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American Air Mail Society Offers Special Cachet

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The AAMS is sponsoring a special printed cachet for the first day of the new John F. Kennedy Memorial 11c Aerogramme which is to be issued at Boston on May 29, 1965. The air letter sheets will be machine cancelled on the first day, then cacheted, and mailed in mid-June, unaddressed under separate cover.

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The First Jet Mail at Norfolk



Left to Right: Donald W. Rowell, National Airlines Station Manager; William Brothers, Norfolk Post Office; Captain Jock Puffer, 727 Pilot; AAMS Past President Jesse G. Johnson - and in the center the pouches containing 175 jet airmail covers.

— Credit "VU Photos"

National Airlines, the only all-jet propelled trunk airline, began the first pure-jet service to Norfolk, Virginia's largest city, on February 15. Norfolk had been receiving propjet Viscount and Electra service for some years by both National and United Air Lines, as well as local F-27 propjet flights by Piedmont Airlines, but the inauguration of service with the Boeing 727 trijet marked the start of a new period in Norfolk's aviation history.

Our Past President Admiral Jesse Johnson who lives in Norfolk was "on the spot" and we have him to thank for an eyewitness report of the events on

February 15 and also a local newspaper's report.

Flight 73, the first scheduled south-bound jet, nonstop from New York's Kennedy International Airport, was scheduled to arrive at 5:45 P.M. The Norfolk Municipal Airport was crowded with airline officials, Norfolk's Mayor Roy B. Martin, Jr., Councilmen, Congressmen, spectators, passengers and - a Post Office representative, 17-year veteran William Brothers, waiting to unload and load the first jet mail to and from Norfolk. Parking space near the terminal was at a premium on the inaugural day. The only trouble was that the plane

didn't arrive - not, that is, until 5:58 P.M., when the trijet touched down and turned on its lights approaching the waiting crowd. Flying the jet was 18-year National veteran pilot, Capt. Jock Puffer. The most important passenger was National's youthful President L. B. Maytag, who presented a plaque in honor of the event to Mayor Martin on deplaning.

The passengers - and airmail, of course - were unloaded, a new cargo of mail, including 175 collectors' covers mailed from Norfolk, postmarked "February 15, P.M.," placed on board, and the loud-speaker announced the departure of National's Flight 74, nonstop to New York. Just four minutes behind schedule, the 727 moved out on to the runway at 6:34 P.M. and with a roar of the fan jet engines was off to New York. As an indication of what's possible in the jet age one of the passengers on board had plans to attend an 8:30 show on Broadway that same evening!

The northbound covers from Norfolk were backstamped in the evening with the usual "P.M." backstamp at Kennedy AMF; these will be listed in the Jet Section of the AAM *Catalogue*. 463 covers were flown from New York southbound on Flight 73 (we assume this is a combined total of mail from New York Post Office, Kennedy AMF, and the United Nations, and that it also includes some non-philatelic items); in accordance with current *Catalogue* policy which provides that only outbound dispatches from new jet stops rate listing, this mail will not be listed. Unfortunately no official cachet was provided for use on these jet covers and there was very little advance notice, accounting for the small quantity flown.

National also began 727 service to Orlando (*its* first jet service but not *the* first to that city) and to Sarasota/Bradenton, Florida, on February 15. Full details will be in "Jet Jottings" next month.

Jet Jottings

By Michael P. Codd

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

Some additional information has been received on the December 16th inaugural by Pan American of jet service to and from Fort de France. The Postmaster at Christiansted reports that only 26 pieces of philatelic mail were dispatched by him on the inaugural flight to Fort de France. Collectors were somewhat puzzled upon receiving their inaugural jet covers - supposedly flown from Fort de France to San Juan and Christiansted. These covers were properly cancelled at Fort de France, but they were not backstamped at Christiansted until December 22. We wrote to the Postmaster at Christiansted for an explanation and he replied "It is true that Pan American did make the flight on the 17th of December, but there was NO mail coming into St. Croix (Christiansted) until December 22, when the letters were backstamped at this office." The Fort de France-San Juan covers were backstamped at San Juan December 27. A letter from the Postmaster stated that "The letters in question (jet inaugural

covers) were received in this office on December 27th and were backstamped that same day." The natural question is "what happened?" We have not been able to find out why these covers received such a late backstamp.

The last jet inaugural of 1964 was made by Pan American when new service took place to and from Rock Sound, Eleuthera, Bahamas. This new flight, however, was also an FAM-5 inaugural and actual details will be found in Frank Blumenthal's "F.A.M. Notes" in a later issue.

The most exasperating and disappointing inaugural that we have ever experienced took place on January 22, when Pan American initiated jet service from New York City to Port-au-Prince, Haiti, via Santo Domingo. The newspapers had carried information stating that the airport at Port-au-Prince was ready to accommodate jets. As a result of this article, collectors assumed that Pan American would soon inaugurate jet service to

(Please Turn Page)

Port-au-Prince from Miami.

On Monday, January 18th, we learned from the New York office of the airline that the new service would be from New York and *not* from Miami, with an in-

bound flight from Syracuse, the Postmaster cancelled 155 jet covers January 25, A.M. These were backstamped at Chicago, O'Hare Airport Station, January 25, P.M. On the other directional



augural date of January 22. Wow! - Only four days to prepare covers and to see if they would be accepted by the New York postal authorities. In addition covers had to be dispatched to Port-au-Prince for the northbound inaugural jet flight to New York City. Covers were prepared immediately and sent to the United Nations, New York GPO and New York AMF. These three offices however returned our covers with a note that this was "not a philatelic trip." Sorry to say, there were NO inaugural covers carried on the first flight - January 22.

On the northbound inaugural flight from Port-au-Prince however, we were more fortunate. The Postmaster there accepted our philatelic mail, cancelling it January 22, 1965. It received a backstamp at Kennedy AMF, January 22, P.M. A cachet showing the outline of a jet plane, reading "Premier Vol Jet Haiti," was applied to these covers. We do not know how many were flown on the inaugural flight, but it is reasonable to assume, in view of the short notice, that there were very few carried.

To start the new year on the domestic front, American Airlines inaugurated jet services at Rochester and Syracuse, New York, on January 25. For the first west-

inaugural, the Syracuse Postmaster cancelled 163 jet covers January 25, P.M. These were backstamped at Kennedy AMF January 25, P.M. There was no official cachet.

At Rochester, collectors ran into a "stone wall," when they tried to have their covers flown on the inaugural jet flights there. A week or so before the inaugural date, the Postmaster there returned all covers stating that they would not be flown on the first jet flights.

This was another disappointment to collectors of jet inaugural covers, graphic historical records of the progress of aviation from pistons to jets. Most of this difficulty that we experienced on recent inaugurals could be avoided if the inaugurating airline requested official Post Office cachets - and allowed ample time for advance notice to collectors.

Adios - until next month.

SHOWPIECE:

Today a jet aircraft, because of its size, can only be placed on display at an airport. But in 1933, at Chicago's World's Fair, a new Boeing 247 was displayed and hundreds of thousands of fairgoers got their first glimpse of the interior of a passenger plane, according to United Air Lines.

Louisville Launches 24-Hour 'Jet Mail' to West Coast

American Airlines is playing a large part in a Post Office pilot operation in Louisville, Kentucky, designed to provide overnight delivery of mail to West Coast cities.

Begun in early October, 1964, the transcontinental air mail project, known as "Jet Mail," is a joint effort of the Louisville Post Office, the Chamber of Commerce's Postal Services Committee, and American Airlines.



On a trial basis, airmail posted by 4 P.M. in Louisville's downtown core area reaches the West Coast the same night, for first letter carrier delivery the next morning.

The Louisville Postmaster said businesses, industries and private citizens located outside the downtown area can also take advantage of "Jet Mail" by depositing westbound letters at the Main Post Office by 4:30 P.M. or at the Standiford Field branch by 5 P.M.

Transferred from collection points to Post Office conveyor belts, the "Jet Mail" is hand-picked by label and placed in a special hopper for bagging and transport to Standiford Field, where it boards American Airlines' 5:50 P.M. jet flight #31, to the West.

"Jet Mail" is labeled with orange stickers, constructed like file-folder tabs to bend over both back and front of the envelope. As a public service, American Airlines has subsidized an initial printing of 280,000 stickers for distribution by the Louisville Post Office.

