



JOHN F. KENNEDY



1917 - 1963
FIRST DAY OF ISSUE

AÉROGRAMME • PAR AVION

the **Airpost** **Journal**

Volume 36, Number 8

May, 1965

COLOMBIA

1919—2c on cover (C1)	P.O.R.	1923—5c - 5P cpt. (C38/50)	62.50
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—2 diff. types, se tenant		1P imperf. Rt. vertic. corner	
(San. 13/14)	49.00	pair, only 25 exist (San.	
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(San. 15/16)	49.00	1932—5c - 5P cpt. (C96/100,	
1920—First Scadta - 30c black,		CF5)	19.50
rose	4.00	do—used, cpt.	5.00
sgnd. G. Maha, dble, perf.		1933—Cartagena, cpt. (C111/14) ..	4.50
(C14)	15.00	do—used	4.50
do—10c to 50c - 5v cpt.		1941—Avianca, cpt. (C121/33)	12.75
(C12/16)	21.00	1945—Litho. cpt. (C134/44)	5.00
do—50c on piece, v.f. (C16) ..	4.00	5c imperf. pair, (C134a)	6.00
1921—Scadta, 5c - 5P cpt. (C25/		10c imperf. pair (C135a)	6.00
35)	147.50	15c imperf. pair (C136a)	4.50
do—5c to 1P (C25/32) used ..	9.75	20c imperf. pair (C137a)	6.00
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102 Arbor Road
Cinnaminson, N. J. 08077

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EDITOR

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

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Preliminary Convention Plans Formulated



President Eisendrath, reporting for the Chicago Convention Committee, advises that plans are now well along for the 42nd A.A.M.S. Convention which will be held at the Sheraton-Chicago Hotel, 505 North Michigan Avenue, Chicago, Illinois, Friday, Saturday, and Sunday, August 6-8, 1965. Some new and unusual (for the AAMS, anyway) events have been scheduled for all three days. A detailed Calendar of Events will appear in our July issue, but in order to give our members an outline of what's in store for them in August in Chicago, here's the preliminary schedule.

The Convention will feature an open, competitive exhibit of 200 frames of 100% aerophilatelic material. There will be no classifications in the exhibit - to the best will go the awards! Society medals will be awarded and the President is presenting a beautiful silver platter for the Best-in-Show Award. A prospectus is enclosed with this issue for *your* use. A special Court of Honor (by invitation) will highlight some priceless and hitherto unexhibited mementos of the first regularly scheduled U.S. airmail flight, May 15, 1918, as well as of the first New York to Chicago flight later the same year, exhibited by Captain Benjamin B. Lipsner, first U.S. Air Mail Superintendent. Walter Scholl, who has spent a great part of his life as a balloonist, will exhibit some of his unique and memorable items from the early days of ballooning. His collection was recently written up in a Chicago paper's feature section. More news on other Court of Honor entrants later.

A Society Dutch-treat luncheon will be held on Friday at noon, marking the opening of the AAMS activities in Chicago. The first formal function planned is a smorgasbord Friday evening at the Kungsholm Restaurant, perhaps the most famous in Chicago. We will also view a very delightful musical puppet operetta there.

Saturday will open with the Annual Business Meeting in the morning, followed by numerous special events that are "in the works" for the afternoon - details on them as they are firmed up by the Committee. Our Annual Banquet will be held at the Hotel on Saturday night, immediately following the President's Cocktail Party. Highlighting the Banquet will be the announcement and presentation of the exhibit awards, the George W. Angers Memorial Award, and the installation of new officers for the 1965-67 term.

On Sunday morning we will be in for a special treat, a Mint Julep Breakfast - all liquid refreshments to be provided and dispensed by that noted gentleman from Dixie, our Director and nominee for President, Dr. Southgate Leigh. This should not be missed! Immediately following the breakfast those who are able will adjourn to the Annual Convention Auction which will be conducted by Auction Manager Sam Goldsticker, assisted by Vice President Perry Nahl. After the auction is completed and the treasury has been enriched, the AAMS Slide Program on aerophilately will be presented with its accompanying taped voice and musical background. This will be the last planned event as the schedule now stands.

A Post Office Convention Station with special postmark will be in operation at the Hotel on Saturday only. The Sheraton-Chicago has set a special rate of \$10 single and \$14 double or twin for our Convention which will include free parking in their indoor garage and unlimited use of their indoor swimming pool. A reservation card will be sent with the June issue so members can make reservations directly with the Hotel. A package fee for all AAMS Convention activities and separate ticket prices will be announced in the next issue to enable you to plan your finances before *you* come - and you are coming, aren't *you*?

Foreign Pioneer Airpost Flights, 1909-1914

C. SPECIAL POSTAL CANCELLATIONS OF THE PIONEER PERIOD

XX. EARLY AIRPOSTS IN THE SOUTHERN PART OF SOUTH AMERICA, 1910-1913

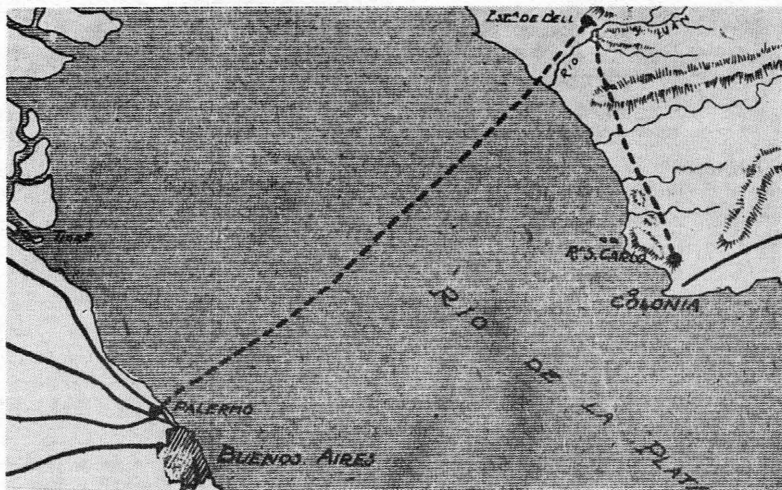
By Dr. Max Kronstein

The South American continent is a giant area. Its coast lines were much too long and varied so widely in development that pioneer aviation before the First World War could not develop by flying along the shores. The transcontinental distances in the central area required flights which were too long and offered too few landing facilities to invite attempts for a crossing from shore to shore by the pioneer aviators of this early period.

Therefore, it was not surprising that the early South American aviation efforts took place predominantly in the southern part of the continent, where the area was most densely developed and the distances more suitable for the early period of aviation. In particular the international area of the lower la Plata River was a center of early aviation with Argentine efforts concentrated on the northern side of the river and Uruguayan on the southern side. Very early efforts were also underway to accomplish an east to west or west to east crossing of the Andes between Argentina and Chile. It is natural that the aerophilatelic results of these efforts appear in our collections. But it is regrettable how little active cooperation has been developed, even to this day, between collectors in the South American countries and the rest of the world, in establishing all the aerophilatelic documentation of the early period which might have actually existed. Therefore, it is possible that this review is not as complete as we hoped it could be.

I. THE FIRST FLIGHT ACROSS THE RIO PLATA, 1910

In 1910 there were local aviation grounds in Argentina and Uruguay and in both countries the Rio de la Plata neighborhood was a center of aviation activity. But the river itself separated the two nations. To understand the width of the



MAP OF THE RIO DE LA PLATA AREA
(Argentina is at lower left, Uruguay at right)

river it might be noted that the English Channel, which separates France and England is 68 kilometers wide. The distance across the estuary of the Rio Plata is 50 kilometers. In those days, the problem of crossing the river by airplane was, therefore, generally compared with crossing the Channel. And when the Italian aviator B. Cattaneo announced that he would attempt such a flight, it was a public event of the first order. His airplane was a Bleriot Type 2 monoplane, very similar to the plane Bleriot had used not much earlier in his flight across the English Channel. Cattaneo had made several flights at Cordoba in the days before his historic attempt to cross the Plata River; then he flew to the airfield of the Sociedad Sportiva Argentina in Palermo, north of Buenos Aires, which was to serve as his starting base of the flight to Uruguay (see map above). He announced that he would start from there on December 16, 1910, and large crowds were waiting on both sides of the river when he actually began his flight. He did not cross the river heading directly for Colonia (Uruguay) by the shortest route, but crossed over to San Juan, north of Colonia, where landing facilities were available, and then continued south to Colonia. This extended his total flight to 90 kilometers in length, somewhat longer than Bleriot's Channel flight. His arrival in Colonia was a great triumph and the next morning the great Buenos Aires newspaper *La Prensa* gave the event a whole page with detailed descriptions and photos and a map of the flight route (illustrated). Also the next day the Italian newspaper *Secolo XIX* in Genoa, Italy, honored the flight in a similar manner as a historical event.

