielsen carried about 100 cards from Eslof to Akarp/Marieholm and about 50 cards on his return flight (one of which is shown above). Since

there was no postal station at the Akarp landing field, both types received postal cancellation on redispach at Eslof June 3, 1912. The cards flown from Eslof to Akarp bear a three-line cachet "Svensk Flygpost No. 2. Eslof 1912." Those flown from Akarp to Eslof have a cachet "Svensk Flygpost No. 3 - Marieholm." In addition these cards have a circular cachet "Flygpost Nro 3 - Akarp - Eslof - 1912 1/2 Juni."

Coincidentally on the same day the first Norwegian flyer, Lt. Dons, also was reported to have made a flight (coming from Berlin) over Hortens and Kristianafjorden to Fredrikstadt and the aviator Lt. Dahlbeck also made a demonstration flight. But neither of these seems to have carried any mail.

Lt. Dahlbeck's first Swedish mail delivery was on the occasion of his 45-minute flight from Stockholm to Uppsala by way of Edsviken and Vassunda. He carried 2,000 copies of the newspaper "Dagens Nyheter" in his Sommer monoplane. These papers were marked with a facsimile certification by the pilot "This copy was carried by me on the first Swedish newspaper mail by aeroplane, arranged with the Dagens Nyheter August 1912 - O. Dahlbeck." In spite of the 6 A.M. start about 300 persons were on the field when the aviator started this delivery flight.

The greatest of the Swedish pioneer airmail events was arranged for Barnens Day, 1912. Olle Dahlbeck again was to carry this airmail. At the time he was working on a new "First Swedish Built Hydro-aeroplane" (with a 20 HP Gnome motor) and had test flown this plane on September 19, 1912. But it was evidently not this new plane which he used for the airmail flight. On September 17 the local papers began to carry daily ads "Anvand Barnens Dags - Flygmarkel!" A special airstamp was on sale for 60 ore each at all "marked airpost centers" or at the Barnens Day Headquarters at Vasagaten 11. This air stamp was printed in sheets of 8 x 7 stamps, perforated 12 1/2. It was on sale starting September 1, 1912, even though the flights did not start until late in the month. Regular postage was to be added besides the air stamp and a cancellation was announced reading "SVERIGES FORSTA FLYGPOST."



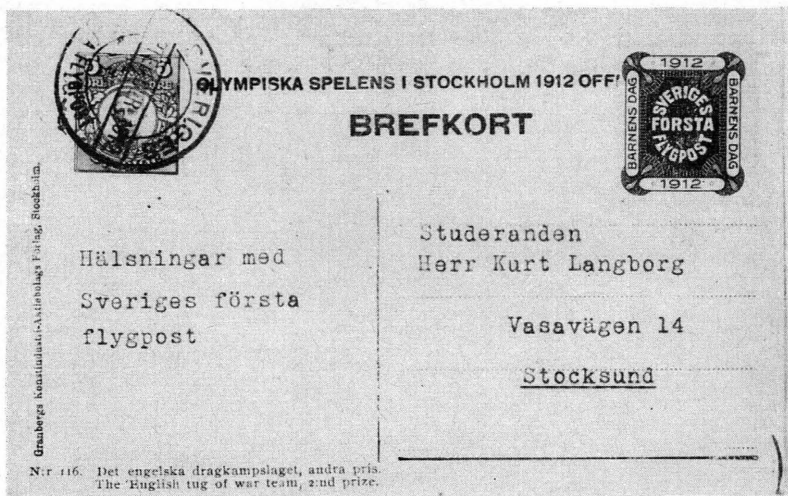
Barnens Day Card of 1912 with Special Cancellation on the Air Stamp and Tureberg Marking on the Regular Postage

In view of the fact that the Eslof cards had been marked as Flygpost No. 3, this "First Flygpost" indicates that they started the numbering again, probably because of the special cancellation which gave this flight a more official character.

On September 21 it was announced that Lt. Dahlbeck would carry the Barnens Day Airpost in his airplane and he was getting ready for the occasion. On September 22, a Sunday, he actually started at 5:30 and made a curve over Vartans, but ran into engine trouble. At that time he had at least some of the airmail on board. At a height of 200 meters (200 yards) he was forced to change into a glider flight and succeeded in landing his plane safely at Havfladen.

After the plane was repaired and a new motor had been installed, he started with the airmail again on September 25 between 5 and 6 P.M. and was touring over Djurgården. After landing the mail was turned over to the post office for redispach.

It is interesting to note that the special cancellation "Sveriges - September 1912 - Forsta Flygpost" is sometimes applied to the special air stamp and sometimes to the additional postage stamp. This was pointed out in the 1937 issue of Th. Champion Airpost Catalogue where it was also noted that in cases where the two stamps had been applied next to each other, the cancellation was applied in the middle so as to cover them both. (This Catalogue also reports some such cards which had been dropped in the sea during the flight of September 22 and which show signs of immersion). It appears that in cases where the special cancellation was applied to the air stamp only, an additional postal cancellation was applied to the regular postage at the point of redispach, such as in Tureberg (see illustration on preceding page). Where the postage stamp already had the special cancellation, no additional cancellation was applied, even if in such cases the air stamp remained uncanceled (illustration below). The number of flown cards has been reported as being around 5,000. The air stamp is perforated 12 1/2, printed in violet. It shows a center inscription "SVERIGES-FORSTA-FLYGPOST" in a rectangular frame inscribed "1912



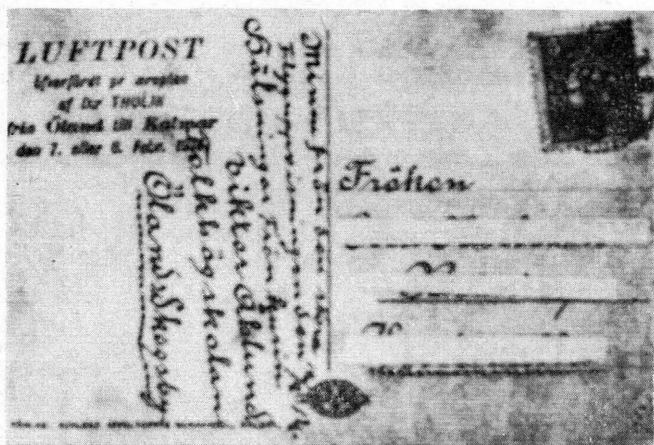
Another Barnens Day Card - This One with the Special Cancellation on the Regular Postage Stamp Only

- BARNENS DAG - 1912 - BARNENS DAG." Imperforate copies are reported in mint condition. This air stamp was printed in 10,000 copies, but only 5,452 stamps were sold in 1912. (At the 25th Anniversary of this issue 3,000 stamps which had remained unsold in 1912 were overprinted with a diagonal imprint "SILVERJUBI-

LEET 1937." A Jubilee Flight was arranged for this "Barnens Dag Jubileumsflygpost" with Captain Ljungfeldt as pilot. On the special cards the overprinted air stamp was attached next to a contemporary airmail stamp and both were cancelled together with a special cancellation "BARNENS O - 16.9.37 - FLYGPOST").

Another airmail experiment took place on February 12, 1914, between Kalmar and Oland Island. On February 8 the aviator Dr. Enoch Thulin undertook carrying about 100 special cards from Kalmar to the island. These cards received a cachet in five lines "Luftpost - ofverfordt pr aeroplan - af Dr. Thulin - fran till Oland - den 7 eller 8 Febr. 1914." The postage stamp was cancelled at redispatch.

The aviator remained on the island for several days. On his return flight on February 12 he again carried about 30 special cards, this time stamped "LUFTPOST - ofverfordt pr aeroplan - af Dr. Thulin - fran Oland till Kalmar, den 7 eller 8



Card flown on the Return Flight from Oland to Kalmar by Dr. Thulin, February, 1914

Febr. 1914" (illustrated above). These dates indicate that the aviator had originally planned to make the return flight on the same day as the flight to the island. These cards were also cancelled on redispatch at Kalmar Lbr. 13.2.1914.

At the same time as these Thulin flights were taking place, representatives of the various Baltic countries were meeting at the "Norsk Luftsejladforeing" meeting in Copenhagen in preparation for the great summer hydroplane competition which was to begin at Warnemunde, Germany, on August 22, 1914. It was scheduled to follow the course: Gedser-Copenhagen-Aarhus-Goteburg-Oslo. Considerable amounts of money were pledged, but the start of the war did not allow this event to take place.

There were other interesting events in the area during the years 1912-14, such as a flight by the aviator Buch from Skelskor to Odense and to Stockholm on September 13/20, 1912, and a competition for a successful flight between Copenhagen and Stockholm between October 3 and 13, 1912, with Lt. Dahlbeck and Ulrich Birch and Lt. Ussing in at the start. No airmail was reported from these events.

Jet Jottings

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

For the inauguration of jet air services by LAN Chile Airlines on October 6th, between Miami and Santiago, there were 25 jet covers cancelled at Miami GPO and 28 covers cancelled at Miami AMF. Since this was the first time that this airline flew jets, inaugural covers flown to and from Santiago will be listed in the *AAM Catalogue*. With such a small amount of philatelic mail on the inaugural flight, these Miami covers will be among the scarcest of the 1964 listable jet covers.

On October 31, TWA inaugurated the first nonstop all cargo jet service between New York and Madrid. The United Nations cancelled 1,540 jet covers and applied the usual green, official cachet; New York GPO dispatched 947 pieces of philatelic mail and applied a blue cachet, while Kennedy AMF cancelled 1,815 jet covers cacheted in magenta. These were all postmarked October 31, A.M. and were backstamped at Madrid, November 1, 9M. On the return nonstop jet flight, the Postmaster at Madrid cancelled jet mail October 31, 8M, using a green cachet. These were backstamped at Kennedy AMF, November 1, P.M.

Nigerian Airways and Pan American concluded a blocked space agreement whereby the former rented space from Pan American on the latter's flights to and from Nigeria. When the Nigerian Airways inauguration took place, the New York Post Office refused to accept philatelic mail. This was understandable, because with no Post Office cachet provided, mail could not be identified as having been flown by Nigerian Airways, since Pan Am has been flying jets to Nigeria for a few years.

