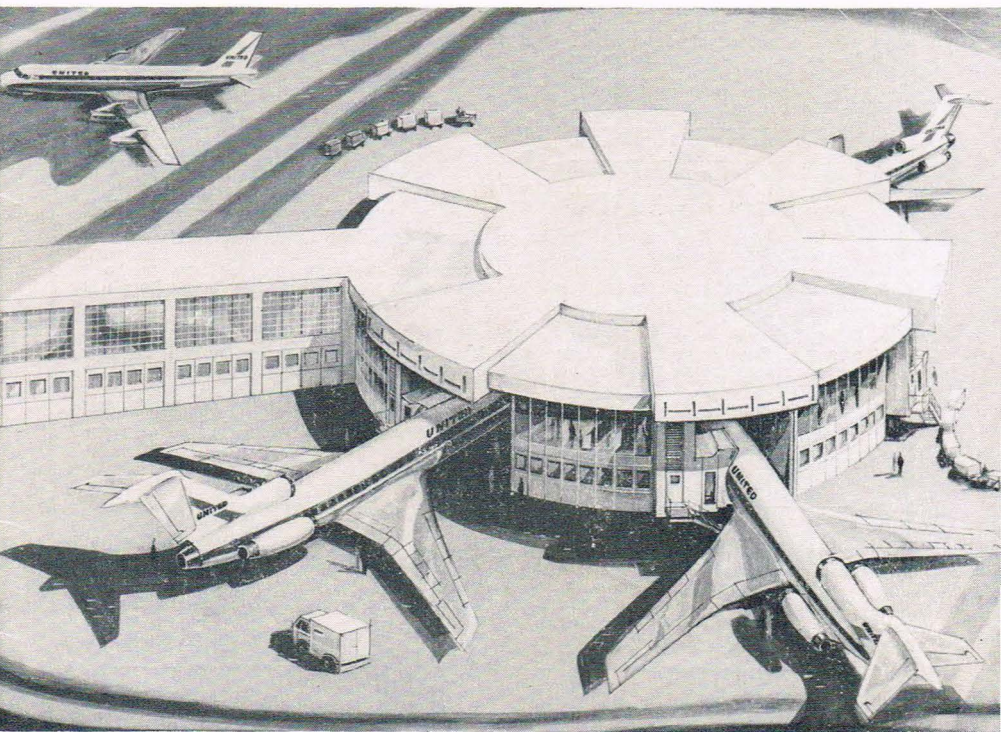


the Airpost **Journal**



Volume 36
Number 9

June, 1965

LATVIA	
1921—Iss. Cpt. (4) (C1, b, 2, b) \$	7.00
do—2v on cover (C1/2)	7.50
1931—Militia, perf. cpt. (CB3/5)	3.00
do—Imperf. cpt. (CB3a/3a) ..	3.75
1932—Triangle, cpt., imperf. (CB6/8a)	7.50
do—F.D. Cover	9.50
1933—Latvia Africa-3 val. on F.D.C. May 28 (C9/11)	37.50
do—Cover, May 29	19.50
do—Reversed Wtm. San. 45a, 46a, 47a	60.00
do—Yellowish paper San. 45c	9.00
do—25c brown, gum (C11) ...	7.50
1932—De Vinci, Balloon (CB9/ 13)	25.00
1933—Icarus, cpt. (CB14/17)	22.50
Zeppelin etc. (CB21/24)	14.00
	24.00

LITHUANIA	
1921—1a Imperf. pair (C5a) Mi- chel \$20	5.00
20a—vertical wtm. (C1)	2.00
5A—yellow arc (C15)	2.00
5A—offset of black ovpt. ...	3.00
1926—40c pair, one plate error "Cietuva" (C38)	9.75
60c—center inverted (C39c) ..	20.00
1930—20c orange magenta, San. 49a	6.00
60c—horiz. pair, imp. betw. San. 51a	8.00
1c—Lilac color missing (planes) San. 52b	8.00
do—Heads transposed (C46)	9.75

1933—Triangles, 2 Iss. cpt. (C47/ 62)	3.00
do—2 Iss. cpt. (C63/78)	2.00
5c Sheetlet-Position #100	2.00
Darius-Girenas, cpt. mint	
San. 85-89	62.50
1935—N.Y. Kaunas-Vaitkus, mint San. 128	59.50
1936—15c inverted wtmk. (C35) San. 130a	2.00

LIBERIA	
1936—6c/2c violet, F.D. Cover (C1)	67.00
Triangles—cpt. on cover (C3A-F)	5.00
2c imperf. pair (C3B)	14.00
3c pair, imperf. betw. (C3Ci)	19.75
1941—Red Cross-3c invert. surch. (CB1)	15.00
S.D.—10c invert. surch. San. 36a	11.75
1944—30c/4c orange (C48)	8.75
10c/5c—green (C46)	9.75
30c/1c—t.b. pair (C46A)	29.50
30c/1c invert. surch. (C48)	9.75
50c/3c t.b. pair (C48A)	24.50
70c/2c—tete beche pair (C48B)	19.75
\$1 on 50c (C50)	17.50
1952—Ashmun 25c center invert- ed VF (C68)	97.50
1952—U.N. 25c black, San. 106c do—Imperf. San. 107c	24.50
Ashmun Sheet - 25c stamp without frame, San. 105a	34.50
do—Frames only, unicolor	7.75
Souvenir Sheet, imperf. San. 112	187.50

This is the first offering from an almost complete airmail collection up to 1940. • Unless stated otherwise, all are in fine condition, mint or with gum. • Cash with order — Satisfaction Guaranteed — Immediate refund without question for anything returned in three days. • In most cases, only one of each is available. If you are interested, please write without delay.

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Monroe, New York 10950

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Incorporated 1944

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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

(Continued from the May Issue)

By Dr. Max Kronstein

III. THE BEGINNING OF EFFORTS TO CROSS THE ANDES BETWEEN CHILE AND ARGENTINA

Late in 1913 the confidence of South American aviators had reached the point where they felt sure that the time had come when they would be able to cross the high mountains of the Andes, the barrier between the Argentine country on the Atlantic and the Chilean world at the Pacific shore. On December 2, 1913, the Chilean Aviator Clodomiro Figueroa announced that he would attempt to cross the Andes in his Bleriot aeroplane "Valparaiso" and actually flew (at an altitude of 4,000 meters) to Batuco, expecting to continue from there to Mendoza, Argentina. On December 4 the pilot Fels (Maurane Saulnier monoplane, 80 PS Gnome motor) made test flights at Villa Lugano, Argentina, preparing to fly to Mendoza, making the same attempt, but from the Argentine side. Jorge Newbery also hoped to undertake the flight across the Andes, especially since he had held the 14,436 foot altitude record in America since May, 1913. But he was fully aware of the difficulties of the trans-Andean flight. To cross the high mountains of the European Alps requires a 20½-mile flight at altitudes of up to 7,218 feet. The trans-Andean flight requires a 106-mile flight, as high as 13,123 feet above sea level. The difficult task attracted public interest in Argentina and the collection of up to 100,000 pesos for the purchase of the best possible machine was promised.

Late in 1913, with public interest growing, the Argentine newspaper *La Prensa* carried day by day reports on the progress of these flights. In December, 1913, Mr. Bernardo Arispa offered Mr. Figueroa the amount of 20,000 pesos for the privilege of accompanying him as a passenger on his flight across the Andes. The papers contained many details, such as the fact that he would take on 130 liters of fuel. They calculated that the weight of the plane was 410 kilos and that Mr. Figueroa's own weight was 81 kilos. But no indication was given that he would also carry mail. On December 14, 1913, he actually felt that he was ready for the flight and started out, flying as far as Santa Rosa de los Andes where he landed. From there he made three attempts to cross the Andes. On December 16 the machine was not strong enough to fly against the winds coming from the mountain pass. On December 18 he started as early as 4 A.M., hoping that the winds would then be less dangerous. But at an altitude of 7,400 feet he had to turn back again. On December 20 he rose to 10,500 feet, where he hit air pockets which made continued flight impossible. So he decided that stronger engine power would be needed in order to make the trans-Andean flight. A national collection was started in Chile to aid him in getting a plane with a 160 HP engine.

It actually took a few more years before his goal was accomplished. We know that in the Summer of 1916 the Argentine aviators Zuluoga and Bradley flew over the Uspallata Pass and that in the Fall of the same year the Uruguayan Lt. Cesareo Beriso won the South American Championship in aviation for a flight from Buenos Aires to the base of the Andes at Mendoza. But still no actual Andes crossing had been reported.

It was on April 13, 1918, that the Argentine flyer Luis C. Candelaria (Morane

Saulnier Monoplane of 1915) flew from Sapala (Argentina) at an altitude of 4,100 meters to Cunco, Chile, in 2 hours 30 minutes. He even published a book about the flight - *Memoria de la Primera Traversia de la Cordillera de Los Andes en Aeroplano*, (Buenos Aires, 1918). But no mail was reported from this flight.

On December 12, 1918, Lt. Dagoberto Godoy flew from Santiago to Mendoza at an altitude of 5,400 meters in one hour 23 minutes. For the flight he received a prize of 50,000 pesos from the Congress of Chile and also the medal of the Aero Club of Chile.

And on April 5, 1919, Lt. Armando Cortinez even made a round trip flight over the same route, returning on April 16, 1919, winning the South American Record for "Cross Mountain Flying." Again no airmail was mentioned, even though the same aviator left in September, 1919 for an official study of air services abroad, hoping to accomplish something of that kind in his country.



THE CHILEAN AIR STAMP ISSUED IN 1919 IN HONOR OF THE PIONEER AIRMAN CLODOMIRO FIGUEROA

A portion of the reverse of the sheet bearing impressions of Figueroa's signature is shown in the lower half of the illustration.