There was no airmail connected with the flight from Argentina, but when Cattaneo got ready to undertake a return flight from Colonia to the Palermo airfield, the papers reported that special mail was collected in Uruguay and cancelled with a special cachet in commemoration of the trans-River Plata flight. This mail



was being handled by the local sport organization. This special cancellation read "Por Aeroplano Cattaneo" and is shown at left. The regular postal cancellation of Colonia was also applied.

But it appears that this return flight actually had to be suspended. Cattaneo was ready to fly on December 18, but the weather did not allow him to start. When it grew later and later he had to suspend the flight because he had made arrangements to fly at Santiago, Chile, early the next month and had to send the plane ahead for those flights. At that time it was not possible to reach Chile by air, as no plane had yet crossed the Andes Mountains, which separate the two countries. Thus it must be assumed that the cards with this special cancellation were not flown by Cattaneo as scheduled.

II. THE AIRPOST SALTO-MONTEVIDEO, AUGUST 25, 1912

When Bartolome Cattaneo had to suspend his return flight from Uruguay to Argentina in 1910, he promised to return to that area. And he did in August, 1912.

This was a very active period in South American aviation. To give just a few examples: In January, 1912, the famous French aviator Roland Garros, who had been the first to cross the Mediterranean by air, flew in Brazil with his Bleriot monoplane. He made a flight from Rio de Janeiro across the Sierra des Orgoas to Theresopolis (100 kilometers) and returned from there by air. In March and April, 1912, the Swiss Pioneer Francois Durafour (with his Deperdussin monoplane) flew from the Campo de Mars near Guatemala City and on May 9, 1912, he flew from San Salvador. In the Fall of 1912 the Chilean aviator Eduardo Molina Lavin flew

over Guayaquil, Ecuador. Military aviation schools were also being organized.

Along the Rio Plata there was great activity at the Argentinian airport El Poloma with Engineer Newbery and pilot Paillette flying for the Aero Club Argentine on August 25, 1912. On the same day the pilot Castalbert flew at the airfield Villa Lugano. More about the developments between the 1910 Rio Plata crossing and the 1912 Cattaneo flight in Uruguay was reviewed in the April, 1960, issue of *The Airpost Journal*, in which the background was given for the Argentine airstamp "Pro-Aviation Militar 1912," issued in September, 1912.

This was the general state of South American aviation when Cattaneo announced his flights at Salto Oriental, Uruguay. He planned to fly from Salto to San Jose and from there to Montevideo and to carry airmail on this occasion. For this airmail dispatch a special cachet was issued reading:

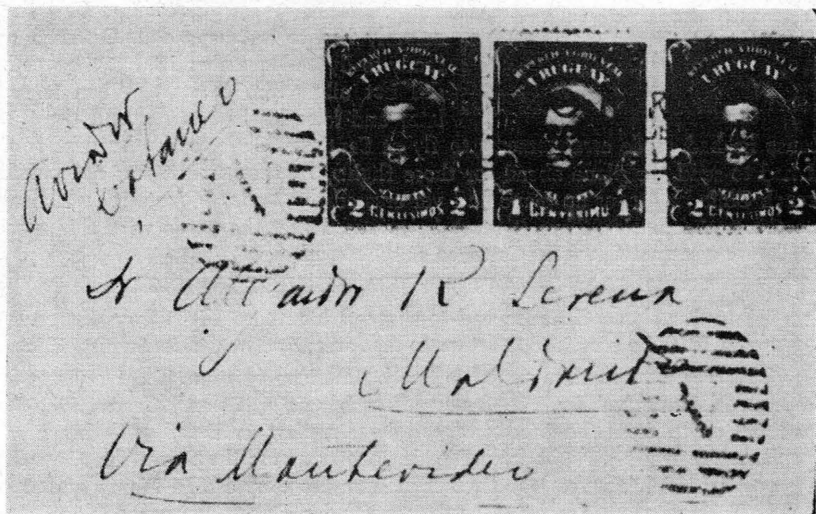
CORREO AÉREO

SALTO - MONTEVIDEO

25 Agosto 1912



This cachet was applied as a cancellation directly on the postage stamps, even though a normal postal cachet was also used. It is not known how many covers were posted for this flight. Cattaneo did start from Salto, but had an accident near San Jose. First reports said that he must repair the plane, but that he would continue the flight in the coming week. But nothing was reported in the papers later on about such a flight continuation. The mail, therefore, was flown only from Salto Oriental to San Jose and then was carried to Montevideo by ordinary means.



Cover Flown from Salto to San Jose, Uruguay, 1912
(To Be Continued Next Month)

Jet Jottings

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

National Airlines led the parade of jet inaugurals in February when it inaugurated Boeing 727 service at Sarasota and Bradenton, Fla. These two cities are called "bracketed" cities since they jointly use the same airport.

The Postmaster at Sarasota cancelled 175 jet covers, and the Postmaster at Bradenton cancelled 188 pieces of philatelic mail all marked February 15, A.M. This service was in one direction only, northbound, with all inaugural covers backstamped at Kennedy AMF February 15, A.M.

There was NO official Post Office cachet or announcement with the result that comparatively few jet covers were flown on the inaugural flight.

Jet cover collectors then had a brief vacation until the beginning of April and with the many jet inaugurals scheduled for the latter part of last month, we think they will gladly welcome another vacation.

On April 1, Northwest Airlines (AM-3) inaugurated Boeing 720B fan jet service between Philadelphia and Cleveland and between Philadelphia and Detroit. This new service of Northwest's is also a new CAM service extension. Therefore, details on this inauguration will be given by Bill Ware in his "C.A.M. Cover Notes."

April 2 saw BOAC inaugurate VC-10 jet service from London and Bermuda to the United States. Since complete information on this inaugural is not available yet, we will give a complete report next month.

Buffalo, New York, was, until recently, one of the few cities of its size that had not as yet benefited from jet air transportation. This picture however was changed on April 4 when American Airlines (AM-4) inaugurated jet service with Boeing 727's in one direction only, east to New York/Newark.

The Postmaster at Buffalo cancelled 3,380 jet inaugural covers using a purple official cachet (shown). The Superintendent at the Airport Mail Facility cancelled 4,055 pieces of philatelic mail using



RECENT JET CACHETS

Top: Official Cachet used at Buffalo.
Bottom: Special Cancellation used at Frankfurt Airport, April 3, 1965.

the same cachet, but in green. Both dispatches were postmarked April 4, A.M. and received a backstamp at Newark AMF, April 4, 11 A.M. A cancellation stamp still showing an hour!

Lufthansa German Airlines inaugurated jet service between Boston and Philadelphia and Frankfurt on April 3. The covers dispatched from these two cities to Frankfurt have not come back yet but we can give some information on them.

(Continued on Page 262)

Airmails at INTERPEX

By Samuel S. Goldsticker, Jr., Vice President and INTERPEX Co-Chairman

The 1965 INTERPEX, held at the Americana Hotel in New York City, March 19-21, under the sponsorship of Industrial Exhibitions, Inc., was the largest and, in the writer's opinion, the most outstanding of all previous shows. The attendance was greater than at any other exhibition in New York City (except for the International Shows) although a severe snowstorm on Saturday hampered the crowds. The bourse was well-attended and dealers well-pleased with the buying crowd; the exhibits offered viewers a chance to see rarely-seen material; and the club lounges offered philatelic goodwill to everyone.