On December 17 Martinique was added to Pan American's *Jet Clipper* routes with the opening of the island's new jet runway at Lareinty Airport (extended 2,000 feet to its present 7,650 feet). This new jet service will reduce the number of *non-jet* islands in Pan American's Car-

LATE JET NEWS

We have just learned that National Airlines will inaugurate the first pure jet service to *Norfolk*, Virginia, and *Sarasota/Bradenton*, Florida (a joint stop) on Route AM-31, on February 15, using its new Boeing 727 tri-jets. Since this will be the first jet service to either stop, inaugural covers should be eligible for listing in the Jet Section of our *Catalogue*. Service will be provided "one way" only - to New York; thus there will be northbound flights from each stop, resulting in just one listable cover from each city. Watch the *Advance Bulletin Cards* for more details, including announcement of official cachets, if they are provided.

We just learned that the first *jet* service by Pan Am to Port-au-Prince, Haiti on January 22 occurred. There was almost no notice - covers should be hard to find. More details in Mike Codd's next column.

Service by the BAC-111, the first of the "smaller" jets, is expected to begin in February on the Braniff Airways system. Braniff has announced that the aircraft will ultimately be used to provide first jet service to Sioux City and Waterloo, Iowa; Rochester, Minnesota; Sioux Falls, South Dakota; Austin, Brownsville, Corpus Christi, and Lubbock, Texas, as well as other cities which already have jet service. We do not expect any of these cities to be served in February, but want to alert our readers to watch the *Bulletin cards* for them in the very near future. Get your covers ready! Mohawk and American Airlines will also receive BAC-111 aircraft soon and will place them in service at many smaller cities during the spring and summer. Looks like it will be an active year for jet collectors.

- The Editor

ibbean route structure to three — St. Martin, St. Lucia and Haiti. The last of these three will also get jet service this winter when its present runway construction program is completed. Pan Am has been serving the French island in the Lesser Antilles on FAM-5 since January, 1935. Seaplane service was suspended in 1945. When the islands of Martinique and Guadeloupe completed airports in 1950, Pan Am reinstated scheduled flights.

The Postmaster at Fort-de-France, Martinique, cancelled northbound jet inaugural covers December 17. These were backstamped at Miami AMF December 17 - P.M. A cachet was applied which read "Pan Am First Flight Jet from Fort-de-France Martinique to Guadeloupe, Antigua, St. Croix, San Juan, Miami, New York." The Miami Postmaster cancelled 63 pieces of philatelic mail, while the Superintendent at Miami AMF cancelled 107 jet covers. These two dispatches were postmarked December 16, P.M. There was no official cachet for these Miami covers. The San Juan postmaster dispatched 72 jet inaugural covers which had been cancelled December 16, P.M. In addition the Postmaster at Christiansted, Virgin Islands, dispatched philatelic mail on the inaugural flight, also cancelled December 16, P.M. All dispatches from Miami, San Juan and Christiansted were backstamped at Fort-de-France, December 17.

Jet cover collectors certainly welcomed the *AAM Catalogue Jet Supplement* (No. 6) covering the listable jets of 1960. I am sure that collectors quickly checked off their covers by the supplement to see what they had and also what is important but disappointing — which covers were to be placed on their want lists! The Jet Committee of the AAMS hopes to complete the work on the listings for the years from 1961 to date so that Supplements can be prepared and sent to our members as soon as possible.

Buenas noches —

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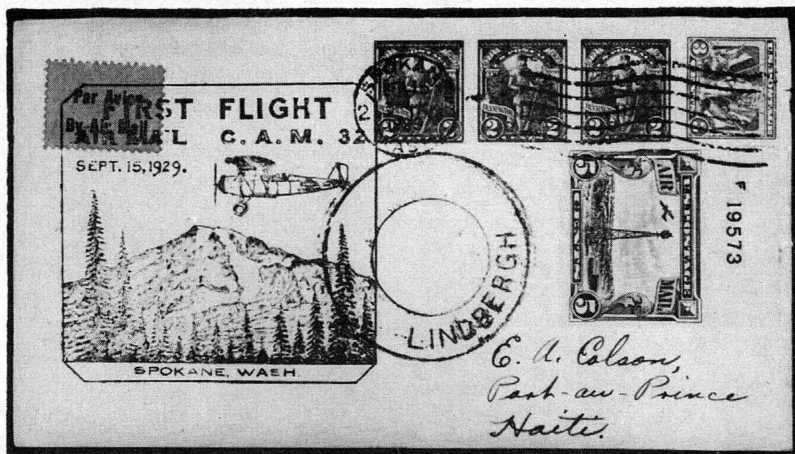
Number 2

By Dr. Perham C. Nahl

Do you have a favorite cover? We want to know about it. Describe it, tell what is unusual or interesting about it, and send in the story. If desirable your story will be made ready for publication and included in this series. Write to A.A.M.S. Vice-President Dr. Perham C. Nahl, 2014 Lincoln St., Evanston, Ill. 60201.

In the November, 1964, *Airpost Journal* I asked for members' reports of covers of special interest. AAMS Past President Richard L. Singley tells of a special Lindbergh cover which is unique — one which could not have been planned in advance. Dick tells the story:

To me there is one Lindbergh cover which is possibly unique, and has quite an interesting story back of it. This cover is addressed to Mr. E. A. Colson, Port-au-Prince, Haiti, and was mailed by the writer as a complimentary gift to Mr. Colson on the inauguration of our C.A.M. 32, September 15, 1929. The cover bears the Spokane "Type 32" cachet in black. It is franked with one each of the 3c Victory



and 5c Beacon air mail stamps, and a strip of three of the Vermont Sesquicentennials. Up to this point the cover is a very common C.A.M. . . . BUT . . .

F.A.M. 6 was about to be extended from San Juan to Paramaribo, September 20, 1929, and this cover was destined to be a portion of the mail carried by Lindbergh from Miami to Haiti. All the mail collected at Miami subsequent to the departure of the plane on Wednesday, September 18, was flown on Friday morning, September 20, in the plane piloted by Col. Lindbergh. Along with a number of first flight covers was the regular mail for Haiti, Santo Domingo and Puerto Rico. All covers cacheted in magenta were flown by the regular plane, but those cacheted in PURPLE were carried by Lindbergh.

The particular Lindbergh cover of which I speak is backstamped Port-au-Prince, Haiti, September 21, 10 A.M. The face of the cover is specially marked in

blue with a cachet consisting of a double line circle with the word "LINDBERGH" in the lower portion. This is the same cachet used on all air mail for points on the extension, with the "PREMIER VOL" in the upper portion removed. Practically all of the mail receiving this cachet was of a commercial or business nature, making this cover exceptionally rare. I had previously heard of a similar cover, but this one which I sent, via the first flight of Route 32, is the first that I have ever seen. Although I sent this cover as a regular C.A.M. first flight nearly eight years earlier, the first I ever saw it, or even knew it existed, was when it came back into my possession when I purchased the collection of the late Dr. Francis Locy in the mid-1930's.

Although an American, Mr. E. A. Colson was connected with the treasury department of Haiti at the time I addressed the cover to him. Later he took a position as Finance Advisor to the deposed Emperor Haile Selassie of Ethiopia. Some time prior to Mr. Colson's departure for Africa he sold this cover to Dr. Francis Locy, who was also a correspondent of mine in Haiti, being connected with the Medical Corps of the Marines. The doctor became very ill in Haiti and the last I heard from him was a letter written by his wife from a hospital here in the United States.

Some time later I learned that Dr. Locy had died. After some little difficulty I located Mrs. Locy and purchased Dr. Locy's entire collection. Among this collection there were a few "finds," but the item which interested and surprised me most was this romantic Lindbergh cover, which I myself had posted to Mr. Colson as a complimentary first flight C.A.M!

Nominating & Convention Committees Selected

President Eisendrath has announced the appointment of a Nominating Committee, in accordance with the AAMS Constitution, to select nominees for the offices of President, Vice President (four), Secretary, and Treasurer for the two-year term ending in 1967. Four Directors are also to be elected for a four-year term.

Past President Bob Murch is Chairman of the Committee which includes three other Past Presidents, Mrs. Grace Conrath, Dr. Jim Matejka, and George Kingdom, together with Vice President Sam Goldsticker. Nominations may be submitted to the Committee in accordance with the provisions of the AAMS Constitution and By-Laws.

Headed by Past President Dr. Jim Matejka, the Committee planning the 1965 AAMS Convention to be held in Chicago August 6-8 will be composed of Vice President Perry Nahl, Sam Ray, Ed Benson, Ted Light, and Sheldon Friedman, President Eisendrath also reports. New features are promised so plan NOW to attend the Convention.

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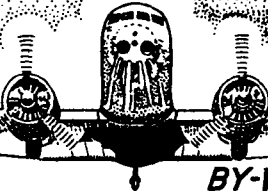
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C.A.M.



COVER NOTES

BY WILLIAM R. WARE

P. O. Box 375, Malden, Mo.

NEWS —

Since our last notes we have learned of progress being made in the Pacific Northwest-Southwest Service Case. A prehearing conference is scheduled for early in February before CAB Examiner Ross Newmann in Washington. As previously pointed out in this column, this is a very complex case and involves service to no less than twelve different states. Although final decision is months off, this case is being watched closely due to the fact that it will no doubt produce additional service of interest to the collector.

The Board has completed action in the North Central Area Airline Service Airport Investigation which involved the elimination of separate stops at some Wisconsin cities on Route #86. Under the provisions of this decision Ironwood, Mich.-Ashland, Wis., Green Bay-Clintonville, Wis., and Oshkosh-Appleton, Wis., will be served through joint airports. Service to Marshfield, Wisconsin Rapids, Wausau and Stevens Point (all within Wisconsin) will be through a new airport to be constructed at Mosinee, Wis. Until that airport is constructed and is in operation, Marshfield will be hyphenated with Wausau and Wisconsin Rapids will remain hyphenated with Stevens Point. All points involved have had air-mail service, so no new collectable covers should result.

