

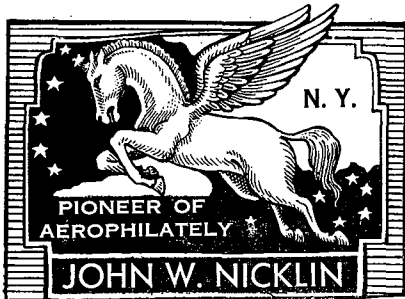
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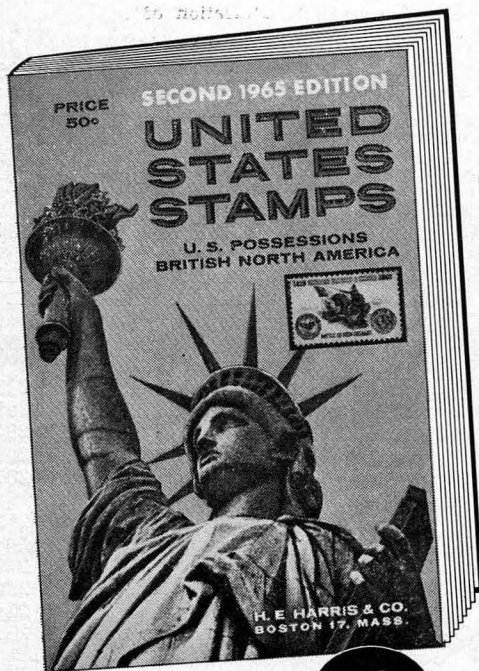
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# the Airpost Journal

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# Behind the Scenes at a First Day of Issue Ceremony

By Joseph L. Eisendrath  
President, AAMS  
Vice President, UPSS

It so happened that the first day of issue of the 8c air mail stamped envelope took place in Chicago on January 7, 1965, and the writer was privileged to work with the U.S. Post Office Department in preparing for the ceremonies attendant to the issue. The Philatelic Division of the Post Office Department in Washington provides the mechanics for servicing all new issues and also co-operates in the actual ceremonies. It is customary that various district post office personnel, the local postmaster and representatives from the Department in Washington participate, along with local dignitaries and members of the particular philatelic group which has been invited to sponsor the event.

The program of the activities on January 7th started with an Invocation which was followed by the Pledge of Allegiance. The Master of Ceremonies, who, in this particular instance, happened to be the writer, then introduced various notable personalities present. The representative of the Mayor of Chicago brought greetings. The President of the *United Postal Stationery Society*, Clark Stevens, responded on behalf of that Society. Then Postmaster Harry Semrow of Chicago followed with a few remarks and Stanley Hodziewich, Chief of the Philatelic Staff, made the principal speech. An official of the *United States Envelope Company*, the new contractor

for all U.S. stamped envelopes, introduced a presentation of a color motion picture showing the processes used in manufacturing the new envelopes.

Previous to the ceremony, Postmaster Semrow sold the first envelope to Steven L. Eisendrath, aged "not quite two," grandson of the writer. This event was properly photographed both by the Post Office Department and various Chicago newspapers.

At the end of the morning session, Mr. Hodziewich presented beautiful albums containing the new envelope to various individuals. The President of the United States received the first one. These albums are highly prized.

A luncheon sponsored by the UPSS featured a souvenir program folder which included a first day cancellation and a special cachet. Many participants autographed these folders.

The Chicago Post Office had set up a station where one could purchase the new *airmail* envelopes and obtain a hand-cancelled first day of issue postmark or a similar one indicating cancellation at this, the UPSS Station. Machine-cancelled postmarks were provided only on orders serviced by Chicago's Main Post Office.

The writer was privileged to go "behind the scenes" at the main post office (the world's largest). The first day ceremony had been scheduled for Thurs-



FIRST DAY OF ISSUE, EIGHT CENT AIR MAIL ENVELOPE,  
JANUARY 7, 1965, CHICAGO, ILLINOIS

Luncheon Sponsored by the  
UNITED POSTAL STATIONERY SOCIETY  
in Compliance to the Post Office Department

#### PROGRAM

INVOCATION	
LUNCHEON	
INTRODUCTION OF DISTINGUISHED GUESTS.....	JOSEPH L. EISENDRATH <i>First Vice President, U.P.S.S.</i>
GREETINGS FROM THE POST OFFICE DEPARTMENT.....	STANLEY J. HODZIEWICH <i>Chief Philatelic Division, U.S.P.O.D.</i>
RESPONSE AND WELCOME ON BEHALF OF THE U.P.S.S.....	CLARK H. STEVENS <i>President, U.P.S.S.</i>
REMARKS FROM THE CITY OF CHICAGO.....	JOSEPH SEMROW <i>Municipal Reform Librarian</i>
REMARKS FROM THE POSTMASTER OF CHICAGO.....	HARRY H. SEMROW
FILM PRESENTATION .....	UNITED STATES ENVELOPE COMPANY
ADJOURNMENT	

LINCOLN-DOUGLAS ROOM, LA SALLE HOTEL, CHICAGO, ILLINOIS

day. Mr. Hodziewich, who was in charge of the entire post office operation, arrived the previous Sunday from Washington. On Monday, space was arranged at this huge post office to provide desks for special local post office employees who were pressed into service for the next ten days, as well as for the handling of incoming mail and, of course, the processing of mail orders.

This being a new envelope made by a new contractor, the timing was very tight; on Monday only 10,000 envelopes were on hand. The special canceling machines, which are shipped from one first day ceremony to another, are used *only* for first day cancellations. Trained operators for these machines are provided because they alone know the technique of providing satisfactory cancellations without spoilage. The machines are fast but they are hand fed and additional ink is constantly supplied. The metal postmark has the standard flag with the words "FIRST DAY OF ISSUE" used on each machine. Perhaps a halfdozen rubber hand stamps were available for the branch post office in operation at the ceremonies.

In this particular case, as the stamped envelopes would all be uniform in size, it was possible to cancel them in advance and to have them available for addressing upon receipt of the orders. Normally the envelopes for cancellation are supplied by collectors and only after the new stamps are affixed can they be properly cancelled. The "ready-made" stamped envelopes made it much easier for the crew handling the mailing of orders.

By Tuesday, 100 thousand envelopes had been received from the envelope agent; by Thursday the number on hand totaled about 350 thousand. In the meantime, because of advance publicity, orders had been coming in to the Postmaster of Chicago. These were placed in processing trays about 30 inches long, unopened, and were kept in a storage vault for processing at the proper time. The writer saw perhaps 100 thousand orders in this vault prior to the first day on Thursday. A considerable amount of these contained coins, some currency, and quite a few money orders or certified checks. The weight of one tray and

its contents is unbelievable. By Wednesday the orders had started to come in greater volume. Thursday and Friday were the peak days, but even for two or three days thereafter the orders continued to arrive. It seems that most people always wait until just about the last minute to mail their first day orders.

On the day previous to the first day ceremonies, a crew of 26 women from the Chicago Post Office were trained to service orders. Two cashiers took their place and the operation went something like this: The women were each given one tray of unopened mail, a coin rack and size 10 penalty envelopes. They extracted the contents of the orders. Orders for single envelopes were addressed by pencil; orders for more than one envelope were not addressed but were placed in a penalty envelope, perhaps



#### AT THE 8c AIR MAIL ENVELOPE FIRST DAY

Left to Right — Donald Swanson, Regional Director, U.S. Post Office Department; Harry H. Semrow, Postmaster, Chicago; the author, AAMS President and UPSS Vice President Eisendrath; and AAMS Honorary Life Member Stanley Hodziewich of the Post Office Department, Washington.

five or seven to each, and then the penalty envelope was addressed. If there was a discrepancy between the amount of the actual remittance and the proper figure, the order was not processed at all but was set aside. The girl took the envelope and its contents over to a cashier who prepared a form letter explaining the shortage or, in some cases, the

(Continued on Page 214)

# Foreign Pioneer Airpost Flights, 1909-1914

## C. SPECIAL POSTAL CANCELLATIONS OF THE PIONEER PERIOD

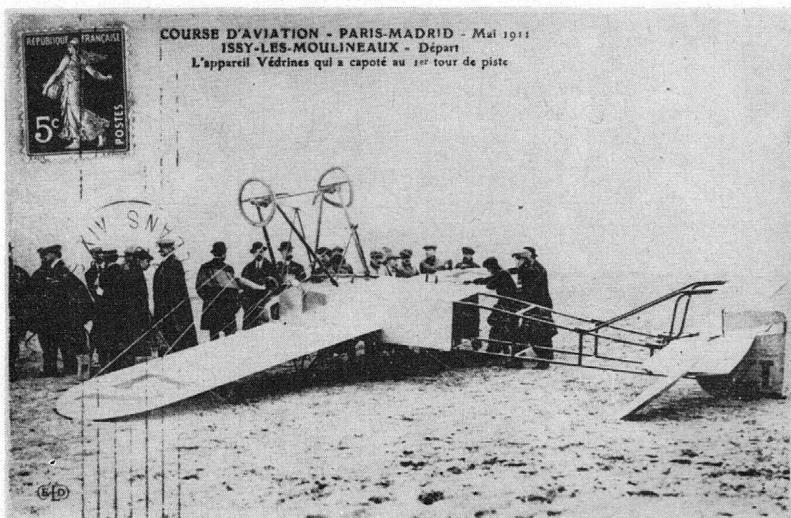
### XVIII. THE FIRST OFFICIAL EXPERIMENTAL AIRPLANE POST TO A STEAMBOAT LEAVING PORT:

PARIS - PAULLAC, OCTOBER 15, 1913

By Dr. Max Kronstein

Some years ago in an English magazine the author published a review of the step by step development of the use of the airplane in speeding up mail delivery to overseas steamships leaving the harbor or by picking it up from a steamship somewhere before - or just about - reaching its port of destination and then flying the mail further inland to central points of delivery ("Trans-Oceanic Mails by Steamer and Airplane" - (British) *Stamp Collecting*, March 31 and May 5, 1934). This system preceded the first transoceanic flight mail in the years when the airplane was not yet capable of crossing the ocean in commercial services. The method was used in the period between the two World Wars, particularly between 1928 and 1933. The best known areas of use were the South Atlantic, preceding the airmail services between Europe, Africa, and Brazil, and the North Atlantic (the Ship-to-Shore Catapult Mails from the S.S. Bremen and Europa and occasionally other ships).

But the idea of flying mail to a steamship as it was ready to leave port is much older. At least one official experimental mail flight of this kind was made in France in 1913, which is the subject of the present investigation. The amount of mail which was carried was so small that these covers are very rare and not well known to collectors today.



Vedrines with his 1911 Plane.

(Using a Similar Craft He Made an Unofficial Flight Carrying Papers  
and Correspondence to the French Coast, August 21, 1911)

An earlier unofficial experiment in carrying a dispatch of newspapers and correspondence between Paris and Trouville on the Atlantic Coast had been or-

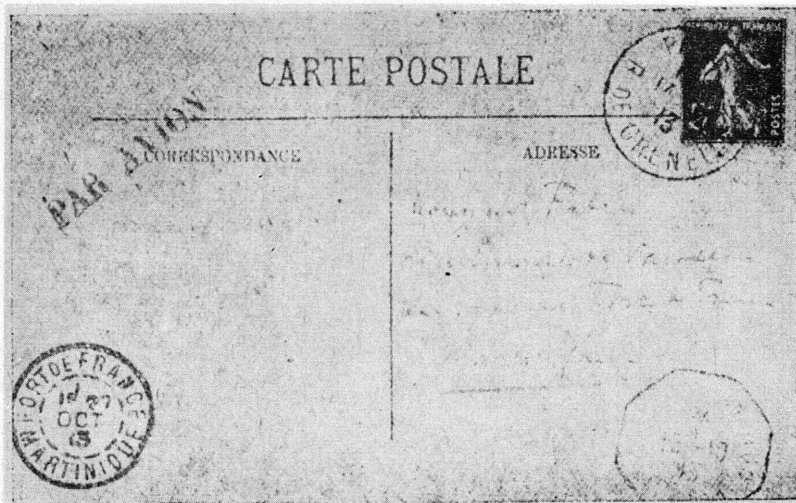


ganized by the Paris newspaper *Le Journal* in 1911. It had been planned to make ten scheduled delivery flights for newspapers and correspondence between Issy-les-Moulineaux (one of the Paris airfields) and the coast. Vedrines, using a Deperdussin monoplane, made one such successful delivery flight on August 21, 1911, carrying several bags of newspapers and correspondence, arriving on the coast at Deauville after a 90-minute flight. But the covers flown were evidently not marked by the post office and are not known today. During a second attempted flight Vedrines fell into the sea.