Airmails played a larger part in the 1965 INTERPEX than in any prior year. In addition to the American Air Mail Society, the Jack Knight Air Mail Society (with its affiliate the Rocket Mail Society), and the Metropolitan Air-Mail Cover Club had lounges. On Sunday afternoon, all four airmail groups joined in a two-hour long airmail program, aimed at interesting the average philatelist in aerophilately. An airmail exhibit of over 50 frames of high class material highlighted the show and a greater interest was shown in the airmails than in any other portion of the show.

The exhibit featured some of the finest airmail material known, some of it on display for the first time. Judges Harry Gordon, Earl Wellman, and Robert Schoendorf (who was a last-minute replacement for George Kingdom who could not attend) had a tough time making their decisions, with the final results being:

GOLD MEDAL: Joseph Kocheisen - Zeppelin Posts.

SILVER MEDALS: Sydney A. Lazarus - The First Twenty Years Of United States Airmail; Jack E. Bettencourt - Scarce Stamps and Covers; Robert E. Haring - An Outline Of An Airmail Route; Joseph Nagl, Jr. - Rocket



The AAMS Lounge at INTERPEX (Left to Right: Secretary Ruth Smith, Steve Reinhard, Editor Bob Haring, Director Art Schmidt)

Mail and Propaganda Leaflets.

BRONZE MEDALS: Jack Donoghue - Italian Stamps and Covers; Edward Paul Bender - U.S. Airmail First Days and First Flights; Richard Keiser - The Birth Of United States Airmail; Peter Von Miert - Project Mercury. The American Air Mail Society Medal was awarded to Joseph Kocheisen, and the Metropolitan Air-Mail Cover Club Award went to Joseph Nagl, Jr. Special INTERPEX Bronze Medals for "Best In Show" went to both E. P. Bender and Sydney Lazarus. Past President L. B. Gatchell entered two frames of scarce aerogrammes, but withheld them from competition.

Other AAMS members exhibiting included:

Clifford H. Adams - A Study Of Aircraft Designs Used in Cancellations; Fred Hollman - Zeppelin Flights; Alfred Glatz - Remember the Day Before Pearl Harbor - FAM22 Flights; Nicholas E. Ruiz - Aeronautica; Dr. P. C. Nahl - A Philatelic Story of Dulles International Airport; Louis Fischbach - C. A. M. Potpourri; Arthur M. Schmidt -

Airport Dedications; The writer - Helicopters On The Horizon; William Ronson - The John F. Kennedy Memorial Rocket Flight. To describe each exhibit in detail is almost an impossibility. However, it might be mentioned that Jack Bettencourt's exhibit included the letter which Charles Lindbergh carried on his epic-making transatlantic flight and also autographs of almost every known noted aviation personality; while Sydney Lazarus' display included mint plate blocks of 6 and several singles and blocks of the U.S. Zeppelin issues. Dick Keiser is reporting on the Zeppelin exhibits in more detail in his column.

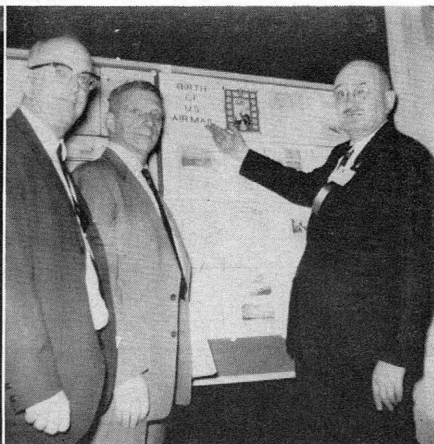
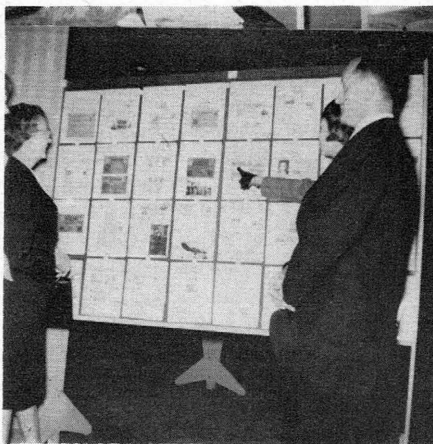
The program on Sunday afternoon was MC'd by Editor Bob Haring; and included greetings on behalf of the Jack Knight Airmail Society by its Past President and *Air Log* Editor Earl Wellman; by President Jack Donoghue of the Metropolitan Air Mail Cover Club; and the writer on behalf of the AAMS.

Louis Fischbach, a long-time collector, gave a very enlightening talk on CAM's, touching on the early days, the trials and tribulations of obtaining CAM's, and other highlights of collecting them. Robert Schoendorf, pinch-hitting for Ernest Kehr, spoke on the pre-aeroplane period, particularly balloons, both in the U.S.

and abroad. Earl Wellman gave a short talk about several past FISA Congresses, and together with Henry Goodkind, showed numerous slides made by them in Europe. About 50 people attended this interesting program.

The Lounge was set up and attended at most times by Bob Haring and the writer. Assisting were Steve Reinhard, Harry Gordon, Ed Lettick, Art Schmidt, John and Ruth Smith, Mike Codd, Bob Schoendorf, Bill Bolle, Al Lonky, Paul Bender, Jack Finkle, Herb Hauptmann, and others. (A Note from the Editor and Co-Chairman: Special thanks are due to Ed Paul Bender and Al Glatz, without whose extra efforts the exhibits would never have gotten mounted in those "wee hours" of March 19. To the others who helped out on Wednesday night - we're glad you were there, too!)

Out-of-towners attending included John and Ruth Smith, James Zollickoffer of Union Bridge, Maryland; Sheldon Friedman and Fred Hollman of Chicago; Dick Keiser of Reading, Pa.; Paul Eaton of Atlanta; Leon Berman of Detroit; Richard Thompson of Baltimore; Ellery Dennison and his wife from Washington; Henry Gerrish of Hartford; and probably many more whom we did not see. A
(Continued on Page 256)



THE GOLD MEDAL WINNER AND THE JUDGES

At Left: Joe Kocheisen, who won two medals, describes his "Best in the Airmails" exhibit; At Right: The three judges, Earl Wellman (JKAMS), Robert Schoendorf (AAMS), and Harry Gordon (MACC) view Dick Keiser's Bronze Medal-winning exhibit of Pioneer Flight covers.

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).

July 20, 1956: First C. A. A. Viscount Flight: Johannesburg to London:

Special souvenir envelopes were issued by C.A.A. with covers postmarked Johannesburg 20. VII. 56 and backstamped at London by Central African Airways Corp., 21. Jul. 1956. The first flight from London was on July 23, 1956, but mail was not backstamped at Johannesburg. Five Viscounts were used on the service, one of which was the 'R. M. A. Malvern' mentioned before. These were Viscount 748's originally ordered in August, 1954 (700 D series).



Special C. A. A. Souvenir Cover for the First Viscount Flight from Johannesburg to London

September 3, 1956: Kariba (Rhodesia) Post Office Opened:

This post office was opened for the benefit of the workers on the Dam project, with regular air service operated from September 3 on by Hunting Clan (African) Airways. Only 12 covers have been traced. Several covers postmarked Johannesburg Sept. 1. 56., connected with the first mail and were backstamped at Kariba 3. Sept. 56.

October, 1956: B. O. A. C.: Emergency Route, London to Johannesburg, via Benina:

Emergency schedules were operated during the Middle East crisis, and Benina in Tripoli was substituted for Cairo.

December 4, 1956: S. A. A.: Accelerated Service: Johannesburg to London:

With only one stop at Khartoum, the flight took 21 hours. A small quantity of souvenir mail was dispatched.

December 6, 1956: S. A. A.: Record Flight: London to Johannesburg: 18 Hours, 25 Minutes:

This flight was by a S.A.A. DC-7B which left Jan Smuts Airport on December 4, landing in London the following day. It was the first commercial aircraft to fly the return trip from Johannesburg to London in under 48 hours.