In announcing its program for hearing cases in 1965, the Board stated that among the trunkline cases, the United States-Caribbean-South American Case and the Pacific Northwest-Southwest Service Investigation will be given particular attention. Among the local service cases, the West Coast and Lake Central "Use-It-or-Lose-It" cases, the East-

ern Air Lines-Southern Airways Route Transfer, the Houston-New Orleans Case and renewal of certain segments of Ozark Air Lines are due for prompt action. Also coming up are the Kodiak and Western Alaska Renewal Cases. In addition, route changes or realignments (with a view towards improved service and economy) involving Central Airlines, Ozark Air Lines, Mohawk Airlines and Allegheny Airlines will be set for hearing.

CHRONICLE —

AM ROUTE #98 - ADDITION OF ANDERSON, S.C.: Although this city had previously been served by Eastern Air Lines, having received its first service on October 15-16, 1947, it was recently assigned to AM Route #98 which is flown by Southern Airways. The inaugural flights by Southern were made on October 25, 1964, and since the new service by Southern was recognized with an official cachet by the Post Office Department, covers from them will be listed in the *Catalogue*. Service is via flights operating between Atlanta and Charlotte, N.C., as a stop between Atlanta and Spartanburg.

The inaugural flight northeast to Charlotte was made via Flight #184 in charge of Capt. R. N. Niehouse and 1st. Officer P. D. Bridges. This flight handled the bulk of the collector mail, 1,968 pieces, postmarked with a PM cancel of October 25, and backstamped on the same date at Charlotte AMF, PM. This same crew made the return flight to Atlanta via Flight #187 handling 227 covers from Anderson which also bore a PM cancel. Mail from this flight was backstamped at Atlanta AMF with PM cancel.

The official cachet illustrated here

was applied in magenta. It is attractive and was neatly applied in the Anderson office. We are glad to see the Department using a cachet of different design from the usual shield-type cachets



which we have seen so many of during the past few years and which have become monotonous. We trust the cachet used at Anderson is the first of a different type to be used for future flights.

AM ROUTE #82 - ADDITION OF FORT POLK, LA.: We do not have full particulars on this addition to Route #82, flown by Trans-Texas Airways, at this time except that the inaugural flights were made on December 15, 1964, on very short notice. In fact the Post Office Department made no regular announcement and no official cachet or other marking was authorized for this service. Official PO Schedules showed flights in two directions from Fort Polk, to Houston and Memphis. However, reports from collectors received to date indicate that covers were dispatched to Houston only (postmarked Fort Polk December 15, 12:30 PM, and back-stamped at Houston AMF, PM). We shall attempt to secure more data on this service for our next notes. We would like to hear from anyone who has covers from or has any more information about this service.

For the second time in less than three months we have had an inaugural flight with no advance notice or publicity. In addition to Fort Polk we had the inaugural flights on AM Route #299 between Phoenix and Tucson, Ariz., via Douglas on September 22, 1964. We certainly hope that each case was simply inadvertent on the part of those

responsible rather than a change of policy on the part of the Post Office Department. In the case of AM Route #299, it appears that no collector mail exists and with the number of collectors desiring inaugural covers we feel that the service possibly could have been deferred for a few days in order to permit coverage by collectors.

THANKS . . . for covers to John Watson and Dick Singley for first days of Australia's 1964 Christmas Aerogramme, November 25; to A. W. McIntyre for Canada's new 8c definitive issued November 18; to the indefatigable Harry Gordon for a cacheted cover from the first flight of the B-70, September 21, and for an example of the United Nations' special slogan cancel for the anniversary of the International Civil Aviation Organization (ICAO); to Perry Nahl for the "first" first day of our new triangular 8c airmail stamped envelope; and to Ken Sanford for CAM first flights from Fort Polk, La.

airmail new issue service

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DIA



DULLES INTERNATIONAL AIRPORT

(Part III)

THE MOBILE LOUNGES

The mobile lounge was designed and developed under FAA contract by the Chrysler Corporation Defense Operations Division of Centerline, Michigan, in association with the Budd Company, Philadelphia, Pennsylvania (for the body design).

It is the largest passenger carrying vehicle ever built to be operated on rubber tires. It is comparable in size to eight intercity buses arranged with two side by side, two more parked to the rear of these, and four more stacked on top of the first four. The mobile lounge is 54 feet long, 16 feet wide and 17½ feet high. Passengers enter or leave the lounges at the second floor or main concourse level of the terminal building.

One end of the lounge seals to the terminal building utilizing two wide entrances; the other is designed to make contact with the passenger doors of all four-engine aircraft being used today or in the foreseeable future by domestic and international airlines. Its design permits easy transfer of passengers between the lounge and the aircraft at the level of the aircraft doors. At the terminal the mobile lounge seals itself to the building and becomes a passenger waiting room or lounge as an integral, functional part of the terminal building.

Power for the mobile lounge is supplied by twin 172-horsepower engines, one of which is located at each end of the vehicle. It is designed to be driven from either end with either engine for normal operations, or from either end with both engines under conditions where additional power is required such as during a heavy snow. This also gives double protection against a power failure that might otherwise leave passen-

gers stranded enroute.

The lounge is steered from either end, depending on the direction it is traveling, eliminating the need for turning the lounge around. An interlock arrangement locks the rear wheels depending upon the direction of travel.

Four giant tires, 21:50 x 25, support the 76,000 pound lounge. Suspension between the body and the chassis is by coil springs assisted by shock absorbers. This suspension was chosen because it provides a comfortable, soft, controlled ride. The extra wide axles provide excellent lateral stability.

The body rests on a frame made of high tensile steel. Standard components and construction were used wherever possible to emphasize weight reduction and minimum maintenance. Self-contained auxiliary units supply the electricity and heating necessary. These units also provide for the air conditioning aboard the mobile lounges.

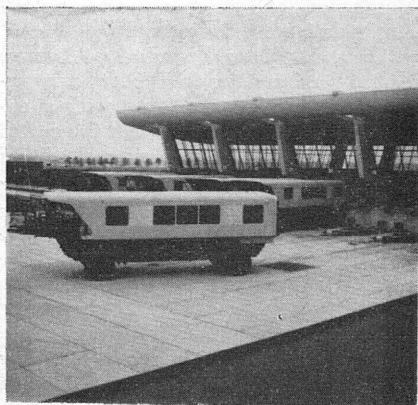
One of the most important features of the lounge is a unique telescoping transition device by which passengers walk between the lounge and the airplane. It is adjustable up, down, and sideways, and telescopes in and out.

Safety devices have been designed into the lounge to prevent damage when making contact with the terminal or aircraft. For instance, a feeler probe extends out ahead of the lounge to make first contact with the aircraft, and sounds a buzzer. This guides the driver in positioning the lounge and assists in making a proper approach to the aircraft.

Driver cabs are located at each end with interlocking controls so that when one set of controls is in use, the other

is inactivated. The driver sits on the same level with the passengers, approximately 12 feet above the ground. The driver's cab extends well out beyond the passenger compartment to produce the visibility needed to observe ground traffic and for positioning the vehicle. He has two-way radio to maintain contact with the lounge dispatcher and the airport control tower, plus a loudspeaker to give instructions to ground crews when necessary.

Passengers entering the lounge at the terminal pass on either side of the driver's compartment to enter the spacious lounge. Music is piped in from the terminal building. There is carpeting on the floor and soft, pleasant lighting.



One of the Mobile Lounges Being Positioned at Dulles Terminal Building

The passenger compartment was designed to accommodate 90 passengers with 73 seated. More than 90 passengers may be safely accommodated on one lounge at the discretion of the airline it is serving.

The lounge is capable of being evacuated quickly through two emergency stairs located at the terminal mating end and through a single stairway located under the driver's compartment at the aircraft mating end.

The Federal Aviation Agency has planned the ground transportation of passengers between the terminal and the

aircraft as an extension of the plane trips. Before a jet transport loads or takes off from Dulles International Airport, the Mobile Lounge Dispatcher schedules a lounge to service the plane on the jet parking apron. By 1975, when additional gates on the apron have been constructed, some aircraft may be parked as far as one mile from the terminal.

At scheduled flight time, the lounge doors close and the passengers ride out and board their aircraft without ever touching ground.

By contrast, the normal highway-type bus system in use at London, Frankfurt or Amsterdam cuts down the passenger walking distance, but still requires changes in levels and the passengers are exposed to weather, noise, blast and fumes during transfer from bus to plane.

Using lounges to transport passengers to an aircraft parking apron located a considerable distance from the passenger terminal has many advantages. Aside from the comfort and convenience they offer airline passengers through the elimination of long walks, they allow maximum operational flexibility of the airport by placing aircraft operational facilities and passenger facilities in separated, uncongested areas. With the lounges, only a minimum of aircraft taxiing to and from gate positions is necessary. This is important to the big jet transports which consume large quantities of fuel while taxiing. In addition, it removes the noise, noxious fumes and jet blast from the terminal area. Another distinct advantage of the mobile lounge concept is that the passenger terminal can be concentrated in a single structure rather than in the sprawl of numerous buildings now found at most major airports.

(Continued on Page 182)

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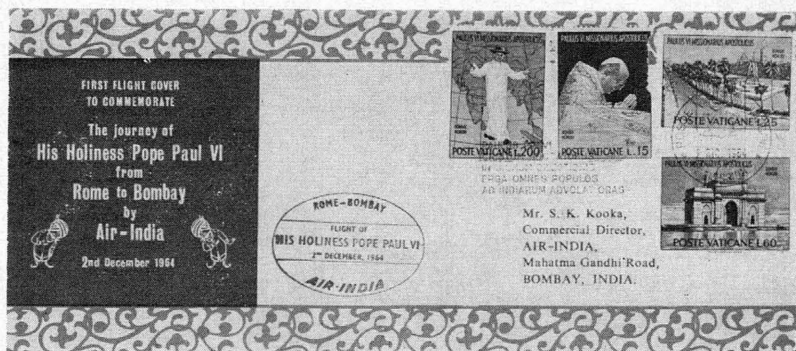
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The Papal Journey to India



When Air India's Boeing 707 jet plane left Rome on December 2, with His Holiness, Pope Paul VI and 13 other members of the Papal party, "between 3 and 4 thousand" specially prepared covers also were aboard. Each was especially imprinted and was franked with the complete set of four pilgrimage commemoratives and marked with a commemorative Vatican postmark (as illustrated above).

Although collectors and dealers who heard of the covers made a frantic effort to obtain them, Air India distributed them only one at a time, most going to distinguished personalities attending the 38th International Eucharistic Congress.