Dallas serves as a clearing-house for the Louisville "Jet Mail," which is forwarded on scheduled connecting jets to Postal Sectional Centers in El Paso, Phoenix, Tucson, Sacramento, San Diego, San Francisco, Los Angeles and Mexico City.

From these sectional centers it is delivered to local Post Offices within a fifty-mile radius that next morning.

"Businesses tend to hold outgoing mail throughout the day and deposit it at the close of working hours," the Postmaster points out. "ABCD service has re-educated offices in the posting of local mail by 11 A.M.: a similar reorientation will offer them the advantages of dispatching airmail before 4 P.M."

"The new service will, of course, stimulate use of airmail and probably have some desirable side-effects: possibly all mail will go out on a mid-afternoon run, eliminating the evening bottleneck for Post Office employees."

Air parcel post packages also travel west by "Jet Mail."

If the trial is successful, the Post Office plans to expand the "Jet Mail" system to other cross-country routes.

SIEGER PRIZE FOR LITERATURE AWARDED TO ADOLF KOSEL

The Board of Judges for the annual Sieger Prize for Philatelic Literature, under the Chairmanship of Dr. Wilhelm Blank, of Bonn, Germany, has awarded the 1964 Prize to Viennese journalist and AAMS member Adolf Kosel.

This award was a recognition by the judges of many years of philatelic research by Mr. Kosel represented in the pages of the AUSTRIA-PHILATELIST, an Austrian stamp paper which recently completed its 20th annual volume.

Mr. Sieger, whose well-known publishing firm in West Germany sponsored the award, is also an AAMS member.

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).

February 26, 1956: S.A.A.: Delivery Flight DC-7B:

The DC-7B commanders were Captain J. B. Botes and Captain S. Pienaar. The plane left Santa Monica, California (U.S.A.), on February 26, 1956, and arrived at Johannesburg February 29, having flown via Montreal, London, Rome, and Nairobi, a total distance of 12,150 miles. Two covers were carried, autographed by the crew. These were dated Santa Monica, Feb. 25, 11:30 A.M. and backstamped Jan Smuts Lugahawe 29.2.56. They also bore intermediate stop postmarkings.

March, 1956: Johannesburg to Margate (Natal South Coast):

The National Transport Commission granted Commercial Air Services a license to fly direct from the Rand to Margate. Weekly service commenced when a new airfield was built at Margate, the previous airstrip there being unserviceable.

March 1, 1956: El-Al: Israel Flights Resumed:

For several months El-Al's flight from South Africa to Lydda was made in a U.A.T. French DC-6B, operating under charter. The plane arrived at Tel Aviv on February 28, 1956, and returned on March 1.

March 1, 1956: S.A.A.:

Seven Vickers Viscounts 810D were ordered for internal use. Aircraft deliveries were to commence in mid-1958. More DC-7B's were also on the way.

March 10, 1956: Report of First Glider Flight in Natal, 1871:

The *Cape Argus* published this report. The 1871 flight took place at Der Maghtenberg farm at Shafton Grange, near Howick, Natal. Goodman Household made a controlled flight of more than 500 yards before landing safely. The glider was later burned in a fire at the homestead. Household died on March 13, 1906.

March 25, 1956: S.A.A.: New DC-7B Airliner 'Dromedaris':

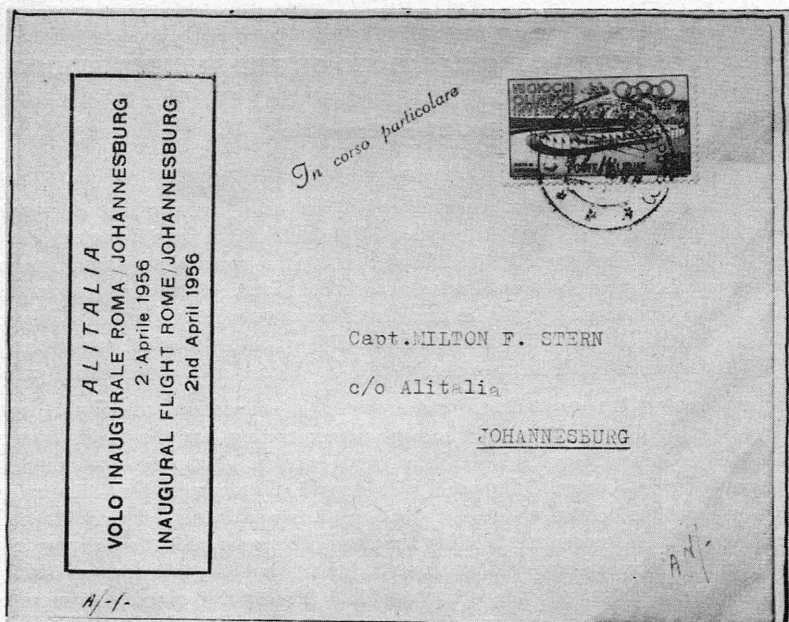
This was the first visit of S.A.A.'s new aircraft to Cape Town. It was piloted by Captains Botes and Pienaar. On March 30 it flew to Durban on its return to Johannesburg.

April 21, 1956: S.A.A.: DC-7B's Introduced: Johannesburg to London:

With these new planes the schedule was reduced to 23 hours. Covers addressed % Poste Restante, London, were backstamped 23. Ap. 56. The route flown was via Livingstone, Nairobi, Khartoum, Rome, and Frankfurt. On April 16, 1956, the DC-7B, the 'Dromedaris,' made a record flight from Port Elizabeth to Cape Town in one hour, 23 minutes.

April 2, 1956: Alitalia: Inaugural Flight from Rome to Johannesburg:

Covers from this flight bear a framed rectangular cachet as shown in the illustration below. The commander was J. Martinelli. Covers were not backstamped at Johannesburg but merely postmarked 2. IV. 56. A DC-6B was used for the service. One cover in the possession of the writer bears the autographs of the crew on the reverse.



**Cover Carried on Flight by Alitalia Airlines from Rome to
Johannesburg on April 2, 1956.**

May 1, 1956: S. A. A.: Faster Service; Cape Town to London:

A new timetable allowed for connection by S. A. A. passengers from Cape Town and eliminated the 12 hour stop in Johannesburg. Passengers were now able to reach London less than 24 hours after leaving D. F. Malan Airport (Cape Town). Constellations were introduced on S. A. A. internal services.

May 24, 1956: C. A. A.: Visit of Viscount Aircraft 'R. M. A. Malvern' to Cape Town:

The plane carried its namesake Lord Malvern, Prime Minister of the Federation of Rhodesia and Nyasaland, from Salisbury. Captain Robin Orbell, chief pilot of C.A.A., was the commander. There were special passenger flights over Cape Town. Lord Malvern came to discuss a direct airline service between Salisbury and Cape Town.

July, 1956: Airmails from South Africa: Mail Contracts:

Contracts then in effect provided for B.O.A.C. to carry all mail to Great Britain and Europe; S.A.A. to carry occasional mails to Great Britain and Europe and all mails for the Far East; El-Al to carry mail to Israel only; U.A.T. to carry mails to France; D.E.T.A. to carry mails to Lourenco Marques; P.A.A. to carry mails to the United States; and for C.A.A. (and occasionally S.A.A.) to carry mails to Rhodesia. No mail contracts were awarded to Alitalia and S.A.S.

July 2, 1956: New Air Letter Sheet: Swaziland:

This was the first definitive issue; it bore an imprinted 'Kudu' 6d Swaziland stamp.

(To Be Continued)

Foreign Pioneer Airpost Flights, 1909-1914

C. SPECIAL POSTAL CANCELLATIONS OF THE PIONEER PERIOD

XIX. THE FIRST AIRPOST FLIGHTS IN JAPAN, June 2, 1912

By Dr. Max Kronstein

As early as 1910 the first experimental flights using an airplane of Japanese construction took place at Osaka, Japan. A 40-minute flight was reported late in 1910, reaching altitudes from 30 to 350 yards. At the same time Baron Iga was completing another new plane at Hiratsuka near Yokohama. European aviators were reported in the Orient, such as Vallon, making demonstration flights with a Sommer Biplane in China late in 1910, and Latham, flying an Antoinette monoplane at Shanghai in March, 1911. If Latham also visited Japan, it is not known to this author.