(To Be Continued)

The Transpacific Flight of Mrs. Betty Miller

By Jack Finkle

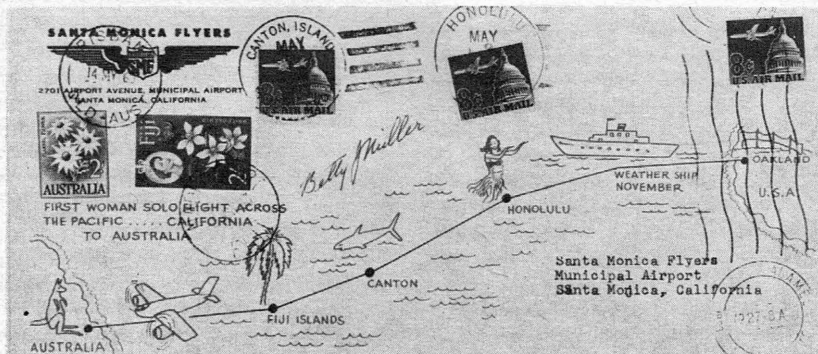
April 30th marked the second anniversary of the flight of Mrs. Betty Verret Miller, the first woman to fly solo across the Pacific from California to Australia.

The freckle-faced 36-year old Santa Monica, California housewife is co-owner, with her husband Chuck, of the Santa Monica Flyers, a flying school at Clover Field, Santa Monica. Mrs. Miller is one of the 58 fully accredited women helicopter pilots in the free world, and was second place winner in the 1963 Powder Puff Derby. Taught to fly by her husband, she has logged more than 6,500 flying hours.

ragmopped little plastic doll called "Dammit" as a mascot and good-luck charm.

The aviatrix made four stops on her record flight. First she landed at Honolulu, Hawaii, 2,400 miles away, 17 hours, 8 minutes after take-off. On hand to greet her were some former students, several 99-ers and a fellow pilot from the Powder Puff Derby. She spent three pleasant days sightseeing in Hawaii while an HF transmitter was being repaired.

Her next stop was Canton Island in the Gilberts, some 1,500 miles to the southwest; she took off from Honolulu



One of the 100 Covers Carried by Betty Miller on Her 1963 Transpacific Flight, Showing the Route Which She Flew.

Mrs. Miller, who flew over the same Pacific area in which Amelia Earhart disappeared in 1937, began her solo flight at Metropolitan Oakland International Airport at 6:35 A.M., April 30, 1963. She undertook the flight at the behest of Max Conrad, the famous flier. (Max recently completed a distance hop from the Union of South Africa to Tampa, Florida). Mr. Conrad introduced her to the Piper Aircraft people of Lock Haven, Pennsylvania, who contracted for her to deliver a new \$50,000 Piper airplane, the Apache N-4315Y, to their dealer in Brisbane, Queensland, Australia.

Mrs. Miller took along with her a

on May 5th a little before 8 A.M. During a rain squall on this leg her directional gyro and autopilot became inoperative and she was forced to continue her trip by manual control. This leg took her 13 hours. She left Canton on the 7th for Nandi in the Fiji Group and landed there after a 9 hour, 26 minute flight on the 8th — one day later because of the International Date Line. At one of the Fiji villages she was introduced to the 60-year old lady chief. Mrs. Miller noted that the island villages were very neat and clean and the country was very beautiful to explore.

Reports of bad weather and gale
(Continued on Page 262)

Commercial Aviation As A Power For Peace

ADDRESS BEFORE THE AMERICAN AIR MAIL SOCIETY BANQUET, STATLER HILTON HOTEL, NEW YORK, SEPTEMBER 5, 1964. By B. E. Sherwood, Manager of Government Cargo Traffic, American Airlines, Inc.

The words "aviation" and "power" today normally refer to "war power." Not enough has been said about the potential of the Jet Age for peace.

This is a particularly appropriate subject for thought in this, the 25th anniversary year of the first transatlantic flights. So much has been accomplished in so short a time. The first flight on June 28, 1939, took forty-two hours and ten minutes to fly from Manhasset Bay in Port Washington to Marseilles via the Azores and Lisbon. Actual in-the-air flying time was twenty-nine hours and twenty minutes. Today, forty-two hours out of Kennedy International Airport, Pan American's around-the-world jet Clipper, Flight 2, is coming up over Honolulu out of Tokyo, having stopped at London, Frankfurt, Vienna, Istanbul, Beirut, Karachi, Calcutta, Rangoon, Bangkok, Hong Kong and Tokyo. No one place in the world today is more than thirty-five hours away from anywhere else:

What has been the impact of this earth-shrinking trend on our world? First, we feel it primarily in our economy. Juan Trippe, President of Pan American World Airways, Inc., twenty-one years ago announced goals which seemed completely unattainable and fostered a business philosophy which was considered revolutionary in the air transport industry. Today those goals have been attained and surpassed and the philosophy he established is being followed by all airlines. In 1943, Mr. Trippe said he foresaw the day when a passenger could board a plane carrying 150 people and fly from New York to London in ten hours at a one-way fare of \$100. These predictions on speed and capacity have been exceeded by the present-day jet Clippers which carry

more than 150 passengers across the Atlantic in six hours at a one-way economy fare of \$210 - \$120 in terms of 1943 purchasing power. In accordance with the philosophy expressed by Mr. Trippe in 1943, fares have been lowered repeatedly. At that time he stated, "air transportation has the choice, the very clear choice, of becoming a luxury service to carry the well-to-do at high prices or to carry the average man at what he can afford to pay. We have chosen the latter course." In implementing that policy, new transports capable of carrying larger and larger loads have been introduced while simultaneously the fares have been drastically lowered - applying to air transportation the traditional American principle of increasing volume and decreasing the unit cost.

And the same thing has been happening and continues to happen in air cargo where rates, both domestic and international, have been cut in half. With the advent of jet freighters the service pattern has improved at a faster pace than the rates themselves have been reduced.

This delightful combination of pressures has resulted in dramatic volume gains year after year. International cargo ton miles increased from 195,000,000 in 1959, to 379,000,000 in 1963. Small foreign manufacturers have expanded their markets to the United States and have profited. More and more United States organizations, long confined to domestic operations, have found it to their profitable financial benefit to "go international." American products are all over the world, and vice versa.

While this has had a tremendous impact on the economic structure of the postwar world, even more dramatic has

(Continued on Page 260)

1966 International Stamp Exhibition to Be Held in Washington

The Board of Directors of the Association for Stamp Exhibitions, at its meeting of March 17, voted to sponsor the Sixth International Stamp Exhibition which will be held in 1966 at Washington, D.C., under the auspices of the National Stamp Exhibitions, which in years past has presented the NAPEX shows. This is the show originally entitled USIPEX 1966, which was originally planned for New York, but plans for which were abandoned pending reorganization of the Association for Stamp Exhibitions.

Whether or not the Washington exhibition, which is likely to be held early next year, will also be known as USIPEX, will have to be worked out.

(Editor's Note: Readers will be kept abreast of developments regarding this important international show in these pages as they develop; on Page 261 we have given our views on the change in locale for the show and its relationship to aerophilately.)

At its March 17 meeting, the Board of the A.S.E. also elected new officers. They are as follows: David Lidman of New York, President; Ezra D. Cole of Nyack, New York, Vice President; James Morton of New York, Treasurer; and Charles S. Lasky of Jamaica, New York, Secretary. Both the President and Secretary are AAMS members. The show's Executive Director will be George T. Turner, an AAMS member who was formerly in charge of the Philatelic Section of the Smithsonian Institution.

Reorganization plans for the association include memberships for individuals as well as clubs and associations and the publication of a bulletin and other pertinent data relative to stamp exhibitions throughout the United States and the world.

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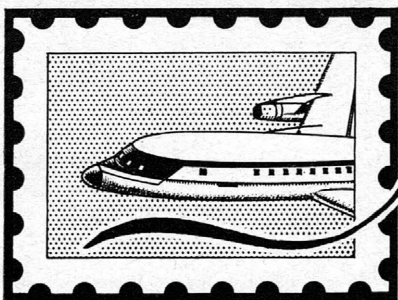
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Airs of the Month

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



CHILE

A 10c airmail stamp was issued on February 1, to commemorate the 150th Anniversary of the first National Government.

COLOMBIA

Three airmail stamps appeared February 10th, showing portraits of Manuel Mejia, "Mr. Coffee." Quantities issued were: 45c, 2 million and 5P

and 10P, 500,000 each.

CONGO

A 100 Fr. airmail has been issued, showing the Town Hall of Brazzaville and a Coat of Arms.