According to the book by John Pringle, *The First Airmail Flight across the Andes*, 5 August 1919 (published in Manchester, England in 1940), the aviator Antonio Locatelli is credited with the first airmail across the Andes. He left Buenos Aires on July 22, 1919, taking on board "for the first time the first bundle of air mail," and flew that day for seven hours and 10 minutes, covering a distance of 1,250 kilometers, over Rio Blanco - Uspallata to Mendoza at the foot of the Andes. From there he crossed the mountains at an altitude of 6,500 meters and arrived in Valparaiso, Chile, after a two hour 25 minute flight (370 kilometers). A description of his mail carried from Argentina has never been reported. On August 5, 1919, he again left Santiago, Chile, with a bag containing 30 kilos of mail and flew to Valparaiso and across the Andes to Mendoza. From there he continued on to Buenos Aires, landing at El Paloma on the Rio de la Plata after a seven hour 50 minute flight (1,500 kilometers). Mr. Pringle's book describes this mail from Chile as stamped "Correo de Chile - Via Aerea - B.Aires. Agosto 5.1919."

In the meantime within Chile efforts to develop an airmail service had continued. On January 1, 1919, a 5 pesos air stamp had been issued for an experimental air service between Santiago and Valparaiso. And in view of Figueroa's efforts to pioneer international aviation from Chile since 1913, he was honored by having his picture on this 1919 air stamp. It was issued by the Aero Club of Chile in about 900 copies and exists either with some form of perforation in sheets of nine or in imperforate form in larger sheets. On the reverse side the sheet shows the signature of the pioneer aviator. (By courtesy of our member Francis J. Field we are able to illustrate - on the preceding page - one of the now-existing imperforate mint sheets of 24 stamps and its reverse side). On mail for the January 1 flight either from Valparaiso to Santiago or from Santiago to Valparaiso it was also necessary to attach one of the ordinary 10-cent Chilean postage stamps. Covers show the regular postal cancellation with a round violet cachet (20mm in diameter) by the Aero Club of Chile. But the 1934 issue of D. Field's *Airpost Catalogue* of London points out that flown covers also exist without this special Figueroa vignette. The pioneer himself made a special flight on his planned 1919 route from Santiago, Chile to Mendoza, Argentina, on August 20, 1921, carrying some covers as the "I. International Air Mail - Santiago - Mendoza", and here again the Figueroa vignette was used on covers.

It might be mentioned here that in 1920 in New York a book was published by Frederic A. Talbott, entitled *All About Aircraft of Today*, in which on page 279 the Chilean Government is credited as having established a regular airmail service between Valparaiso and Santiago, flying the 70-mile distance in 40 to 45 minutes, using British Bristol monoplanes with 110 HP engines. This airmail service was regularly maintained even during the bad weather season, the months of June to August. No other reference to such regular service has as yet been found, no information is available as to how far ground facilities existed for such a service nor have flown covers been found. This is another example of the need for further studies on the early period of airpost services in South America.

IT'S NOT TOO LATE —

**To Enter
the AAMS
Convention Exhibition.
Send Your Entry Now!**

FLYING POPULATIONS: The 14,-650,000 passengers flown by United Air Lines in 1964 - - a world airline record - - more than equal the combined populations of New York, Chicago, Los Angeles and San Francisco, based on 1960 census figures.

Several recent auction sales have once again proved that there is a steady and heavy demand for choice airmail material, and this seems especially true in regard to the earlier issues.

In the sale conducted by H. R. Harmer, Inc., New York City, on January 18-20, choice Zeppelin sets were in predominance. A set of plate blocks of six described as fine to very fine (except for a tear in the bottom margin of the 65c value with a few gum wrinkles) realized a price of \$2,000 against a catalog value of \$2,650. The same auction resulted in the sale of a set of plate blocks of four for \$925. These were reported to have some separations in the 65c value and a few gum bends or skips.

The first U.S. air mail set (C1 to C3) was also well represented. The three values in mint center line blocks of four brought \$120. A heavily hinged arrow block of four of the 24c value realized \$23. Two top blocks of 12 of the 24c value brought \$220 and \$165 respectively.

The 50c Century of Progress Zeppelin in a plate number block of six was sold for \$155 while a corner block of six of the 16c red and blue air mail special delivery stamp without perforations realized \$2,800.

When the same firm disposed of the Fleckenstein collection, early airmail issues also commanded considerable attention. The three Zepps, described as fine to very fine and never hinged, were disposed of for \$300. A copy of the 50c Century of Progress Zeppelin listed as very fine with original gum brought \$12 while the same amount was paid for a plate number single of the same issue. A heavily hinged unused set of the 1923 airmails (C4-C6) sold for \$22.

Several other important sales recently conducted by H. R. Harmer will be commented on in future issues. These include the Frances E. Stern collection of mint air mail stamps, the "Jake Glaser" specialized collection of Columbia Scadta issues, and an extensive and unusual collection of flown covers. These sales were held on March 30 and April 1 and will be commented upon as soon as details are available.

The sale held by Harmer, Rooke, and

News from the Auction Field

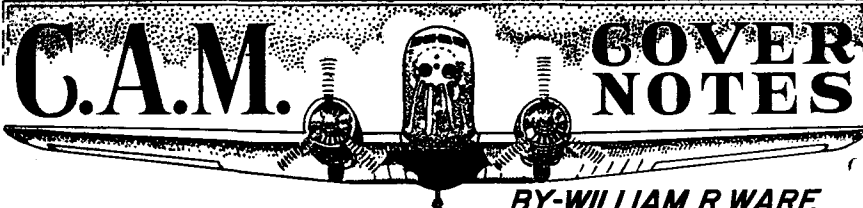
By Vernon J. Miller

Company on March 24-25 also produced some surprising results. A superb mint set of the 1930 Zeppelins sold for \$285 while the same stamps in plate blocks brought \$2,150. Almost all of the 1918 and 1923 airmail issues in plate blocks sold for above catalog. The 6c value of the 1918 issue in a block of eight brought \$140 against a catalog of \$127; a block of eight of the 16c value sold for \$250 while cataloguing for \$213; and the 1923 issue in blocks of six did equally well. The 8c value sold for \$55 (catalog \$50); 16c value \$190 (catalog \$150); and 24c value \$270 (catalog \$200). In the same sale sheets of the 1918 6c and 16c airmails sold for \$625 and \$1,400.

From the sale held by Irwin Heiman of New York City in late March comes perhaps the most important auction news in months. This sale featured a set of *first day covers* of the *first U.S. air mail issue*. While these covers catalog in Scott at \$1,050, bidding opened at \$3,200 and quickly advanced to an unprecedented \$5,250, at which price they were sold. Coming from the collection formed by Dr. Paul R. Cutright, of Jenkintown, Pennsylvania, these were the first examples of these covers to appear in auction circles since 1957. Another surprise of this sale was the \$675 paid for the three 1930 Zeppelins on a single flown cover. This is an advance from the \$475 realized for a similar cover sold during Harmer's Matthews sale last November. Several early first flight covers in the Heiman sale also produced astonishing results. One cover franked with a vertical pair of the 24c value brought \$275

(Continued on Page 293)

C.A.M. COVER NOTES



BY WILLIAM R. WARE

P. O. Box 375, Malden, Mo.

NEWS —

In an April 14 decision in the Service to Terre Haute, Indiana Case, the Civil Aeronautics Board decided to terminate the authority of TWA to serve Terre Haute. Ozark Air Lines was also involved in this case as it had pending an application for service to Terre Haute in the event TWA's authority to serve Terre Haute was terminated. However, the Board denied Ozark's application for this service.

Progress is being made in the proposed transfer of the Houston-New Orleans route presently being operated by Eastern to Trans-Texas. A CAB Examiner has recommended that Beaumont-Port Arthur, Lake Charles, Lafayette and Baton Rouge be removed from Eastern's Route No. 5 and placed on Trans-Texas' Route No. 82. Trans-Texas presently serves all points involved with the exception of Baton Rouge. More details later when the full Board decision is announced.

Public hearings in the Pacific Northwest-Southeast Investigation, mentioned here before, are scheduled to begin in Seattle on August 10. We had hoped that the decision in this important case would be reached soon, but it is now doubtful if this case will produce any new flights during the current year. Several trunklines are involved and no doubt the case will result in major route changes and extensions.

In the Pacific Northwest-Alaska Service Case, the Board revised the route pattern for U.S.-Alaska service to eliminate certain duplicating service by the several carriers involved, namely Pan American, Route #150 (FAM-20); Alaska Airlines, Route #128; Pacific Northern, Route #139; and Cordova Airlines, Route #124.

Although the decision is rather detailed, the only items of interest to the collector as we see the situation are the addition of Anchorage to Route #128 flown by Alaska Airlines and the addition of Juneau to Route #124 flown by Cordova. These cities have already been served by one or more of the above carriers and for that reason, airmail service is not new to them. Therefore, unless the Post Office Department provides cachets when service is inaugurated by the new carriers, there should be no listable flights. Our *Catalogue*, prior to Alaska Statehood, considered Alaska service as FAM, and it may be that a review by the FAM Committee will indicate other new services. The question of whether Alaska service is CAM or FAM must be decided by our Editorial Board.

Another recent action by the Board may eventually have far reaching results. In fact, we fear the worst! This involves a recent proposal to extend the operating authority of the Air Taxi companies to authorize them to carry mail. We understand that there are between two and three thousand such operators in the United States at this time which "have become an established part of the transportation system," according to the Board. After informal discussions with the Post Office Department the Board said "it believes there are a number of communities which are not served by certified air carriers which would be benefited if Air Taxi operators had blanket authority to carry mail." Although no definite plans are afoot for the extension of service to the many communities not presently served by one of the certificated carriers, should such plans develop on an extensive scale, hundreds of cities that are not presently being

furnished with airmail service could receive their first such service.

CHRONICLE —

AM ROUTE #299 — PHOENIX VIA TUCSON TO DOUGLAS, ARIZONA: Since our recent notes in connection with this route, operated by Apache Airlines, we have done additional research, and although no covers from the inaugural flights on AM-299 have been identified at this writing, we can furnish the following historical data for the record.