But the first Japanese airmail was arranged in connection with flights by an American aviator, H. B. Atwater, who was demonstrating the Curtis Hydro-aeroplane to the Japanese authorities. The listing of these first Japanese airpost flights in the aerophilatelic catalogues of the world is so surprisingly incorrect, that it is not possible to overlook the advice of the late "Father of Aerophilately," Dr. R. Paganini, who believed that it is necessary to study about the air events behind an airpost cover in contemporary sources before really understanding its meaning. As early as 1924, in the Th. Champion Catalogue, it was reported that the Atwater post flights were unlucky attempts and that only a few items existed from them. In the D. Field Airpost Catalogue of 1934 the machine was reported to have crashed after traversing only a portion of the route and it was stated that "only four flown specimens are believed to exist." The *American Air Mail Catalogue* of 1940 reported that the crash occurred after a flight of about 5 miles and repeated that only four flown cards were known.

Thus, it was quite a surprise when the present studies, made from contemporary reports, showed that the two flights were fully successful and that a considerable quantity of cards was actually flown. The fact that an official special cancellation was issued and used led us to expect a larger extent of applications than had earlier been reported. It is quite surprising that the cards are not more frequently found in collections today. They were evidently addressed to a great number of individual addressees. Some of these single cards may still be spread throughout souvenir card collections in Japan.

Atwater had arrived with his plane on the steamship Mongolia and had planned to take off from on board this ship on May 6 at Yokohama Bay. But this attempt failed. For later flights a special starting ramp was prepared. In these early days when Atwater was beginning his demonstration flights in Japan, there was already some military aviation in that country. For instance, on the same day of his attempted start from on board ship, Lt. Ito and Captain Tokugawa, two Japanese military flyers, made successful flights at Tokorosawa, near Tokyo.

Atwater made further short flights over the harbor at Yokohama on May 6; he circled two ships in the harbor on May 10. The next day he made two exhibition flights for the naval authorities, which were represented by Prince Fushimi, Admiral Saito (Minister of the Navy), and Mr. Takarabe (Assistant Secretary of the Navy), and for the U.S. Ambassador, Mr. O'Brien. On the first demonstration flight Captain Ussekito was a passenger. On the next flight Atwater carried a message from Admiral Saito to the officer in command of the destroyer Yayoi and dropped it over the vessel. The reply was then signaled back from the ship. The order requested



Pictorial Postcard from the Atwater Flight in Japan, June 2, 1912.

the ship to proceed to Yokosuko. Even larger distances were flown on the third flight and some 500 naval officers attended these demonstrations. On May 12 he flew again, this time for the Japanese Army authorities, reaching an altitude of 3,000 feet. At that time the Government was already planning to order four machines of the same type used by Atwater in his demonstrations.

The aviator first planned to pick up 100 pounds of mail in Tokyo on May 25 and to fly it to Yokohama. But when he left the Pacific Mail Shipping Company's coal depot for Shibaura near Tokyo, where he expected to pick up the mail, flying at an altitude of 400 feet, he hit strong gusts of wind, the motor suddenly failed and he hit the water in a sudden dive. The steamer Fukagawa Maru came to his assistance and towed the plane in. That is why the mail flight had to be postponed for about one week.

It was on June 2, 1912, when he finally undertook the long awaited post flight, starting at Shibaura (Tokyo). The entire waterfront was crowded with thousands of people and a reserved lot ("No. 2") was especially prepared for spectators with entrance tickets. The hydroplane was brought out of the shed at 4:30 P.M. and positioned on a sampan. On hearing the report of the fireworks sent up as a signal for the start, Mr. Atwater glided off the sampan down on to the water "amidst the cheers of the crowds." After traveling for about 30 yards on the water, the plane rose into the air. After a circuit over the spectators' area he changed course for the direction of Forts No. 3 and No. 4, toward Yokohama, at a speed of 65 miles per hour. For about 13 minutes the plane remained visible to the spectators and then it disappeared, enroute to Kawasaki.

The paper *Japan Weekly Mail*, June 8, 1912, reported in an article headed "The Command of the Air": "As previously announced, Mr. Atwater carried in his aeroplane a mail bag containing some 10,000 picture postcards and a letter from
(Please Turn Page)

Mayor Ozaki of Tokyo addressed to Mayor Arakawa of Yokohama." He was scheduled to fly 100 pounds of mail which would have meant 45,000 grams. With an estimated average of about 4.5 grams per card, the two reports appear to be in close agreement.

In Yokohama the harbor had been crowded since 3 P.M. with yachts, boats, steam launches and sailing vessels practically packed with spectators awaiting Atwater's arrival. Among the thousands at the waterfront of Yamashito-cho was a body of some 300 naval officers. When the telephone report came from Tokyo that the aviator was underway, fireworks informed the people throughout the city of his expected arrival. At 4:50 P.M. something like a speck in the clouds came in sight, high up in the sky over Haneda. The aviator saw the S. S. Mongolia which had brought him to Japan in the harbor getting ready to leave again so he made directly for the vessel to bid her "bon voyage," circling the ship twice, flying low, and being cheered by passengers and crew. Then he made for the inner harbor, flying lower and lower and landed after a glide on the water at 5:12 P.M. amid deafening cheers.

The *Japan Weekly Chronicle* of Kobe reported that the mailbag in Yokohama was dispatched to the post office "with haste" and the letter from the Tokyo Mayor was handed to the Mayor of Yokohama, who also handed the flier another letter to be flown back to the Mayor of Tokyo.

The flier stayed for 30 minutes in Yokohama and prepared for the return flight. Another mailbag was handed to him containing 600 picture postcards, which he carried in addition to the letter from the Mayor. He left Yokohama for Tokyo again at 6 P.M., flying over the harbor toward his starting point at Shibaura. He had some trouble with the propeller and was flying low over the water when he disappeared from the view of the Yokohama spectators. At about 6:30 P.M., however, the biplane came in sight at Shibaura and safely reached the sampan at 6:45. The mailbag was then immediately sent by the aviator to the Edobashi Post Office.

The next day, a Sunday, he made another flight over Tokyo Bay. "The aviator's unqualified success on the preceding day, together with the bright weather, attracted a large number of spectators," even though the program was postponed for two days owing to the somewhat variable wind.

These contemporary reports make it clear that there were two post flights, one from Tokyo to Yokohama and one from Yokohama to Tokyo and that both were completed successfully. On the one flight a considerable number of cards were reported (up to 10,000 according to these reports); on the second flight 600 cards were flown.

The repeated reference to pictorial cards refers to the fact that two official cards (one is illustrated on the previous page) had been issued showing Atwater and his airplane. The special postal cancellation (shown at left) seems to have been used on cards carried in both directions, since it contains, besides the text, the image of two birds, one flying one way, the other the opposite way. The words "JAPANESE AERIAL POST" are self explanatory. The number 45 indicates the 45th year of Meiji (1912); the 6 stands for the sixth month or June; and the number 2 refers to the date, the second. There is more text in Japanese letters, which this reviewer cannot read.



On June 9, 10 and 11, Atwater made more successful flights at Nishinomiya, on one of which his wife even was a passenger, but no mail was carried.



Airpost catalogues list a second special postal cancellation (at left) showing an airplane design from the National Air Meeting at Narno held on June 13-14, 1914. This meeting was organized by the Imperial Aviation Society with the financial assistance of the *Osaka Asahi* newspaper. 70,000 spectators attended the first day of the meeting on June 13 and 100,000 on June 14. (Since this was a two-day meeting the special cancellation shows both dates, 6.13 and 14). Three aviators participated in competition, with Sakamoto Julichi the first winner and Ogita Tsuneseburo the second, both receiving gold medals. The third participant was Takasau Takayuki. But Major Isobe Otsukichi, who participated out of competition because he was a member of the sponsoring group, had the best results in total flying time. The *Japan Weekly Chronicle* contains detailed descriptions of the events, but there is no indication at all that any airmail was carried during them. The special cancellation must, therefore, be a postal cancellation for the air events rather than for actual mail transported by air. A special card was issued at the meeting showing a biplane in flight.

Finally, it might be mentioned here that the first airplane flight on Taiwan also took place during the same period. The *Japan Weekly Mail* of June 20, 1914, reports that Mr. Kinzo Nojima, called a "Jiji" - a graduate of an American aviation school - was the first aviator to fly on Taiwan. He first went to the island on March 14, 1914, and gave exhibition flights at Taihoku, Taichu, Tainan and Kagi, returning by boat to Kobe, Japan, on June 9, 1914. Here, too, no flown mail has been reported.