On almost the same day the German Harlan flyer Hoffman, with Lt. Steffens as passenger, made an inland delivery flight on August 19, 1911, carrying a package of Berlin morning papers from Johannisthal (Berlin) to Frankfurt on the Oder river, leaving Berlin at 4:25 A.M. and arriving at 5:55 A.M., one hour faster than the train.

On a 470-mile delivery flight from Paris to the Mediterranean port of Marseilles on May 25, 1913, the French aviator Dancourt carried a load of newspapers, arriving three hours faster than the express train despite the fact that he had also stopped at Dijon and Lyon to deliver newspapers.

But the first *official* postal experimental mail delivery from Paris to the coast, carrying mail to an outgoing steamer leaving for the West Indies (Antilles), took place on October 15, 1913. The airplane was a Morane Saulnier, powered by a 60



**Card Mailed from the Rue de Grenelle Station, Paris, Flown to the Coast for Dispatch on a Ship Sailing to the Antilles, 1913**

HP engine, with Lt. Rouin as the first airpost flyer. The departure from the Morane-Saulnier airfield at Villaclaublay was quite an official affair with the Minister of Commerce, M. Masse, and M. Mazoyer, Director of the Postal Services attending. First, photos were taken in the presence of the Prefect of the Seine-Oise area, the military commander of the First Aeronautic Group at Versailles and both M. Morane and M. Saulnier. Then the bag containing six pounds of mail was delivered. This bag had a special label, inscribed "Pour le bateau flottant francais de Colon - Par avion."

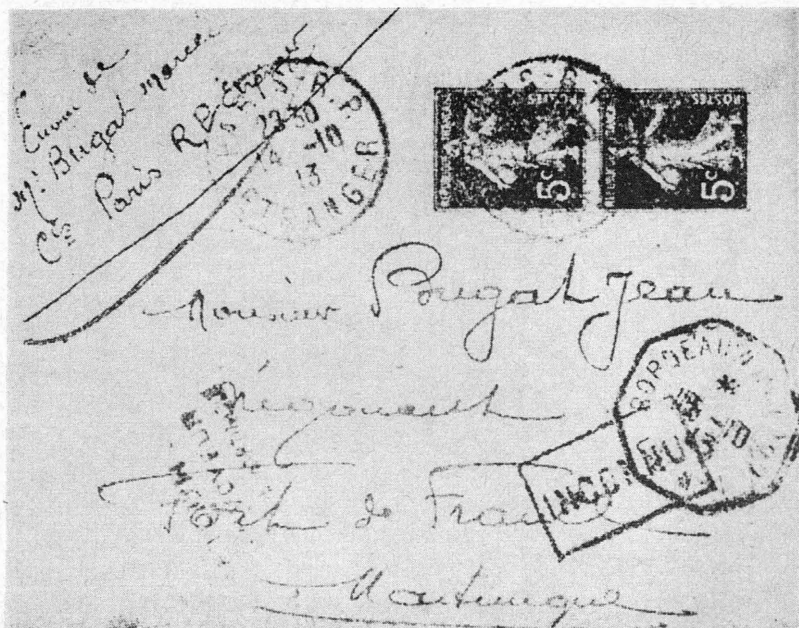
The pilot started at 7 A.M. and headed for his destination at Pauillac. But he had to stop at Vendome because of a defect in the fuel pump which had to be

(Please Turn Page)

repaired, and he also made a scheduled stop at Poitiers for refueling. Nevertheless, he arrived at his destination earlier than expected since he had been able to travel at a speed of 100 kilometers per hour. A landing place had been prepared at Saint Julien-Beychevelle; a mechanic M. Morillon was credited with its construction. In order to indicate the wind direction at the landing area it was decorated with a flag which blew in the breeze. After landing the aviator was received by the Secretary General of the prefecture, the Assistant Prefect of Lesparre and the Inspector of the Postes, M. Sessac. The mail was taken over by the postal inspector and carried by car to the Paqueboat Peron, ready for departure for the West Indies (the Antilles). The entire flying time had been five hours.

On receiving the news of the planes safe arrival, the Minister of Commerce, Monsieur M. A. Masse, wired to the pilot: "I appreciate receiving the news of your safe arrival in spite of the emergency landing at Vendome. My thoughts have been with you during your trip. Receive my congratulations and sincere thanks. (Signed) Masse."

Although the amount of mail carried was small, it had been collected from two Paris post offices. A circular issued by the postal administration dated October 14, 1913, had authorized the Paris R.P. (Recette Principale Rue de Louvre) and the Paris 44 (Rue de Grenelle) post offices to select items from the mail addressed to the Antilles which should be flown by air to the steamship departure at Bordeaux.



**A Cover Dispatched via the Paris-Coast Flight, 1913, Mailed from Paris, Rue de Louvre Station.**

The covers dispatched from each post office differ. Each office used a cachet "Par Avion," but the two cachets differ in dimensions. The authorization order left it up to each post office to prepare its own cachet. Further, the Rue de Louvre office applied its cachet in violet, the other post office in black. At least some of the covers were cancelled on the evening of October 14, the evening before the flight. The

Covers also show a hexagonal cachet applied at Bordeaux, 15 - 10/13 (October 15, 1 P.M.). Covers addressed to the island of Martinique show a backstamp there, dated on arrival of the steamship on October 27 (see illustrations). Because such a small quantity of mail was dispatched, the covers are very rarely seen today.

The first public impression of the new service was indicated in a cartoon published in the Paris paper *Le Matin* on October 16, 1913; entitled "The Air Post." It shows one of the small round tables which are well known from the small outdoor cafes of Paris, with a man sitting at the table talking to the waiter (dressed in the well known manner of the Paris waiters with a long white sheet covering him down to the shoes).

The guest says "By God. How I would like to live in the Antilles."

The waiter asks: "But indeed. Why do you say that?"

Answer: "Perhaps there I would receive my mail on time."

The Minister of Commerce explained after this flight that he was considering two postal services, one from Paris to Bordeaux (on the Atlantic) and the other from Paris to Nice (on the Mediterranean). First it was necessary to establish that each plane would be able to carry 80 to 100 kilograms of mail. He also expected to undertake another postal experiment between Paris-Lyon-Marseilles and Nice soon. The pilot Gilbert was to carry this experimental mail. He required that such starts originate at the airfield at Issy-Les-Mauleaux, not like the first experiment which originated at Villacoublay. This requirement was evidently made to permit more efficient delivery of the mail to the plane.

The postal mail experiment between Paris and Nice was actually scheduled to take place on November 7, 1913, and the aviator Martinet was selected as the airpost pilot. It was postponed at the last moment because a great railroad disaster had taken place in the area near Melun which required the attention of the authorities. The aviator had actually been available and made a test flight - evidently without mail - from Compiègne to Nevers.

With respect to such mail flights, the airplane constructor M. Saulnier calculated that with a mail load of 100 kilograms the price per letter would amount to about 30 centimes. According to contemporary reports the Minister of Commerce, M. Masse, even proposed the issue of a special "aerial postal stamp" for these experiments and suggested a design showing an airplane flying around the Eiffel Tower.

But no further delivery experiments are known to have taken place, perhaps because of the coming of the First World War the next summer. The experiments were resumed soon after the war with a flight of the "Ligne Postale Aérienne de Paris a St. Nazaire" on August 17, 1918, landing at Mans and at Escoublac.

These experimental flights were continued into 1919, with a total of 65 such flights reported.

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## ADDITIONAL PIONEERS IN BELGIUM

SUPPLEMENT TO PART C, XV, THE AIRPOST JOURNAL,  
SEPTEMBER, 1964, PAGES 336-341

To the data in our previous article AAMS member J. Gravelat, one of the best known collectors in this field has contributed supplementary data as follows:

- 1) On Page 336 our report mentioned early Belgian flights on September 8, 1909. M. Gravelat points out that a special cachet exists from this event, and also that there was an even earlier demonstration flight in Belgium, in May, 1908, when Farman flew at Ghent.

(Please Turn Page)

- 2) Referring to Page 337 (third line from bottom) he reports that two different cachets and a special program exist from the Stockel event.
- 3) In addition to the 1910 events reported on Page 338, special cards and programs also exist from a September, 1910, meeting at Ostende in which Olieslagers and Paulhan participated. (This latter pioneer was referred to in some 1910 Belgian papers as one of their aviators, perhaps due to his frequent participation in Belgian events, but he was actually French-born and served in World War I in the French Army).
- 4) At the bottom of Page 339 we reported on the 1911 Tour de Belgique. We have learned that a special card and special vignettes for the stage from Mons to Castaeu and for the events at Tournai and at Dinant also exist.
- 5) On Page 340 we discussed the Ghent 1913 flights by Crombez and mentioned that more flights might still be found. Present research has shown that there were a total of 13 flights in May, 1913; 10 in June; 12 in July and 11 in August, 1913. We are advised that the Blankenberghe cachet noted by us as used August 6 was actually used for the first time on July 21, 1913.

We thank member Gravelat for assisting us in providing future collectors with more complete data.

## 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. Siern, A.R.I.B.A., F.R.G.S. (Copyright Reserved).**

**October 18, 1954: New Aerogram: Basutoland:**

This was the first definitive issue bearing an imprinted stamp, the new 6d Herd Boy type (Kessler's No. 6). The lines of instruction were altered in 1959 (Kessler's No. 7).

**November 4, 1954: S. A. A. Skymaster Held up at East London:**

Because of bad visibility at Durban, the Skymaster "Amatola" was held overnight at East London and, when landing, damaged a tire.

**November 5, 1954: C. A. A.: Lusaka to Johannesburg:**

Same day service. Covers were carried.

**November 7, 1954: C. A. A.: Johannesburg to Nairobi:**

Same day service with stops at Lisaka and Ndola. Covers were carried.

**November 7, 1954: C. A. A.: Durban to Ndola and Lusaka:**

Same day service. Special commemorative envelopes were issued by C.A.A., which were postmarked at Durban 7 Nov. 54 and backstamped at Ndola and/or Lusaka 7. XI. 54.

**November 27, 1954: South West Africa: New Aerogramme:**

This was the first definitive air letter sheet, bearing an imprinted ostrich stamp (Kessler's No. 10).

**February 1, 1955: S. A. A. Airways Comes of Age:**

To mark this occasion, S.A.A. issued an illustrated booklet entitled "S.A. Airways Comes of Age," which detailed the growth and history of the airline at the time the fleet consisted of 25 aircraft. A reception was held in Cape Town at which Mr. B. J. Schoeman, Minister of Transport, and Mr. D. H. C. du Plessis, General

Manager of Railways, were present. The writer was invited to attend.