Although the initial official schedule released by the Post Office Department showing this service indicated operations over this route were inaugurated on September 28, 1964, service was actually started on September 22. The first mail-carrying flight, #112, originated at the intermediate city of Tucson rather than at one of the terminals. This flight departed Tucson at 1 P.M., enroute to Douglas, arriving at the latter city at 1:35 P.M. It carried two pouches of local mail, weighing one pound each. This flight was made by Capt. Richard Hummer, flying a D-18 Twin Beech aircraft. Capt. Hummer then returned to Tucson with the same aircraft on September 22, departing as Flight #113 at 4:25 P.M. and arriving at Tucson at 5 P.M. This flight handled two pouches (five pounds each) of commercial mail from Douglas to Tucson. At Tucson this mail was turned over to Capt. John H. Turner who completed the trip to Phoenix.

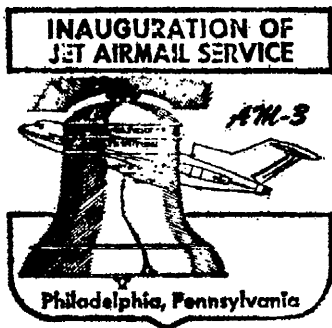
Service from Phoenix to Tucson was not inaugurated until September 22, via Flight #112, again with Capt. Turner in charge. Since no local mail is handled between Phoenix and Tucson due to a restriction in the certificate awarded this route, the mail originating at Phoenix (consisting of three pouches of commercial mail weighing 47 pounds) was for points beyond Tucson.

As previously mentioned no mail from this service has been identified and since the initial dispatches consisted of commercial mail it is very doubtful if covers from the various flights will ever make their appearance. We regret that collectors were not favored with sufficient advance notice to cover this service.

AM ROUTE #3 — EXTENSION FROM CLEVELAND, OHIO AND DETROIT, MICH. TO PHILADELPHIA,

PA.: Flown by Northwest Airlines, Inc., this new service was inaugurated on April 1, 1965. The CAB award in this case provided for extensions of the route from both Cleveland and Detroit to Philadelphia.

The inaugural flight from Detroit to Philadelphia was made by Capt. W. F. Roth and 1st Officer N. Anderson, operating Flight #512. This flight handled 116 pieces of philatelic mail from the Detroit Post Office and 181 from Detroit AMF. Both offices used an "AM" postmark of April 1; philatelic mail from this flight was backstamped at Philadelphia AMF, April 1, A.M. Capt. Roth and 1st Officer Anderson then made the inaugural westbound mail flight from Philadelphia to Cleveland, via Flight #521, handling 144 philatelic items from the Philadelphia Post Office and 633 from the AMF. Mail from both offices bore an April 1, AM, cancellation; it was backstamped at Cleveland AMF, AM.



**Official Cachet Used for
AM-3 CAM Inaugural.**

The extension from Cleveland to Philadelphia was made via special Flight #2044 in lieu of the regular flight due to an adjustment of equipment incident to the inauguration of this service. Cleveland AMF dispatched 343 philatelic covers to Philadelphia with an "AM" postmark. Most collector mail forwarded to the Cleveland Post Office for dispatch via the first flight to Philadelphia was, for some unknown reason, sent to the Cleveland AMF for preparation and dispatch. However, a few covers are known

(Continued on Page 286)

Southern Hemisphere Air Mail News

By Augusto Victor Bousquet
Rivadavia 5485, Buenos Aires, Argentina

A TRIBUTE TO AN ARGENTINE PILOT The Story of an Historic Flight in 1926

The press recently brought us news of the death of Mr. Bernardo Duggan who, together with Mayor Eduardo A. Olivero and Ernesto Campanelli, performed a deed that remains fresh in the minds of those bound to the development of Argentine aeronautics, even though many years have passed.

and Porto Alegre, Brazil; and Montevideo, Uruguay.

After a flight of 14,570 kilometers, quite risky for the intrepid crew in the last stages, the small Savoia reached the port of Buenos Aires on August 13, where it was welcomed with indescribable enthusiasm.



It was on May 24, 1926, that the hydroplane "Buenos Aires", under command of Duggan and Olivero with Campanelli as mechanic, started its historic trip from the military base of Miller Field in the United States to cover for the first time the aerial route between New York and the capital city of Argentina. Stops were made enroute at Miami; Havana; Port-au-Prince; Puerto Rico; Guadeloupe; Trinidad; Paramaribo, Dutch Guiana; Bahia, Rio de Janeiro,

This remarkable flight, as we said, marked a noticeable achievement in Argentine aeronautics, because it gave way to airmail service throughout the American continents not previously intended. Thus, a close relation can be found between the flight and the first regular airmail services which were finally performed in 1928 by the Compagnie Generale Aeropostale (Atlantic route) and in 1929 by Panagra (Pacific route).

To enhance the reader's knowledge,

we reproduce a cover of great historical and philatelic value. It was sent from Montevideo, Uruguay, on August 13, 1926 (date on which the flight ended) by the Centro Nacional de Aviacion del Uruguay, addressed to Mr. Angel S. Adami, pioneer enthusiast of Uruguayan aviation and precursor of Argentine

aeronautics. The cover bears the signatures of Duggan, Olivero and Camp- anelli.

The Airpost Journal, in these few lines, is proud to honor the memory of an unforgettable hero of Argentine avi- ation.



AIRPORT DEDICATIONS

BY

WM. T. WYNN, JR.

13537 Rockdale, Detroit, Michigan 48223

As of this writing there have been ten events this year — a far below average two per month. But the situation is a- bout to change. At any rate, we can now report that Fort Polk officially dedi- cated its airport on December 15, 1964 — the same day that Trans Texas Air- ways inaugurated air mail service on AM-82. Contra Costa County dedicated its heliport located at 3738 Mt. Diablo Boulevard, Lafayette, California, on April 15. Covers postmarked A.M. were flown by San Francisco & Oakland Helicop- ter Airlines and backstamped San Fran- cisco AMF. Covers mailed in the after- noon, while not flown, bear an additional two-line cachet. Dawson, Georgia, came through on April 21, and Moab, Utah, on April 25. The latter marked the official dedication of the new airport at Canyon- lands National Park, but unfortunately no cachet was used. The Downtown Ard- more Airport was dedicated on rather short notice on May 8 with Senator Mike Monroney (Oklahoma) as the main speaker. We're pleased to have been able to get in under the wire with your hold covers.

Scheduled for May 22 were Prince- ton, New Jersey, and Crestview, Florida, with Butler, Indiana due on the 23rd.

CALENDAR OF COMING DEDICATIONS

JUNE

- 5 Appleton, Wisconsin
- 12 West Yellowstone, Montana 59758

— covers to Postmaster; mark out- side envelope "For Airport Dedicat- ion" (also a flight by Western Air Lines)

- 12 Mackinac Island, Michigan
- 12 Grand Canyon, Arizona
- 15 Robinson, Illinois
- 20 Carroll, Iowa

JULY

- 5 Paullina, Iowa
- 11 Silver Bay, Minnesota

AUGUST

- 1 Lincoln, Montana
- 28 Cottage Grove, Oregon

Also, indefinite date — Mount Pocono, Pa., and Canon, Georgia.

Sometimes we wonder where mail auc- tion dealers get their airport dedication catalog numbers and prices! To bid in- telligently you need a set of *American Air Mail Catalogues*. And while I'm on the subject of dealers — let's remember to support those who support our Soci- ety with advertisements in the *APJ*.

Major new airports have been report- ed to be under construction in several foreign countries including South West Africa, New Zealand, Australia, Virgin Islands, and Germany. We'd like to hear from collectors in a position to keep us informed of developments, and who can service covers at the appropriate time.

A hearty "thank you" to all who have helped by forwarding advance informa- tion.

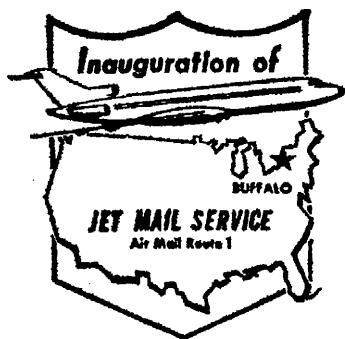
Jet Jottings

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

Collectors who entered this fascinating field of first flight covers (Jets, CAM's FAM's, etc.), received quite a rugged initiation as the month of April was one of the busiest, the most active and the "most" that this writer has ever experienced.

On April 25-26, Braniff International introduced its BAC-111 jet to a number of midwestern and southwestern cities. Since complete information on these inaugurals has not been received, full details of these new flights will be given in this column next month.

April 25 saw United Air Lines bring Boeing 727 jet service to Buffalo and Rochester. At Rochester all philatelic mail was cancelled April 25, A.M., and received a red cachet. The Buffalo GPO used a purple cachet (illustrated) on jet inaugural covers, while the Buffalo AMF applied the same cachet in green. Both Buffalo dispatches were cancelled April 25, A.M., and together with the Rochester covers, were backstamped at Miami



Official Cachet Used on United's Jet Service to Buffalo and Rochester, April 25.

AMF, April 25, P.M. There were no jet inaugural covers from either Buffalo or Rochester flown on the eastbound United jet flight to Newark.

Boeing's 727 jets sure saw a lot of activity on April 25, when Eastern Air Lines inaugurated service with this type of jet to a number of cities. There were

no official post office cachets, as Eastern usually does not request them from the Post Office Department.

Corpus Christi, Texas, was scheduled to receive jet service by Braniff with BAC-111 jets, and by Eastern with Boeing 727 jets, both on April 25. Braniff's inaugural of course, would list in the Jet Section of the *Catalogue* as it was to receive an official cachet. On the other hand the listing status of Eastern's inaugural - with no official cachet - was doubtful.

Eastern's scheduled inaugural flight, #144, operated from Corpus Christi-Houston-Washington-Newark-Boston, but the Postmaster at Corpus Christi reported that there was no mail of any kind carried on this flight. Some philatelic mail was flown the next day (April 26) on Flight #140-Corpus Christi-Houston-Washington-Newark. These covers were cancelled April 26, A.M., and received a backstamp at Newark AMF, April 26, A.M. Some covers were also dispatched on Flight #144, April 26. It seems probable that neither of these dispatches will rate *Catalogue* listing.