On the return trip, Alitalia requested permission from the Indian Department of Posts to carry similar souvenirs from Bombay to Rome in its DC-8 jet carry-

ing the Papal party, but because of an existing regulation which consigns foreign-bound mail solely to the Indian airline, permission was refused.

Three days later, however, we learned that a local printer had been commissioned to imprint envelopes with a cachet purported to indicate that the covers had been carried on the return flight of His Holiness. We were given to understand that the Indian St. Thomas commemorative (issued on December 2) would be affixed and then given a December 5 postmark. It seems that the person who ordered the cover printing had already ordered a single cover to be mailed from the Vatican on December 5. The postmark was then to be copied from that cover by a Bombay engraver and the fake applied to the back of the envelopes, so that they might be offered as "flown souvenirs."

— Ernest A. Kehr

Unusual Stamp Show This Month on Park Avenue, New York

An exhibition of unprecedented scope on the art of stamp collecting will open at the Pepsi-Cola Building on Park Avenue, Manhattan, on February 10.

Unlike anything ever previously done, the show is intended to dramatize the story of postal communications; the design, production, and collection of stamps. The material on view was obtained from postal administrations, archives and museums, celebrated artists, security printers, and famous philatelists in the U-

nited States and abroad.

The magnificently spacious Pepsi-Cola Exhibition Gallery, on the street level of one of the World's most famous avenues, designed in such a way that the neophyte will be given an exciting and informative understanding of philately and the expert likewise will find much of interest at the same time.

Among the items selected for display are priceless philatelic treasures from the

(Continued on Page 177)

South African Airmails

A Chronological Listing, Indicating
The History and Development of the Airmails of South Africa
and South West Africa (Continued)
By Capt. M. F. Stern, A.R.I.B.A., F.R.G.S. (Copyright Reserved).

January - March 1954: Australian National Antarctic Research Expedition:

Mails posted at Cape Town on November 27, 1953, connected with mails to Melbourne and thence were carried by sea on the "Kista Dan" in January 1954, reaching Mawson in the Antarctic February 11, 1954. Mails transit-marked February 15 and returned by sea arrived at Cape Town April 10, 1954.

March 16, 1954: U. A. T.: Comet Service to South Africa Resumed:

The first Comet to arrive at Johannesburg after the grounding of the Comets in January, 1954, arrived on March 10.

April 1, 1954: S. A. A.: New Air Services:

(a) Constellations were introduced over the route from Jan Smuts Airport to Durban.

(b) Four services a week were provided, rather than three, in addition to the daily Skymaster service from Johannesburg to Cape Town.

(c) The Johannesburg to Windhoek segment was flown with Constellations instead of Skymasters.

April 3, 1954: C. A. A.: Salisbury to Durban: Non-Stop:

Known as the "Coastal Viking" Service, on April 3, 1954, the inaugural flights both ways were made. Special commemorative covers were issued by Central African Airways.

April 5, 1954: S. A. A.: Windhoek to Livingstone:

This Dakota service was introduced to connect with the overseas "Springbok Tourist Service," letters being backstamped Livingstone 13, Poste Restante.

April 8, 1954: S. A. A.: Comet Crash in Mediterranean:

Comet jet G-ALYY, commanded by Captain W. K. Mostert, crashed between Messina Strait and the volcanic island of Stromboli on April 8, 1954, enroute from Rome to Cairo. The plane exploded, killing the 14 passengers and crew of seven. A cover in the possession of the writer, postmarked Shipley, 6 Apr 1954, 10:00 A.M., received a cachet reading 'Salvaged Mail - Comet Crash.' This cover was addressed to Cape Town.

April 9, 1954: Comet Services Suspended:

As a result of the accident on April 8, all Comets were withdrawn from service.

April 16, 1954: S. A. A. and B. O. A. C.: England to South Africa:

These two companies arranged for 16 flights from Johannesburg to London, in Constellations and Argonauts, during the fortnight from April 17-31, 1954. B.O.A.C. operated tourist class services from Johannesburg with Argonauts on April 21, 24, 28, and May 1. The first Argonaut left London for Johannesburg on April 19, 1954.

May 15, 1954: R. A. F. Flight: Suez Canal to South Africa:

Four Vampire jet fighters and a Valetta of No. 32 Squadron R.A.F. arrived at Ysterplaat (Cape) on a goodwill flight. The flight left Egypt on May 10.

May 18, 1954: E. A. A. C.: New Service, Nairobi to Durban:

This was supplementary to the coastal service from Mombasa to Durban. The
(Please Turn the Page)

Dakota aircraft in which the Queen and the Duke of Edinburgh flew to the opening of the Owen Falls Dam was used. These flights also supplemented the weekend service provided by C.A.A. to Salisbury and Durban. The pilot was Captain Eric Morris, who was also the Queen's pilot in East Africa.

June: U. A. T.: Paris to Johannesburg and Return:

This service had commenced in 1953, using Comet jets. After June of 1954 it was operated with DC-6B planes, the itinerary being Paris-Nice-Fort Lamy-Brazzaville-Johannesburg.

June 1, 1954: South Africa: Air Letter Sheets without imprinted stamp:

Effective June 1, 1954, the old concession whereby firms were permitted to use their own Air Letter forms, subject to the approval of the Postmaster General, was withdrawn; now only one standard form, without imprinted stamp, was in use. This was available at Post Offices in packets of 500 at £1 12/6d. It is similar in design to the form with the imprinted stamp.

June 1/4, 1954: Durban Centenary Exhibition:

The Red Cross Society issued a special Air Letter Sheet, with suitable inscriptions.

July 1, 1954: New Air Mail Charges within the African Postal Union:

No longer were all mails carried automatically by air, but an etiquette was necessary, with the rate being increased from 2d to 3d per ounce. The registration rate was also increased from 4d to 6d.

July 31, 1954: First Air Mail Flight: Madagascar to Island of Tromelin:

By mere chance a small amount of mail dispatched by the author connected with this first trip. The letters had been sent for cancellation on June 31, 1954, for the last day of the old postal rates and on July 1, 1954, for the first day of the new rates. The covers were marked "Philatelic-First Day" or "Philatelic-Last Day," this was mistaken by the French authorities in Madagascar to indicate that they were destined for the Tromelin flight. These few covers were thus flown on this first service and received both the cachets used: "Premiere Liaison-Aerienne-Madagascar Tromelin" and on the return trip "Tromelin Madagascar." In addition they received an imprint "Tromelin-31 Juil 1954-Station Meteorologique-Francais." The mails were carried in a military plane, a Junkers 52 Toucan, with Captain Poux as the pilot. The route was from Tananarive (Ivato Airfield), via Antalaha, to Tromelin.

August 9, 1954: C. A. A.

On this date, five Vickers Viscount turboprops were purchased, intended for the service from Salisbury to Johannesburg and the coastal service to Durban, which operations did not commence until early in 1956.

August 23, 1954: S. A. A.

Three DC-7B planes were purchased for use on the "Springbok Service" between South Africa and England, inaugurated early in 1956.

September 8, 1954: Cape Town National Airport (Bellville):

This airport actually was first used on September 7, 1954, because of the weather and unserviceability of Wingfield and Ysterplaat. The S.A.A. Skymaster "Magaliesburg" was the first plane to land at 4.55 P.M. The first official landing was on September 8, 1954, by the S.A.A. Skymaster "Drakensberg" piloted by Senior Captain M. McFarlane. At this time the airport building was not yet ready. It is worth noting here that on August 21, 1954, air traffic was diverted from Wingfield to Ysterplaat (Cape Town) because of weakened runways from severe winter flooding.

(To Be Continued)

The Douglas DC-8

The DC-8 Jetliner, shown on this month's cover, is a distinguished addition to the pace-setting series of "DC" transports which have dominated the air lanes for more than two decades. Maiden flight of the first production model was on May 30, 1958, with FAA certification on August 31, 1959, paving the way for the start of airline operation (by Delta and United) on September 18, 1959.

There are five versions of the DC-8, three of which are designed primarily for intercontinental operations. All but one are powered by Pratt and Whitney jet engines; the fifth, Series 40, uses Rolls Royce jets. The DC-8F, the "Jet Trader" cargo version of the aircraft was certified for commercial service in January, 1963.

Leading edge flaps give the DC-8 superior low speed characteristics and permit it to take off and land on fields shorter than would otherwise be possible. Other interesting design features are a new-type leading edge for the wing; and electronic automatic flight control system, which contributes to a smoother ride, a noise suppressor system, a thrust brake, and unusual "Unit-ized Seating."

Over 210 DC-8's are now being flown by many of the world's airlines, including Aeronaves de Mexico, Alitalia, Canadian Pacific, Delta, Eastern, Iberia, Japan Air Lines, KLM, National, Northwest, Pan American, Panagra, SAS, Air Canada, Swissair, and United.

Our thanks to Douglas Aircraft Company, Santa Monica, California, for the photo and data used for our cover this month.

Douglas DC-8 Technical Data

Dimensions

Wingspan 142' 5"; length overall 150' 6"; height overall 42' 4"; wing sweepback at chord 25%

Maximum Gross Weight
273,000 - 318,000

Landing Weight
193,000 - 207,000

Power

4 Jet engines, thrust 13,500 - 18,000 each

Cruising Speed
542 - 592 mph

Cruising Altitude
35,000 - 40,000 ft. average

Range
4,120 - 7,090 mi.

Passenger Capacity
112 - 173

Payload
34,030 - 36,175 lbs.

Fuel
17,600 - 23,397 gals.

Landing Gear
Fully retractable tricycle incorporating two sets of dual tandem main wheels and steerable nose wheels. Tread 20' 10"; wheelbase 57' 6"

Crew
3 - 5 plus cabin attendants

DO YOU HAVE DUPLICATE AIR MAIL MATERIAL TO SELL?

Material is needed for the Society's 1965 AUCTION which will be held during our Annual Convention, August 3-8. We are in need of airmail stamps, air postal stationery, and GOOD covers (no inexpensive CAM's, common FAM's, or unofficial covers can be used). Material can either be donated, or sold on a 25% or 50% Commission basis (please advise which).