**February 2, 1955: South Africa: Internal Air Letter Sheet:**

(Kessler's Nos. 403, 404). These were much as before with the word 'Postgeld' replacing 'Poseel' in the imprinted stamp.

**March 8, 1955: South Africa: Airmail Rates Reduced:**

Rates within the African Union were unchanged, but to South America they were reduced from 3 sh. to 2 sh. 3d.; to the West Indies from 2 sh. 9d. to 2 sh. 3d.; to China and Formosa from 2 sh. 3d. to 1 sh. 9d.; and to Australia from 3 sh. to 2 sh. 6d. The reductions varied from 6d. to 1 sh.

**March 12/13, 1955: The Bristol Britannia G. ANBA Flight:**

The Britannia propjet flew from Fulton (Bristol) to Jan Smuts (Johannesburg) in 18 hours, 52 minutes, with one stop at Khartoum. The commander was Captain Walter Gibb. The Comet jet still held the speed record, having flown on July 17/18, 1953, from London to Johannesburg in 17 hours, 33 minutes (flying time 15 hours, 9 minutes).

**March 24, 1955: Flight of "Pretoria Spirit" over South Atlantic to Pretoria:**

The first light aircraft to cross the South Atlantic from South America arrived at Livingstone on March 24, 1955. The Piper Apache was flown by Mr. Howard Piper, 37, and W. T. Piper, Jr., both sons of the president of the Piper Aircraft Company. They flew nearly 2,000 miles across the South Atlantic from Brazil to Liberia.

**June 3, 1955: Visit of R. A. F. from Iraq to Cape Town:**

Three Venom jet fighters of the R.A.F. No. 6 Squadron stationed at Habbaniya, Iraq, landed at Langebaanweg Air Station on June 3, 1955, under the leadership of Flight Lt. M. E. Hobson. These were followed by a Valetta transport aircraft. Owing to damage of an undercarriage one Venom was left behind at Khartoum. The flight was for long range navigational training.

**July 6, 1955: South West Africa: Inland Air Letter Sheet:**

The South African 'Postgeld' type was overprinted S.W.A. (Kessler's No. 403). In August, 1948 the 'Poseel' type was issued, also overprinted S.W.A. (Kessler's Nos. 401, 402).

**September, 1955: Airstrip Kariba Dam (Rhodesia):**

This 1,000 yard long field was now completed. Mails from the Union of South Africa were conveyed there on September 14, 1955.

**September 11, 1955:**

The Britannia again visited South Africa.

**September 29, 1955: Visit of Vickers Viscount:**

The Vickers Viscount 700 arrived at Jan Smuts Airport (Johannesburg) for six weeks of trials, with W. R. Peasley as pilot. This plane flew to Cape Town for the opening of the Airport Terminal there on October 26, 1955.

**October 3, 1955: S.A.A.: First Direct Flights, East London to Johannesburg and Return:**

This mail, carried in Skymasters, was backstamped Johannesburg 4. X. 55. On both flights the commander was Captain Pattison.

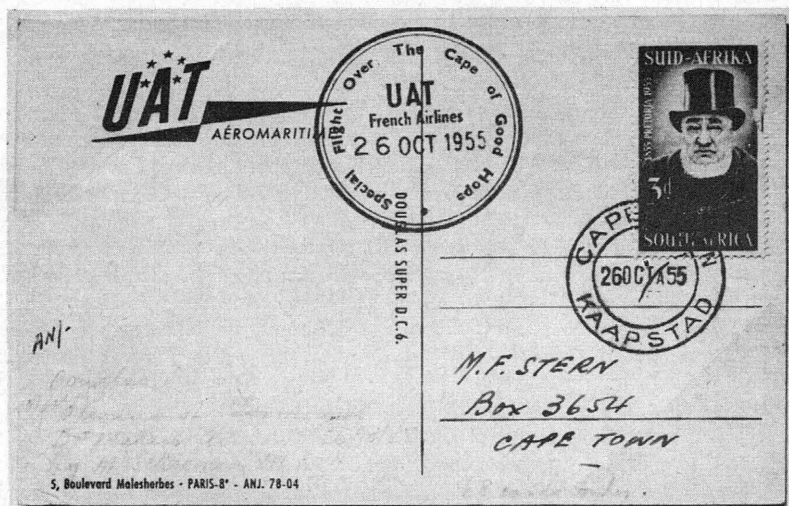
**October 12, 1955: El-Al Israel Airlines: Johannesburg to Lydda:**

It was announced that El-Al would operate from Johannesburg to Lydda with its own Constellation aircraft.

**October 26, 1955: New Cape Town Terminal: D. F. Malan Airport:**

Situated near Bellville, this new terminal was opened by Mr. Schoeman, the Minister of Transport, who arrived in the S.A.A. Constellation 'Kaaapstad.' A 50-ton  
(Please Turn Page)

DC-6B was flown by U.A.T. from Johannesburg to Cape Town for the opening. A flight was made over Cape Town, and 68 cards were issued to those on board (of which the writer was one) and posted. These U.A.T. cards bore a special circular cachet; reading "Special Flight Over the Cape of Good Hope" in the outer circle. Horizontally in the center is the wording "U.A.T. - French Airlines - 26 Oct 1955" (see illustration below).



**One of Only 68 Special Cards Issued to Commemorate the Opening of the New Cape Town Terminal**

**November 7, 1955: Qantas: New Route: South Africa to Australia:**

Until November 7, 1955, the Qantas route was from Australia to South Africa (Sydney-Perth-Cocos Islands-Mauritius-Johannesburg). The new Super "G" Constellation aircraft now turned around at Johannesburg after four hours and flew back via Mauritius, Cocos Islands, and Port Darwin to Sydney.

**November 23, 1955: Cocos Islands: Opening of Australian Domestic Postal Services:**

Qantas carried special souvenir covers bearing a special cachet, which were backstamped Cape Town, 5 Dec 55.

**November 28, 1955: Reunion Airport (Durban) Opened:**

**November 28, 1955: Crash at Mokhoplong (Basutoland):**

An aircraft of the Drakensberg Air Services was badly damaged in landing, and the pilot and three passengers were injured. This was the sixth aircraft accident in Basutoland over a period of several months. In a previous accident a pilot was killed, and in another the pilot was seriously injured.

**December 30, 1955: First Two Britannia Airliners for South African Run Delivered to B.O.A.C.:**

The first actual Britannia service was planned for June or July, 1956. The first training flight was on December 31, 1955.

(To Be Continued)

# FLASH!

## KENNEDY AEROGRAMME TO BE ISSUED BY U.S.A.

An 11-cent aerogramme bearing a portrait of John F. Kennedy will be issued May 29. Postmaster General John A. Gronouski announced on February 27. The growing group of Kennedy topical collectors will now have a U.S. airmail item to add to their collections.

First day ceremonies will be in Boston on the 48th birthday anniversary of the 35th president

The Kennedy aerogramme will provide worldwide service at low cost.

Aerogrammes are becoming increasingly popular and upwards of forty million are sold annually. Their light weight justifies reduced rates; one hundred fifty aerogrammes weigh only one pound.

The 11-cent Kennedy aerogramme will be printed by letter press at the Government Printing Office in blue and red on blue paper. It replaces the current aerogramme issued in 1961.

The first day ceremony for the aerogramme comes on the first anniversary of issuance of the Kennedy memorial stamp during which a record-breaking 2,003,096 first day covers were cancelled at Boston.

Collectors desiring first day cancellations for the Kennedy aerogramme may remit eleven cents for

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each item, addressing requests to "Kennedy Aerogramme, Postmaster Boston, Massachusetts 02109." Requests must be postmarked not later than May 29, 1965. Postage stamps and personal checks will not be accepted.

## Annual Report of Sales Department Manager, AAMS

May 1, 1964

This report covers the period from May 1, 1963 to April 30, 1964. Sales for this period totalled \$4600.50.

Stamp sales are higher again reflecting much good grade material at reasonable prices. Covers have again fallen off reflecting lack of good material for sale.

There are at present 70 active, participating members in the Sales Department. New circuit requests were received from 56 members and a total of 445 circuits was mailed during the year.

## BREAKDOWN OF SALES

### AIR MAIL STAMPS

Sales for the year .....		\$ 3,414.45
Payments made on account to various owners .....	\$ 2,233.40	
Fire Insurance .....	16.00	
Insurance Account .....	69.50	
Commission .....	427.81	
	<hr/>	
TOTAL .....	\$ 2,746.71	2,746.71
Balance on hand to be distributed .....		667.74

### SALES BOOK ACCOUNT

Balance on hand 5/1/63 .....	4,501.14	
Received 160 books, net value .....	6,924.17	
	<hr/>	
TOTAL .....	11,425.31	11,425.31
Less books returned .....	4,172.88	
Less sales from books .....	3,414.45	
	<hr/>	
TOTAL .....	7,587.33	7,587.33
NET BALANCE .....		3,837.98

### COVERS

Sales for the year .....		1,186.05
Payments on account to various owners .....	761.18	
Fire Insurance .....	7.40	
Insurance Account .....	14.72	
Commission .....	237.22	
	<hr/>	
TOTAL .....	1,020.52	1,020.52
Balance on hand to be distributed .....		165.53

### COVER PACK ACCOUNT

Balance on hand 5/1/63 .....	1,884.43	
Received 74 packs, net value .....	1,374.49	
	<hr/>	
TOTAL .....	3,258.92	3,258.92
Less packs returned .....	993.75	
Less sales from packs .....	1,186.05	
	<hr/>	
TOTAL .....	\$ 2,179.80	2,179.80
NET BALANCE .....		\$ 1,079.12

Respectfully submitted, Herman Kleinert, Sales Manager,  
American Air Mail Society



## Harmer To Auction Another 24c Invert

Shortly after obtaining a record price of \$15,500. for a copy of the United States 24-cent inverted center air post, Bernard Harmer, President of H. R. Harmer, Inc., International Auctioneers, announced that still another copy will be sold by Harmer's in May.



Coming from the estate of the late Ellwood R. Burdsall of Great Barrington, Massachusetts, this stamp will not, in Mr. Harmer's opinion, reach the record obtained for the Thomas A. Matthews copy he sold on November 4, 1964, due to the centering, which is to the bottom, and a small thin spot. A realization of \$6000 or more is expected. The stamp to be auctioned is illustrated above.

A copy of the auction catalogue, which will contain many other outstanding United States items, can be reserved now. See the Harmer ad in this issue for the address.

### SPECIAL AUSTRIAN AIRFIELD CACHET

The post office at Suben, Austria, used a special rectangular cachet for the opening of a border airfield at Scharding-suben, October 4, 1964. The cachet showed the coat of arms of Scharding-Ried and of Braunau/Inn, together with a glider aircraft. It was inscribed "SUBEN - FRONTIER AIRFIELD SCHARDING - TRI CITIES FLIGHT."

— Dr. Max Kronstein

## C.A.M. BULLETIN —

Northwest Airlines has announced its tentative plans to inaugurate its long overdue service to *Philadelphia, Pennsylvania* on Route No. AM-3, effective April 1. The city will be served as the terminus of a dual-pronged extension from both Cleveland, Ohio, and Detroit, Michigan. In accordance with current *American Air Mail Catalogue* policy, the following new dispatches will be eligible for listing in the CAM Section:

Cleveland Post Office and Airport Mail Facility to Philadelphia  
Detroit Post Office and Airport Mail Facility to Philadelphia  
Philadelphia Post Office and Airport Mail Facility via Detroit  
Philadelphia Post Office and Airport Mail Facility via Cleveland

These eight covers will be listed, whether an official cachet is provided or not, following the rules for listing CAM route extensions. Based on recent U.S. Post Office Department cachet policy, an official cachet can be expected at Philadelphia PO and AMF, but not at the other offices involved. In fact, in view of recent experiences we have had it may not be possible to get covers dispatched from Cleveland and Detroit Post Offices. All we can suggest is that collectors send out their covers to all offices involved, requesting that they be flown on the inaugural AM-3 services and hop for the best. Full details of the new service will be reported soon by our Advance Bulletin Service cards, with the usual report after the flights in Bill Ware's "C.A.M. Cover Notes."