Raleigh and Durham, N.C., served through a joint airport, became the next two cities to receive 727 jet service by Eastern in two directions. The first inaugural flight was northbound - Charlotte-Raleigh/Durham-New York (LGA). Jet covers for this inaugural were postmarked at both cities on April 25, A.M. Washington-Newark. Covers were cancelled April 26, A.M., and received a backstamp at La Guardia AMF, April 25, P.M.

On the inaugural southbound jet inaugural, i. e., La Guardia-Raleigh/Durham-Atlanta-Chicago, each postmaster postmarked about 90 covers April 25 P.M. and sent them for backstamping to Atlanta AMF (April 25, P.M.).

Eastern's inauguration parade next included Greenville/Spartanburg, S.C., (an-

other "bracketed" point) served in one direction only, i. e., Greenville/Spartanburg-Charlotte-Newark. The Postmasters at these two cities cancelled 89 jet covers April 25, A.M., which were back-stamped at Newark AMF, P.M. The Spartanburg covers received a printed cachet which read "First Jet Air Mail Flight Spartanburg, S.C. 29301, Eastern Airline Boeing 727-Whisperjet Sunday April 25, 1965."

Complete details on Eastern's jet inauguration at Ottawa, Canada will be given next month.

Lufthansa's jet service from Anchorage, Alaska, to Osaka, Japan, scheduled for early April, has been postponed. If you sent covers to Anchorage based on the AAMS Advance Bulletin announcement, they will be held until the flight takes place, so don't be concerned if they do not come back right away. More details on this service will be reported when a new inaugural date is set.

Adios.

The First Airplane Flight from England to Germany, 1913

In the July, 1962, issue of *The Airpost Journal* it was pointed out that a military airmail service between England and Cologne, Germany, in 1919, represented one of the earliest regular air services between England and the continent (outside of the service to Paris). But the very first airplane flight from Dover Aerodrome, England, to Cologne was made as early as 1913. Around April 20 of that year, Gustav Hamel, one of the London-Windsor airpost pilots of 1911, made this flight in his Bleriot monoplane (80 HP Gnome motor) with Mr. F. Dupree as passenger. They left Dover at 12:40 p.m., crossed the channel to the French coast south of Dunkirk, flew across Belgium and Holland, reached the Rhine 60 miles north of Cologne, and arrived there at 4:58 p.m. after a flight of four hours and 18 minutes. The direct distance was 245 miles, but their route was 320 miles. The pilot received a silver model of his plane as a souvenir.

—Dr. Max Kronstein

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Aircraft Designs Used as Cancels

A New "Topic" for Air Mail Collectors

By Clifford H. Adams

Ever since the historic first mail-carrying flight by an airplane at Allahabad, India on February 18, 1911 (a flight also distinguished by the use of a special cachet-cancel incorporating in its design the aircraft used in the flight, a Sommer biplane of 1910), the postal administrations of more than 60 countries have seen fit to employ cancelling devices featuring heavier-than-air machines.

It was not until eight years later, on October 3, 1919, that the device of an airplane in a cancel was again used - this time by Japan for the abortive Tokyo-Osaka flight, later successfully achieved on October 20, 1919.

India again, on January 23, 1920, reverted to the use of an aircraft in the design of its postmark for the first Karachi-Bombay flights.

From these early beginnings, a number of different countries decided to use this rather distinctive device in postmarks and cancels. Perhaps true to their traditions as pioneers, both India and Japan have consistently employed such special postmarks and cancels throughout the years until the present day.

Among the countries that have made extensive use of such designs we find Austria, Dutch East Indies, El Salvador and other countries of Central America, Germany, Greece, the Philippines, Poland, Siam, Sweden, Switzerland and the U.S.A.

Germany was the first country to recognize the "sales" value of using the design of an airplane in a slogan cancel urging the use of the airmails. In October, 1924, Germany used a machine cancel showing its Junkers F-13 - perhaps the most famous mail plane in history - with the legend "Benutze die Luftpost" (Use the Airmail). Many other countries followed Germany's lead, all recognizing the great propaganda value of such an obliteration.

While many of the recent postmarks and cancels permit identification of the aircraft shown, most of the earlier types make such identification rather difficult.



In many cases, only a stylized outline of a plane was shown - as was the case with the 1919 Japanese cachet-cancel and the 1920 Karachi postmark of India. True, the British Avro biplane was in use in India at the time, but who is to say positively that the aircraft shown in this attractive postmark IS an Avro?

A number of the world's most famous airmail planes are, however, recognizable in postmarks and cancels. The U.S.A.'s famous old-timer, the Curtiss Jenny, is used in several slogan and other type cancels by, for instance, Cuba, El Salvador and Honduras; the DC-3's, 4's and 6's appear in European and Latin American postmarks. The modern Boeing jets and the DC-8 and Convair 990 also are featured. France displays its historic Voisin (Farman) biplane and its modern Caravelle, and other nations using the Caravelle also show it in their postmarks.

Other famous planes that are clearly identifiable include the Junkers F-13, the Junkers G-24 of 1926, the Junkers JU-52 trimotor of 1932, the Fokker trimotor F-7, the Grade "acrobatic" monoplane of 1910, the de Havilland "Puss" Moth, the jetprop Britannia, the Bell 47 and Sikorsky Helicopters, the Lockheed Constellation, Italy's Savoia-Marchetti, Russia's TU-104A, Holland's new Fokker F-27 Friendship, and Germany's famous Dornier DO-X 12-engined flying boat.

A dedicated philatelic detective, if he could assemble sufficient material - a

bout 200 different covers - could arm himself with two fascinating books *Airplanes of the World* by Rolfe & Dawydoff (Simon & Schuster, N.Y., 1962), and *The Aeroplane* by Charles H. Gibbs-Smith (Her Majesty's Stationery Office, London, 1960) - both obtainable in any large Public Library - and could then sit down and really try to work out the identity of many of the aircraft shown in postmarks and cancels.

The author's collection contains some 250 different covers and work, using the above-mentioned books, is always in progress. So far, in addition to those cancels already referred to, only a relatively few different plane types have been clearly identified. It must be remembered, though, that many of the strikes are stylized or symbolic, and cannot be labelled.

As a companion study one could assemble a collection of cacheted covers showing aircraft, and there are many such, old and new. It is rather easy to identify many aircraft shown in the cachets. An excellent pioneer effort in this direction was the study by Alec Davis of the British Air Mail Society entitled "Aircraft Spotting in Cachets," which is still obtainable from its publisher, Francis J. Field of Sutton Coldfield, England.

For those willing to combine a little research with their philatelic interests, this "topic" offers many challenges and many rewarding hours.

Election Committee Appointed

President Eisendrath has announced the appointment of a committee to tally and count the ballots in the forthcoming American Air Mail Society election. The Committee, all members of which are from the Chicago area (for convenience to our Convention meeting), will be composed of Sam Ray as Chairman, with Sheldon Friedman and Dr. Perham C. Nahl as members. Be sure to vote for your officers for the 1965-67 term and mail the ballot promptly!

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The Convention Auction



The next Auction of the American Air Mail Society will be held in connection with the Society's 42nd Anniversary Convention, at the Sheraton-Chicago Hotel, on Sunday morning, August 8th. However, attendance at the sale is not a requirement in order to bid. Mail bids are both invited and encouraged, and usual auction rules will prevail.

All catalogue listings are from the latest *American Air Mail Catalogues* and Supplements and from *Scott's Standard Postage Stamp Catalogue*. The prices quoted for Crash Covers and Trans-Oceanic Flights are for bidding information only. These are based on the 1947 and 1950 *AAM Catalogues*; actual market values for these categories of material have risen considerably in the past few years. Any lot improperly described may be returned by a mail bidder, provided it is returned within three days of receipt. No charge is made for executing mail bids, but a small fee to cover postage, handling, insurance, etc., is charged each successful bidder (Minimum Charge - 25c). The condition of all material in this sale can be considered as desirable and collectable. The Auction Manager reserves the right to reject any bid which is ridiculously low and out of proportion to the value of the lot. In the event of duplicate mail bids, the one with the earliest postmark gets preference. All mail bids will be kept confidential.

In the following list of material, the lots with the letter "D" after the lot number indicates the material was donated, with all proceeds from the sale of the lot going to the AAMS (use to be designated by the Officers). We wish to thank the following for donating some of the material in this sale: the late G. Angers, J. Eisen-drath, L. B. Gatchell, S. Goldsticker, H. Gordon, O. Green, R. Halpern, R. Haring, J. Johnson, G. Kingdom, V. Miller, R. Murch, L. Manning, P. C. Nahl, Miss M. Norris, J. Smith, Mrs. R. Smith, A. Schmidt, and E. Quiros.

Use any card or sheet of paper for submitting mail bids, and mail them to:

SAMUEL S. GOLDSTICKER, JR.

A.A.M.S. Auction Manager

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BLOOMFIELD, NEW JERSEY 07003

The deadline for receiving mail bids will be Wednesday, July 29th. Late bids can be sent to Samuel S. Goldsticker, Jr., AAMS Auction, % Sheraton-Chicago Hotel, 505 North Michigan Avenue, Chicago, Illinois 60611. However, it would be appreciated if you can submit bids to the Auction Manager's home address before the July 29th deadline.