Send material to:

SAMUEL S. GOLDSTICKER, JR.
AAMS AUCTION MANAGER
70-D FREMONT STREET
BLOOMFIELD, NEW JERSEY 07003

The deadline for material to be included in the convention sale will be Saturday, March 27, 1965.

We would like to have at least 150 lots in this sale, so send your material today. Thank you.

Airs of the Month

Compiled and Edited by
 B. J. Dattner, 8024 Frankford Avenue, Philadelphia, Pa. 19136
 (Illustrated through the courtesy of Nicolas Sanabria Co., Inc.
 521 Fifth Avenue, New York, N. Y. 10017)



CHAD

A 100 fr. has been issued in memory of President Kennedy, as well as a miniature sheet of four.

COLOMBIA

On November 10, 1964, Colombia issued two airmail stamps: a 20c with portrait of Eleanor Roosevelt

in an edition of 4,000,000, and a 30c showing Alberto Castilla, founder of the Musical Conservatory in Ibague, Tolima and bars of music. 2,000,000 of the latter were printed.

COMORO

A set of two airmails depicting fishing vessels has just been issued.

COSTA RICA

A bicolored airpost, surcharged 0.15 on 90c, commemorated the Centenary of the Paris Postal Conference of 1864.

DOMINICAN REPUBLIC

A 10c airmail with portrait of John F. Kennedy was issued November 22, 1964, with a printing of 500,000, and also in sheetlets of 10 with inscription "1917 John F. Kennedy 1963."

ECUADOR

November 22 also marked the issuance of three stamps, values 4.20, 5.00 and 10.00 in quantities of 200,000 each. A souvenir sheet, face 19.20, was also issued in an edition of 10,000.

EGYPT (U. A. R.)

A 50 mils brown, blue and white airmail has appeared. Presumably this is a definitive. Quantity printed: 2,000,000.

PALESTINE (U. A. R.)

A stamp similar to the Egypt emission, but in dark lavender, light blue and white was also issued with the same quantity.

FRENCH AREA (CHAD, CONGO AND GABON)

A 25 fr. airmail stamp was issued in November to mark the All African and Malagache Congress of PTT held in Cairo from October 24 to November 6.

FRENCH POLYNESIA

A 16 fr. stamp has been issued commemorating the anniversary of World War II. The design includes various emblems.

GABON

To honor the memory of President Kennedy, a 100 fr. airmail and a miniature sheet of four were issued on November 22.

GUATEMALA

Several additional values have been added to the Kennedy series.

HUNGARY

Two souvenir sheets were issued to commemorate the three-manned Soviet Space Ship "Voshkod" and inscribed with Olympic symbols. Quantities: 180,000 perf. and 15,000 imperf.

IVORY COAST

A 100 fr. Kennedy memorial stamp and a miniature sheet of four were issued on November 22.

KOREA

A definitive set of four values has appeared as a re-issue, but without watermark.

LEBANON

A set of four stamps, two showing biblical scenes and two with rocket designs, has been issued to mark the 21st Anniversary of Independence.

PANAMA

On September 28, 1964, the set of "6 Cathedrals of the World," originally issued in 1963, was overprinted "1964." Total imprinting is reported to be 15,000 sets.

On October 1, a 24c air was issued in a quantity of 200,000, honoring Eleanor Roosevelt, with an additional 25c souvenir sheet in an edition of 50,000.

Sanabria reports one sheet of the B/0.21 Basilica de Guadeloupe, Mexico, has been found overprinted in error.

PARAGUAY

Three stamps were issued honoring French President De Gaulle's visit, showing portraits of De Gaulle and President Stroessner. Also issued was a new souvenir sheet, in a printing of 5,000 and numbered 1 to 5,000 in honor of President Alfredo Stroessner.

SOMALI COAST

To further the Save the Nubian Monuments campaign, a semi-postal air, 25fr. plus 5fr. has been released.

(Continued on Page 184)

The Aerogrammes of China

By Richard L. Singley

In attempting to do a little more research into the early Air Letter Sheet (aerogramme) rates of China while the Nationalist Government was still on the Mainland, I learned that a book had been printed in 1957 on Chinese Postal Rates, but unfortunately it was in Chinese and was published on Formosa.

However, through the courtesy of J. Lewis Blackburn of Basking Ridge, New Jersey, along with the help of a Chinese student, I have been able to compile the following:

The first rate quoted was effective April 11, 1948, and it was for \$55,000.00 in Chinese National Currency. On August 20 of the same year, the currency was changed to Gold Yuan because of inflation, and on the exchange, \$1.00 Gold Yuan was equal to \$3,000,000.00. The first air letter rate in Gold Yuan currency was \$0.70, effective November 6, 1948, followed by \$4.00 on November 20, 1948. It is interesting to note that on the same dates Taiwan Currency on Formosa was quoted at \$7.00 (on November 6) and \$4,000.00 (November 20).

This rate system had a good beginning, but the Gold Yuan was not trusted and rapidly deteriorated. Foreign currency and silver dollars began to be used unofficially towards the end of 1948. The exchange rate varied with place and time and quite widely, causing much confusion and many difficulties, particularly for the post office with its countrywide exchange of mails. Silver dollars were not legalized by the Nationalist Government until July 2, 1949. However, on April 29, 1949, the post office set new rates in Silver Dollars. To show just how widely the difference really was, 1c Silver in Shanghai on May 24, 1949, was equal to \$300,000.00 Gold Yuan. In Canton on May 25, 1949, 1c Silver was equal to \$4,000,000.00 Gold Yuan. This wide variation applied only to the Mainland. The Taiwan province

currency reflected the unrest and mainland inflation but did not get completely out of hand. Only one change was made on Taiwan and that was on June 15, 1949.

As stated before the rates changed fast, and although the Post Office established and advertised rates, they were changed again even before they could be put into effect or before the public became aware of what they actually were. However, from air letters that exist used in that period, the various Post Offices must have accepted any air mail letter that had high values affixed so long as the air letter did not bear more than four stamps.

The various rates and changes were not strange to China for I doubt if the country ever was completely unified, at least not for any great length of time. If you care to study *Scott's Standard Catalogue* you will note the currency differences of the many issues plus the overprints and various surcharges, not overlooking the Japanese Puppet Government issues with their different currencies. These are too far afield for us to get into in this story where we are dealing only with the various air letter rates.

After the end of the war in 1945, the Northeast Provinces and Taiwan had local currency different from the remainder of the Mainland. The currency instability on the Mainland required many adjustments in postal rates. One living on the Mainland used the Mainland rates but anyone living in Taiwan used the island currency rates. Likewise, this was true in the Northeast Provinces, until the Communists moved in, first in the Northeast and North and finally by late 1949, in almost all of China except the Southwest. It is not known when the Nationalists were completely off the mainland but Nationalists covers dated December 13, 1949, and February 8, 1950, have been noted. No doubt small

pockets in Southwest China existed later than that date. Officially, however, the end would seem to be April 1, 1950, or shortly thereafter, this being the last date a postal rate was set on the Mainland.

There were no definite rules for International Mail following the return of Taiwan to China on October 24, 1945, but China continued to use the rates that were in effect during the Japanese occupation until new rates were established on June 1, 1946. The airmail rates were effective from June 20, 1946, until December 1, 1947. There was no difference between the kinds of airmail, and the rate was based on the distance or destination. On December 1, 1947, a uniform rate for letters became effective to all countries except Hong Kong and the Mainland of China.

December 28, 1961, that the legend, "For Mailing to Hong Kong and Macao Only," was employed.

The first International Air Letter rate was established on November 6, 1948, although the "Chinese Postal Rate Book, 1867-1956," published by the Post Office in Taipei, May, 1957, quotes domestic rates starting as early as April 11, 1948. For several years to follow, the stampless forms were used more widely than the government issued sheets. The first such issue bore an imprinted stamp and was issued in August of 1948, but with no value printed on the stamp. Apparently the people did not trust such sheets due to the constant inflation even though the government had printed on the sheet that it could be used within one year from the date of purchase, irrespective of any higher rates in force



**A Typical Chinese Aerogramme - SPECIMEN of No. 34, Issued
March 12, 1964**

For ten years, 1950-1959, the \$1.00 aerogramme was used for domestic service on Formosa. The \$1.50 was issued for use to Hong Kong and Macao and the \$3.00 to \$5.00 sheets for international use. The latter rate has now been advanced to \$6.00, and it was not until the \$2.00 sheet was issued on De-

at the time of mailing.

In fact, the first five issues were printed without a value in the stamp. Sheet No. 6, issued July 1, 1953, was the first one to bear a value and this was \$3.00. It is interesting to note that on this sheet, the word AÉROGRAMME (Please Turn the Page)

was first used.

The word AEROGRAMME is actually French but it is generally accepted in English usage. The English spelling, AEROGRAM is rarely used. Even the sheets of Great Britain use the word AEROGRAMME.