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# Record Prices for Airmail Stamps and Covers in Recent Auctions

Highlighted by a mint copy of the inverted center variety 24c U.S. air mail stamp of 1918 and the only known example of the 1859 Balloon Jupiter cover, new price records were established at the H. R. Harmer auction held on November 4, 1964, in New York City.

The invert, described as one of the finest examples of this classic error, was from the collection formed by Thomas A. Matthews of Springfield, Ohio. The active bidding was ended when Raymond Weill of New Orleans offered \$15,500 which topped the \$15,000 bid of Ezra Cole, of Nyack, New York.

Only the month before, another copy of this error sold in an auction sale conducted by Robert A. Siegel, Inc., realized \$10,500. Another copy is reported to have been sold by Gimbel's Stamp Department for \$12,750 at about the same time as the Harmer sale. Scott's Catalog lists the error (No. C3a) at \$12,500 in its 1965 edition, and it is quoted at \$13,000 in the Minkus American Catalog.

The disposal of the Matthews collection produced several other price records. The "grounded plane" variety of the 24c air mail stamp on a 1924 flight cover from New York to Elko brought a new high of \$80. The same variety, in a mint sheet of 100 and believed to be unique, finally sold for \$1900 to Georges Medawar of Sanabria.

The first three U.S. airmail stamps on flight covers also brought record-breaking prices during the sale. The 6c (C-1) on a cover flown on the December 16, 1918, flight from Philadelphia to New York, which catalogs for \$100, sold for \$140. The 16c (C-2) issue carried on the July 15, 1918, flight between Washington and New York sold for \$77.50. This item catalogs for \$100. The same price was realized for the 24c (C-3) issue flown on May 15, 1918, between New York and Washington.

Early air mail first day covers also set record prices. A set of three covers of the 1923 series (C-4, C-5, and C-6)

which catalog at \$90 brought a new high of \$100. The three Zepps on a single first day cover sold for \$475.

Of importance second only to the invert, the unique Jupiter Balloon cover of 1859 was offered for the first time at auction. This cover was purchased at \$6500 for the Smithsonian Institution where it will be displayed in the new Museum of History and Technology. It was on August 17, 1859, that Professor John Wise, captain of the "Jupiter," expecting to balloon from Lafayette, Indiana, to either New York or Philadelphia, packed 122 covers aboard for a flight which actually lasted for a mere twenty-five miles. Only one of these covers has ever been found.

Another item of importance sold was an unused copy of the label issued by Samuel Archer King for his "Buffalo" Balloon in 1877 which went for \$750. A tete beche pair of the same item sold for \$1800. The unique unused 1911 Vin Fiz label for the cross country flight of Calbraith Rodgers went for \$4800.

New highs have also been realized at several other recent sales.

The "Servizio di Stato" overprints of the Italian territories of Cyrenaica, Eritrea, Somalia and Tripolitania, which have a combined catalog value of \$2,000, sold for \$2,050 when Harmer, Rooke & Co. auctioned the 11-album airmail collection of the late S. L. Sholley of Newton, Massachusetts, on October 29-30, 1964.

*Italy* No. CO1, the mother country's "Servizio" stamp of 1933, realized \$625, \$25 over catalog value (in H. R. Harmer's December sale this same stamp brought only \$570, but in the January Harmer sale it also realized \$625 - no doubt condition was a factor in the variation).

The two-day sale of choice, unused airpost items brought a total of \$24,000. It proved the market increasingly strong in this field, in the opinion of one knowledgeable observer.

France's "Ile de France" set sold for \$1,025 against a catalog figure of \$1,150. Iceland's "Hopflug" set realized \$270 against a catalog of \$300; at another sale in late January this same set brought \$340.

Other interesting prices:

France's 50fr emerald of 1936, \$95 (cat. \$100); the "Banknote" 50fr ultramarine, \$75 (cat. \$95).

Mexico's Amelia Earhart, \$300 (cat. \$350). Newfoundland's Balbo Flight surcharge in block of four, \$340 (cat. \$360). Russia's stratosphere set of 1933, \$33; the stratosphere and airship sets of 1934 combined, \$35. Spain's 25p and 50p of 1947, \$107.50.

Important airmail lots were also included in Harmer Rooke's November 12-13 sale. A part sheet of 81 of the 24c carmine airmail of 1923, with straight edges removed, sold for \$1550, though cataloging \$1404. A mint set of Zeppelin plate blocks (C13-C15) were bid in at \$2100. A block of eight of C2 with arrow and plate number brought \$240 against a catalog value of \$211. The 24c (C3), in a similar block with "TOP" twice sold for \$250 (catalog \$225) and the 1923 set in plate blocks of six, \$470 (catalog \$400).

Still more high prices for mint airmails were realized in H. R. Harmer's December and January sales where a fine, fresh copy of Newfoundland's Columbia flight issue (C5) went for \$775; a pair of Italy's 1930 airpost (C 27), one with seven stars, brought \$400 (catalog \$440), and Mexico's 1939 Sarabia 20c blue and red (C93A) on first flight cover \$120; France's "Ile de France" 10 fr. on 1.50 fr. (C4), centered to right, sold for \$850 (catalog \$900); and of more modern vintage, Sierra Leone's 1964 Kennedy issue errors brought from \$400 to \$750.

An on cover example of the Hawker air mail stamp issued in Newfoundland in 1919 (Scott's No. C1 listed at \$1,900 used) realized a record of \$3,100 in a recent auction sale of air mail material by Irwin Heiman.

In the same sale Mexico's University air mails on first day covers realized \$390 and an on cover example of the

1935 Amelia Earhart air mail brought \$550.

The U.S. Graf Zeppelin air mails on a first day flown cover brought \$530 in the Heiman auction and an "RF" cover with Scott's No. CM5 realized \$110.

The first issue of San Marino on a flown cover brought \$310, Switzerland C1 on cover brought \$185 and the Newfoundland Balbo on cover realized \$335.

Airmails also brought good, strong prices in a sale held by the Earl P. L. Apfelbaum firm in late January in Philadelphia. A set of Zeppelins (U.S. C13-15) in blocks of four, f-vf, sold for \$900 (catalog \$1505). Japan's 1934 souvenir sheet (C8) sold for 76% of its \$100 catalog value, while Iceland C12-14, the Balbo flight set, went for \$25 more than its value of \$300.

By any means of analysis of these prices it can be readily seen that there is a strong market for airmail material, both on and off cover, particularly from the earlier days of airpost history, i. e. 1910-1930.

(Compiled by Vernon J. Miller)

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# 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)



## ARGENTINA

A set of five varieties for definitive use has been issued. Also a 13P was issued on Columbus Day,

as well as a set of two semi-postal airs for the Tokyo Olympics. A single 18P was issued last May to honor the 15th UPU Congress (see also p. 344, APJ, September, 1964).

## CAMBODIA

A set of five varieties, depicting the mythical figures, has been issued as definitive airmails, and also a special set of three to honor the 8th Anniversary of Royal Air Cambodia.

## CAMEROONS

A single 100 Fr. and a miniature sheet of four have appeared in honor of President Kennedy.

## CENTRAL AFRICAN REPUBLIC

A 50 Fr. airmail, in sheets of 10, inscribed "Europafrique."

## COMORO

A new definitive airmail portrays the "Order of the Grand Star of Comoro."

## DOMINICAN REPUBLIC

A 7c airmail, in an edition of 300,000, was issued to commemorate the 15th UPU Congress.

## ECUADOR

A single and a miniature sheet have been issued in memory of President Kennedy. Also a set of four - 80c, 1.30, 1.80 and 2.00 Sucres for the Tokyo Olympics - was released in an edition of 200,000, together with an imperf. souvenir sheet in a quantity of 10,000.

## FIJI

The set of three, 3d, 6d and 1sh., issued for the 25th Anniversary of the First Flight Fiji to Tonga is being chronicled, but we feel Scott will not list them as airmails.

## FRENCH POLYNESIA

A newly issued 23 Fr. air shows a landscape scene.

## GABON

A 50 Fr. airmail was issued in December promoting Women's Rights.

## GUATEMALA

To commemorate the 8th Cyclist Championship, a set of four Red Cross airmail stamps has been overprinted. Also a set of six airmail stamps has been issued to honor the International Red Cross.

## HUNGARY

In commemoration of the reconstructed Elizabeth Bridge, two souvenir sheets, value 10 Ft. each, one perf and the other imperf., have just been released.

(Please Turn Page)

## U. S. AIR POST

"Used"

#C7, 8, 9 (3) .....	50c
#C10 .....	50c
#C20, 21, 22 (3) .....	\$1.50
#C24 .....	50c

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## ITALY

A 130L. airmail was issued to commemorate the opening of the Verazano Narrows Bridge in New York City.

## KUWAIT

To honor the 10th Anniversary of Kuwait Airways, a set of four airmails has appeared.

## LAOS

A set of two stamps, 25 and 50K, was issued, design showing native habitat. These were also issued in sheets, perf. and imperf., as well as in "De Luxe Presentation" form.

## LEBANON

A set of 4 varieties has been issued to honor the Baalbeck Festival.

## MAURITANIA

A single 100 Fr. and a miniature sheet of four have been issued in memory of President Kennedy.

## MONACO

Monaco issued a 5 Fr. airmail in diamond shape for the 1964 Winter Olympics at Innsbruck.

## NEW CALEDONIA

A 50 Fr. showing a view of the Pine Islands has been released. Also issued were a single 10 Fr. for the Tokyo Olympics, as well as a set of two, 27 Fr. and 37 Fr., showing aquatic life.

## NICARAGUA

A set of three provisional airmails, 5c, 10c and 15c, has been created by overprinting on older issues. A set of four values was also released in honor of the Central American Common Market.

## SENEGAL

A 100 Fr. and a souvenir sheet of four were issued in memory of President Kennedy.

### A NOTE TO OUR MOVING MEMBERS

Please send all changes of address direct to the Secretary at 102 Arbor Road, Cinnaminson, New Jersey 08077 - to obtain all issues of the Journal 30 days advance notice should be given if possible.

— The Secretary

## SOMALIA

Two airmail stamps were issued for the Tokyo Olympics, along with a set of four honoring Somalia Airlines.

## SOMALI COAST

An airmail stamp showing a ship being built, value 50 Fr., has appeared.

## SYRIA

To honor the 10th Anniversary of Syria's entrance into the Arab Postal Union, a set of three airmails, 12½P, 20P and 25P has been issued. Also, a set of three, 12½P, 17½P and 20P, commemorate the 2d anniversary of the burning of the Algiers Library.

## TOGO

Two new definitives, showing birds, have been issued for regular airmail use. A 100 Fr. pale brown airmail and a souvenir sheet of three were released in honor of the Tokyo Olympics. To commemorate the inauguration of Air Togo four postage and an airmail, as well as a souvenir sheet of four values, were released.

## YEMEN ARAB REPUBLIC

A 6B was issued for the opening of Sana'a International Airport, as was a souvenir sheet. A 6B stamp and souvenir sheet were also issued to commemorate the 10th anniversary of the Arab Postal Union. A set of three values, depicting wild animals, has been issued for regular airmail use.

The column editor would appreciate hearing directly from any of our overseas members who are in a position to give us advance information on new issues, projected emissions and news of discoveries.