LOT NO.	CATALOGUE NO. and DESCRIPTION	VALUE
UNITED STATES AIRPORT DEDICATION COVERS		
1	C592—Meridian, Mississippi. November 28, 1930	\$ 5.00
2	G172—Lima, Ohio. September 8, 1934	4.00
3	G252—Newton, Mississippi. November 12, 1934	2.00
4	J39—Harrisville, Michigan. July 3, 1937	2.00
5	J86a—Pratt, Kansas. August 22, 1937 (no inscription)	4.50
6 D	N76—Pellston, Michigan. June 20, 1941	4.50
7	N114—Whitehouse, New Jersey. July 20, 1941	4.00
8	R3a—Purchase, New York. February 13, 1945	4.50
9 D	AJ59 & AJ60—Two covers. Orrville, Ohio. September 2 and September 3, 1962	4.50
10 D	AK-90—Tacoma, Washington. November 2, 1963 (on UAL envelope)	.50

HELICOPTER FLIGHTS

11 D	St. Louis, Missouri. May 16, 1959. Two covers - Special Army Transportation Corps flight.—St. Louis to St. Louis Airport and St. Louis Airport back to city. Only 100 complete sets exist.	5.00*
12	Dacca, Pakistan. November 25, 1963. First helicopter flight via PIA to Khulna. Special envelope.	3.50*

ZEPPELIN FLIGHTS

13	Z107—Graf Zeppelin —Seville, Spain. May 16, 1930, to Pernambuco. Cacheted.	5.00
14	Z109c—Graf Zeppelin—Rio De Janeiro, May 24, 1930, to Friedrichshafen. On special card showing children waving at Graf Zeppelin in sky. Also has special 5000 Reis green stamp issued by Condor Corp. Very good item.	15.00+

UNITED STATES SOUVENIR HISTORICAL FLIGHT

15	SH581—Washington, D. C., March 9, 1928. U.S. Army Inspection Flight to Cristobal, Canal Zone.	40.00
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UNITED STATES CONTRACT AIRMAIL FLIGHTS (CAM's)

16	IS3—July 1, 1926. Boston to Hartford. On special legal company envelope. Only 335 flown.75
17	IS30—May 30, 1936. Providence to Hartford. Has "return to sender" marking.	3.50
18	1N45f, 1S45f, R1N46, R1S46—December 2 and 4, 1939. 4 covers. Newark AMF and Boston AMF to New York AMF; also New York AMF to both Boston and Newark. 1st flights from LaGuardia Airport.	10.50
19	1N47—July 1, 1935. Bangor to Bar Harbor, with special sticker.	4.00
20	2S7fb—February 21, 1928. <u>CHICAGO AND AIR MAIL FIELD MOTOR TRUCK POST OFFICE</u> . Flown on Lindbergh flight to St. Louis. <u>THIS WAS ACTUALLY THE FIRST "HIGHWAY POST OFFICE"</u> in the United States. Scarce.	20.00+
21	3N14f—July 1, 1929. <u>AMF Fort Worth</u> via Tulsa to Chicago. unofficial cachet.	7.50
22	8N20 February 2, 1933. San Francisco to Oakland, Unofficial cachet.	5.00
23	8S41—August 1, 1946. Portland to Klamath Falls. No Cachet.	4.00
24	9NW62f—September 15, 1935. <u>Billings AMF</u> to Helena. Rare.	5.00
25	9W76—July 16, 1942. Great Falls to Spokane. Very good.	7.50
26	13N3b—September 4, 1926. Sesquicentennial Route. Philadelphia to New York, with <u>very rare black cachet</u> . Has block of four 2c Sesquicentennial stamps for postage.	15.00
27	19S26 -S26f -N27—July 10, 1931. 3 covers. New York to Atlantic City, Newark AMF to Atlantic City, and Atlantic City to New York. Very good.	6.25
28	19S28 -N29—July 15, 1931. Philadelphia to Atlantic City and Atlantic City to Philadelphia. Very good.	6.00
29	19N29f—July 15, 1931. <u>Camden AMF</u> to Atlantic City. Very rare. Seldom seen. Autographed by pilot Chew.	15.00
30	19E107—August 15, 1947. Chattanooga to Greenville, South Carolina. Scarce.	7.00
31	19E114 -E116f—April 25, 1948. Birmingham-Columbus-Jacksonville extension. Complete set of 6 covers (includes AMFs). Scarce.	14.00
32	19N124 -S125f—April 1, 1959. <u>Charlotte Post Office and AMF</u> to Chicago and AMF Chicago (Midway) to Charlotte. Complete set of 3 (Charlotte Post Office is very rare).	9.70
33	20E21f—July 1, 1934. <u>Nashville AMF</u> to Washington. Provisional postmark.	5.00
34	20W38T—October 23, 1934. Bristol, Tenn., to Knoxville. Cacheted.	5.00
35	R20E39T—October 23, 1934. Roanoke, Va., to Bristol, Tenn.	5.00
36	R20E39V—October 23, 1934. Washington, D.C. to Bristol, Va.	5.00
37	R20E41—October 23, 1934. <u>Washington AMF</u> to Lynchburg. Scarce.	5.00
38	20E46—August 1, 1937. Syracuse to New York City. Printed cachet.	8.00
39	23S7—May 28, 1934. Birmingham to Montgomery.	6.00
40	23N8—May 28, 1934. Montgomery to Birmingham.	6.00
41	27E1 -27W13b—July 17, 1928. AM-27 (Chicago-Bay City) inaugural. 18 different, including color varieties. <u>All with Lindbergh airmail stamp (C10)</u>	15.00++

42	CAM-18—July 1, 1927. 16 different inaugural flights. Cacheted. Monarch-size envelopes.	24.50
43	CAM-21 & CAM-22—February 6, 1927. 14 different inaugural flights. All cacheted. On Monarch-size envelopes.	10.00
44	CAM-23—May 1, 1928. 12 different inaugural flights. All cacheted and on Monarch-size envelopes.	8.25

(Note: Additional CAM's will be found in the Crash Cover section of this sale).

INTERRUPTED FLIGHT (CRASH) COVERS

45	26.3—April 6, 1926. Jordan Valley, Oregon. Flown from Elko to Pasco (CAM-5W1).75+
46	26.5—June 7, 1926. Mendota, Minn. Flown from Minneapolis to Chicago (CAM-9E5). Pilot E. Partridge killed.50+
47	26.8—October 1, 1926. Lucin, Idaho. Flown from Pasco to Salt Lake City (CAM-R5E5). Autographed by Pilot Paul Scott.	15.00+
48	27.2—April 4, 1927. Cordova, Illinois. Flown from Ponca City, Okla. (CAM-3N9). Official cachet.	3.00+
49	27.9—December 17, 1927. Friends Woods, Indiana. Flown from Indianapolis to Chicago (CAM-24N3). Has good copy of C10 for postage.	1.00+
50	28.3—May 1, 1928. Philadelphia, Pa. Flown from New York City (CAM-19S1). Has very good copy of C10 for postage.	4.00+
51	29.6—March 1, 1929. Daytona Beach, Florida. Flown from Atlanta (CAM-25W6). Watersoaked.	1.00+

UNITED STATES GOVERNMENTAL FLIGHTS

52	166a—July 1, 1924. Bellefonte, Pa., to Chicago. Legal size envelope. Official cachet.	7.00
53	345—September 6, 1957. Houston, Texas, to Amsterdam and also Amsterdam to Houston (September 3). Both have official cachets.	3.00

UNITED STATES FOREIGN AIRMAIL FLIGHTS (FAM's)

54	F14-47—September 27, 1947. Tokyo, Japan. Flown to Calcutta, then beyond to New York via FAM-18 round-the-world flight. Cacheted and backstamped.	4.50+
55	F18-33—June 17, 1946. Prague to New York, on special envelope.	2.00
56	F19-3, -3b & 8a—July, 1940. Set of 3 transpacific covers. Honolulu to New Caledonia and to New Zealand, and New Caledonia to Canton Island. All cacheted.	6.50
57	F28-25 & 27—September 6, 1947. Minneapolis and Anchorage to Tokyo. Very good.	6.50

EARLY FOREIGN FLIGHTS

58	1924. Switzerland. 3 covers. Lausanne-Zurich, Basel-Bern, and Grenchen-Zurich. All with special postmarks.	10.00
59	September 8, 1927. Luxembourg. 1st Balloon flight. Postmarked at Doodt. Has slight tear at side. Very scarce.	25.00

TRANS-OCEANIC FLIGHT COVERS

60	TO-1081—August 23, 1928. First Catapult Flight. Ship-to-Shore from Ile de France. Special cachet and postmark.	5.00+
61	TO-1124e—June 16, 1930. DO-X Flight. Natal to Rio de Janeiro. Special cachet. Scarce.	25.00+
62	TO-1124e—July 17, 1930. DO-X Flight. Pelotas to New York. Special cachet and backstamped. Has slight tear.	25.00+
63	TO-1230b—April 17, 1935. PAA Transpacific Survey flight. Round trip. San Francisco to Honolulu and return. Special cachets. Backstamped. Very good.	15.00+
64	TO-1243d—October 5, 1935. PAA Transpacific Survey flight. Round trip. San Francisco to Guam and return. Special cachets and postmarks. Bottom slit open.	15.00+
65	TO-1245—November 9, 1935. Mass Naval flight, Hawaii to Johnston Islands. Cacheted. Scarce.	10.00+
66	TO-1276—January 28, 1937. First Navy Mass Flight, San Diego to Pearl Harbor. Cacheted and backstamped. Good.	5.00+
67	TO-1292 & 1292a—December 29, 1937. Two covers. PAA Survey flight, New Zealand via Pago Pago to Honolulu. One cover flown to Pago Pago, one to Hawaii and San Francisco. Both cacheted and backstamped. Scarce.	12.50+
68	TO-1319—August 13, 1938. U.S. Army Colombian Flight from Langley Field to Bogota, Colombia. Cacheted and autographed.	

69	TO-1386—March 4, 1947. U.S. Army Nonstop Distance Flight in P-82 "Betty Joe" from Honolulu to New York. Cacheted and autographed.	35.00+
70	TO-1391—May 21, 1947. U.S. Army Cosmic Ray Research Flight (B-29). Cacheted.	15.00+

AUTOGRAPHED COVERS

71	H. PAUL CULVER, May 15, 1918 Pilot (on May 19, 1938 Kitty Hawk Cover).	
72	Capt A. E. LAPORTE, FAM-14 Pilot (on FAM-14 covers flown from Macao to Hong Kong).	
73	JAMES A. FARLEY, former Postmaster General (on cover from Dedication of Washington, D.C. Post Office Building, June 11, 1934). Signed in green ink.	
74	ROBERT S. BURGESS, former Assistant Postmaster General in charge of airmail (On First Day Cover of 10c Pan American Airmail Stamp, at AAMS Station 8/30/47).	
75	ADM. C. E. ROSENDAHL, Zeppelin Commander (on Akron Tactical Flight Cover).	