DOMINICAN REPUBLIC

To honor the International Cooperation Year, a 10c airmail was issued as part of a set of four stamps. 300,000 sets were printed.

GUINEA REPUBLIC

A set of eight stamps, of various denominations, was issued for the Innsbruck Olympic Games, perf. and imperf. A 50 Fr. airmail was also issued in honor of Eleanor Roosevelt. Other recent airmail issues included a 300 Fr. in honor of the "Save the Nubian Monuments" campaign; a 300 Fr. depicting a Tribal Mask; and a 100 Fr. stamp and two souvenir sheets honoring the Tokyo Olympic Games. All the Olympic issues appeared both perf. and imperf.

HAITI

The 50c Madonna of Haiti International Airport stamp has been issued with overprint "1965."

HONDURAS

Two souvenir sheets have been issued for the Tokyo Olympic Games (5,000 sets released). Also various issues, nine varieties in all, have been surcharged with new values.

LIBERIA

The Boy Scouts of Liberia were honored on March 8 by the issuance of a 25c airmail and a souvenir sheet, face value 50c.

MALAGASY

A 200 Fr. airmail stamp recently appeared, with a musical instrument as the central design.

MALI

Four airmail stamps recently issued depict native birds. Values are 100, 200, 300 and 500 Fr.

PANAMA

Four airmail stamps were issued to commemorate the N.Y. World's Fair, as well as two souvenir sheets, one perf. and one imperf.

PARAGUAY

A set of two stamps, 12.45 value, was issued perf. and imperf. Also released was a set of two, showing rocket and

(Please Turn Page)

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flags, perf. and imperf.

SAUDI ARABIA

A set of six definitives has just been released, all with new watermark. Some of the designs have been redrawn.

SENEGAL

A 100 Fr. airmail, with a view of the banks of the River Gambia, made its appearance on February 27.

SHARJAH

Six airmail stamps were issued recently, in three different bird designs. Values are 30, 40 and 75 NP, and 1.50, 2 and 3 R.

TURKEY

A set of three airmail stamps has been issued to commemorate the 40th Anniversary of Turkish Aviation. Values are 60, 90 and 130 kurus. Quantity released was reported to be 400,000 sets.

UPPER VOLTA

A 500 Fr. airmail stamp was released,

showing a picture of an African bird.

URUGUAY

A 50 s airmail stamp showing the National Flag was issued recently.

YEMEN (Kingdom)

The rocket stamps have appeared, overprinted "Mariner 4," both perf. and imperf. as well as in souvenir sheet form.

Our good friend, Ernesto Quiros, of Costa Rica, Life Member #5, informs us that he tried to stop the release of the recent Centenary of Paris Postal Conference 0.15 on 90c, which was overprinted 1964, because the original Conference was held in Paris in 1863. He was too late as the printing had advanced too far to recall and re-issue the overprints.

The Airs of the Month Editor, whose address appears in the heading, would like to have direct new issue information. If stamps are sent, please indicate cost, and they will either be paid for or returned, if desired.

Airport Dedications

By William T. Wynn, Jr.

13537 Rockdale, Detroit, Mich. 48223

We are currently checking out Fort Polk, Louisiana, where Trans Texas Airways inaugurated AM-82 service last December 15. This may turn out to have been an airport dedication also. At least 150 covers are known to exist.

Cape Haze, Florida, a small community near Englewood, dedicated on March 2. A few covers were mailed by a nearby collector, but we had no notice.

It has been a remarkably quiet winter season, even for "ded's" but all signs indicate the lull is about over.

By the time this is in print, Dawson, Georgia (April 21) and Greenville, Wisconsin (April 24) should be in your hands. If not, perhaps you may still catch the events by rushing your covers.

Scheduled for MAY: Dothan, Ala.; 22-23 - South St. Paul, Minn.; 23 - Waterloo, Ind.; 29 - Brookings, Ore.; 30 - Miller, S.D.; also Hutchinson, Minn. Also on July 11, Vinton, Iowa, and Silver Bay, Minn.

AIRMAILS AT INTERPEX —

(Continued from Page 249)

Among local area members on hand who we seldom see otherwise were Bill Kaufmann, Harry Held, Director George Lee, Arthur Silhanek, Albert Philip Cohen, Joe Martin, Milton Lebowitz, Dr. Pickhardt (who joined at INTERPEX 1964), Ludwig Weinhofer (a new member), Tom Knapp, Dave Nesbitt, and Charles Sayko. Who did we miss? We secured seven new members at the show.

INTERPEX Chairman Herbert Rosen presided at a dinner held on Saturday evening, and, assisted by our Honorary Member Stanley Hodziewich of the U.S. Post Office Department, presented the awards. Representing the American Air Mail Society at the banquet were Editor Bob Haring and Miss Katherine Thobaben. The Editor also attended a special reception and a regular business meeting held by the Philatelic Press Club.

Plans for INTERPEX 1966 are now underway, and with the 1965 show being so successful, it is almost a certainty that the American Air Mail Society will participate next year.

Your AAMS Sales Department

If you have duplicates or want to dispose of some of your air mail collection the AAMS Sales Department is ready and able to help you.

Especially needed at this time to satisfy members' needs are Zeppelin and most other types of covers except for the most common varieties. Also needed are mint and used air mail stamps of all countries.

Why not sell some of those items which are gathering dust on your shelves? For specific information write the Sales Department.

For members who are interested in buying and have never tried the Sales Department, why not write the Sales Manager now!

While we can't supply everything you might need, you might be agreeably surprised at finding something you hadn't thought possible. We have had all types of covers and stamps at one time or another, and if the type of items which interest you are not available when you write, your name will be kept on file and you will be notified or sent items of interest to you when we receive same.

At this time we have some very nice books of both mint and used air mail stamps. We also have exceptionally good lots of aerogrammes, FAM's, Helicopters, Jets, and U.S., U.N. and foreign first day covers.

Just glancing through some of the stamp books, I notice Balbo stamps of various Italian Colonies, Cuba's famous Rocket Stamp, C31 mint, a number of the really rare Liberia Airmails, both mint and on cover, etc., etc.

In the cover packs I notice covers autographed by Admiral Byrd, Walter Hinton, Ed Musick and others. If you have read this far then I am sure I have something in the Sales Circuit of interest to you. Please write *Herman Klei-ert, Sales Manager, American Air Mail Society, 213 Virginia Avenue, Fullerton, Pennsylvania 18052.*

Interrupted Flight (Crash) Cover News

By R. Lee Black

Our President, Joe Eisendrath of Highland Park, Illinois, has come up with a crash cover of unusual interest, more than ten years after the tragic event which it marks. It is postmarked April 24, 1954, at Platinum, Alaska, and on its face bears the following marking in an oval rubber stamp: "District Superintendent, RMS. June 15, 1954, Anchorage, Alaska." A handwritten inscription, also on the face, reads "recovered from Wreck of Alaska Airlines AAM 24, April 24, 1954, near Platinum." From these markings it is apparent that the salvaged mail was reprocessed at Anchorage.



*recovered from
Wreck of Alaska Airlines
AAM 24, April 24, 1954
near Platinum*

The aircraft involved, piloted by Robert Lindsey, was on a scheduled 110-mile flight from Platinum to Bethel, Alaska, when it crashed at Kuskokwim Bay, seven miles south of Jacksmith Bay. Both the pilot and Mechanic Wallace Johnson were killed and the plane burned on impact. The wreckage was not located until April 27. About 100 pounds of mail was recovered, most of which no doubt was marked at Anchorage in the same manner as Mr. Eisendrath's cover. However, in over ten years since the crash occurred, this is the first report of any covers in the hands of collectors. Thanks to President Eisendrath for this report and for letting us inspect the cover for possible future *Catalogue* listing.



Zeppelins & Balloons

By Richard K. Keiser

Box 2655, West Lawn, Pennsylvania 19609

Zepps At INTERPEX

INTERPEX is one of those nice shows that has a lot of philatelic material, to which out-of-town people go to view the exhibits and to meet other collectors. We consider it a secondary convention of the AAMS for members do turn out for this show. We have a booth that gives us a center for contacting each other. Make a date now to attend the next INTERPEX. You will have fun.