Mach 3 Jet Makes Its "First Flight"



The flight of North American's B-70 Valkyrie jet at Edwards AFB, California, September 21, 1964, was a major event in aerospace history. Capable of international range at a cruising speed of 2,000 mph (Mach 3) the craft represents a tremendous contribution to the evolution of manned aircraft flight. The first flights were made by North American's Chief Test Pilot Al White and Col. Joe Cooper, USAF. (Cover courtesy Harry A. Gordon)

Balloon Post of the Siege of Paris, 1870-71

By Louis A. Chaintrier

Translated by Dr. Everett E. Thompson and George W. Angers

Chapter 39—Jules Favre No. 2

The twelfth postal balloon that left Paris, Sunday, October 16, 1870, bore the name *Jules Favre* without the consent of the Minister of Foreign Affairs, Vice-President of the Government of National Defense, having been requested. This was why Dartois and Yon, desiring, in accord with the rules of propriety, to honor the increasing popularity of that member of the Government, decided to bestow the same name on the *thirtieth* postal balloon.

Herewith is the letter they addressed to him on receipt of the order for departure: "Mr. Minister, in christening our postal balloons with the most illustrious names of our times, we intended to request from you authorization for naming one of them the Jules Favre. Orders for sudden departure reaching us unexpectedly, we have believed that we ought, with your consent and with the ardent wish of our aeronaut Alfred Martin, to attach your name to that one of our balloons leaving this evening. Yours sincerely, etc., signed Dartois — Yon. Paris, November 30, 1870."

To this letter Jules Favre replied: "I cannot fail to be sensitive to the testimony of patriotic sympathy that you wish to grant me by placing your balloon under the name of one of the oldest servants of democracy. I wish that this name may bring it good luck and that, thanks to the services that the brave voyagers that fly it will render, the news of the great fighting achievements of our brave army may spread abroad in the world and arouse it in favor of our cause: That of right and of liberty. Signed: Jules Favre."

The thirtieth postal balloon was commissioned by the Administration of Posts. It contained 2200 cubic meters. It was piloted by Alfred Martin, merchant, a volunteer employed in the Company of Aeronauts, directed by Dartois and Yon. In 1871 this gentleman published, through the International Publishing House of A. Lacroix Verboeck-

hoven and Company, a small book of 31 pages relating the dramatic wanderings of the voyage of Jules Favre No. 2, under the title "Seven Hours and 50 Minutes in a Balloon, Recalling the Siege of Paris," by Alfred Martin. This little book has been in the possession of the author of this study for more than 40 years and has become rarer than a scrivener's early edition. The lines that follow are based on the reproduction of essential passages of this account as well as on the story that appeared in the December 2, 1870, number of the journal "Le Semaphore" of La Rochelle.

The passenger was Du Caurroy, Engineer of Bridges and Highways, charged by the Government with a mission concerned with the reorganization of the Pigeon Post from the Province to Paris.

The postal consignment comprised more than 30 sacks of ballast weighing on an average of 28 to 30 kilograms (61.6 to 66 lbs.); one sack of dispatches weighed the extraordinary amount of 110 kilograms (220 lbs). There were two baskets containing nine pigeons, three of which belonged to Peteers and six to Begue.

The departure took place from the North Station, Wednesday, November 30, 1870, at 11:55 P.M., with a wind from the north-northeast and at a very cold temperature, freezing very hard. The sky was clear and starlit. A large crowd was present at the departure preparations. Present were: Chassinat, the Under-Director of Posts; Ballard of the Institute; the upper rank of employees of the administration of the Northern Railroad; many representatives of the press, among them Bauer, Estor of the "Gaulois," Florian Pharaon of the "Figaro," A — Darjou, a designer of "Illustration," etc., etc. . . . but let us quote from Alfred Martin: "A few minutes before the departure there presented himself to me a traveling companion, Du Caurroy, who was charged with a Government

mission for the Delegation at Tours. Dartois gaily addressed us as an encouragement: 'You lucky gentlemen will tomorrow eat chops.' Then Dartois and Yon took me aside to give me final instructions. 'You will travel safely.' Dartois told me, 'the weather is good, you have a climbing power of 1400 kilograms. It is enough for the dark night that it is; by day if you have only passed the Prussian lines, you can alight to put yourself out of reach. Wind velocity is low, at four or five leagues an hour, Yon told me, and I most decidedly advise you not to come down before tomorrow between four and five P.M.'

In spite of his unquestionable experience, Yon was entirely mistaken as the vicissitudes of my flight will soon prove. I was just about to embark when Dartois handed me a large package. It contained the Government dispatches and the account of the battle of Champigny. 'Martin,' he said to me, 'here is your most precious possession; bon voyage and go with the grace of God!' — Then he embraced me. I said good-bye to Travers, my brother-in-law, to whom I gave a sealed letter containing my last wishes and my final farewell to my wife and children. I was much affected as I climbed over the frail ossier side of my basket. My heart was gripped when I saw my traveling companion tear himself painfully away from the embraces of his wife and children.

In spite of the late hour of the night and the rule against the public's entrance into the North Station the crowd was large and lively, even joyful. It was still the belief that the day of Champigny was not only an honorable day for our soldiers but that it was the first episode of union with the armies of the Province. That is good, very good! said the couriers who go around Paris. It was under the influence of these rumors of victory that I took my departure. So I was going to carry the good news to our brothers in the Province! I was happy and proud of my mission."

(To Be Continued)

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THANKS . . .

For covers - to Jack Donoghue (who's also a naval cover collector) for a first day of the 5c United Nations Special Development Fund Stamp and to Adm. Jesse Johnson for, appropriately, a cover marking the day of commissioning of the U.S. Navy's newest carrier, the U.S.S. America (CVA-66). Who said this is an airmail group??

1946-1959 JOURNALS AVAILABLE

Mrs. J. W. Marsh of 4130 Lark Street, San Diego 3, California, has an almost complete file of *The Airpost Journal* from 1946 through 1959 which she will give to anyone who desires them and is willing to pay the shipping charges. She will break them down by year but *will not* send any single copies. If interested, write Mrs. Marsh and if you can, offer her something in trade for the *APJ's* -she collects precancels and used plate number singles. Our thanks to Mrs. Marsh for her generous offer and we hope someone won't let this file of valuable reference literature go to waste!

RECENT AEROGRAMMES

By Walter R. Guthrie

(Editor's Note: The numbers used here are a continuation of those used in the Kessler Catalogue; however, their use does not imply that any item recorded here will be listed in any future editions or Catalogue to be published by any parties)

AFGHANISTAN: 3.

The internal aerogramme has finally been received, a 1.50 Af. value, blue overlay with blue imprinted stamp, black inscriptions and address lines, printed in three operations.

ANGOLA: 29-36.

A series of eight aerogrammes has been received, issued in limited quantities: Six different 1\$00 values, a 1\$50 value, and a 2\$50 value.

AUSTRALIA: 21.

Another striking aerogramme made its appearance toward the end of November - the 1964 Christmas issue, 6d., red and blue. The scene this year depicts the Birth of Christ with a motif of stylized angels across the top of the sheet.

BAHRAIN: 11.

30NP, red imprinted stamp, blue inscriptions, on blue paper. Same as previous issue, but with a different portrait of the ruler of this Persian Gulf State.

CANADA: 26.

Same as previous issue, but now with additional inscription on reverse, reading: "POSTES CANADA POST."

DENMARK: 15.

Same stamp design as previous, but has numeral "23" in lower left hand corner. Luminescence for Electric Eye is now at right of the imprinted stamp.

DUBAI: 7-9.

A new series commemorating the "Boy Scout" movement has been received from this Persian Gulf State - 20NP orange; 30NP brown; 40NP red.

GREAT BRITAIN: 33.

Same Queen Elizabeth II likeness as previous issue. With additional instructions on flaps: Two vertical arrows, and inscription "To open slit along here."

34.

Shakespeare Festival series, picturing theatre in color. Inscription now reads; "ROYAL SHAKESPEARE THEATRE."

230

In the original, the inscription read: "SHAKESPEARE MEMORIAL THEATRE."

The Shakespeare series has also appeared overprinted "CANCELLED." The "Plays" aerogramme exists with large and small overprints; the "Theatre" aerogramme with large overprint only.

GRENADA: 9 & 10.

Seven cent blue and twelve cent purple aerogrammes have appeared. Same as previous issue, but center line of instructions on back now measures 95-96mm.