JET FLIGHTS

76	J375/76—December 19, 1959. Braniff Airways. Dallas, Texas to New York, and Return. On special "foldover" card. Several cachets and backstamps. Very good.	1.50+
77	J130—July 21, 1959. PAA Flight. Caracas to New York. Cacheted.	.50
78	J526—April 30, 1960. Braniff Airways. Sao Paulo to New York.	1.00
79	J685—November 20, 1960. Aeronaves de Mexico. Mexico City to New York. On Printed Envelope.	1.00
80	June 12, 1957. Aeroflot. Copenhagen to Moscow in TU-104. Cacheted.	2.50*
81	October 28, 1959. K.L.M. Lockheed Electra Mystery Flight. Subsequently flown from Amsterdam to Istanbul. Neatly cacheted and backstamped.	3.50*
82	April 1, 1960. Lufthansa. Turboprop. Berlin to Moscow. Cacheted and backstamped.	
83 D	November 3, 1960, Japan Air Lines. Seattle to Hong Kong.	5.00*
84	May 4-5, 1961. Air India. Two covers (legal size). Nairobi to Bombay and Bombay to Nairobi.	2.50*
85 D	May, 1961. T.A.I. 4 covers (legal size). Tahiti-Honolulu, Honolulu-Tahiti, Tahiti-Los Angeles, and Los Angeles-Tahiti.	3.50
		4.00*

UNITED STATES FIRST DAY COVERS

86	1936-1937. 12 different cacheted U.S. F.D.C., including 1c and 5c Army and Navy, U.S. Possessions (all 4), etc.	
87	July, 1957, thru December, 1961. 85 different U.S. F.D.C. Commem. and Regular Issues, mostly on matching ARTMASTER envelopes. Practically complete.	
88	August, 1957 thru June, 1961. 18 different U.S. Airmail F.D.C., mostly on ARTMASTER or AAMS envelopes. Almost complete (only 1 item missing), including coils, booklet panes, and envelopes.	
89 D	May 21, 1947. CIPEX issue. 15c Souvenir Sheet and 3c Commem. on 5c Airmail Envelope. All postmarked on the First Day of the airmail envelope.	
90 D	February 20, 1962. 4c Project Mercury. Two covers, with different printings of stamp. One stamp has very distinctive green shading on capsule, other does not.	
91 D	May 29, 1964. Irvington, New Jersey. 5c Kennedy on Memorial Card, with prayers on reverse side.	
92 D	August 12, 1960. 7c Red from Arlington, Virginia, on AAMS envelope. Autographed by Arlington Postmaster (C. L. Simpson) and Designer of Cachet (E. L. Hastry).	
93 D	July 31, 1958. 7c Blue Philadelphia, Pa. Large card with illustration of stamp and two postmarks "FIRST DAY OF ISSUE" and "AMERICAN AIR MAIL SOCIETY CONVENTION STATION."	
94	July 31, 1958. 7c Blue, Philadelphia, Pa. Two single stamps with two postmarks (each stamp postmarked): "AMERICAN AIR MAIL SOCIETY CONVENTION STA." and "FIRST DAY OF ISSUE." "FIRST DAY OF ISSUE" postmark applied in red. Very scarce item.	

UNITED NATIONS FIRST DAY COVERS

95	1954 and 1955. 11 different on cacheted envelopes. Includes Nos. 25, 26, 27, 28, 36, 37, etc.	4.00*
96	1956-1959. 9 different on cacheted envelopes, includes C6 and C7 on one envelope.	3.75*
97	Postal Cards. 2c Blue (7/18/52), 3c Olive (9/22/58), and 5c Red Airmail (9/21/59). Not cacheted.	1.00*
98	Aerogrammes - 10c reprint (1/18/60 and 11c (6/26/61).	1.00*
99 D	June 17, 1963. 6c, 8c, and 13c on one envelope. Not cacheted. Nice.	1.00*

FOREIGN FIRST DAY COVERS

100 D	CANAL ZONE: 5 different, not cacheted. Includes line pair of 5c Stevens coil (2/10/62), pair of 4c Girl Scout (3/12/62), block of 4 - 4c Thatcher Ferry Bridge (10/12/62), and two airmail singles.	
101 D	AUSTRALIA 8/5/58. Kingsford-Smith/Southern Cross issue. Nice strips of 3 on embossed cover.	
102 D	JAPAN 9/20/60. 50th Anniversary of Aviation in Japan. Cacheted envelope. Special postmark.	
103 D	CANADA. May 15, 1939. Royal Visit Issue. Complete set of 3. 10 different F.D.C. (on uncacheted legal size envelopes) from 10 different cities. Very good.	
104 D	COSTA RICA December 6, 1963. 3 Airmails (C378-380) and 1 regular issue. On special envelope of Club Filatelico.	1.00*
105 D	INDIA 2/18/61. Golden Jubilee of Indian Airmail. #336 and #337 on two legal size cacheted covers.	
106 D	TURKEY 9/7/63. "ISTANBUL '63." Complete set of 5 (1596-1600) on cacheted cover, with official postmark.	2.00+*
107 D	TURKEY 9/7/63. A similar lot, but with different cachet and on airmail envelope.	2.00+*
108 D	Five miscellaneous cacheted foreign F.D.C. Very good lot.	

UNITED STATES AIRMAIL STAMPS

109 D	C10a—1927 - 10c Lindbergh. Mint Booklet Pane of 3. Very good.	16.00
110	C48 & C50—4c and 5c Eagle Airmail Stamps. Mint Plate block of 4 of each. 4c is 25034 LL, 5c is 26053 UL. Good.	2.50
111 D	C64a—1964 - 6c Airmail - Complete booklet. Special book with 10 stamps (2 panes of 5), and suitable inscription on cover. Panes contain inscription "Your Mailman Deserves Your Help - - - ." Very few 80c booklets have these panes in them. . . . Most have "ZIP Code notation. First type, very scarce.	
112	CE-2—16c Red and Blue Airmail-Special Delivery. Mint Plate Block of 6. Upper Left 21498 (blue) 21493 (red). Also has "Top" markings in red and blue, and other marginal lines. Very good.	5.00+
113	CE-2—Mint Block of 4 with upper right corner lines.	2.00

FOREIGN AIRMAIL STAMPS

114	C40-C42—Argentina. 1940. Mint singles.	1.60
115	C47—Brazil. 1942. Overprint. Mint Block of 4 with margin.	4.00+
116	C7-C14—Canal Zone. 1931-1949. Gaillard Cut regular airmail issue. Mint singles. (Note: C6 not included).	6.57
117	C12, C18 & C19—China - Sinkiang. \$1.00, \$2.00, \$5.00. Overprinted in black. Very good, Mint.	6.60+
118	C62-C63—Dominican Republic. 1946 Airpost. Map of Hispaniola. Good mint singles.90
119	NC1-NC12—Egypt-Palestine Occupation. 1947 airpost issue overprinted. Good mint singles. Complete.	5.97
120	So-10—Germany. Sanabria listing - special 10 pf. Zeppelin stamp. Good unused single.	50.00
121	C192-C107—Honduras. 1940 Overprints. Good mint singles.	6.15
122	C125—Lebanon. 1947. 100pi. Mint single.	1.65
123	C103 & C106—Liberia. 1956. FIPEX and OLYMPICS Airmail Souvenir Sheets. Good mint condition.	6.50
124	C119—Liberia. 1958. Declaration of Human Rights Souvenir Sheet. Mint, very good condition.	4.00
125	C161—Liberia. 1964. John F. Kennedy Souvenir Sheet (50c Airmail). Very good.	1.00

126	C16-C18 & C20a—Monaco. 1947 FIPEX participation issue. C16-C18 are singles. C19, 203, and C20 are joined together to form C20a. Good mint condition.	4.00
127	C73—Panama. 1942 Panama-Costa Rica Border issue. Good mint single.75
128	C125-C128 & C132-C134—Syria. 1946. Good mint singles. (Note: Not complete - four stamps not included).	12.20
129	C154-C155—Syria. 1949 U.P.U. Airmail issue. Two good mint singles.	6.75

MISCELLANEOUS ITEMS

130	May 9, 1936. Cacheted cover, postmarked U.S.S. TATTNALL, honoring Hindenburg's first flight over New York City.	
131	October 24, 1958. Yugoslavia. Special cachet and postmark for United Nations Day.	
132	11 different United Nations Postmarks (mostly commemorative), mostly on the first day the slogan was used. All but one on official United Nations "First Day" envelopes.	
133	Book - The Airmails of New Zealand, Volume I - The Internal Flights. 114-page book issued in 1955 by the Airmail Society of New Zealand. One of the best known publications on New Zealand airmail flights.	Retail
134	Eight photographs and pictures of early pilots, planes, etc.	4.50*
135	25 misc. covers - including First Days, CAM's, Jets, Airport Dedications, airmail postmarks, etc. Many interesting items. Worth a good bid.	

* Indicates Estimated Value of Item.

— END OF SALE —

Remember — send your bids to SAMUEL S. GOLDSTICKER, JR., AAMS Auction Manager, 70-D Fremont Street, BLOOMFIELD, NEW JERSEY 07003, by Wednesday, July 29th. Or better yet - come to Chicago and bid on the lots you want at the 42nd Anniversary Convention.

AMERICA'S MOST FAMOUS AIRMAIL ON DISPLAY AT NEW YORK WORLD'S FAIR

The nation's most famous postal mistake is now on exhibit at the World's Fair Post Office and will stay on view for three months.

A copy of the 24-cent air mail stamp issued in 1918 with a picture of an airplane printed upside-down will be displayed along with the original die proof of the stamp, proof sheets of the red border, blue plane, and die proofs of the 6-cent and 16-cent stamps that were also issued as part of the series.