**BEATS FISHING:** A Pacific Northwest lumberman decided to build an airplane when he became irate over the slow delivery of a plane he wanted for fishing and hunting trips, according to United Air Lines. His name: William Boeing, founder of the Boeing Company, one of today's leading builders of jet aircraft.

## **Airport Dedications**

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

Port-au-Prince, Haiti opened its new International Jetport on January 22, the same day that Pan Am started direct jet service to New York. Notice, was extremely short. Covers bear a blue "Premier Vol Jet Haiti" jet cachet. Three new stamps were also released in connection with the airport opening.

Van Nuys, California dedicated its municipal heliport January 28, and on this occasion Los Angeles Airways made its first scheduled flight from the new heliport. The Mackinac Island, Michigan, airport opening, January 1, reported last month was also marked by a first flight, probably unofficial. That makes these first three 1965 events with first flight tie-ins- of special interest to ded collectors! We anticipate several more "combination" events later this year.

We're sorry about the typographical error that got by the proofreader in Supplement No. 7 for 1963. Polebridge, Montana (AK-66) was postmarked August 19 due to Sunday P.O. closing.

**FUTURE:** April 1 - East St. Louis, Illinois, covers to Chamber of Commerce 431 Missouri Ave., Attn: Ron Steele; Baltimore, Maryland Heliport, covers to Paul Bugg at address shown on inside front cover; Bryan, Ohio, covers to C. of C. Attn: Hugh Lindsey, Jr.; Grand Canyon Airport in Arizona may be dedicating in June in connection with its first jet flight. More details later.

## **Thank You!**

Once again the Society and its Officers are pleased to thank a group of members who were nice enough to send in a little extra cash donation to help the AAMS function and stay solvent. This time our thanks go to Herbert Anning, Harold Bliss, Bernard Cohn, Harry Held, Director Dr. Max Kronstein (he also donates his authoritative articles to the APJ!), Edward Lettick, V. D. Marsh, Chester Reid, and Director Art Schmidt. All we can say is thanks and thanks again.

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# Zeppelins & Balloons

By Richard K. Keiser

Box 2655, West Lawn, Pennsylvania

This is a new column that I hope draws many contributors from and is of interest to you all. A check of the AAMS membership shows that we have 250 collectors of Zeppelins. It would be helpful if each Zeppelin collector would drop me a card or a note with his comments.

We hope to cover the history of Zeppelin and balloon flights, pilots and selected mail. Also LTA (lighter-than-air) exhibits at shows will be reviewed as well as current market prices for our peculiar category of material.

Prices are going up and we view this with mixed feelings for though this makes our collections worth more, it makes further collecting expensive. Since we collect for our own pleasure, we naturally like low prices. However, it seems a shame for some items to sell for so little. I recently bought a card from the 1914 Monaco air rally for \$5.00 at the ASDA show. This is not an LTA item but it is a European Pioneer Air and after fifty years it sells for \$5.00! Three thousand cards were flown. I would have been ashamed to offer \$5.00 if it had not been so priced.

We collectors must beware of paying too much for prices do not always hold. I believe that Paris Balloon Posts sold for more in the '20's and I know that the Garden City flight sold for more money in 1929. Of course, we know that if a cover has good stamps tied to it such as our *Zeppelin* set or the over-printed German *Zeppelin* sets, the covers are and will be valuable for they have good stamps affixed. Covers seem to go in and out of popularity; stamps are more stable. As a cover collector I do not like to recognize this, but it is true and when I spend much money for a cover it has to have good stamps as well.

In December Irwin Heiman conducted an airpost auction. We review this here in some detail for it will up-date many prices on LTA covers. We think auction reviews should be a feature of

this column for most Zeppelin cover prices are determined at auction. The prices given in our *AAM Catalogue* are so low that they are often not even referred to by the auctioneer.

This auction started with a bang with a first day cover of U.S. C13-15 on round trip flight covers bringing \$530. A fine mint set of C13-15 brought \$240. The sale of a round trip cover with C14 and C15 brought \$151. This cover had the correct postage.

The German Zepp prices are also interesting and are listed below:

1928-31 - C35-37, \$23.00 Mint; 1930 - C38-39 South American Flgt., f-v-f, \$78.00 Mint, \$45.00 Used; 1931 - C40-42 Polar flight, 3 Covers, \$135.00 Mint, \$110.00 Cover; 1933 - C43-45 Chicago Flight Cover, \$75.00; 1913 - Dusseldorf Flight Cover, \$35.00; 1913 - Liegnitz Flight Cover, \$115.00.

A Greek Zepp cover brought \$51.00; a Latvian cover sold for \$150.00; a Liechtenstein cover with the lovely C7-8 stamps sold for \$66.00. An Italian cover carried unofficially on the Norge Polar flight sold for \$25.00. We bought the Daily Graphic cover for \$33.00. This is from a balloon flight of 1907. The balloon flew from London to Sweden and carried cards. The cards were posted at Tosse, Sweden, and stamped with the International Postage Due symbol. If anyone knows this whole story we would like to write it up for this column.

These prices show that *Zeppelins are in demand*. However, there are covers such as the flights of Los Angeles, Akron, Macon, Graf to South America that sell for very little money and I like them just as well. A closing price that is really a wow is the price paid by the Smithsonian for the Jupiter Balloon cover at a recent Harmer sale, which is reported elsewhere in this issue.

Let's hear from you collectors and send in your material on LTA to be published here.



# Society To Hold Special Mail Auction

In response to numerous requests, a special mid-winter auction is being held. This is a mail sale only; there will be no floor bids. All members are urged to bid on material which they desire. The closing date for receipt of bids will be Wednesday, April 21, 1965. Bidding is not restricted to AAMS members . . . anyone can bid.

Usual auction terms prevail. The condition of all lots may be considered as collectable; any lot not properly described may be returned within three days of receipt. No charge is made for executing mail bids, but a nominal fee to cover postage, handling, insurance, certification, etc., will be charged each successful bidder. All lots must be paid for within one week after receipt. Bidders not known to the Society will receive an itemized list of their purchases and will be expected to remit for them before they are mailed.

Our thanks to the following members who donated some of the material in this sale: O. Green, R. Halpert, R. Haring, J. Johnson, S. Goldsticker, H. Kleinert, A. Schmidt, and R. Smith.

**Use any sheet of paper or postal card as a bid sheet and mail your bids now to:**

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

LOT NO.	CATALOG NO. and DESCRIPTION	VALUE
<b>AIRMAIL STAMPS</b>		
1	Brazil C41 and C42. Very good copies, mint. ....	\$ 1.65
2	Brazil C45 and C47. Overprinted. Very good, mint copies. ....	2.00
<b>U.S. CONTRACT AIR MAIL FLIGHTS (CAM's)</b>		
3	1S3 July 1, 1926. Boston to New York. Cacheted. On #10 envelope. ....	.75
4	6E2 Feb. 15, 1926. Dearborn to Detroit. Cacheted. Autographed by Pilot L. W. Fritz. ....	6.00
5	8N25f Oct. 1, 1936. Los Angeles Air Mail Field to San Francisco, via Coast Route. Unofficial cachet and backstamp. ....	4.00
6	9E42 March 2, 1933. Milwaukee to Muskegon. Unofficial cachet, backstamped. ....	6.00
7	CAM-16 Aug. 1, 1928. Five cacheted covers on route inaugural. 16N2, 16N3, 16N4, 16N5, 16N6. All on Monarch-size envelopes, backstamped.	3.00
8	19W36 - R19E37 Oct. 15, 1934. Addition of Lakeland, Fla. Nice set of four matched covers (19W36, 19E36, R19W37, R19E37) to and from Lakeland. ....	4.40
9	19S89 Dec. 1, 1945. First direct flight . . . St. Petersburg to West Palm Beach. Backstamped. ....	7.00
10	CAM-20 June 1, 1928. Matched set of Monarch-size covers on route inaugural. ....	4.00
11	CAM-27 July 17, 1928. 12 Monarch-size covers on initial service. ....	8.45
12	27W32 June 16, 1930. Lansing, (Mich.) to Muskegon, (Mich.) unofficial cachet. Very good. ....	5.00
13	CAM-33 Oct. 1, 1930. Complete matched set of 13 covers (one from each city). All cacheted, not backstamped. ....	5.20—
14	CAM-34 Oct. 25, 1930. Complete set of 30 covers (one from each city) on route inaugural. Cacheted, no backstamps. ....	15.20—
15	34S20 Feb. 1, 1933. San Francisco to Bakersfield. Unofficial cachet, backstamped. Scarce. ....	1.00
<b>INTERRUPTED FLIGHT (CRASH) COVERS</b>		
16	26.8 Oct. 1, 1926 (also listed as CAM R5E5). Pasco, Wash., to Salt Lake City, Utah. Plane had forced landing at Lucin, Utah. Autographed by Pilot Paul P. Scott. Very good. ....	15.00

### AIRPORT DEDICATIONS

17	N101 July 5, 1941. Lakeport, California. ....	2.00
18	AH-112 and AJ204 Oct. 28, 1961 and June 3, 1962. Fulton, Ky., and Dublin, Virginia. Both cacheted. ....	.50
19	AK-51 July 24, 1963. Pitt Meadows, B.C., Canada. ....	3.50
20	AK-93 Nov. 23, 1963. Grand Rapids, Mich. ....	2.00

#### U.S. FOREIGN AIR MAIL FLIGHTS (FAM's)

21	F5-65b and F5-67 Dec., 1930. Miami-Jamaica (actually mailed at New York City, but with Miami cachet) and Jamaica-Miami. Two very good covers. ....	1.75
22	F6-1a Jan. 9, 1929. Miami to Havana. ....	1.25
23	F18-16 June 27, 1939. Southampton to New York. ....	1.00
24	F19-3a, F19-5, F19-5a July, 1940. 3 covers on South Pacific route, Honolulu-Canton Is., Canton Is. to New Zealand, and Canton Is. to New Caledonia. All cacheted. ....	7.00
25	F24-30 March 17, 1947. American Overseas Airlines. New York to Reykjavik, Iceland. Cacheted and backstamped. ....	.75
26	F36-2 July 16, 1957. Western Air Lines. Mexico City to Los Angeles. Cacheted. ....	3.00

#### FOREIGN FLIGHTS

27	Feb. 2, 1948. Prague to Bombay. Special envelope and postmark. ....	Est. 1.00
28	April 24, 1956. SABENA. Brussels to Palma. Special printed envelope and postmark. ....	Est. 1.00
29	April 11, 1957. SWISSAIR. Geneva to Buenos Aires. Cacheted. ....	Est. 1.00
30	Mar. 27, 1958. AUSTRIAN AIRLINES. Vienna to London. Cachet, no backstamp. ....	Est. 1.00
31	April 8, 1958. BRITISH EUROPEAN AIRWAYS. London to Warsaw. Cachet, no backstamp. ....	Est. 1.00
32	May 7, 1959. IBERIA. Madrid to Mexico City. Special printed envelope. Cacheted and backstamped. ....	Est. 1.00

#### SOUVENIR HISTORICAL FLIGHT

33	580a March 22, 1928. South American Test Flight by J. A. Doolittle, from La Paz, Bolivia, to Santiago, Chile. Cacheted and backstamped. ....	5.00
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#### TRANSOCEANIC FLIGHTS

34	TO 1138 April 23, 1931. First Official Flight Australia to England. Special envelope. Cacheted. ....	25.00+ +
35	TO 1206 April 12, 1934. First Official Airmail from Australia to New Zealand . . . in VH-UXX "Faith in Australia." ....	2.00
36	TO 1286 Sept. 12, 1937. Special Crossing of the Equator by planes from U.S.S. Ranger enroute to Peru. ....	5.00

#### JET FLIGHTS

37	J435 Jan. 31, 1960. AIR FRANCE 707 - INTERCONTINENTAL JET. New York to Paris. Special printed envelope. ....	.40+
38	J546 May 14, 1960. AIR INDIA BOEING - 707. Bombay to New York. Special printed #10 envelope. ....	1.00+
39	May 4, 1961. T.A.I. DC-8. Honolulu to Papeete (Tahiti) and Papeete to Honolulu. Two nice covers on printed #10 envelopes. ....	1.50+
40	April 11, 1961. BRITISH OVERSEAS AIRLINES CORP. New York to Lima. Postmarked and cacheted at United Nations. Very good. ....	Est. .75
41	Oct. 12, 1961. AIR FRANCE. Paris to Tananarive, Madagascar. Special cachet and postmarks. ....	Est. 1.00
42	Nov. 13, 1961. UNITED ARAB AIRLINES. COMET 4C JET. Cairo to Bombay (India). Special envelope. ....	Est. 1.00
43	Nov. 27, 1961. ALITALIA. DC-8 first flight from Accra, Ghana, to Rome. Special envelope and cachet. ....	Est. 1.00
44	Mar. 4, 1962. PAN AMERICAN WORLD AIRWAYS. San Jose, Costa Rica, to Mexico City. ....	Est. 1.00
45	Dec. 14, 1962. SABENA. Athens to Leopoldville. Special envelope and cachet. ....	Est. 1.00
46	May 31, 1963. K.L.M. Amsterdam to Monrovia, Liberia, in DC-8 Jetliner. ....	Est. 1.00
47	Dec. 21, 1963. Vietnam. First Pan American Jet Cargo Flight, coinciding	

with Vietnam crisis. No cachet or other markings. .... ??