The following were the rates, and their effective dates:

Effective Date Air Letter Rate

Chinese National Currency

April	11, 1948	\$ 55,000.00
May	19, 1948	85,000.00
August	1, 1948	250,000.00
August	21, 1948	600,000.00

Gold Yuan

November	6, 1948	\$.70
November	20, 1948	4.00
December	12, 1948	9.00
January	1, 1949	20.00
January	16, 1949	40.00
February	7, 1949	150.00
March	1, 1949	550.00
March	11, 1949	850.00
March	21, 1949	1,600.00
April	1, 1949	2,900.00
April	11, 1949	8,500.00
April	17, 1949	21,000.00

Silver Dollars

April	29, 1949	\$.20
July	5, 1949	.30

November	18, 1949	.40
April	1, 1950	.55

Taiwan Currency

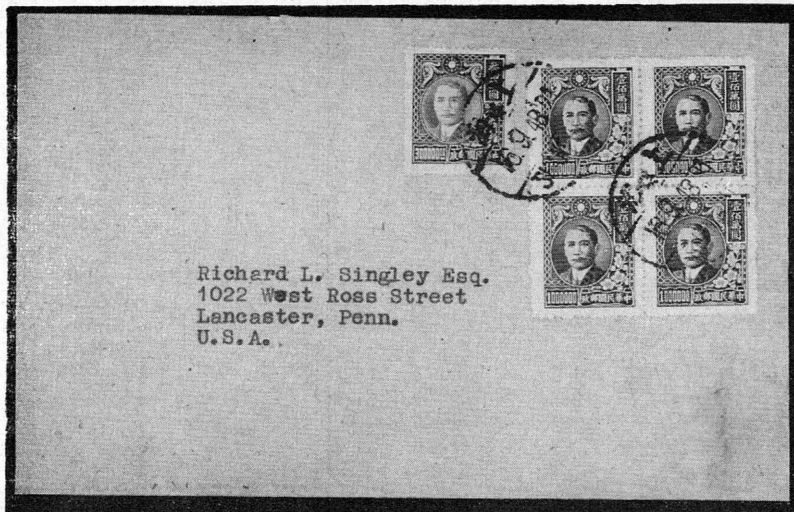
November	6, 1948	\$ 700.00
November	20, 1948	4,000.00
December	10, 1948	3,600.00
January	1, 1949	12,000.00
April	17, 1949	12,600.00
May	1, 1949	31,000.00
May	20, 1949	38,000.00
June	12, 1949	43,000.00

A new currency on Taiwan was adopted June 15, 1949. The old currency and stamps were temporarily used and sold at the conversion rate of \$40,000.00 to \$1.00. Thus the new rates for air letter sheets were as follows:

New Taiwan Currency

June	15, 1949	\$ 1.08
	(actually)	1.075
November	18, 1949	1.20
April	1, 1950	1.40
May	23, 1950	2.50
May	11, 1951	4.00
July	1, 1953	3.00
April	1, 1955	4.50
April	1, 1956	5.00

There was no \$6.00 rate up to the time the Rate Book was published, but from the Kessler Catalogue we learn that the first \$6.00 sheet was issued Jan-



The Effects of Inflation on Rates - A Non-airmail cover flown from Shanghai, September, 1948, bearing \$4,300,000. in Chinese Stamps.

uary 31, 1961. Subsequent \$6.00 issues were outlined in the April, 1964, issue of *The Airpost Journal*.

At first there was no air letter rate or service to the Mainland from Formosa as this was considered as inland mail, but after 1949 no mail service existed between Taiwan (Formosa) and the Mainland.

The air letter rates from Formosa to Hong Kong were as follows:

Effective Date	Air Letter Rate
September 7, 1951	\$ 1.00
April 7, 1952	1.60
July 1, 1953	1.00
March 18, 1955	1.50

As stated in the April, 1964 *Airpost Journal*, the first \$2.00 sheet for service to Hong Kong and Macao was placed on sale December 28, 1961 (No. 27). China to date has issued 36 different aerogrammes, with No. 36 being issued December 15, 1964. This includes only sheets that have stamps imprinted on them, and these are catalogued chronologically. There are many, many types of stampless forms which are not catalogued. It must be noted that no mention has been made of a rate to Macao from Formosa, but as we stated earlier, the sheet intended for use to Hong Kong was also accepted for Macao.

There were two types of "domestic" \$1.00 sheets but none were issued after August 1, 1956. The second of these is No. 18 and the first was No. 11 issued April 2, 1955. There are 5 varieties of each, created by different patriotic slogans imprinted on the sheets. They are translated as follows:

1. Reconstruct a new China. Reorganize the old (country) mountains and rivers.
2. Fight to save the country and the Nation. Fight for existence and freedom.
3. Fight to resist dictatorship and terrorism. Fight for the free people's principles.
4. Make positive preparations for counter offensives. Liberate our people on the Mainland.

5. Insure victory by resisting Communism and be sure of success in natural reconstruction.

If you are fortunate enough to own a Kessler catalogue it is interesting to compare the various aerogrammes and the dates they were issued against the inflation dates and rates as listed herein.

UNUSUAL STAMP SHOW —

(Continued from Page 168)

fabulous collections of the past and present, as well as those whose worth is based upon the human interest and historical events for which they were issued and used.

The stamp exhibit will be open from 9 A.M. to 7 P.M. daily and is intended to dramatically acquaint New Yorkers and visitors with the educational, pleasurable, financial, and historical aspects of the world's most popular hobby. If in New York, be sure to visit this show which has been planned by Assistant Editor Ernest Kehr.

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AAMS Vice President Receives Award

"The tables were turned" at the recent annual dinner of the Metropolitan Airmail Cover Club, when the Gus F. Lancaster Award was presented to the Club's Co-Founder Samuel S. Goldsticker, Jr. "Uncle Sam," who was Chairman of the Dinner Committee, did not know that the other members of the Award Committee had met secretly and determined he would be the winner.



The Lancaster Award is a trophy in memory of Gus F. Lancaster, Co-Founder of the MACC, AAMS member, and a very prominent airmail collector, dealer, and writer until his death in 1960. It is given to the person whom the committee determines has done the most for the MACC and aerophilately during the past year.

Goldsticker is well-known in aerophilatelic circles, having held almost all offices and committee chairmanships in the MACC and as an officer of the American Air Mail Society for over fifteen years. He has served the AAMS as Auction Manager, columnist for *The Airpost Journal*, on the CAM Section of the *Catalogue*, and as chairman of Society Lounges at various shows.

27 MACC members and guests were in attendance, including AAMS members William Bolle, Michael Codd, Sam Bayer, MACC President Jack Donoghue, Jack Finkle, Harry Gordon, Howard Gilpin, *APJ* Editor Bob Haring, Herb Rosen, Steve Reinhard, Perry Zwisler, and George T. Turner.

The featured speaker, George Turner, former Curator of the Philatelic Division of the Smithsonian Institution, and Vice-President of the American Philatelic Society, gave a very amusing talk on "Covers 'Round The World." Following Mr. Turner, AAMS member Harry Gordon, winner of the 1963 Lancaster Memorial Award, took the podium to announce the 1964 winner and make the presentation. (at left in photo) In his remarks, Harry made a good point of concealing the winner's name and it was not until he mentioned the name that anyone realized that Sam Goldsticker was the winner. Our congratulations go to Sam for his well-deserved recognition.

A BRITISH NEWSPAPER AIR DELIVERY OF 1913

When a Yorkshire Agricultural Show was held outside the City of York in July, 1913, the aviator Harold Blackburn carried newspapers in his 50 HP Blackburn monoplane on three days - July 23-24-25, 1913. Each day a large bundle of the *Yorkshire Evening Post* was flown from Leeds to York and landed on the grounds of the Show. On the first day he was somewhat delayed by bad weather, but on the two other days he completed the flight in 35 minutes. Large crowds waited in York for his arrival and the newspapers were picked up quickly. The British weekly *Flight* mentioned at that time that these papers were already being held by the people as souvenirs. Nevertheless, they are rare today and this reviewer has never seen one and cannot report if they had any special imprint or cachet with respect to their air delivery.

— Dr. Max Kronstein

Airport Dedications

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

The honors for the first 1965 event go to Mackinac Island, Michigan, which opened its new airport on New Year's Day. Covers bear a fine pictorial cachet. This came somewhat as a surprise in view of the severe winter weather in that northern area. At this time of year we naturally look for airport activity in more sunny climates. There is one exception, however, and that is heliports. In view of the relatively simple ground requirements for a helicopter landing pad and lower construction costs, a heliport can be completed and placed in operation in such a short time that advance information about its existence is hard to come by. I need all the help I can get about new heliports, and I appeal to *all* members in addition to dedicated collectors for assistance.

As a special favor to AAMS members, Mr. Ronald Wiltbank, Pres., White Mountain Chamber of Commerce, Springerville, Arizona, has offered to cachet any Springerville or Eager dedication covers dated October 31 that may have been sent uncacheted. If you wish to take advantage of his kind offer a stamped, addressed return envelope of adequate size must accompany your cover.

In the past years dedication events in the New York City area have been blessed with a multiplicity of cachet varieties and I anticipate that this will be continued in 1965. I refer specifically to the up-coming Pan Am Building Heliport. Efforts are being made to tie-in the heliport dedication with the annual INTERPEX show to be held in March. Pressure is also being directed toward Pan American World Airways (which does not actually own the building, but is the major tenant) to sponsor a cachet, even though New York Airways, the helicopter airline, has been holding covers now for over a year. N.Y.A. has always given collectors superb cooperation, even to the extent of preparing its own

covers with printed cachets for distribution as souvenirs. It will be interesting to see if this event can be pulled off during INTERPEX, and just how many cachet varieties will be created in New York this time!

A new airport is planned near Barrow, Alaska, and is to be named in honor of Wiley Post and Will Rogers. At this time I do not have even a tentative dedication date but I'm sure the postmaster will cooperate by holding your covers. Wiley Post will be remembered for his two round-the-world flights which set new records in 1931 and 1933. The latter was a solo flight in which he covered 15,516 miles in 7 days, 18 hours, and 49½ minutes. In 1935 with his friend Will Rogers as passenger, Post set out for Alaska for the purpose of laying out an airmail route to Western Europe via Asia. They crashed fatally on take-off near Point Barrow.

The U.S. Coast Guard established an off-shore light structure and heliport last November off North Carolina, replacing an old lightship. There's little hope that dedication covers exist, but I'm asking anyway.

FUTURE — June 12 will see the dedication of Yellowstone Airport, West Yellowstone, Montana, in conjunction with Western Air Lines' resumption of air service to the city. Ace Aviation, Inc., Box 238, Irving Park Road, Roselle, Illinois, plans to dedicate Roselle Field next spring. Thomson, Georgia, has rescheduled its event for April. The private airport at Helmsburg, Indiana, is owned by Kenstin Enterprises (P.O. Box 76) and we have no assurance when there will be a dedication.

Have any leads on new airports? Let me hear from you.

Seen and Read by the Editor

We'll start off our A-Z review of recent reading matter of interest to aerophilatelists with a look at three recent issues of *The Aero Field*, published by Francis J. Field Ltd., Sutton Coldfield, Warwickshire, England. The October and November, 1964, issues contain the usual chronicle of worldwide aerophilatelic events, brief reviews of shows and philatelic literature, and some interesting data on British Air Letter Sheets contributed by L. N. and M. Williams. The December issue, in the quarterly illustrated style, contains a 21-page history of Pan American Airways by N. C. Baldwin. Although the text is brief the article is fully illustrated with many of the earlier PAA cachets. Write to the publisher for information about this informative monthly.