Because materials on display are irreplaceable, special security precautions, including a 24-hour guard, have been arranged.

Visitors to the World's Fair Post Office will be furnished with free cachets being issued especially for this year's exhibition. The cachet is an envelope with a picture of the World's Fair Post Of-

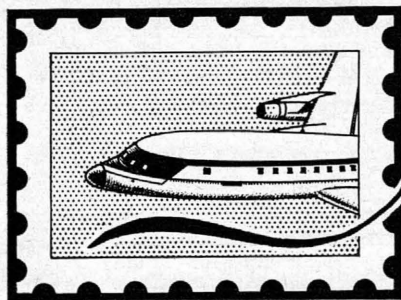
fice and the Unisphere in the background. The stylized drawing covers the left side of the envelope face.

The Post Office will feature a philatelic sales window. All commemorative stamps available through the Post Office Department's Philatelic Sales Agency will be sold in a special packet.

The World's Fair postal installation is an active post office which daily handles about 250,000 pieces of mail generated at the Fair and from Flushing, New York. The post office is a branch of the Flushing Post Office.

A feature of the post office is a narrated "Trip With Mr. ZIP" which takes visitors around the highly mechanized operation and explains how a modern post office works.

The blue and red air mail stamp on display is one of 100 stamps with an inverted airplane purchased by a Washington, D.C. stamp collector, May 13, 1918, at a post office stamp window. This was the first day of sale for the country's first air mail stamp.



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



CENTRAL AFRICAN REPUBLIC

A 100 Fr. airmail stamp has been issued for the 5th UN Meteorological Day.

CONGO REPUBLIC

Just released is a 50 Fr. airmail stamp showing white and black links, symbolizing "Europafrique."

DOMINICAN REPUBLIC

To honor the Fourth Mariological and Eleventh Marian Congress, a 10c airmail stamp in an edition of 500,000 copies was just issued.

ETHIOPIA

Three airmail stamps have been issued commemorating Queen Elizabeth's visit to Ethiopia in February, 1965. Denominations are 5c, 35c and 60c.

GABON

This country released a 50 Fr. airmail stamp to commemorate the International Cooperation Year.

GUINEA REPUBLIC

The 1964 airmail stamps issued for the World's Fair in New York, have been reissued in different colors and overprinted 1965. Two souvenir sheets, perf. and imperf., were also released.

NICARAGUA

A set of four airmail stamps has been issued honoring the Red Cross Centenary. Also a set of eleven airmails showing various native arts was released.

PANAMA

A set of six stamps and two souvenir sheets for airmail use showing various award medals have been released to mark the 1964 Innsbruck Olympic Games.

PARAGUAY

The values and quantities of the airmail stamps issued for the Ninth Encampment of International Boy Scouts were as follows: Gs. 12.45 and 18.15, 20,000 each, and 36.00, 12,000 issued.

SHARJAH

A set of three stamps, perf. and imperf., and a souvenir sheet have been issued for use in the Dependency of Khor Fakkan.

SOMALIA

Two airmail semi-postals were re-
(Please Turn Page)

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leased to help refugees. The values are: 75c plus 20c — black, orange red and brown, and 1.80s plus 50c — black, olive bistre and slate.

TOGO

A set of two airmails in souvenir sheet form was issued honoring the late President Kennedy.

U.A.R. (Egypt)

A 80m airmail stamp honors World Meteorological Day.

U.A.R. (Palestine)

A stamp similar to the above, with color changes and the addition of the name "Palestine" was also issued.

UPPER VOLTA

A 50 Fr. airmail stamp was released to mark World Meteorological Day.

C.A.M. COVER NOTES —

(Continued from Page 271)

that originated in the Cleveland Post Office. No record is now available as to the number of pieces of mail dispatched from the Cleveland Post Office but it is thought to be very few. Also, we do not have information as to the crew in charge of Flight #2044 at this writing. Both Cleveland and Cleveland AMF used an April 1, AM, postmark; this mail was also backstamped AM, on arrival at Philadelphia AMF.

The inaugural flight from Philadelphia to Detroit was made by Capt. Gerald Killian and 1st Officer Carl Marx, operating Flight #511. It handled 2,395 pieces of philatelic mail from Philadelphia Post Office and 2,696 from the AMF, both offices using an "AM" cancellation; mail from this flight was backstamped at Detroit AMF or Minneapolis AMF on April 1.

No official cachets were provided at Cleveland and Detroit for this service. However, the Philadelphia Post Office applied an official cachet (illustrated) in green, with the Philadelphia AMF using the same design in magenta.

ASSISTANCE REQUESTED. No accurate record is available as to the number of pieces of mail dispatched by the Cleveland Post Office to Philadelphia on April 1. The CAM Catalogue Committee, in order to do an accurate job of cata-

URUGUAY

Two airmail stamps, 1.50P and 2.40P, were issued in a quantity of 300,000 each to honor President Kennedy. Also, in a salute to the Rio de la Plata Philatelic Exposition, a souvenir sheet was issued, with a value of 10P, containing 10 — 1P airmail stamps of different designs, each reproducing one of the 1864 Coat of Arms set.

YEMEN

A souvenir sheet was issued for the purpose of raising money for the Red Cross, which has been doing a wonderful job in this country under extremely adverse conditions.

Your Airs of the Month Editor again asks that news of new issues or discoveries be sent to him as early as possible. Full credit will be given.

loguing for your benefit, would like information as to the number of pieces of mail dispatched from Cleveland PO (not AMF) to Philadelphia via the inaugural AM-3 flight. Collectors having such covers will furnish valuable assistance if they will advise the writer of the number of such covers they secured from Cleveland PO in order that the information may be consolidated for *Catalogue* purposes.

About Our Cover —

Newest step-saving concept in jet airline terminals is this hexagonal-shaped facility with "under-roof" parking, scheduled to serve Detroit air travelers this year. An extension of the main terminal at Detroit Metropolitan Airport, this facility is being built for United Air Lines. Six jet aircraft will nose into the terminal ramp a distance of 25 feet under the roof, permitting passengers to board or deplane by direct access jet walkways. At departure, planes are pushed from the terminal by tractors stationed on its lower level. Planes then turn onto a taxiway under their own power. The new terminal extension is part of a \$33 million terminal and runway renovation program underway at the Detroit airport.

Call to Convention

The Constitution and By-laws of the American Air Mail Society makes provision for an Annual Meeting of the Society once each year. Therefore, it is hereby proclaimed that the 1965 business meeting of the American Air Mail Society is to be held in Chicago, Illinois at the Sheraton-Chicago Hotel during the Convention there between August 6-8, 1965.

Joseph L. Eisendrath, President

Attest: Ruth T. Smith, Secretary

June 10, 1965

FREDERIC A. KREMER

We regret to report the death of Capt. Frederic A. Kremer of North Central Airlines who passed on at the age of 45 on September 27, 1964. Mr. Kremer was born in Minneapolis, Minnesota, and, except for service in the Navy during World War II, had been a lifelong resident of the Twin Cities area. He was employed by Wisconsin Central Airlines, the predecessor of North Central, in January, 1948, before the company started operations in February over AM Route #86. He therefore drew first flight assignments when service was begun over this route between February 25 and March 2, 1948, being the inaugural pilot from Oshkosh, Clintonville, Wausau, Rhinelander, Chisholm and Hibbing. A reference to the *American Air Mail Catalogue* also reveals that Capt. Kremer also drew the first flight assignment when Brainerd, Minnesota, was added to Route #86 on March 1-4, 1949.

—W. R. Ware

A Note on Advance News of Flights

In the past two months we have been flooded with releases from airlines and the Post Office Department regarding new CAM, FAM, and jet services (see Mike Codd's comments in his "Jet Jottings" this month). While we would have liked to have reported these, *in advance*, in these pages, it was impossible due to printing deadlines. By the time the news appeared in print here the new flights would have occurred. The only way in which we can keep members up-to-date with advance notice of current new flights is through our *Advance Bulletin Service*. Manager Paul Bugg is informed of all new events by releases and from all Society sources; he then issues postal card notices to those members who subscribe to the service, giving full details on the coming events. If you are not using this free AAMS service why not send Paul Bugg a supply of 4c stamped, addressed postal cards today. That's all it will take to get the latest news "hot off the press"! Write to *Paul Bugg, AAMS Advance Bulletin Service, 3724 Old York Road, Baltimore, Maryland 21218.*

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THANKS . . . for covers to R. N. "Bob" Pritchard for a first day of the Civil War Centennial issue from Appomattox; N. T. Sampat for the Lincoln issue from India (both first day cover and mint); Bonanza Air Lines for a legal size cover with special printed cachet flown on the line's first AM-105 flight from Santa Ana, California, to Las Vegas; Ken Sanford for first flights of the Airlift International (AM-120) extension from Atlanta to New Orleans, April 26-27, and of the San Francisco Helicopter service to Lafayette, California, April 15; to Harry Gordon for a March 23 Gemini launch cover from Cape Canaveral; to Francis J. Field Ltd., for a Super VC-10 BOAC jet cover flown from London's Heathrow Airport to New York; and to the Ministry of Posts of Cyprus for various recent first day covers.

Seen and Read by the Editor

Western Stamp Collector continues to carry articles of interest to aerophilatelists. Recently appearing were a follow-up article by AAMS member P. J. Drosos of Greece about that country's first airmail stamps; a review of member Henry Goodkind's definitive study of the 5c Beacon U.S. airmail stamp, published serially in *Aero Philatelist Annals* (it will be published as a handbook later this year by the Collectors Club); an article about pilot Earle Ovington; and two articles about the 1930 U.S. Graf Zeppelin airmails - both stamps and covers - reprinting the original Post Office Department announcements relative to these issues. In a non-air vein, but of course of interest, was an article by our President Joe Eisendrath, entitled "When Mail Service to the South Was Halted," dealing with the early Civil War period.