HONG KONG: 11.

50c Queen Elizabeth II - the Annigoni portrait. Face of sheet now measures 122mm. x 98mm. between the dotted lines. Blue and red border design.

JAPAN: 25.

A 50 yen red, with red parallelograms on blue paper, was issued to commemorate the Olympic Games at Tokyo during 1964. The now famous Olympic rings appear on the imprinted stamp.

KOREA: 8.

The latest issue has a blue imprinted stamp with jet flying over pagoda, value is 34.00, with red and blue parallelograms.

KUWAIT: 12.

25 fils red and blue imprinted stamp, with red and blue parallelograms on blue paper, picturing a Kuwait Airways jet.

MACAU: 11.

A new 26 avos., with imprinted stamp in green and black, pictures St. Paul the Apostle. Red and green border; black inscriptions; balance of aerogramme pictures a very busy street in Macau.

MUSCAT: 10.

Same as previous issue, but flap is now at the BOTTOM.

MOZAMBIQUE: 29-31.

Three new aerogrammes have made their appearance from this Portuguese

colony: 1\$20, salmon and black; 2\$50, yellow and black; 3\$50, green and black.
NETHERLANDS: 12.

Imprinted stamp has same design as previous, but value is now 40c.

PHILIPPINES: 11.

Blue imprinted stamp, picturing a jet circling the globe. 50c value. Blue and red parallelograms. Pictorial scene on the reverse, picturing two ancient sailing boats, with the inscription "Moro Vinta."

SINGAPORE: 12.

A particularly nice aerogramme has made its appearance in this colony. It has a 30c red and green imprinted stamp picturing an orchid.

SUDAN: 4.

Same format and inscriptions as previous issue. 4pt. imprinted stamp now pictures Sudan game (six wild animals found in the Sudan).

VENEZUELA: 4.

0.45 red, commemorating the 140th Anniversary of the death of General Jose Antonio Anzoategui. Light green overlay, with blue inscriptions. Red and blue parallelograms.

Two errors exist:

- a) NO printing under flap
- b) NO overlay on reverse

About Our Cover —

On this month's cover is an illustration of an early biplane originally published back in 1910 and made available to our readers through the courtesy of our Associate Editor Dr. Max Kronstein. When reading his Foreign Pioneer series one does not always realize that the pioneers flew aircraft such as the one shown - no stewardesses, inflight movies, meals, or comforts in 1910 (as can be seen by the two aviators flying in the "open air") - nothing at all like today's modern jetliners, except for the basic principle by which it rises above the earth!

STATISTICS ON U.S. AIR ENVELOPE

There were 230,600 8-cent air mail stamped envelopes sold on its first day of issue at Chicago, Illinois on January 7, with first day cancellations totaling 226,178.



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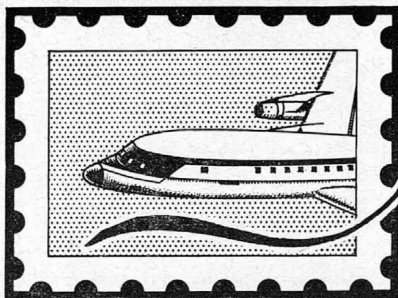
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Airs of the Month

By BERNARD J. DATTNER

(Illustrated through the courtesy of
Nicolas Sanabria Co., Inc.
521 Fifth Avenue, New York, N. Y. 10017)

8024 Frankford Avenue,
Philadelphia, Pa. 19136



AFGHANISTAN

Children's games are illustrated on two new airmails just issued. The 200 PS features skiing and the 300 PS, skipping and swinging.

ALBANIA

Two stamps of the 1963 Space Set have been overprinted for the Riccione Stamp Exhibition. Values are 2 L and 8 L.

ARGENTINA

A semipostal airmail stamp, value 18p plus 9p, was recently issued, in a quantity of 200,000, to promote Child Welfare. The design shows a swallow (golondrina).

CANADA

A new regular 8c stamp, to replace the "child of necessity" variety overprinted on the preceding 7c value, was issued on November 18, 1964. The new denomination became necessary with the July 15 jump in the Canada-U.S. airmail fee from 7c to 8c.

The 8c-on-7c provisional appeared July 15 with the rate change; its successor was the first 8c denomination to be issued by Canada since the 8c red brown "Farm Scene, Ontario" appeared in 1946.

The design of the new stamp is the same as that of the 7c issue, a modern jet airplane taking off from the Ottawa Airport. While this stamp is not designated as an "air mail" its primary purpose is to prepay postage on airmail to the United States; this, coupled with its subject, makes it of interest to aerophilatelists.

Official first day of issue services were provided at Ottawa only - as usual - although the stamp went on sale nationwide on the same day.

CENTRAL AFRICAN REPUBLIC

A 100 Franc airmail has been issued to mark the International Cooperation Year.

GUATEMALA

A souvenir sheet of two early stamps has been issued imperf., inscribed "Aero," to honor the 15th UPU Congress.

A set of five varieties in commemoration of Fray Payo Enriquez de Rivera has also been issued, as well as a set of three to honor Bishop Marroquin.

HAITI

A set of four airmail stamps, plus a souvenir sheet, was issued for the Tokyo Olympics (not illustrated). Also, a set of three airmail stamps was issued as part of a total issue of seven. The values and quantities issued are: 50, 200,000; 1.50, 100,000 and 2.50, 50,000.

(Please Turn Page)

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HONDURAS

A set of nine airmail stamps for the Tokyo Olympics has been issued. It seems that two souvenir sheets were also issued, one perf. and the other imperf.

JORDAN

A set of four airmail stamps and a souvenir sheet have been issued to publicize the Hussein Sports City.

LEBANON

A set of three airmail stamps and a souvenir sheet were issued for the Tokyo Olympic Games.

MEXICO

An 80c, showing old sailing ships, and a 2.75 peso, with a map of the Pacific Ocean, have been issued in honor of Mexican-Philippine friendship (not illustrated).

MONACO

The souvenir sheet for the Tokyo Olympics was issued in a limited edition of 2,000 (not illustrated).

NICARAGUA

A set of six airmail stamps was overprinted for the Tokyo Olympics (not illustrated).

PARAGUAY

A set of eight varieties, honoring Pres. Kennedy and Dr. Wernher Von Braun, has been issued (not illustrated).

PERU

A 1 sol, multi-colored airmail stamp commemorates the Third International Trade Fair in Lima, held in 1963.

SALVADOR

A set of six airmail stamps was issued, showing various flowers, as follows: 10c Rose; 15c Plantanillo; 25c San Jose; 40c Clavel; 45c Veranera and 70c Flor de Fuego. A souvenir sheet inscribed "La Libertad" Centenary was also issued.

SIERRA LEONE

Two new values have been issued in the Pres. Kennedy series, a 7c and a 60c, both surcharged on the special die-cut map stamps (not illustrated).

YEMEN

Sanabria reports that they have now confirmed the validity of a series of issues, overprinted with an airplane

and year date on the issue of 1930, Scott's type A4. We show one variety. These are "Free" Yemen emissions. Also for Free Yemen (Kingdom) a regular set of airmail stamps, ¼, ½ and ½ bogash, showing native flowers, has been released together with three stamps, one regular and two souvenir sheets with inscriptions, one perf. and the other imperf. (last two sets not illustrated).

VENEZUELA

A stamp for airmail use honoring Eleanor Roosevelt has been issued (not illustrated).

Airport Dedications

By William T. Wynn, Jr.

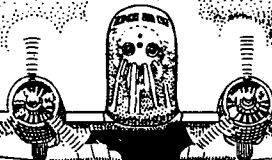
13537 Rockdale, Detroit, Mich. 48223

In contrast to the situation in New York where there's been a good deal of wrangling about the wisdom and safety of roof-top heliports, California is moving ahead with speed. A heliport atop a new skyscraper at 5670 Wilshire Boulevard, Los Angeles, was dedicated February 15. It's a regular stop on Los Angeles Airways' schedule. On March 1 Oakland also dedicated a roof-top heliport at 13th & Madison. Owned and operated by the Port of Oakland, it is certificated for passenger service by SFO Helicopter Airlines.

FUTURE: Washington, Indiana and Brookings, Oregon 97415. Try Chamber of Commerce. For Leighton, Penna., send covers to Carbon County Airport Authority, 124 Iron Street. South St. Paul, Minnesota, will dedicate a Municipal Airport May 22. Lafayette, California, plans a heliport for April 1.