#### FOREIGN FIRST DAY COVERS

- 48 Turkey. Sept. 7, 1963. 1596-1600, complete set of five commemoratives on cacheted first day cover honoring ISTANBUL '63 Philatelic Exhibition. .... Est. 2.00
- 49 Costa Rica. Dec. 6, 1963. Three airm, C378-380 and 5c Christmas issue on cacheted cover. .... Est. 1.00

#### MISCELLANEOUS

- 50 May, 1956. Little America. Special cover from "OPERATION DEEP FREEZE" ..... Est. 1.00+

Remember, send your bids to **SAMUEL S. GOLDSTICKER, JR., AAMS AUCTION MANAGER, 70-D FREMONT STREET, BLOOMFIELD, NEW JERSEY 07003, by Wednesday, April 21st.**

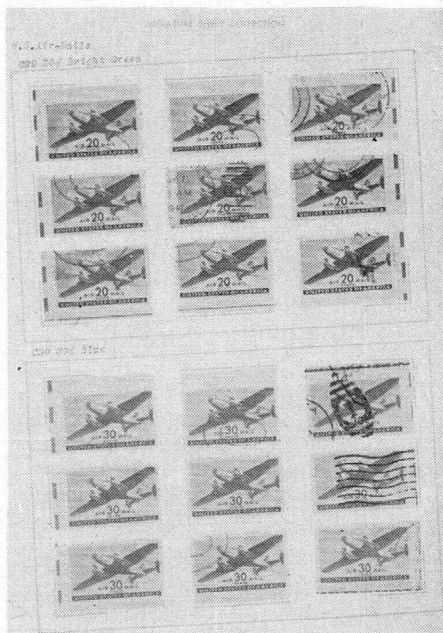
Our next auction will be a combined mail and floor sale, to be held in connection with our Convention in Chicago August 6-8. This sale will have over 100 lots of high-grade material and the listing will probably appear in the June *Airpost Journal*.

## "Miniature Sheets" Highlight Any Airmail Collection

by R. N. "Bob" Pritchard

Any United States or foreign airmail collection, beginning or specialized, can be attractively highlighted or accented by the addition of the new field of Miniature Reconstructed Sheets. This philatelic field differs from the collection of single-piece Souvenir Sheets in that the Miniature Sheets are small, eight-stamp sheets *reconstructed* from used single stamps (corners and plain edges) to create a small pane or sheet and to feature any airmail or other stamp that a collector wishes to highlight in his collection.

The author is innovating this new stamp collecting field both here and abroad and has introduced the eight-stamp method of collecting Miniature Reconstructed Sheets which is the most popular method in the United States, Canada and Great Britain, where the small, colorful Miniature Sheets of used stamps are collected mainly because their creation is a challenge. In South America where stamp collecting is more of an investment than an avocation, collectors who have been introduced to this new field like to form Miniature Reconstructed Sheets of ten *mint* stamps, ten being



a dealer's figure quota. They actually form an eight-stamp sheet and place two mint singles in the open center of the (Please Turn Page)

sheet to tie it together nicely. In the U. S., Canada and Great Britain, the Miniature Sheet collector will place a mint or a used single with special cancel in the open center of the sheet to balance it.

The user of the eight-stamp method of forming Miniature Sheets can actually use plate singles for the corners if he chooses to do so and can also use any type of "electric eye marking" showing on the edges to make his collection more interesting. While the eight-stamp method is the most popular, two other methods of collecting Miniature Sheets do exist. One is the specialized "4 pane" method which is actually the creation of four panes each of 9 stamps using the plate singles (matched) for the corners of the sheets and matching "eye" positions for the edges of each pane. Another is the very beautiful "cross" method of making Miniature Sheets. The advantage of the "cross" method as well as the eight-stamp regular Miniature Sheet is that a collector can, in a limited space, feature much more representation of his stamps and because the sheet is small he can include covers, autographs, plate blocks, etc., on the same exhibit or album page.

Miniature Sheets can also be formed from the earlier straight-edged guide-line airmail stamps and a number of collectors who enjoy collecting airmail and other guide-line stamps belong to the American Guide Line Society.

One of the pages from the author's Miniature Sheet exhibit which won a Medal Award at the 1963 International Stamp Exhibition in Argentina is pictured to show how Miniature Sheets can be made an attractive addition to any airmail collection. They will highlight and accent any or all airmail stamps a collector wishes to feature.

The author has received some 750 or more letters from new collectors throughout North America who wish more information on starting in the Miniature Sheet field. He can provide the names of collectors and dealers in various parts of the world who are familiar with the different methods of Miniature Sheet

collecting and who can help newcomers to the field. A copy of the "Margin Edge", explaining this new field, will be sent free to any interested airmail collector who requests it and courteously encloses a 5c stamped, self-addressed, large office envelope for remailing, from the author, Bob Pritchard, P. O. Box 691, Aurora, Illinois 60507.

Airmail Miniature Sheets, can be a very attractive addition to any beginning or advanced airmail collection or exhibit as they accent and highlight the beauty of any airmail stamp. Miniature Sheet collecting is enjoyably different, and we know that you will enjoy creating Miniature Airmail Sheets of your own choice!



## In Memoriam

**Charles H. Wiggin**

It is with regret that we must note the passing of another of aviation's "pioneer birdmen," Charles H. "Wiggie" Wiggin, who as mechanic for the history-making Calbraith Perry Rodgers' Transcontinental Flight in 1911, actually lived a part of our early aviation history. "Wiggie" passed on at the age of 69 last November 7th. He was a member and one of the founders of the Early Birds, a well-known group of air pioneers.

Many of our members will recall having met him and his wife Mabel, who was the widow of Cal Rodgers, at our 1958 Convention in Chicago. Your Editor well remembers the Sunday afternoon we convention-goers spent on Joe Eisendrath's lawn listening to the Wiggins relate some of their early experiences and anecdotes pertaining to the Transcontinental Flight.

Airmail collectors and historians will miss "Wiggie"; another chapter in early aviation history draws to a close.

Condolences on behalf of all our members go to Mrs. Mabel Wiggin who now resides at 10121 S.W. 40th Terrace, Miami 55, Florida.



# Two Experimental Swedish Rocket Flights

In October of 1964 two experimental Swedish rocket flights were made from the vicinity of the Lake of Vallentuna, about twenty miles from Stockholm.

The first of these tests was held on October 11, 1964. Launched successfully and carrying 50 test covers, the rocket hit the muddy clay ground with such force that it was buried too deep to be recovered.

The Second Swedish Air Mail Rocket Flight on October 16, 1964, was under the direction of Sigurd Tullberg of the Second Rocket Mail Conference and Ulf Sandahl of the Swedish Rocket Society. Actually, two rockets, each with an approximate weight of 80 pounds, were used. Each was capable of carrying 750 thin paper covers and 110 post cards stored in the compartment in the middle of the rocket.

The thin paper covers, numbered from 1 to 1400, were imprinted ROCKET MAIL. Special post cards with an imprinted rocket stamp and the words "Rocketgram nr" were numbered from 1 to 160.

This rocket mail was franked with overprinted copies of the perforated unofficial black and blue rocket stamps originally issued for the Air Mail Exhibition in Stockholm in 1961 (Luftpost Expo Fran Ballong Till Raket 1.11 - 30. 12. 61). The overprint, in black, read "ANDRA SVENSKA POSTRAKET-EXPERIMENTET 16.10. 1964" (Second Swedish Rocket Post Experiment). The post cards used the same type of rocket stamps, but printed in blue. The black overprint was the same as on the covers.

A total of 480 blocks of four were overprinted, and of these, 350 were used as postage for the covers. Among the 130 remaining unused blocks were 44 on which one stamp was not overprinted due to error. Fifty of the post cards were not used.

The flight had been announced in advance, and 800 covers and 110 post cards were handed in by the public. Another 600 were presented to the Postal Museum at Stockholm by the experimenters.

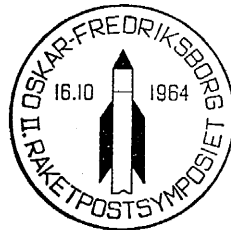
On the covers a cachet showing a

rocket and the words "ANDRA SVENSKA POSTRAKET-EXPERIMENTET 16/10 1964 OSKAR-FREDERIKSBORG-VARMDO" in red cancelled the rocket stamp. Two additional special cachets in black ink read "Med raket/Par fusee" and "Raketen uppsand av Swedish Rocket Society." Both of these were in two lines each. Each envelope was additionally franked with a Swedish air mail postage stamp and a Special Delivery (Expres) vignette.

On the post cards the imprinted rocket stamp was cancelled in the same way as on the envelopes except that the cachet "Med raket/Par fusee" is in red. In place of the vignette, the word "Express" was stamped. Each card was also franked with an air mail postage stamp.

For the flight itself the first rocket was packed with the envelopes numbered from 751 to 1400. It flew off in the rain and mist out of sight of the controllers, and even with its parachute, it bored its way into the ground so deeply that it was impossible to recover.

The second rocket was packed with envelopes numbered 1 - 750 and post cards numbered 1 - 110. It flew to a height of half a mile for nearly a mile. The rocket was slightly damaged, but the postal package was only partly crinkled.



The covers were then dispatched by postal officials to Oskar-Fredriksborg where they received the special official cancellation showing a rocket and the words "OSKAR-FREDRIKSBERG 16. 10. 1964 II. RAKETPOSTSYMPOSIET" (illustrated above).

(Edited by Vernon J. Miller)

# A.A.M.S. Chapter News

By Mrs. Florence Kleinert, Chapter Chairman  
213 Virginia Avenue, Fullerton, Pa. 18052

New officers, stamp shows and winners, chapter visits, and auctions make the news in our first report for 1965.

## **Suburban Collectors Club, #30**

Mrs. Robert E. Roach, Secretary, 742 S. Monroe St., Hinsdale, Illinois, reports that the major award winners at SUSPEX '64 were: Grand Award to *John Waterfield* for "French Railroad Cancels, 1852-79" and President's Silver Bowl to *Herman Kerst* for "Cifras, Uruguay Numerical Issues." There were over 1200 visitors at the two-day show held at the Hinsdale Community House, a fine record for the Chapter.