From "down under" comes *Covers* edited by J. M. Gower, 564 Military Road, Largs North, South Australia. The issue at hand contains part of a serial article on Airmail History of Australia which would appear to be of much interest to students of Australian airposts.

Our own *Covers* magazine, published in Albany, Oregon, continues to feature occasional articles on airmail covers. In recent issues we noted articles about the First New York-Boston Air Mail in 1918, the White Sands Missile Range, World's Endurance Record Flight in 1930, and an article on Canadian covers (non-airmail) by member Ed Richardson.

For those of you who are seriously interested in philatelic literature of any variety we heartily recommend membership in the Philatelic Literature Association which conducts a Clearinghouse for literature in its monthly *Review*. For details contact Daniel W. Vooy, P.O. Box 187, Canajoharie, New York 13317.

The latest issue of *Philately*, published by AAMS member Herb Rosen, has a story of the History of Space Flight, featuring Dr. Robert H. Goddard's experiments and a series of illustrations of

"Air Mail Gems" sold in the recent Harmer auction of the Thomas A. Matthews collection. For subscription information write H-R Productions, Inc., 17 West 45th Street, New York 10017.

A recent issue of *Topical Time*, published by the American Topical Association, contained an article on Caravelle jet planes on stamps and a checklist of missile and space covers. Copies are available at 50c each from the ATA at 3300 North 50th Street, Milwaukee, Wisconsin 53216.

The August-September issue of *Boletim do Clube Filatelico de Portugal* contains an article by member Henry C. Dupont (whose recent book is reviewed elsewhere in this issue) about Jack Knight's historic transcontinental night flight in 1921. This article is in French; a section on Portuguese aerophilately and the balance of the items are in Portuguese.

Two of our own *APJ* columnists continue to contribute to *Linn's Weekly Stamp News*. Bill Wynn's "Current Airport Dedication News" and Mike Codd's "Late News from First Flight Field" are regular news features. Mike also authored a recent article on collecting airmail covers which appeared in *Western Stamp Collector*. *Linn's* recently featured articles on an unusual green Korean airmail stamp and the Rocket Research Institute's Nevada flight on October 5, honoring Dr. Goddard.

Writing in *WSC*, W. Dennis Way reports from England on a major variety in the title which appears in last year's Shakespeare aerogramme. Also in *Western* recently were articles on Lindbergh's CAM-2 flights in 1926, the first hand story of "The Finding of the 24 Cent Air Mail Invert," and an item about a CAM cover addressed to a Congressman who was also a philatelist.

The Tonga gold foil heart (regular issue) and map (airmail) series has been featured in all philatelic publications we've seen recently, including *The Australian Stamp Monthly*. Needless to say

the set has also been advertised by the dealers at prices ranging from \$3.95 to \$9.95 and up, mint! All prices subject to change without notice as the supply dwindles and the demand by curiosity-seeking philatelists (??) increases!

Available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402, are more interesting Government publications such as the 250-page, illustrated 1964 *National Airport Plan, FY 1965-1969*, Catalog No. FAA 8.11:965-69, price \$1.50. Just released is *Bureau of Engraving and Printing - A Centennial History 1862-1962*, an illustrated, clothbound volume which sells for \$7.00 per copy. Order Catalog No. T 18.2:H 62/2/964.

Auction catalogues of aerophilatelic interest can be obtained from John W. Nicklin, 110 West 42nd Street, New York, N.Y. 10036 (his December 4 sale contained five pages of air and rocket

items); Lambert W. Gerber, Tamaqua, Pennsylvania 18252 (sales were held on December 5-7 and 29-30, with more in 1965); and Irwin Heiman of New York (see his ad in this issue) who sold over 1,000 lots of airs on December 10-11. Elmer Long's sales continue to be published monthly in *Western Stamp Collector*. For information write him at 112 Market Street, Harrisburg, Pennsylvania. When requesting information from these dealers please mention the *APJ*. We hope to have a capsule report of recent auction market activities in the next issue of the *APJ*.

EARHART AIR OFF SALE AT AGENCY

The 8c Amelia Earhart air mail stamp, placed on first day sale July 24, 1963, in Atchison, Kansas, was dropped from the list of stamps available for sale at the Philatelic Sales Agency at the close of business December 16, 1964.

H. R. H.

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BOOK REVIEWS —

Carrying British Mails Overseas. by Howard Robinson, pp. 327, illustrated, \$7.50. New York University Press, 1964.

This is an extremely detailed chronicle of the British Overseas Postal System from the very beginning of packet service to the use of airmail. While not primarily philatelic in nature it is a reference book which collectors will find interesting reading and, at the same time, from which one can learn a bit more about the various wars and their effect on the mails — delivery of which we today almost take for granted. For the airmail collector there is a large chapter on the start of the British Air Mail System and a detailed account of the beginning of the "Airgraph," so widely used during World War II, later developing into what we know today as an air letter sheet or aerogramme.

If you wish to learn, in detail, the history of British Mails, both sea and air, this is a highly worthwhile book.

—Ruth T. Smith

Premiers Timbres et Premiers Vols de la Poste Aerienne des Etats-Unis. by Henry C. Dupont. 29 pages, in French, 2 illustrations. Price not known.

Our member Henry C. Dupont of Le Coteau (Loire) in France has written this booklet about the first U.S. air mail stamps (Scott Nos. C1-3) and flights because - as he says in his preface - these three small unpretentious stamps have always been neglected by European collectors. This is quite true. The stamps are not too expensive used or unused, but they are extremely hard to find on cover. But every cover has a story to tell, and the author knows how to fascinate his readers. Now the French-speaking collector has a chance to learn everything about these stamps, their origin, their first use and their cancellations. The full story of the 24-cent invert will certainly fascinate the French reader, too.

The booklet is a good example of how interesting even a relatively small part of the big field of aerophilately can be if told by a man who knows his subject and loves it, too.

— Roland F. Kohl

DULLES INTERNATIONAL AIRPORT —

(Continued from Page 167)

Following an extensive testing period of a mobile lounge unit in late 1961, the Government purchased twenty production units from the Chrysler Corporation at a cost of \$4,654,600. All of these mobile lounge units are now in use at the airport.

The mobile lounge has exceeded FAA expectations. In the initial months of the airport's operation, an FAA survey showed that the average mobile lounge time from the plane arrival at the jet apron to unloading the last passenger at the terminal was only 9 minutes and 57 seconds, as compared to an original estimate of 12 minutes and 30 seconds. The survey further showed that the average time from the terminal until the last passenger had been transferred to the plane was 6 minutes and 20 seconds

as compared to an original estimate of 8 minutes and 20 seconds.

The average walking distance at the larger terminals we know today is about 950 feet from ticket counter to airplane. With the mobile lounge concept at Dulles Airport, this walking distance is reduced to about 150 feet. Thus, the mobile lounge saved probably a combined total of some 57,000 miles of walking for the 375,844 airline passengers who used Dulles Airport in its first brief 7½ months of operation - from late November, 1962, through June, 1963.

(To Be Continued)

CHECK AND DOUBLE CHECK:

The pilot and co-pilot of a modern four-engine jet airliner go through a check list of more than 200 items before they put the giant aircraft into the air at takeoff, according to United Air Lines.

"Uncle Sam" Sez . . .

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

Congratulations to member Everett C. Erle of Oakland, California, for being the 1964 recipient of the Henry Chaloner Memorial Award, sponsored by the Council of Northern California Philatelic Societies. This award is made annually for outstanding and continuing achievement in philately, as a memorial to the late Henry Chaloner, dean of stamp collectors in the San Francisco Bay Area. Mr. Erle, who is the retiring president of the Council, received this award at its annual meeting held at the San Jose Stamp Club's "Filatelic Fiesta." He has been a member of the American Air Mail Society for over 30 years and was one of the Founders, President, and Secretary-Treasurer of the former West Coast Air-mail Society. Currently, he is President of the Philatelic Research Society of Oakland.

Herman Kerst of Des Plaines, Illinois, exhibiting the "Cifras" or imperf. large numeral issue of Uruguay, won the second best in show at the annual exhibit of the Suburban Collectors Club (an AAMS Chapter) in Hinsdale, Illinois, AAMS Past-President Dr. James J. Matejka, Jr., was one of the Judges.

One of our new members, Gerhard S. Wolff of Kensington, Maryland, won a gold medal at NAPEX for his outstanding collection of Zeppelin material. Congratulations and glad to have you as a member.

In recent columns, I mentioned some of the awards that Sydney A. Lazarus of Glen Ridge, New Jersey, won. Unfortunately, I omitted the NEPPS Exhibit in Scranton, Penna., where he won a second award and a silver medal. Sorry for the omission, Mr. Lazarus, and congratulations on the additional awards.

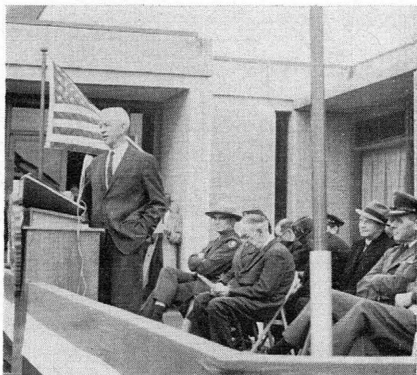
Additional congratulations are in order, to A. Leslie Leon of Durban, South Africa, for winning both the "Best In Show" and the American Air Mail Certificate for best airmail exhibit, at the PREPEX Exhibition, held recently in Pretoria, Republic of South Africa. Congratulations

also go to James E. Simpson, who won the AAMS Certificate at POVPEX, held in Los Angeles.

Effective December 17, Aeronaves de Mexico, S.A., inaugurated jet service to Detroit, Michigan; as an intermediate point between Montreal, P.Q., Canada; and Mexico City, D.F., Mexico. Anyone know of covers being flown? Advise me if you do.

The first jet service to Buffalo, New York, may occur on April 25, 1965, when Mohawk Airlines places its first BAC-111 Twin Jet into service. Further details should appear in "Jet Jottings."

Plan now to attend INTERPEX in New York City March 19-21 and the AAMS Convention in Chicago August 6-8. Both will be well worth attending.