This year in the air mail section there were four exhibits containing Zepps. Also Joseph Mulevich of the Lithuanian Philatelic Society displayed Zeppelin flights of Estonia, Latvia and Lithuania. These were lovely and scarce covers. In the air mail section this exhibit would have been very competitive. The Smithsonian showed the only Paris Balloon covers in the show, including the Neptune which was the first flight.

Sydney Lazarus included Zepps in his exhibit. Noteworthy were his mint plate blocks of six and a flight cover with the 65c, \$1.30, and \$2.60, signed by Eckener. To our taste his nicest cover was the round trip with the \$1.30 and \$2.60. This was the correct postage for the

flight. The judges gave this exhibit a Silver Medal in the airmail stamp category.

Jack Bettencourt (the Lindbergh letter owner) covered the whole history of air mail. His Zepps were nice. We liked his block of four of the 50c Graf, Friedrichshafen to Friedrichshafen. This was the correct postal rate. He also showed Pan American, Polar and Chicago flights. His exhibit was meticulous and was also awarded a Silver Medal.

Fred Hollman, one of our Chicago members, had a well rounded Zeppelin display with many interesting photos. He had the Schwaben flight of 1912 and the Victoria Louise of the same year. We were able to purchase this same Victoria Louise flight at the bourse. Our copy is a printed card dated October 13, 1912.

We now come to Joseph Kocheisen's prize-winning six frames of superlative Zepps. This exhibit won the Grand Award or Gold Medal for the best in the entire airmail section and also the AAMS Medal for the best exhibit by a member. We have tabulated his pioneer material below:

Sana- Sieg- AAMS						
bria		er				
No.	No.	No.				
501			Bork-Bruck		3-5-1912	
507			Leipzig-Lindeathal		5-18-1912	
1	10	Z-15	Eagle stamp, Frankfort		6-13-1912	Schwaben
1	10	Z-15	Eagle stamp, Darmstadt		6-23-1912	Schwaben
4	13		Eagle overprinted Gelber Hund			
5	14	Z-15	Eagle overprinted E.EL.P			
512			Gotha-Erfurt		7-25-1912	
508			Aero Club of Bavaria		9-28-1912	
	16	Z-18	Frankfort		10-13-1912	Victoria Louise
513	17	Z-25	Dusseldorf		4-20-1913	Ersatz
515	18		Liegnitz		11-5-1913	Sachen

These flights are a bit confusing to us. In this period there was often a close connection between airship flights and aeroplane flights, witness the Gelber Hund and Schwaben flights of 1912. We

have named the airship where we felt sure of the flight. Our reporting of these pioneers is probably somewhat faulty, but you can get the general picture. We will report on the rest of the Kocheisen

exhibit in the next column.

Sieger Catalog of Zeppelin Posts

Fred Hollman asked us where one can get this well-known volume, which is written in German and consists of 226 pages. We can report that it costs six dollars and is sold in the USA by Hamil Stamp Co., Box 3915, Baltimore, Maryland 21222. There are many illustrations and you can use it without knowing German. If you write for the Catalog, please mention the *APJ* and this column. We use the *AAM Catalogue*, Sieger and Sanabria in our collecting and price much of our material from previous auction results.

Several members have written to us about this column. It would be nice to hear from more of you if you have any LTA comments or questions.

About Our Cover —

KENNEDY AEROGRAMME DETAILS ANNOUNCED

Postmaster General John A. Gronowski in late March made public the design of the John F. Kennedy 11-cent aerogramme, which will be issued May 29 with first day ceremonies in Boston.

The lightweight "make-it-yourself" envelope provides low cost airmail service worldwide.

The design, featured on the cover of this month's *APJ*, consists of a Kennedy portrait, featured in one of the rejected designs prepared by the Loewy/Snaith firm of New York for the 1964 memorial issue, and the silhouette of a jet plane, printed in blue on lighter blue paper. It was created by Robert L. Miller of the Bureau of Engraving and Printing, based on a photograph of President Kennedy by Douglas Jones, staff photographer of *LOOK Magazine*, and published in the special issue "Kennedy and His Family in Pictures."

Lower left on the design is "John F. Kennedy" in blue. Upper left, in red, is "11c Air Mail." Lower right, also in red, "U.S.A."

An initial printing of twenty million is underway at the Government Printing Office.

The first day ceremonies May 29 at

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Boston fall on the 48th birthday anniversary of the 35th president.

Collectors desiring first day cancellations for the John F. Kennedy aerogramme may submit orders to the Postmaster, Boston, Massachusetts 02109, plainly indicating full name and address, including ZIP Code Number, with remittance to cover the cost, which is 11 cents for each sheet. The cooperation of collectors in including their ZIP Code Number will greatly facilitate the processing of the thousands of orders in the short time available.

For the benefit of those collectors who desire cacheted first day covers the *American Air Mail Society* is sponsoring a special printed cachet (also shown on this month's cover). Aerogrammes with the May 29 first day cancel and bearing the AAMS cachet will be mailed under separate cover unaddressed in mid-June. To order send your name and address and 35c for each cacheted cover desired (or \$1 for three) to Joseph L. Eisdendath, 350 North Deere Park Drive, Highland Park, Illinois 60035. Order yours now!

COMMERCIAL AIR POWER —

(Continued from Page 252)

been the effect on worldwide, person-to-person communications. This is a natural outgrowth of the increased exchange of products, people and thoughts between individuals of the world and bodes well for the future, but it is only the beginning. We've hardly scratched the surface. The potential universality that can be attained through utilizing the opportunity inherent in fast, frequent, dependable international air transportation stirs the imagination.

Think about it for a minute. Ideas, common thoughts, interests, bring people together. Music is universal, so is philately, but to be close - to understand - people have to communicate - and this is the role of transportation. The brotherhood of flyers is already universal, but it is a method or technique of communicating that it really becomes significant - and this is where commercial aviation comes into its own. Countries of the world have become, geographically, like the United States. Before reaching cruising altitude on take-off from Kennedy enroute to Los Angeles, you pass over three or more state boundaries without even knowing it. Similarly, on take-off from London, enroute to Rome, you cross several international boundaries, separating countries with different languages, monetary systems, ideologies and governments, again, without even knowing it. But on the ground, via surface transportation, each such boundary necessitates a stop, customs inspections, and all the other international security checks. Air transportation has effectively eliminated those boundaries and permits common access over thousands of miles of foreign territory.

Now what does all this mean to world understanding? Mr. Trippe summed it up like this, "mass travel by air may prove to be more significant to world destiny than the atom bomb, for there can be no atom bomb potentially more powerful than the air tourist, charged with curiosity, enthusiasm and good will, who can roam the four corners of the world, meeting in friendship and understanding the people of other nations

and races. The commercial plane and the bomber for years have been racing each other toward a photo finish. In my opinion, the tourist plane, if allowed to move forward unshackled by political boundaries and economic restrictions, will win this race between education and catastrophe." To that belief I wholeheartedly subscribe. The phrase "education or catastrophe" seems to reduce this question to its lowest common denominator. Somebody, I've forgotten who, once said, "It is no longer possible for the educational process to stop - you have to learn or perish." The biggest mistake we can make is to assume that our education is complete when we get out of school. Formal education is not a vaccination against ignorance - it merely provides a base from which we must continue to grow - and learn.

And so it is with this project. We, the so-called educated nations of the world, must teach each other and our neighbors the truth about ourselves, our beliefs, and our basic philosophies. Knowing the potential power inherent in Jet Age Transportation for accomplishment of this objective, we must also recognize it as a "power for peace" and use it to communicate, to teach, and to learn - or be prepared for the catastrophe which has to result from ignorance.

An Interesting Recent German Balloon Cachet

On January 24, 1965, Mr. Wolfgang von Zeppelin of the famous Zeppelin family made a test-balloon flight to obtain his balloonist's diploma. He made the successful flight on board the balloon "D-Stuttgart," starting in Eggenstein, a suburb of Karlsruhe (Baden), and landing at Dallau in the district of Mosbach in Northern Baden. On board this balloon a circular blue cachet was used inscribed "Freiballon D-Stuttgart - Bordstempel (with the image of a balloon in the center)." The cards were redispatched at the Dallau postoffice after the landing.

— Dr. Max Kronstein

From the Editor's Desk . . .