New officers are: Lester A. Behnke, President; Gunnar H. Carlson, Vice President; Mrs. Robert E. Roach, Secretary; and Richard Nollan, Treasurer.

## **C. F. Durant Air Mail Society, #28**

Meetings are held on the fourth Saturday of each month. Contact William J. Blaum, Secretary, Box 1536, Albany 1, N.Y. for further information. Speakers scheduled were: Robert A. Schultz, January 23 on San Marino; February 27, George J. Bernadt, U.S. 19th Century Cancels; March 27, William Seifert, Jr., Old Albany; and April 24, William J. Blaum, Aden.

## **Allentown Philatelic Society, #29**

Louis Marin, Secretary, 132 W. Susquehanna St., Allentown, Pa., sends *Stamp Club News* with a schedule of events. On February 16, Mark Bittner showed *Lincolniana*. Special door prizes were given.

The Annual Auction will be held on March 16 at 8 P.M., at the First National Bank Bldg., Allentown, Pa.

This chapter will visit the Reading Stamp Collectors Club, Reading, Pa., on April 20. The exhibitors there will be Mrs. Paul Campbell, "Flowers," Samuel Lowenstein, "Israel" and your reporter, "Famous Aviators' Autographs."

On May 18 this chapter will host the Monroe Philatelic Society from East Stroudsburg, Pa.

## **Jack Knight Air Mail Society, #23**

The 25th Annual Meeting was held on January 17, 1965, at Brookfield, Illinois. New officers are: Le Roy Coburn, President; John Jezek, Ted Crawley, Robert Peterson and Donald Bower, Vice Presidents; Mrs. Elizabeth Riley, Secretary, 4107 Chester Ave., Philadelphia 4, Pa.; William Simon, Treasurer. Elected Directors were Fred Bloedow, Chairman; Les Strader; Flight Lt. Richard Malott, RCAF; Ken Sanford; William Bolle; Herman Kerst and Wayne Fitzgibbons.

Fred Hollman will aid the officers in producing a membership list. Special Junior Awards for "JUNIOR AIRPEX '64" were given to Craig Skweres, Frank Skweres, James Skweres and Ruth Kopecek by John Jezek, Vice President in charge of Junior Activities.

Several special awards were given. Outgoing President Ted Light, for four years of service in that office and as Auction Manager, will receive a Gold Loyalty Medal, Vice President Donald Bower will be given a Silver Medal for cash donations and suggestions. During a memorial service to honor her late husband a Bronze Medal was awarded to Mrs. Ben Reeves for 25 years of guidance by Mr. and Mrs. Ben Reeves.

Earl Wellman showed a slide program of his 1964 European trip, including views of Germany and Austria.

This chapter will be active in "COMPEX '65" which will salute the 20th Anniversary of the U.N. on May 28-30, 1965 at Hotel La Salle, Chicago, Ill. There will be a 1,000-frame exhibit and a bourse, all sponsored by 12 Chicagoland clubs. The U.N. and U.S. Postal Departments will sell their stamps at the show. Special cachets will be available during the exhibit. The banquet will be held on Saturday, May 29.

Earl Wellman and several members will visit INTERPEX at the Americana

in New York, March 19-21, where Jack Knight and the Rocket Mail Society will present a special program in conjunction with the AAMS and other airmail groups.

Earl, who is also the FISA Delegate, will visit WIPA '65 in Vienna, Austria at the Hofburg, June 4-13. FISA will hold its Fifth Congress during the show on June 9-10. Special air mail study groups, luncheons, dinners and tours will be features of the Congress. A Race for Five Balloons will carry mail for FISA on June 13.

### Cleveland Air Mail Society, #3

Anthony Deliberato, Secretary, 12009 Parkhill Ave., Cleveland, Ohio, reported that this chapter held its first reorganizational meeting at a local church. Please contact him for future meeting places and dates.

Plan your vacation NOW for the A.A.M.S. Convention at the Sheraton-Chicago Hotel, Chicago, Illinois, August 6-8. There will be a 200-frame exhibit, Convention Auction and a bourse. Hope to see you at the convention.

## THE FIFTH FISA CONGRESS

At the invitation of WIPA 1965, FISA will hold its Fifth Congress in Vienna on June 9-10, 1965. The romantic city of Vienna will become an aerophilatelic city and this Congress is expected to surpass all former Congresses.

AAMS members are urged to plan now to visit the Austrian capital for their holidays and to take an active part in the life of FISA in Vienna.

**COME TO VIENNA FOR THE FIFTH FISA CONGRESS!**

### Provisional Program Fifth FISA Congress

Wednesday, June 9, 1965 - Palffy Palace

9:00 A.M. - Study Group I - The Fight against Forgeries

10:00 A.M. - Study Group II - The Encouragement of Young Collectors and Provision for Future Generations

11:00 A.M. - Study Group III - Information and Publicity

12:00 Noon - Study Group IV - Subjects for the Study Groups of the Vith FISA Congress

1:00 P.M. - Lunch

3:00 P.M. - Presidency Meeting (for Presidency Members only) and Program for Ladies

7:00 P.M. - Wiener Heurigen for Aerophilatelists

Thursday, June 10 - Palffy Palace

10:00 A.M. - Annual General Meeting of FISA - Honoring a Famous Aerophilatelist and

Awarding of the FISA Medal

12:30 P.M. - Lunch

5:00 P.M. - WIPA offers FISA an "Air Mail Cocktail"

8:00 P.M. - FISA Supper - Closing of Congress

Friday, June 11 - Historic Vienna - Schonbrunn Castle - Belvedere Castle - Wiener Wald - Staatsopera

Saturday, June 12 - Spanische Hofreitschule - Wiener Sangerknaben (Austgarten Palace)

Sunday, June 13 - Airmail flight by balloon

For hotel reservations and information write to: WIPA 1965 - Organisationskomitee, Universitätsstrasse 8, Vienna IX, Austria.

The deadline for guaranteed reservations was February 1; we suggest that those interested contact the WIPA Committee as soon as possible as some accommodations may still be available for this outstanding event.

### FOREIGN USED AIRMAILS

1965 Price List Now Available.

Lists 9,500 diff. singles and sets. Price 50c, deductible from the first order of \$5.

NO FREE LISTS.

GEORGE HERZOG, INC.

P. O. Box 55, South Station

Yonkers, N. Y. 10705

A. A. M. S.

A. S. D. A.

## BEHIND THE SCENES —

(Continued from Page 189)

verage, and sent the whole thing back to the sender. Provisions were made so that corrections could be made by the sender and the corrected order could still receive the first day service.

Each girl had originally been given one box of 500 envelopes which had a value of \$40.00 postage plus \$5.00, 1c being the cost of each envelope. When these envelopes were gone, she had to take her cash and money orders to the cashier for counting and a receipt before getting another box of envelopes. Invariably the amount turned over to the cashier was greater than the \$45.00 because many people would send a dollar bill for, perhaps, 90c worth of envelopes. The writer noticed one order in particular, for which postage had been provided for the return, by registered mail, of one stamped envelope which cost 9c, and a government money order tendered. In other words it cost roughly 65c for that person to get the one first day envelope.

There were many deviations from standard practice which presented small problems which had to be resolved. Especially interesting were the orders from the various stamp dealers who, in some

cases, sent remittances for several hundred dollars. These envelopes later would be engraved with a special cachet provided by the stamp dealer; the Post Office Department attempted to give priority to these dealers so that their orders would not be delayed. We saw one order for 13,500 envelopes. There may have been larger ones. The processing of these orders took ten days. If there had been adhesive stamps and more than one, the problems would have been greatly compounded. We assume that repercussions from people who claim they didn't get their order properly will come in to the Postmaster for a long time. Incidentally, the Post Office is quick to replace envelopes which have been spoiled for one reason or another, and is quite fair in the handling of claims.

*The new 8c airmail stamped envelope in sizes No. 6¾ and No. 10 is available at the Philatelic Sales Agency, Post Office Department, Washington, D.C. 20260, in sets only (twelve varieties of 1¼c, 4c, 5c and 8c airmail) at a cost of 67 cents, or in full boxes of 500. Postage and handling charges for one to four sets will be 10 cents. The usual Agency charges will apply for additional sets or full boxes.*

## Aero Philatelists Elect New Officers

Having served two terms as president of Aero Philatelists, Inc., Ira Seebacher announced that he wished to retire. At its yearly convention, held at the Collectors Club, New York, *Louis N. Staub*, Vice President, was elected to the presidency of Aero Philatelists.

Mr. Staub, a prominent printer and head of the Merchandise Press, New York, N.Y., has been collecting stamps for many years. He was one of the founding members of Aero Philatelists in 1946, and has served on its Board of Governors continuously since then. Also, he has been active in collecting air mails, winning high awards at international and national philatelic exhibitions.

Dr. R. H. Shrady was elected 2nd Vice President in Mr. Staub's place.

All the other officers were re-elected

to serve for 1965. These are Sam Rodvien, 1st Vice President; Bernard Fink, Treasurer; William N. Mead of Philadelphia, Pa., Secretary; and Albert Philip Cohen, Corresponding Secretary.

Two new members were elected to the Board of Governors, Class of 1967. They are Georges Medawar, President of N. Sanabria Co., Inc., New York, and Henry Kraemer, also of New York.

All of the officers except Mr. Medawar and Dr. Shrady are also members of the American Air Mail Society.

Mr. Staub's first appointments were Henry M. Goodkind as editor and Philip Silver (both also AAMS members) as assistant editor of the distinguished magazine, *The Aero Philatelist Annals*. Mr. Goodkind has served as editor since its inception in 1946.



# "Uncle Sam" Sez . . .

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

Our congratulations to the Garfield-Perry Stamp Club of Cleveland, Ohio, which is celebrating its 75th birthday this month. Garfield-Perry is one of the oldest stamp clubs in the United States and will commemorate its birthday by holding a large show at the Manger Hotel in Cleveland March 19-21 . . . during which time the American Philatelic Society will hold its annual spring meeting. Several AAMS members expect to be present.

Congratulations are also due member Philip Silver, upon being elected Vice-President of the Collectors Club, New York, at its annual meeting January 13.

Past President Robert W. Murch recently returned from a week at the Royal Hawaiian Hotel in Honolulu.

Member John M. Myer was guest speaker at the Women's Philatelic Society of New York meeting on January 28th. His topic was "History of SCADTA Airmail Service in Columbia from 1920 to 1940." On February 8th, Fred Hollman spoke on "Historical Airmail Flights" at a meeting of the North Shore Philatelic Society in Chicago.

Our wishes for a speedy recovery go to Mr. George Linn, Editor of *Linn's Weekly Stamp News*, who has been in the hospital in Florida since last summer, suffering from a broken hip.

Life Member Mrs. Ethel B. McCoy has just been reelected Secretary of the Postal History Society of the Americas. Sheldon J. Friedman of Chicago was elected President of the North Shore Philatelic Society for 1965 and another AAMS member, Herbert C. Anderson, was elected President of the Chicago Philatelic Society at its recent election.

The Bloomfield (N.J.) Philatelic Society will hold its annual show March 27-28 at the Bloomfield Civic Center. Several AAMS members will be exhibiting.

Herbert Rosen, President of Industrial Exhibitions and "Interpex" was made an Honorary Member of the Cinderella Stamp Club of New York.

There are strong possibilities that New York Airways will not operate its sight-seeing flights over the New York World's Fair this year. However, service between Kennedy International Airport and the Fair will be resumed, and also service from the Pan Am Building in Midtown Manhattan to the Fair may be operated. No mail will be carried on any World's Fair flights.