AAMS Past President Jesse Johnson (Rear Admiral, USN, Ret'd) is shown making a speech at the Wright Brothers National Memorial, Kitty Hawk, North Carolina, on the occasion of the 61st Anniversary of the First Powered Flight, December 17, 1964. His subject was "The Rise and Importance of U.S. Navy Aircraft Carriers," appropriate to the occasion at which a scale model of the carrier U.S.S. Kitty Hawk was presented to the National Park Service's Museum by the U.S. Navy.



OFFICIAL SECTION

AMERICAN AIR MAIL SOCIETY

MONTHLY REPORT From the Secretary

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

February 1, 1965

NEW MEMBERS

- 5170 Hartman, Ernest, 13 Ellwood Rd., East Brunswick, N.J. 08816
- 5171 Van Nus, Albert H., 309 - 2nd St., N.E., Fort Lauderdale, Fla.
- 5172 Graf, Chester W., 4390 W. 229th St., Cleveland, Ohio 44126
- J5173 Gonzalez-del-Valle, Luis, 221 N. 25th St., Wilmington, N.C.
- 5174 Caris, Sam, 160 W. Montcalm, Detroit, Mich. 48201
- 5175 Swain, Cecil D., 315 Stacy St., Burlington, N.J. 08016
- 5176 Bly, Frederick W., 1920 Manchester Rd., Sacramento, Calif. 95815
- 5177 Wolff, Gerhard S., 3901 Spruell Ct., Kensington, Md. 20795
- 5178 Storch, Clarence L., Tamaqua Nat'l Bank Bldg., Tamaqua, Pa. 18252
- 5179 Straus, Oscar, III, Box 6236, Tucson, Arizona
- 5180 Roth, Edward F., 225 - 124 W. Brokaw Rd., San Jose, Calif. 95110
- 5181 Del Campo, Ricardo, 135 S.E. First Ave., Miami, Fla. 33131
- 5182 Henderson, Helen E., (Mrs.), 1712 - 23rd St., Bedford, Indiana

NEW APPLICATIONS

- Vanderstockt, Raoul, Ryhovelaan 89, Ghent, Belgium. Age: 30, Industrialist
AM PIX X - DC-3 Flights By: R. T. Smith
- Hyman, H. Myron, 35 Bayside Dr., Great Neck, N.Y. 11023. Age: 21, Student
AM X By: R. T. Smith
- Mueller, D., (Dr.), 313 Grace St., Secaucus, N.J. 07094. Age: 46, Dealer
Z By: R. T. Smith
- Rind, Joel M., 5017 Newport Dr., Chattanooga, Tenn. Age: 20, Student
JF HF PC HC PB FF GF CAM FAM RP CC OF DC Z CF X By: H. Westbrook
- Zappala, Antonio (Capt. Dr.), Via Colle del Pino I, Catania, Italy. Age: 36, Naval Officer
HF PC HC PB EL FF RP OF Z CF - Arctic/Antarctic Flights By: J. Eisendrath
- Deacon, Ivan J. R., Box 774, Winnipeg, Manitoba, Canada. Age: 64, Barrister
By: G. D. Kingdom

REINSTATEMENTS

- 2573 Alvarez, Jose M., P.O. Box 294, Key West, Fla. 33040. Age: 60
APS X By: R. DelCampo
- 2276 Fast, Erwin H. (Dr.), Conway Medical Bldg., Spring Valley, Wisc. 54767. Age: 57
Dentist AM PA FF By: R. T. Smith

DECEASED

- 3606 Mohrmann, Edgar, Hamburg, Germany

NEW ADDRESSES

- 4047 Ellison, W. R., 511 Nome St., Aurora, Colo. 80011
- 4881 Beecham, C. K., 30 Pinewood Dr., Orpington, Kent, England
- 3694 Fordham, Dorothy P., (Mrs.), 1106 N. "J" St., Lake Worth, Fla. 33460
- 4175 Grundy, David M., 6 Mill St., Lead, So. Dakota
- 3838 Kornicker, Louis, 3717 Ralph Rd., Selma Springs, Md. 20906
- 4983 Firestone, Joseph, 8219 Cherokee Circle, Leawood, Kansas
- 3400 Johnson, Gordon F., 1022 E. 7th St., Odessa, Texas

AIRS OF THE MONTH —

(Continued from Page 173)

SALVADOR

A set of three stamps honoring the late President Kennedy and a souvenir sheet have just appeared.

SYRIA

To honor the Chahba-Thalassic Mosaic a set of three additional values has been issued. Also to

commemorate the 10th Anniversary of the Syrian Gliding Club, three airpost stamps have been issued with a total printing of 35,000 sets.

UPPER VOLTA

This country has issued a 100 fr. stamp honoring the memory of John F. Kennedy. A miniature sheet was also released.

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.

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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 \$5.25 each (\$3.50 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

HAVE A FEW beautiful Air India first flight covers available at 40c each. Write today. N. T. Sampat, 11, Banganga Road, Bombay 6, WB, India. *417

WANTED and EXCHANGE

ITALY CO1, CO2, C27, C27a, C48-49, C48a, C48 "Volo Ritorno," mint or covers, Zeppelin covers and scarce material of Italian area sought by specialist. Dr. A. Sorrentino, 1923 County Line, Villanova, Pa. *417 & 419.

FLIGHT COVER exchange wanted. Especially early CAM, FAM, and Govt's. What do you have? What do you need? Pesin, 2 Ellington Pl., Englewood Cliffs, N.J. *417.

EXCHANGE - 50th Anniv. First Commercial Airline covers, clippings, photos. Covers flown by Capt. Dick Merrill on re-enactment of Tony Jannus flight, St. Petersburg-Tampa, Jan. 11, 1964. Charles A. Koch, 252 Palm Grove, Englewood, Fla. *417.

SEND ANY AMOUNT large U.S. com-mems and large U.S. airmails. I'll send same amount foreign airmails. S. Tauber, 708 East Tremont Ave., Bronx, N.Y. 10457. *417.

WILL BUY first day covers from and to Switzerland. Exchange airmail labels all countries. Oscar Stahel, Sihlstrasse 3, 8001 Zurich, Switzerland. *420

EXCHANGE - Will give Philippine 1st Flights for Swiss 1st Flights or crash covers of the world, or will buy. H. Harrison Huster, 105 Holly Street, Cranford, N.J.

WANTED: U.S. First Day of Issue Ceremony souvenir programs. Dr. Matejka, Hotel La Salle, Chicago, Illinois.

WANTED. Canadian first flight covers and Newfoundland first flight covers in exchange for CAM or FAM covers. Roland Dumont, 6314 Le Conte Ave., Cincinnati, Ohio 45230. *417.

WANTED — Back issues Air Mail Collector — Sept. 1931 - February 1932 - March 1932 - Sept. 1932. Smith, 102 Arbor Road, Cinnaminson, N.J. *417

WILL TRADE CAM, Dedications, FAM's for U.S. first day covers. Frank Herget, 2884 Bailey, Buffalo, N.Y. 14215.

MY 16 U.S. FDC for any 3 unofficial JFK FDC's, or 3 Airport Dedications, or 3 Post Office dedications. Straus, Box 6236, Tucson, Arizona.

WANT TO EXCHANGE mint or used airs of world. Have some good Sanabria material to sell. Samuel Feinberg, 79 East Alford St., Springfield, Mass.

WANTED - Early stampless covers of Lancaster - any state. Richard L. Singley, 1022 West Ross St., Lancaster, Pa. 17603.

WILL TRADE or sell all my CAM's, FAM's. Want airmails on or off special covers. E. I. Borkstrom, 6511 Ridge Cliff Rd, Louisville, Ky. 40228.

WANTED: CUBA mint and used airmail stamps. Offer in exchange world wide. Ricardo del Campo, 135 S.E. 1st Ave., Miami, Fla. 33131.

APACHE AIRLINES, A.M. 299 — information wanted about first flight covers of September 22, 1964. Will trade for these. Helen Nahl, 2014 Lincoln Street, Evanston, Illinois.

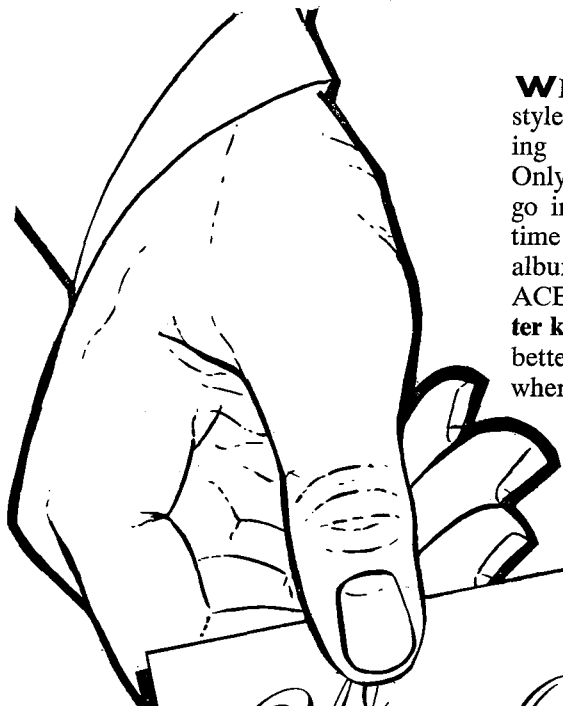
WANTED: Canadian airmail envelopes, first flights, pioneer, official, semi-official, airport dedications, crash covers and Newfoundland airmail covers. Will exchange United Nations military covers or purchase. F/L R. K. Malott, 16 Harwich Crescent, Ottawa 6, Ontario, Canada.

WANTED: CAM'S—86S111 - 87N80f - 88N60 - 88N67 - 12NE64 - 12SW65. Will buy or trade. Michael P. Codd, 35 Lander Avenue, Staten Island, N.Y. 10314.

ZEPPELINS, SCADTA, Canary Islands, Venezuela arms. What can you offer in exchange? Orjan Luning, Odengatan 11, Stockholm O, Sweden.

WANTED - Covers flown in the 1964 Australian Ansett Air Race. Also Bendix and Thompson Trophy Races. J. Wotherspoon, 14 East Main St., Broxburn, West Lothian, Scotland.

BALLOON MAIL items wanted for my collection. Exchange for airmail and balloon mail of Europe. Giuseppe Schenone, Corso San Gottardo, 11 - Milano (727) - Italy.



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