Demarest, New Jersey
May 1, 1965

CONFLICT AND COMPETITION, OR COOPERATION

This will mark only the second time in almost two years since we've been editing the *Journal* that we've taken up our pen to offer an editorial opinion. We'd hoped to do it more often but time and other factors have prevented it. This time our comment is prompted by some events which occurred prior to and during the recent INTERPEX show - a show in which four airmail societies *cooperated* to put on an excellent exhibit and lecture program and at the same time *competed* with each other to obtain members for four individual groups. Underlying this cooperative-competitive operation were deep-seated *conflicts* between individuals and personalities in the organizations.

Looking at this recent endeavor on the part of the four groups, one of which is a Chapter of, another a Unit of, and the third a former Chapter of the fourth participating group - our own American Air Mail Society - we are given to wonder what would happen if all the individual energy expended on behalf of four partly-conflicting groups (and still a fifth aerophilatelic group which did not formally participate in INTERPEX) were channeled toward the larger group in a spirit of mutual cooperation to advance all phases of aerophilately - not the special variety of aerophilately as defined by any of the leaders of the five groups. The INTERPEX show provided the ideal cooperative situation and we probably saw as much joint effort there as we ever will, human nature and the personality differences involved being what they are. Naturally we'd like to see more agreement, harmony and cooperation and less conflict and competition among aerophilatelic groups.

Our position in favor of harmony in aerophilately has its corollary in philately as a whole. We refer, in particular, to the recent news learned at INTERPEX that the oft-changed plans for the 1966 International Philatelic Show to be held in the United States have been changed again. The show will be held in the Washington Hilton Hotel, Washington, D.C., in May, 1966, and will be run by the Washington group which staged the successful NAPEX show in 1964. One of our members is a Director of that group and another will be Executive Chairman of the 1966 International Show. Needless to say, the announcement of the show's change in locale caught us by surprise. Since all previous U.S. internationals have been held in New York we little dreamed of one elsewhere. We have, however, read scattered reports in the philatelic press for some months of the problems faced by the Association for Stamp Exhibitions in attempting to hold its show, formerly named USIPEX, in New York. This group was confronted with *conflicting* personalities, *competing* factions, and the need to obtain overall *cooperation* among various collector groups, much the same as those which face aerophilately today. We do not know nor desire to know all the facts and details regarding the decision by the Association for Stamp Exhibitions to change the locale of the 1966 Show; they are rightly the concern of the officers and contributors to ASE. Time is running out and plans must be made now if we're to have an international show anywhere in 1966.

We must state here and now that the idea of a Washington international show has caught our fancy. We like it, notwithstanding the opinions of critics who maintain that visitors from abroad will not come to Washington, adequate attendance will not be obtained in Washington to balance the budget, ad infinitum. It would appear to us that if we are able to have an international show at all in 1966 we must cease all the clamor and begin to cooperate and finish the plans now - no more

conflict and competition within American philately can be tolerated if our international philatelic prestige is to be upheld.

Let us add here that our own belief in the Washington show does not imply any criticism of the former management of the international show. We have worked with this same management, most successfully, on INTERPEX shows in the past and expect to do so in the future again.

We know that the American Air Mail Society, representing a major sector of American aerophilately, will take an active role in the 1966 Washington show, if invited by the sponsors. We must cooperate with the other sectors of the philatelic whole and can not afford to divorce ourselves from the rest of our great hobby because of organizational or personal disagreements. We should do all we can to persuade FISA, of which we are one of the American member groups, to lend its support to the international show in 1966, regardless of its location or management. We would hope that the show's entry requirements are liberal enough to permit *quality* exhibits from both the philatelic "greats" and the average collector. If this be true, we know that the Washington show will be the greatest of all the internationals held in the U.S.A. to date!

R. E. H.

JET JOTTINGS —

(Continued from Page 247)

2,307 pieces of philatelic mail were cancelled at Boston GPO and - hold your breath - 11,331 covers were cancelled at Boston AMF. On the flight from Frankfurt the Postmaster cancelled 10,374 inaugural covers on April 3 with a blue two-line cachet reading "Mit Lufthansa-Erstflug LH 420 via Boston." These were backstamped at Boston AMF, April 3, P.M.

On the inaugural from Philadelphia, the Postmaster postmarked 2,400 jet covers, while the Superintendent at the AMF office cancelled how many? - 16,862 covers! On the inaugural return flight the Frankfurt Postmaster cancelled 11,313 jet covers on April 3rd bearing a blue cachet similar to the one used for the Boston covers, except it read "via Philadelphia." These were backstamped at Philadelphia AMF April 3, P.M.

The Postal officials at Frankfurt prepared a special cancellation for this inaugural, which was applied in black (shown). We will venture to say that this may be the only cancellation in which the words "Boeing 720 Jet" appear in the actual cancellation.

The phenomenal amount of jet inaugural covers flown to and from Frankfurt is some indication of the world-wide interest in this fascinating yet challenging field. Official post office cachets, no doubt, are a factor that give added publicity to these inaugurals.

THE TRANSPACIFIC FLIGHT —

(Continued from Page 251)

warnings delayed her takeoff from Fiji for two days until the 12th. During this next leg, she flew in bad weather with poor radio reception and was forced to make temporary stops at Majenta and Tontouta in New Caledonia. She landed the Apache at Brisbane on the 12th, Australian time. Her total elapsed flying time for the 7,400-mile flight was 51 hours, 38 minutes. After completing her solo flight in the twin-engined light plane, she was personally congratulated by President Kennedy.

Mrs. Miller wrote the author that, at the suggestion of Jimmie Mattern, her husband designed covers which she carried on her flight. A total of 100 of these beautiful legal-size covers were carried. Each is attractively franked and was postmarked at the various stops made by the flier and also autographed by the pilot.

"Uncle Sam" Sez . . .

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

We are quite pleased to hear that Mrs. Connie Gatchell is home from the hospital and well on the road to recovery after a rather serious spinal operation.

Our former Officer, Mrs. Louise Hoffman, also underwent surgery recently, for a hip operation. Hope you are also on the road to recovery, Louise!

Several AAMS members won awards at the 1965 BLOOMPEX show, sponsored by the Philatelic Society of Bloomfield (N.J.). Joseph Kocheisen won a Gold Award and also the Apfelbaum Medal for the best exhibit on printed pages for his exhibit of Saargebiet; Alfred A. Glatz won a Silver Award for the Posthaven issue of Germany, and an honorable mention for Plate # Blocks of the United States Famous Americans. Your columnist won two awards - the American First Day Cover Society Award for his "Presidents On Parade" and the American Air Mail Society Certificate for "Helicopters On the Horizon." Two airmail exhibits were displayed "Not for Competition": Joseph Kocheisen showed six frames of his award-winning Zeppelin covers and L. B. "Bart" Gatchell displayed two frames of Aerogrammes.

Member Richard Thompson, President of the American First Day Cover Society has announced that the 10th Annual Convention of that Society will be held September 17-19 at the Emerson Hotel, Baltimore, in conjunction with BALPEX '65.

TWA will resume service to Algiers, Algeria on April 27, using jets, after having been suspended since 1961.

United Arab Airlines expects to inaugurate transatlantic service in mid-June. This would be a twice-weekly service from Cairo via London to New York, using either DC-6B's or Comet 4C jets.

British Overseas Airways Corp. has announced the construction of a \$19.6 million terminal at Kennedy International Airport, to be opened early in 1968. This will be the first terminal

building built at JFK Airport by an international carrier; and will serve Air Canada, QANTAS, and BWIA, as well as BOAC.

British West Indian Airlines received its first Boeing 727 Jetliner on January 27. The flight from the Boeing plant in Seattle to Kingston, Jamaica, was the longest nonstop flight ever flown with a 727.

American Airlines recently purchased a second Ford Trimotor plane for promotional purposes. This plane is similar to those used by American from 1927 to 1933. The first one American had is now in the Smithsonian Institution's National Air Museum in Washington.

Federal Aviation Agency figures show the five busiest airports in the United States to be: O'Hare Field in Chicago; Long Beach, Calif.; Van Nuys, Calif.; John F. Kennedy International in New York; and Los Angeles International. This reflects the very high percentage of private and corporate business flying and pilot training at both Van Nuys and Long Beach.