My thanks to all of the many friends and correspondents who channel advance news and clippings to me. Believe me, it's sincerely appreciated.

BIG JOB: Overhaul of a single four-engine jet airliner takes an average of 17,000 man-hours to complete, and costs the company about \$300,000, according to United Air Lines engineering and maintenance experts. United overhauls its 116 pure jet aircraft, largest commercial jet fleet in the world, at its giant maintenance base in San Francisco.



BY-WILLIAM R. WARE

P. O. Box 375, Malden, Mo.

NEWS —

We are sorry that we have no news to report that would produce some activity on the first flight front at this time. Most of the recent CAB decisions have had to do with deletions of some of the smaller cities on the Local Service Routes or with minor route changes which have not produced items of interest for the collector. However, some of them may be of passing interest.

In a decision rendered on January 29, the Board eliminated the Minot, N. Dak., to Regina, Saskatchewan, Canada, segment (#1) of Route #86F, flown by North Central Airlines, as being uneconomical. In another decision involving North Central, made on February 16, the Board deleted Cadillac-Reed City, Pontiac and Port Huron from Route #86 and denied the request of Gaylord, Michigan, for air service.

In our previous comments we mentioned the Pacific Northwest-Southwest Service Case which is under investigation. Prehearing conferences in this case were started on February 2. These are being conducted by an Examiner and are rather preliminary in nature. Since it will probably be several months before this case reaches the Board for formal hearing, any decision is still months in the future.

Also before the Board is the transfer of service at Rome, Waycross and Albany, Ga., and Ocala and Gainesville, Fla., from Eastern Air Lines to Southern Airways' Route #98. The Board will start hearing this case on March 16, with decision anticipated by early summer. If past CAB policy is followed by removing some of the smaller cities from the trunk lines and assigning them to the local carriers we may expect this transfer to be approved, with Southern

to take over service at these points in the not too distant future.

CHRONICLE —

AM ROUTE #82 - ADDITION OF FORT POLK, LA.: Another short notice event, the final CAM first flight to record for 1964, involved the addition of Fort Polk, La., to AM Route #82 which is flown by Trans Texas Airways. Service was inaugurated on December 15, 1964.

Although the Post Office Department, due to short notice by the airline, was not able to extend collectors the usual courtesy of advance notice and a cachet in this instance, some collectors obtained information in sufficient time to place covers at Fort Polk for the first flight. The official PO Memorandum Schedule for this service provided for two flights from Fort Polk to Houston and one via intermediate stops to Memphis. However, mail on December 15 was prepared only for Flights #173 and #179 which operated from Fort Polk to Houston, Flight #173 being the scheduled initial flight from Fort Polk to Houston, due to leave Fort Polk at 12:55 PM, and stopping at Lake Charles. After 199 pieces of mail had been prepared for Flight #173, bearing a 12:30 PM postmark, December 15, this flight failed to land at Fort Polk due to mechanical difficulty. The mail was then held and dispatched via Flight #179 nonstop to Houston, flown by Capt. J. C. Fontaine and 1st Officer P. R. Downing. The plane reached Houston at 9:10 PM where the covers were given a PM backstamp at the Airport Mail Facility. It is our understanding that some collectors covers which arrived at Fort Polk after the initial dispatch to Houston was made were given a simple "PM" post-

(Continued on Page 240)

Seen and Read by the Editor

This year's first issue of *The Air Mail Entire Truth* recently arrived and contains illustrations and reports of two major error discoveries, the current U.S. 11c aerogramme with all red printing missing, and Great Britain's pictorial Shakespeare letter sheet with both blue and black colors missing. For details you should read this newsletter which is obtainable by sending a large stamped, addressed envelope to the publisher, LAVA, Box 1, New York, N.Y. 10040.

Going from air postal stationery to air stamps the latest word from *Sanabria* is that work on the firm's new catalogue is being pushed with a June deadline aimed for. We know collectors are awaiting this volume with interest.

The American Topical Association has just released its Handbook 45A, *Topical Issues of 1964 with 1965 Catalog Numbers*, which contains complete checklists of last year's issues by topics. Of special interest to our readers are the sections on aviation and outer space material shown on 1964 issues. This compilation is obtainable for \$1 from the ATA at 3300 North 50th Street, Milwaukee, Wisconsin 53216. The new bound book, *Postal Saints and Sinners*, by the late Kent B. Stiles of *The New York Times*, containing biographies of 4,000 persons shown on postage stamps, is also available from the same source at \$10 post-paid.

Just arrived from Great Britain are two more of the "Popular Pamphlets," published by Francis J. Field, Ltd. A stiff-covered 20-page booklet gives a brief history of *Pan-American Airways*, complete with numerous illustrations of cachets, etc.; another is an excellent checklist, by country, of all jet mail flights using the *Comet-4* aircraft. Most of the material in these pamphlets originally appeared in the Field firm's monthly, *The Aero Field*, the January and February issues of which are also at hand. They contain the usual airmail news of the world in brief form. For details about these and other Field publications, write the firm at Sutton Coldfield, Warwickshire, England. Incident-

ally, we understand that member Henry Dupont's book which was reviewed by Roland Kohl in our February issue (Page 182) is also available from the Field firm for \$1.50, plus postage.

The February issue of *Covers* contains several articles of aerophilatelic interest, including the story of a special rocket mail flight in connection with last year's 8c Goddard airmail stamp and an article on cover collecting by our member and Editor of *The American Philatelist*, Jim Chemi. Published by the same firm, *Western Stamp Collector* regularly carries articles on airpost subjects. The first airmail stamps of Greece were the subject of a recent article; Lorne Wm. Bentham's "Canadian News and Comment" often contains news of Canadian airs, both past and present (recent columns discussed the London-London semi-official and Newfoundland's Hawker). Our own President Eisendrath's article on the 8c airmail envelope first day, which appeared in last month's *APJ*, also was published in *WSC*.

The United Nations aerogrammes and an 8c airmail envelope error were the subject of columns by H. E. Conway in *Linn's Weekly Stamp News*; Past President Dick Singley described Korean aerogrammes; and another issue contained the story of Bolivia's first air stamps.

Just as we were writing this our mail brought the March issue of the *S. P. A. Journal* which contains a detailed study of the luminescent U.S. airmails, in all three forms, sheet, coil, and booklet pane. The article pulls together various data on these varieties in one place and should be a useful reference.

Herb Hauptmann recently sent us Xerox copies of two items from an interesting set of "cacheted" covers showing "Famous Carriers of the Mails" being used as part of a direct mail advertising campaign by the Columbia Envelope Division of Boise Cascade Paper. One depicted a Paris Balloon and the second, the first transcontinental airmail. Inside each was a form letter telling the story of the air event shown on the out-

side. How were the "covers" franked? By third class bulk permit imprint, of course!

Ken Sanford sent along an up-to-date price list of airmail covers and Airway Letter labels available from *British European Airways* which includes covers flown by the new Trident jet and by Cambrian Airways. The list is obtainable from the Air Mail Manager, BEA, West London Air Terminal, Cromwell Road, London S.W. 7, England.

In the market for aerophilatelic material? Elmer Long continues to list his monthly sales in *Western Stamp Collector*. Catalogues are also available from him at 22 North 2nd Street, Harrisburg, Pennsylvania; Sol Salkind also conducts periodic sales from 7 East 42nd Street, New York 10017. AAMS member Ricar-

do *del Campo*, 135 S.E. 1st Avenue, Miami 32, Florida, has pre-1962 Cuba issues and United Nations material for sale. At hand is another of member Robert Boudwin's mimeo price lists of space, nuclear, rocket, and related autographed material. Write him at 1119 Harker Place, Woodbury, New Jersey.

Last on our list is one of our new advertisers, W. H. Johnson of Citrus City, California. Mr. Johnson is attempting to build a stock which will appeal to our readers and has started by gathering together numerous stamps bearing rockets and space-related subjects. If these appeal to you - or if there's any special item in airmail stamps that you'd like to see - why not contact him at the address in his ad in this issue. Do it now and we're sure you won't be sorry.

Harris Issues New Album and Supplements

In late 1964 H. E. Harris & Co., released a new and completely revised edition of the famous \$14.95 Citation Loose-Leaf "Masterwork" Album - - so up to date that it includes *all* of the new countries, from Abu Dhabi to Zambia. It provides more than 40,000 illustrations of the stamps today's collectors are most likely to own or acquire. With a total capacity for 65,000 stamps, this is the world's largest single-volume album.