Lufthansa German Airlines has received CAB approval to add Boston and Philadelphia to its transatlantic route. No word when service will be started.

A final reminder - Editor Bob Haring and I are looking forward to seeing AAMS members at both the AAMS Lounge and at the combined airmail program at INTERPEX being held at the Americana Hotel, 52nd Street and Seventh Avenue, New York City, March 19-21.

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# OFFICIAL SECTION

## AMERICAN AIR MAIL SOCIETY

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

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

March 1, 1965

#### NEW MEMBERS

- 5183 Vanderstockt, Raoul, Ryhovelaan 89, Ghent, Belgium
- 5184 Hyman, H. Myron, 35 Bayside Dr., Great Neck, N.Y. 11023
- 5185 Mueller, D., (Dr.), 313 Grace St., Secaucus, N.J. 07094
- J5186 Rind, Joel M., 5017 Newport Dr., Chattanooga, Tenn.
- 5187 Zappala, Antonino, (Capt. Dr.), Via Colle del Pino I, Catania, Italy
- 5188 Deacon, Ivan J. R., Box 774, Winnipeg, Manitoba, Canada

#### NEW APPLICATIONS

- |   |                         |
|---|-------------------------|
| Cuebas, Robert L., 30676 Lorain Rd., No. Olmsted, Ohio 44070.         | Age: 38, Inspector      |
| JF HF GF CAM FAM DC Z X   | By: W. Wynn             |
| Goodnow, Fred A., 29 Freedom St., Hopedale, Mass. 01747.              | Age: 66, Retired        |
| FF GF CAM FAM CF 1D X   | By: R. T. Smith         |
| Wright, R. Allen, 919 - 32nd St., Vienna, W. Va. 26105.               | Age: 23, State Employee |
| AM AU 1D APS X  | By: R. T. Smith         |
| Lindberg, Barbara (Mrs.), 15800 Beaver Run Rd., Saugus, Calif. 91350. | Age: 39, Housewife      |
| AM JF CAM FAM RP DC 1D  | By: R. T. Smith         |
| Gerhart, Art, 528 Chew St., Allentown, Pa. 18102.                     | Age: 59, News Librarian |
| OF Z  | By: G. D. Kingdom       |

#### NEW ADDRESSES

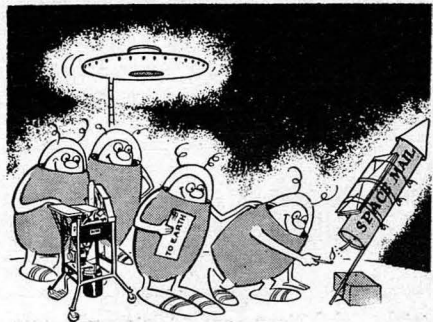
- LM91 Reid, Hugh M., 46 E. 350th North St., North Salt Lake City, Utah 84054
- LM107 Dalwick, R. E. R., #1 Beacon Hill Park, Hindhead, Surrey, England
- 5117 Turcotte, Stanley B., Box 966, Norton, Mass.
- 5080 Crawford, William E., (Lt.), 230 Grove Acres, Apt. 215, Pacific Grove, Calif.
- 2741 Kent, Thaddeus, P.O. Box 614, Carlisle, Pa. 17013
- 5100 Zwadzich, George J., (Rev.), St. Joseph Rectory, 1619 Washington St., Grafton, Wis. 53024
- 4747 White, W. B., (Capt.), 5525 Gramar, Wichita, Kans. 67218
- 4472 Goshow, William H., 194 Crest Rd., Sinking Spring, Pa. 19608

### Member Studying Canadian Air Route Growth

One of our new members, Mr. I. J. R. Deacon, is at work on a projected series of maps which, when completed, will show the step-by-step growth of air-mail in Canada and Newfoundland. In order to complete this project he is interested in learning the dates through which any and all Canadian air services were operated and on which any changes in the various routes occurred. Old Canadian airline timetables would be of great help, together with Canadian Post Office announcements. Mr. Deacon estimates that the series will contain 300-400 maps in all and will take at least two years more to complete. Incidentally, he also advises that he is not interested in the covers or stamps issued in connection with the services except as evidence of a new operation, etc. His approach is from the historic viewpoint

rather than from the philatelic; nevertheless, his project will no doubt be of interest to some aerophilatelists.

Any member who is interested in Canadian airmails and has information which might be useful should contact him at P.O. Box 774, Winnipeg 1, Manitoba, Canada.



Some Aerophilatelists on Another Planet??

# APJ ADS

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## WANTED and EXCHANGE

NEWFOUNDLAND early flights especially C4, C18 (covers and stamps), Iceland C12-14, rare stamps and covers of Italy, San Marino, Vatican, Italian Colonies sought by specialist, Dr. A. Sorrentino, 1923 County Line, Villanova, Pa. \*418 & 420.

EXCHANGE: Have many foreign first flights - (K.L.M., B.E.A., Air France, Austrian, S.A.S., etc.) for your U.S. coins - Indians, key and semi-key Lincolns, Buffalos, Jeffs, Mercuries, etc. Write for list. Alfred Lonky, 40-21 Francis Lewis Blvd., Bayside, New York 11361. \*420

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

REGULARLY HELD COVER AUCTIONS, mail only. Ships, Deep Freeze, Rockets, F. F., Balloons, etc. Buying cover collectors. Alfred Roman, 5119 Chestnut Street, Philadelphia, Pa. 19139. \*422

HELICOPTER MAIL catalogue of Italy and St. Marino, illustrated edition, offered for one rocket mail cover from USA. Giuseppe Schenone, Corso San Gottardo, 11 - Milano (727) - Italy.

U.S. FIRST FLIGHTS, FDC's, foreign FDC's and PAM's. Also large box of matchbook covers for philatelic exchange. Need FF's, Deds, Navals, FDC's, Antarcica, Polar, missile. G. Athens, 90 Alpine View, Gadsden, Ala. 35901.

CANADIAN AEROGRAMS wanted - mint or used. Varieties, proofs, military, POW, first days. Ed Richardson, 303 Pin Oak, LaMarque, Texas.

ANTARCTIC short wave radio cards. Have picked a few from Little America. Would like to swap for others. Bill Schneider, Metuchen, N.J.

WANT TO EXCHANGE mint or used airs of world. Also want to buy material. Samuel Feinberg, 79 East Alvard St., Springfield 8, Mass.

WANTED: Cuban rocket covers. Offer in exchange mint airmail sets of the world. Ricardo del Campo, 135 S.E. 1st Ave., Miami, Fla. 33131.

WANTED: Lebanon complete mint sets. Also better Sanabria-listed worldwide sets, imperfs, and souvenir sheets. Send list with price, Irving Barshatzky, 2894 West 8th St., Brooklyn 24, N.Y.

EXCHANGE - Canadian semi-officials on cover and mint. Also pioneer covers of the world and used airmails. Charles S. Berman, 5 Ruth Road, Plainview, New York 11803.

WANTED: Complete sets semi-postal or airs, Central Europe only, mint unissued. William Boest, 686 Countyline Road, Amityville, L.I., N.Y. 11701.

HAVE plate blocks, 852 to date, for anything in Zepp material. Joseph Connor, 23 Phaneuf Street, Middleton, Mass.

WANTED: History of aviation material - Canadian, Transoceanic, British Commonwealth. Will buy or exchange for U.S. CAMS, Deds, etc. or similar material W/C E. P. Sloan, 563 Broadview Ave., Ottawa 13, Canada.

UNITED NATIONS (used or mint) to dispose of? Will trade for used airs or purchase for cash. Don James, Box 153, Lemoyne, Pa.

WANTED - Mint Germany C21 - C22, San Marino C9 and Haiti 320. Exchange or purchase. Jack E. Bettencourt, 180 Brackney Rd., Ben Lomond, Calif.

AUSTRALIAN LATE FEE cancels. If you have any I'd like to see them. Exchange, purchase or what? Fred Wilde, 917 N. Burriss Ave., Compton, Calif.

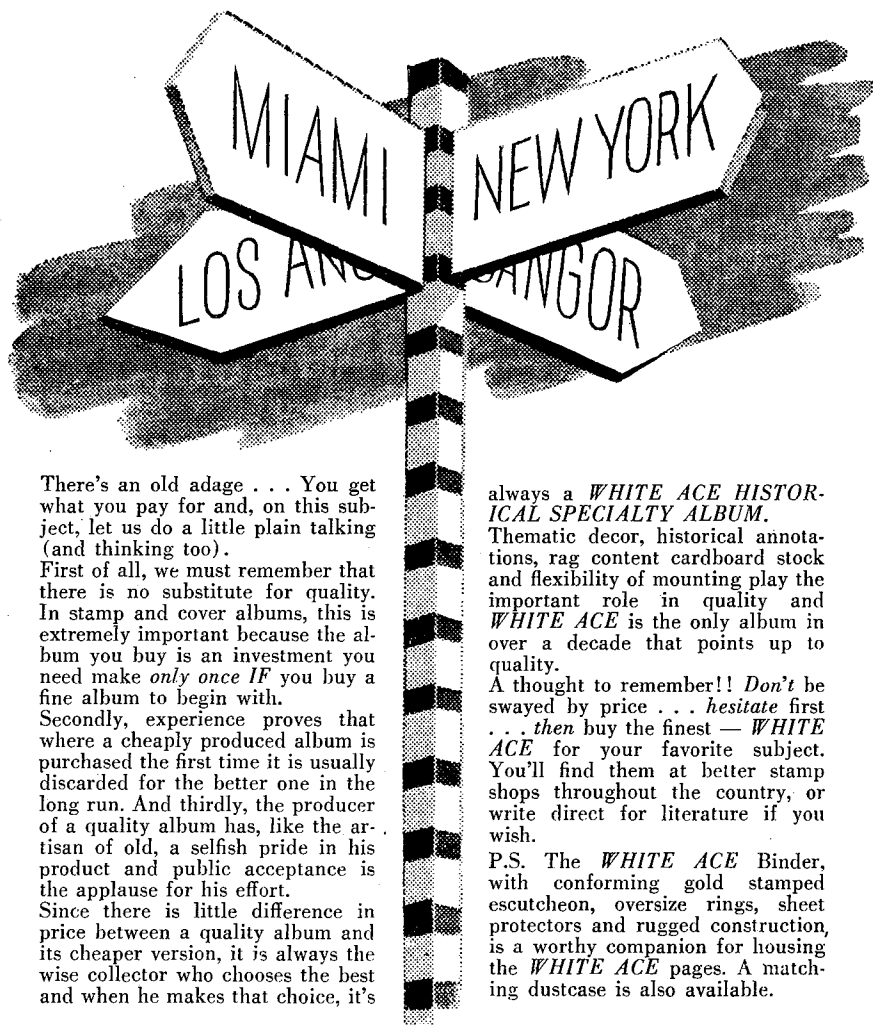
EXCHANGE - U.S. FDC's for FDC's of Australia and Australia Territories. Stanley D. Watson, Box 1577, Jacksonville, Florida 32201.

BEST PRICE cancelled Zeppelins C13, C14, C15 and 18. Will exchange U.S. commemorative plate blocks, matched corner plate blocks or cash. Mrs. R. E. Kline, 3320 N. Orange Blossom Tr., Orlando, Fla. 32805.

AEROGRAMMES - Trade, Buy Sell. Especially want official, military, Specimen sheets. What do you need? Richard P. Heffner, 2012 Spring St., West Lawn, Penna. 19609. \*419

WILL EXCHANGE two different "crash" covers for any 20 of your first flights that have official cachets and backstamps (standard size envelopes). Perry Nahl, 2014A Lincoln St., Evanston, Illinois.

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