The Civil Aeronautics Board recently made several revisions in air service between the Pacific Northwest and Alaska. An article covering these changes will appear next month.

Just as we put this column in the mail we learned of the death of Bart Gatchell's father in Rochester, New York. We know all our members join in extending deepest sympathy to Bart and his family.

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



OFFICIAL SECTION

AMERICAN AIR MAIL SOCIETY

MONTHLY REPORT From the Secretary

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

May 1, 1965

NEW MEMBERS

- 5194 Mackowiak, Thomas, 3530 N. Oconto, Chicago, Ill. 60634
- 5195 Hart, William D., 440 Elm St., Minonk, Ill. 61760
- 5196 Phillips, Wilbur W., 61 Perry Ave., Bayville, N.Y. 11709
- 5197 Lasky, Charles S., 162-05 - 89th Ave., Apt. 2M, Jamaica, N.Y. 11432
- 5198 Miller, Donald S., 12 Birch Cresc., Rochester, N.Y. 14607
- 5199 Straus, Henry C., 1129 Espejo St., N.E., Albuquerque, N.M. 87112
- 5200 Schmidt, William F., 18 Purcell St., Staten Island, N.Y. 10310
- 5201 Stein, Michael M., USA Combined Records Unit, APO New York 09757
- 5202 Weinhofer, Ludwig J., 144-50 - 38th Ave., Flushing, N.Y. 11354

NEW APPLICATIONS

- Caudell, Newell, 113 Lakeview Ave., West Palm Beach, Fla. 33401. Age: 42, Picture
Framer PC HC PA PIX X - all autographed items By: H. Westbrooks
- Davis, Albert W., USNS Barrett T.A.P. 196, FPO San Francisco 96601. Age: 37
Asst. Purser AM AU PC HC FF RP Z ID APS PIX X By: R. T. Smith
- De Vries, Schelte, 3103 - 34th Ave., Vernon, B.C., Canada. Age: 36, Millworker
JF HF PC FF GF RP OF DC CF1D By: R. T. Smith
- Gomez, Angel M., Calle 23, #243 Norte, Torreon, Coah., Mexico. Age: 49, Railway Clerk
AM AU RP X By: R. T. Smith
- Marchant, Phillip L., 2182 Wantagh Park Dr., Wantagh, N.Y. 11793. Age: 43, Importer
JF HF PC HC FF GF CAM FAM RP OF DC Z CF 1D X By: W. Wynn
- Litt, Nathaniel, 535 East 86th St., New York, N.Y. 10028. Age: 33, Architect
AM SC GF RP - airs of Uruguay mint/used/on cover X By: R. T. Smith
- Schafer, Charles, Jr., 50 Donald Place, Staten Island, N.Y. 10310. Age: 35, Stock Broker
By: R. E. Haring
- Miller, William H., Jr., 122 East 82nd St., New York, N.Y. 10028. Age: 32, Lawyer
AM AU GF X - US C1-C6 on cover By: S. Reinhard
- Rees, Richard W., Wynn Hotel, 2008 Pacific Ave., Atlantic City, N.J. 08401. Age: 29
Reg. Nurse AM AU JF HF FF OF ID X By: R. T. Smith
- Montuori, Louis, 75 Lincoln Ave., Dumont, N.J. 07628. Age: 42, Photographer
AM Zepp stamps By: R. T. Smith
- Vautrin, Charles J., 87 1/2 Decatur Ave., Spring Valley, N.Y. 10977. Age: 21, Clerk
AM AU EL ID APS By: R. T. Smith
- Rubin, Joseph L., 330 Haven Ave., New York, N.Y. 10033. Age: 39
By: S. Goldsticker
- Marshall, Louise H., (Dr.), 4209 Everett St., Kensington, Md. Age: 56, Scientist
By: R. E. Haring
- Ziegler, Edward N., 403 Hamilton St., Roselle, N.J. Age: 26, Engineer
By: A. Lonky
- Weiner, Sam, 98 East 46th St., Brooklyn, N.Y. 11203. Age: 37, Manager
By: S. Goldsticker
- Brown, Richard P., P.O. Box 14, Baldwin City, Kansas 66006. Age: 50, Dir. & P. Rel.
All categories By: W. Wynn
- Ewing, Ed, 2410 Creston Dr., Hollywood, Calif. 90028. Age: 16, Student
AM JF RP DC 1D X By: W. Wynn
- Kean, John P., 16 Wells Road, Greenlawn, N.Y. 11740. Age: 35, Landscape Design
AU PB GF OF DC X By: W. Wynn
- Kunz, John E., Box 604, Rangeley, Maine 04970. Age: 57, Retired
AM AU JF HC PB GF RP CC DC 1D APS X By: W. Wynn
- Lister, Althea (Miss), %PAA, Pan American Bldg., New York, N.Y. 10017. Age: Legal
Curator By: R. T. Smith

DECEASED

- 1874 Ehrmann, William G., Ridgefield Park, N.J.
- 180 Smith, Oliver W. R., Largo, Fla.

NEW ADDRESSES

- 5114 Straus, William T., (Dr.), P.O. Box 134, Rensselaerville, N.Y. 12147
- 4560 Kaiser, Kenneth (Lt.), 435 Pennington Dr., Mt. Holly, N.J.
- 3794 Huster, H. Harrison, 105 Holly St., Cranford, N.J.
- 5095 Murray, Darrell, P.O. Box 5509, China Lake, Calif. 93556
- 2984 Bartley, D. C., 915 E. Harrison, Apt. 201, Seattle, Wash. 98102
- LM128 Hudson, Paul R., 2508 Tahiti Dr., El Paso, Texas 79925
- 3875 Gatlin, Edwin F., % General Delivery, San Diego, Calif.
- J5025 Tell, Jay, 1128 N. Edgemont, Los Angeles, Calif. 90029

EXHIBIT AT AND ATTEND

— AAMS CONVENTION

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

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

WILL EXCHANGE \$100.00 worth of quality printing, either offset or letterpress, for one very fine used copy of Scott C1, Switzerland. Also exchange printing for other Swiss stamps. A. Jacobson, Box 205, Edwardsville, Illinois 62025. Member #5026, AAMS. *422

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

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

STUFFERS for 6 1/2 size envelopes. 100 in trade for 100 clean used U.S. Comms. plus 15c towards postage. James Easton, 69 Hunting Rd., Albany 5, N.Y. *421

CHECK YOUR 'dups' — I want all airport dedication covers with cachets sponsored by Lions Clubs. Describe what you have on a postal card. Art Schmidt, Box 173, Clementon, N.J. 08021.

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

HAVE GOOD world airmail and commem. stamps. Trade for FAM's, CAM's, jets or Govts. Richard D. Miscovic, 1107 Tompkins Ave, South Plainfield, New Jersey 07080.

WANTED: Byrd Lecture Tour, Macon, Akron cachets. Offer CAM's, dedications, fine autographs of pilots. Roy Votaw, 4570 Francis Court, Sacramento, Calif. 95822.

CRASH COVERS 47.4 and 58.3 wanted. Also interested in purchase of others. Please submit list of what you have available. Vernon J. Miller, 319 South Smallwood Street, Baltimore, Maryland 21223.

WILL TRADE "Pray for Peace" postmarks, Bureau precancels, naval covers, foreign stamps for Bureaus, U.S. used blocks, Belgium stamps or covers, first flight airmail covers. C. Riedy, 10680 Ranch Rd., Culver City, Calif.

FAM 27 WANTED: #2c, 4c, 6c, 13, 13a, 14, 75, 75f. Roland F. Kohl, Leutholdstr. 22, 8037 Zurich, Switzerland.

WILL TRADE early CAM or FAM covers for Airpost Journals before 1954. Also need Jack Knight Air Mail Logs. Roland Dumont, 6814 LeConte Ave., Cincinnati, Ohio 45230.

EXCHANGE your duplicates - no cash - ten cents up - most useful to general collector. Miami Stamp Exchange, Box 307, Miami, Fla. 33135.

OFFER superb 1st flight cover, #2S1, flown by Lindbergh April 15, 1926, for 6 fine used copies of 15c Blair U.S. airmail stamp (C66). H. York, 960 Prospect St., New Haven, Conn. 06511.

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