The new Citation is filled with many interesting features, among which are an illustrated World-Wide Stamp Finder, United States Stamp Identifier, Stamp Collector's Dictionary, interesting "How To Collect Stamps" information, and historical and geographical data on many nations. It is housed in a rich maroon and gold loose-leaf vinyl binder, allowing pages and the promised annual supplements to be removed or added.

All in all, the new Citation is indeed a magnificent volume and one which will contribute greatly to enjoyment of one's collection for many years to come. It is indeed an outstanding value.

Just released at this writing are BRAND NEW SUPPLEMENTS for the Harris World-Wide Album Line (for 1962 and 1963 editions of the Citation, and all Standard, Senior Statesman, Statesman, and Ambassador Albums) and



for the U.S. Liberty Album. The World-Wide Supplement contains 224 illustrated pages with spaces for over 9,000 stamps issued in 1964, and sells for \$2.50; the Liberty Supplement is for U.S. 1964 issues only and sells for 60c. All of these publications are available from your dealer or direct from H. E. Harris & Co., 108 Massachusetts Avenue, Boston, Massachusetts 02117.

"Uncle Sam" Sez . . .

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

As we go to press, we can report improvement in the condition of *APJ* Assistant Editor Ernest A. Kehr, who suffered a heart attack on Monday, February 7. Mr. Kehr collapsed on the sidewalk in front of the Herald-Tribune Building in New York City and was rushed to St. Vincent's Hospital. He has now been discharged from the hospital and is beginning an expected six to eight week convalescent period with friends in Queens, N.Y. When stricken Mr. Kehr was enroute to the Pepsi-Cola Building in Manhattan to set up the special exhibit "Romance of Stamp Collecting" in the Gallery. He served as advisor and director of this project and spent many extra hours preparing the exhibit. Due to his illness, our Honorary Member, Stanley Hodziewich, Director of Philately for the United States Post Office Department, and Mr. George King, also of the U.S. P.O.D. Philatelic Staff set up the exhibit. All members of the American Air Mail Society join with me in wishing Mr. Kehr best wishes for a speedy recovery.

On March 1, U.S. Postmaster General Gronouski announced the appointment of our Past President, Dr. James J. Matejka, Jr., to his Citizens' Stamp Advisory Committee for an indefinite term. Our congratulations go to "Jim" who is making a return appearance on the Committee, having been appointed for the first time in 1961. Appointment to this committee is one of the highest honors a philatelist can attain; and Doctor Matejka is very worthy of this achievement. Another AAMS member, David Lidman of New York City, is Chairman of the Committee.

Past Presidents Bart Gatchell, George Kingdom and Dr. Matejka, Director Dr. Southgate Leigh, and *APJ* Editor Bob Haring attended the first day of issue ceremony of the Sokol commemorative stamp in Washington on February 15.

Friends of our former Publicity Director, Col. Leonard H. Smith, Jr., will be pleased to know that he has moved to

Clearwater, Florida, and is now writing a weekly stamp column in the *St. Petersburg Times*, as well as continuing his column in the *Bergen (N.J.) Record*.

Long time member Milton Ehrlich of Long Island City, N.Y., is well on the road to recovery after spending several weeks in the hospital. In fact, he is now in Arizona recuperating in the warmer climate there.

Horace D. Westbrooks of Griffin, Georgia, won a second award for his exhibit of Project Mercury Covers at the recent Warner Robins Stamp Exhibition in Georgia.

Pan American's Juan Trippe received the Second Annual Tony Jannus Award for "outstanding contributions to development of scheduled airline service." The presentation took place in Tampa, Florida on March 5. The Jannus Award originated last year during the golden anniversary of the scheduled airline industry and honors Jannus, chief pilot for the Tampa-St. Petersburg Airboat Line in 1914. The Award is sponsored by the Greater Tampa Chamber of Commerce.

Did you know that there are over sixty scheduled airlines serving the African continent? Because of its size and poor surface transportation, Africa depends on air transportation more than any of the other continents.

TEAL (Tasman Empire Airways, Ltd.), the international airline of New Zealand, will change its name to AIR NEW ZEALAND on April 1. This carrier will receive its first DC-8 jet transport sometime in 1965, and anticipates inaugurating transpacific service to Los Angeles or San Francisco when the airport at Auckland is able to serve jets, probably early in December.

A final reminder - send in your bids for material in the current AAMS mail sale. Final date for accepting bids is Wednesday, April 21st. Full details and list of 50 lots appeared in the March *Airpost Journal*.

Nominating Committee Report

American Air Mail Society

OFFICERS FOR YEARS 1965-1967

FOR PRESIDENT

Dr. Southgate Leigh Virginia

FOR VICE-PRESIDENTS

(Four to be Elected)

Samuel S. Goldsticker, Jr. New Jersey

Robert E. Haring New Jersey

Lester S. Manning Michigan

Perham C. Nahl Illinois

N. C. Pelletier Ontario, Canada

Ellery Dennison Washington, D.C.

FOR DIRECTORS - (1965-1969)

(Four to be Elected)

Herman Kleinert Pennsylvania

Dr. Max Kronstein New York

Paul Bugg Maryland

Michael P. Codd New York

George L. Lee New Jersey

Perry Zwisler Massachusetts

FOR SECRETARY

Mrs. Ruth T. Smith New Jersey

FOR TREASURER

John J. Smith New Jersey

Additional nominations may be made in the manner as prescribed by the Constitution. For further information, apply to the Secretary, Ruth T. Smith.

Respectfully submitted,

Robert W. Murch, Chairman

Mrs. Grace Conrath

Samuel S. Goldsticker, Jr.

Dr. James J. Matejka, Jr.

In Memoriam

This month it is our sad duty to report the passing of an AAMS member, a former member, and two famous aviators.

From his brother Leonard and member A. Lewandowski we learned that William G. Ehrmann, Member #1874, of Ridgfield Park, New Jersey, died on December 29, 1964, after a brief illness. Mr. Ehrmann was an ardent collector of airmail stamps and covers, as well as aerogrammes and postal stationery, and had also formed a unique library of aviation material.

Member George Herzog reported to Herman Kleinert the passing of our long-time former member and Sales Manager, Charles P. Porter. Colonel Porter, 68, was a retired executive of the American Sugar Refining Company and a veteran of both World Wars. He passed away on February 22 in Nantucket, Massachusetts.

Jack V. Elliot, 71, a famous Canadian bush pilot of the late twenties, died in Texas in late September, 1964. He flew

the first Canadian airmail from Rolling Portage to Red Lake, Ontario, operating the Jack V. Elliot Air Service from 1925-30 (the flights are listed in Volume II of our *Catalogue*). Member Paul Hudson reported this news to us.

By now most readers will have seen reports in the press of the crash which took the life of around-the-world aviator Joan Merriam Smith. Mrs. Smith, 28, was killed, together with another pilot Trixie Schubert, when their Cessna 180 crashed into a mountain near Big Pines, California (about 45 miles from Los Angeles). The crash happened just five weeks after the smashup of Mrs. Smith's Piper Apache "City of Long Beach" with which she had circled the globe, following the route of Amelia Earhart, in 1964 (see *The Airpost Journal*, November, 1964). Mrs. Smith and her airplane are gone but she will be remembered by collectors through the souvenir covers which she carried with her on last year's history-making flight.

We extend our sincere sympathy on behalf of all our members to the families of these five - aviation and aerophilately will miss them all.



OFFICIAL SECTION

AMERICAN AIR MAIL SOCIETY

MONTHLY REPORT From the Secretary

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

April 1, 1965

NEW MEMBERS

- 5189 Cuebas, Robert L., 30676 Lorain Rd., North Olmsted, Ohio 44070
- 5190 Goodnow, Fred A., 20 Freedom St., Hopedale, Mass. 01747
- 5191 Wright, R. Allen, 919 - 32nd St., Vienna, W. Va. 26105
- 5192 Lindberg, Barbara (Mrs.), 15800 Beaver Run Rd., Saugus, Calif. 91350
- 5193 Gerhart, Art, 528 Chew St., Allentown, Pa. 18102

NEW APPLICATIONS

- Mackowiak, Thomas, 3530 N. Oconto, Chicago, Ill. 60634. Age: 21, Student
 JF CAM FAM By: P. C. Nahl
- Hart, William D., 440 Elm St., Minonk, Ill. 61760. Age: 42, Farmer
 JF CAM FAM ID By: R. T. Smith
- Phillips, Wilbur W., 61 Perry Ave., Bayville, N.Y. 11709. Age: 53, Teacher
 JF HF FF GF CAM FAM APS X By: H. D. Westbrook
- Lasky, Charles S., 162-05 - 89th Ave., Apt. 2M, Jamaica, N.Y. 11432. Age: Legal
 U.S. Post Office PC HC PB FF CC OF (Pacific) By: John J. Britt
- Miller, Donald S., 12 Birch Cres., Rochester, N.Y. 14607. Age: 50, Mathematician
 AM JF HC CF By: M. Codd
- Strauss, Henry C., 1129 Espejo St., N.E., Albuquerque, N.M. 87112. Age: 41, Buyer
 AM AU Z 1D X - Zepp. sgles used or mint By: R. E. Haring
- Schmidt, William F., 18 Purcell St., Staten Island, N.Y. 10310. Age: 67, Sugar Broker
 Z By: Dickason/Kocheisen
- Stein, Michael M., USA Combined Records Unit, APO New York 09757. Age: 29
 Dept. of Army, Civilian AM PC HC Z By: R. T. Smith
- Weinhofer, Ludwig J., 144-50 - 38th Ave., Flushing, N.Y. 11354. Age: 31, Investments
 By: R. E. Haring

REINSTATEMENT

- #1277 Nichols, Milton C., 12 Stoneleigh Rd., Holden, Mass. 01520. Age: 63, Elec. Engr.
 AM By: R. T. Smith

NEW LIFE MEMBER

#138 Hans Wippler

NEW ADDRESSES

- 5174 Caris, Sam, 3049 E. Grand Blvd., Detroit, Mich. 48202
- 1404 Porter, George H., III, 5015 Douglas Dr., North Olmsted, Ohio 44078
- LM81 Hard, A. M., 1154 E. Grand Ave., Escondido, Calif. 92025
- 2874 Feinerman, Albert H. (Dr.), 1032 Washington Blvd., Oak Park, Ill. 60302
- 1027 Bond, Osborne B., 511 Westchester Ave., Tuckahoe, N.Y. 10707
- 4299 Morey, David C., R.D. #2, Box 309, Greene, N.Y. 13778
- 3838 Kornicker, Louis S., 3717 Ralph Rd., Silver Spring, Md. 20906
- LM25 Oriol, Rafael, Apartado del Estes 11219, Caracas, Venezuela

C.A.M. COVER NOTES —

(Continued from Page 235)

mark of December 15 at Fort Polk and forwarded on a later flight, receiving a December 16 backstamp at Houston AMF. However, this mail was flown on a flight subsequent to the inaugural flight and as such, covers from this dispatch are not eligible for listing.

No official cachet or other identification was used on the first flight mail from Fort Polk and covers must be identified through postmarks and backstamps. We are fortunate that the Fort Polk Post Office used a 12:30 PM cancellation in this instance as this will i-

dentify such mail as being flown on the only inaugural flight from that point on December 15.

ZIP! ZIP! ZIP!

The ZIP Code will soon be a required part of the address in all second class mailings. So that you can get The Airpost Journal promptly - both now and in the future - send your ZIP Code to our Secretary (if you haven't already). Use your ZIP Code now and always!

APJ ADS

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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 \$6.25 each (\$6.50 overseas). Volume III still available at \$6.25.

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.

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 collections. Alfred Roman, 5119 Chestnut Street, Philadelphia, Pa. 19139. *422

AMERICAN FIRST DAY COVER SOCIETY, a 'must' for all FDC collectors. Information and application from: AFDCS, Stanley Watson, Box 1577, Jacksonville, Florida 32201. *420

EXCHANGE USED airmails, Scott basis. By lot, want list or selection. Also have CAM covers for airmail stamps. R. E. MacLean, 39 Vocational Drive, So. Portland, Maine. *420

FIRST FLIGHTS and Airport Dedications, 1926-1955, for U.S. or Canadian coins or better grade foreign stamps. E. Winters, 19-07 Murray Street, Whitestone, New York 11357. *420

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

RETIRED, would like to correspond. Have stamps - U.S. and Canada, early CAM's, U.S. first days, foreign covers, coins, etc. Want U.S. and U.N. first days. Fred A. Goodnow, 29 Freedom St., Hopedale, Mass. 01747.

WISH TO EXCHANGE aerogrammes with imprinted stamp, mint and used, giving other countries or U.S.A. commemoratives. Jose Alvarez, P.O. Box 294, Key West, Florida 33040. *422

AUSTRALIAN LATE FEE cancels. Will give FF or autog. covers for any cancel new to me. Fred Wilde, 917 N. Burriss Ave., Compton, Calif. * * *

AIR MAIL FIELD POSTMARKS wanted from Concord, Bryan, Des Moines, Sacramento, New Brunswick, Rawlins, other early ones on cover. Helen Nahl, 2014A Lincoln, Evanston, Illinois. * * *

CANADIAN SEMI-OFFICIAL AIRS wanted - mint and on cover. Full sheets, panes, varieties, imperforates, proofs, and bogus items. Ed Richardson, 303 Pin Oak, La-Marque, Texas. * * *

WANTED: Early view cards or covers of polar expeditions, Olympic Games, balloons. Offer pilot signed cards or covers, miscell. Votaw, 4570 Francis Court, Sacramento, Calif. 95822. * * *

WANT TO TRADE mint or used airs of the world that catalog 25 cents or more. Richard D. Miscovic, 1107 Tompkins Avenue, South Plainfield, New Jersey 07080. * * *

EXCHANGE: I will give Egyptian air mails against 1965 catalogs and philatelic materials. Please write first. Abdel Hamid El Itriby, P.O. Box 218, Port Said, U.A.R. * * *

WANTED - Foreign airport dedication covers and advance information on new foreign international airports. Art Schmidt, Box 173, Clementon, New Jersey 08021. * * *

HAVE OLD COPIES Airpost Journal, old Catalogs and 1941 Supplement to original Airmail Cat. Need '65 Sanabria & Scott Cats. & Showgard Records. E. I. Borkstrom, 6511 Ridge Cliff Rd., Louisville, Ky. 40228. * * *

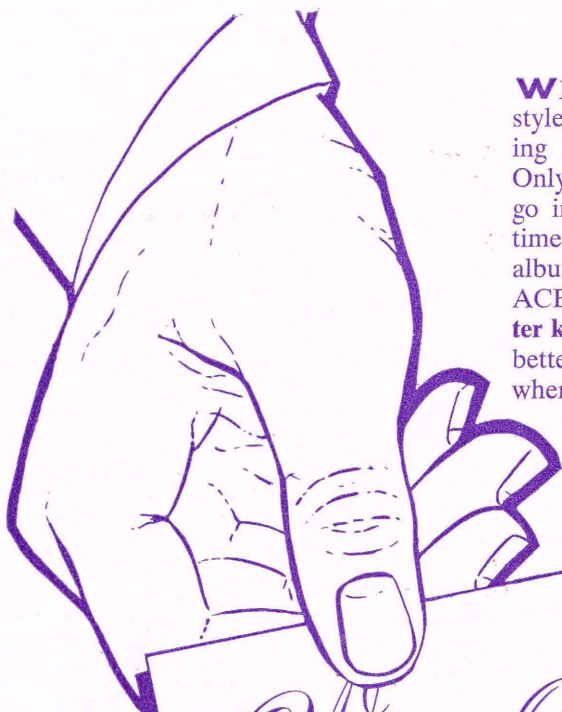
CATAPULT COVERS, U.S. and Germany. What can you offer in exchange, covers and mint airs before 1935? Orjan Luning, Odengatan 11, Stockholm O, Sweden. * * *

U.S.S. ELLYSON - interested in obtaining covers from the U.S.S. Ellyson. Please write Bill Schneider, Metuchen, New Jersey. * * *

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

EXCHANGE 100 different used U.S. commemoratives for 60c face U.S. mint plate blocks, any amount. Auctioning my cover collection. George Austed, 220 Orizaba, San Francisco, Calif. 94132. * * *

HAVE AIR MAIL stamps in complete sets on cover. Want early postcards showing planes, balloons, etc. Herman Kleinert, 213 Virginia, Fullerton, Penna.



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