Not to be outdone by its twice-weekly competitor, *Linn's Weekly Stamp News* has also had its share of airmail articles. The first airmail in New Zealand was the subject of an illustrated report; our own Bill Wynn and Mike Codd continued their coverage of Airport Dedications and Jets; Bill Ronson reported on the late-March Ranger 9 firing from Cape Kennedy; and an article on the first CAM route - Cleveland to Detroit - appeared, along with an item on unusual Portuguese military air letter sheets.

We have received several recent issues of the *Boletim do Club Filatelico de Portugal*, containing excellent "Paginas de Aerofilatelia" by F. Lemos de Silveira. The December issue contains a detailed report of the Fourth FISA Congress. Now all we need is someone who can read Portuguese to translate for us! Any volunteers - preferably here at home - to whom we can send these interesting magazines?

The latest issue of *The Falling Leaf*, organ of the Psywar Society, contains a listing of Rocket Leaflets used in the Berlin Cold War of the 1950's-60's. Anyone interested in air-dropped leaflets should contact this group whose General Secretary is P. H. Robbs, 8, Ridgway

Road, Barton Seagrave, Kettering, Northants, England.

A new listing, No. 5, of Swiss flight covers has been published (in German) by the Philatelisten-Club Swissair, Postfach 929, 8021 Zurich, Switzerland. AAMS member Henri Trachtenburg, B. P. 49, Ivry (Seine), France, has issued a pocket-sized catalogue of worldwide *Sports, Olympics, and Scouts* stamps. In French, it sells for five francs.

The first 1965 issue of the bimonthly *Philatelic Literature Review* is at hand. A useful feature of this publication is the unique Literature Clearinghouse section, for use by members of the publishing group, Philatelic Literature Society. For information write Daniel W. Vooys, P.O. Box 187, Canajoharie, New York 13317.

A complete list of 1965-66 *Topical Stamp Publications* is now available to anyone sending a self-addressed, stamped envelope to the American Topical Association, 3300 North 50th Street, Milwaukee, Wisconsin 53216. Some interesting aviation and space publications are listed.

The March issue, the latest in the quarterly illustrated series, of *The Aero Field* contains an interesting article on "BOAC's Silver Jubilee" - almost a complete history of the line. The regular monthly offset-reproduced issues continue to report on new airmail events, worldwide. For details write to Francis J. Field Ltd., Sutton Coldfield, Warwickshire, England. Another "house organ" received is *The Washington Bulletin*, published by the Washington Press, Maplewood, New Jersey 07040. The March issue contains several offers of air stamps and covers.

The latest U.S. Government publication worthy of note is the Smithsonian Institution's *Annals of Flight, Volume I, Number 1*, "The First Nonstop Coast-to-Coast Flight and the Historic T-2 Airplane." While of a technical nature, this publication and those to come in this series should prove of interest to anyone interested in all phases of aviation history. This 90-page booklet is available

from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402, for 70c. Order Catalog No. SI 9.9 1/1.

A reminder - the late Charles Wigin's book *First Transcontinental Flight* is still available from The Bookmailer, 30 West Price Street, Linden, New Jersey 07036. Write for details. This illustrated book, written by an eyewitness, tells of Cal Rodgers' 1911 *Vin Fiz* flight. It was reviewed in these pages some years ago when it was first published.

Your special attention is called to recent classified ads by member Al Lonky of Flushing, New York, and by N. T. Sampat of Bombay, India, both of whom have foreign flight covers to offer. In fact, many interesting offers are made each month on our classified page. Do you read it? We urge you to patronize all of our advertisers and when writing them don't forget to mention that "you saw it in the *APJ*." The same applies when writing for items listed in this column.

Book Reviews . . .

A History of the World's Airlines, by R. E. G. Davies, pp. 591, illustrated and with folding, statistical charts, \$17.50. Oxford University Press.

Reviewed by Erik Hildes-Heim

A flood of aviation books have come on the market in recent years. Many are welcome additions because they increase our knowledge of the subject, but some are only rehashes of what has already been told before which just try to cash in on the increasing interest in aviation history. Once in a while an author will tackle his subject in such a painstaking manner that his efforts, and the result, are so out of proportion to the financial compensation he can gain that his volume must be heralded and acclaimed for the exceedingly valuable reference material which has been brought together within its covers.

Such credit goes to Davies' *A History of the World's Aviation*. The renowned Oxford University Press also deserves much credit for having brought out this book. After all, the material is not of such a nature that it appeals to the general public and the book cannot expect to be headed for the best-seller list or to become a "Book of the Month" selection. So, while the price of \$17.50 is admittedly not cheap even by today's book price standards, every airmail collector who takes his hobby seriously and wishes to be well informed on the subject will find the money well spent. This book is a gold mine of information which he will time and again have occasion to refer to: It will certainly not

be found wanting, and he will surely come up with concrete facts from it.

The author is well qualified for his task, having served with the Ministry of Civil Aviation in England and with British European Airways. He is now in charge of Market Research for one of the aircraft manufacturing groups in his country. His work must to a great extent have been a labor of love or he would never have been through gathering together the required innumerable details. This reviewer knows whereof he speaks and what was involved, for he once toyed with much the same idea. To dress up the dry material he wanted to illustrate the evolution of the world's airlines by reproducing the baggage stickers used by them over the years which often showed the aircraft types in use at the time. A publisher here had also tentatively agreed to bring out a volume in this form and work had progressed on it; then the preliminary work came to naught because most of the airlines ceased to use stickers for passenger baggage.

Mr. Davies has drawn his own maps for most of the world's outstanding airlines systems and the 50 pages of index at the end of his book make it easy to find the text about any airline which is of interest at a particular moment if one does not decide to read the 540 pages of descriptive text and notes as a steady diet. While written by one with a British background, the statements and observations are presented with much ob-

(Please Turn Page)

jectivity and the United States is, for instance, given full credit for having operated the world's first airline between St. Petersburg and Tampa, Florida, in 1914, a fact which is not too generally known. A good selection of clear and representative pictures of the outstanding milestone airliners over the years is given. However, a twin-engined Benoist flying boat is shown for the just-mentioned pioneer American airline on which, in fact, only a single-engined aircraft was ever used.

It is scarcely possible to avoid mistakes or omissions completely in an exhaustive volume of this nature, but they are remarkably few and far between, considering the detailed, worldwide field that Mr. Davies covers.

The German Zeppelin operations company generally referred to as Delag was formed to keep the Zeppelin factory going at a time when German army and navy orders were scarce or not forthcoming. Except for a few city to city flights all Delag trips were local "joyrides" and Hamburg was *not* the connection point, as indicated on page 5 of the book.

The name of the French pilot, M. Henri Pequet, whom we airpost collectors know as having flown the world's first official airmail carried by plane, is misspelled. And again our hobby makes us notice what is perhaps the most notable airline which seems to have escaped Mr. Davies' attention. From the colorful, surcharged Curtiss Aeroplane & Motor Co. advertising labels which served as the first airmail stamps in Colombia we airpost collectors know that prior to the well known Scadta concern in that country, (from February, 1920 to April, 1922), a French Compañia Colombiana de Navegacion Aerea operated twin-engined Farman Goliath biplanes between Cartagena and Barranquilla. These wood and fabric aircraft did not stand up well in the tropical climate and it was only when (with this as one of the main reasons for its failure) the airline ceased operations that the German-Colombian line was formed, succeeding because it used Junkers metal monoplanes.

However, these are minute details

compared to the wealth of data which the author has brought together and presents in this one volume. This book is indispensable to every airmail collector who wants to be well informed and have a vademecum handy. To repeat, it is a gold mine of information well worth treating oneself to or wishing for as a gift on an appropriate occasion when someone wants to help or please you.

●
The Douglas DC-3, by Len Morgan, pp. 56, illustrated, \$2.95. Dallas, 1964, Morgan Aviation Books.

Reviewed by Kendall C. Sanford

"Goony Bird," "Dakota," "C-47" - it is known by many names, and it is probably the greatest commercial airplane ever built. Here is a book all about the fantastic DC-3.

The author begins by telling how he learned to fly the DC-3 in Africa during World War II and of flying with some of the top hands of Pan American, Eastern, American and TWA - pilots who had flown in the early airmail days.

He continues by relating his many experiences flying the DC-3 for Braniff Airways after the war. Even though this is not an aerophilatelic book, it will be of much interest to aerophilatelists. Written for understanding by the layman, it is a fascinating book about an even more fascinating airplane. It includes a reproduction of an exact copy of the C-47 pilot training manual. The book is filled with pictures of the DC-3, many of which are airline photos. These alone are worth its price.

To quote the author's closing lines; "The DC-3 is the ship that's been everywhere and done everything, the plane that won't wear out, the machine no one was able to replace, the remarkable device that goes on and on, outliving its successors, doing the job as well as ever. Summed up, this is the airplane that taught the World to fly."

Is it any wonder then, that at the end of 1963, there were still 1200 DC-3's flying for the airlines around the world. And did you ever stop to think how many of your first flight covers were carried by the DC-3?

(More Reviews on Page 292)

Take a Look at These!

THE DOUGLAS DC-3 At last — a book devoted entirely to Mr. Douglas' famous airliner. Written by a pilot who flew the ship in war and peace. Includes scores of good photos and some of the most unusual scale drawings you've ever seen (one large plate shows how the DC-3 looked alongside all of the other Douglas airliners). Another feature is a reprint of the Army's official "Pilot Training Manual for the C-47," the exact flight handbook issued to wartime airmen.

8½x11, in semi-stiff covers — \$2.95, postpaid

LZ129 HINDENBURG A ticket to ride Germany's magnificent airship from Lakehurst to Frankfurt cost \$400.00, and you got the smoothest, quietest, most comfortable ride ever offered the traveling public. The author, a noted lighter-than-air authority, answers every question you've ever asked about airship operation. Includes the exact operation manual written by Dr. Hugo Eckener for airship commanders. Profusely illustrated.

8½x11, in semi-stiff covers — \$2.95, postpaid

THE P-51 MUSTANG A book for every man who has ever flown a Mustang — or wanted to. A detailed pilot's report, scores of pictures and several pages of unusual scale drawings make this a true collector's item. The entire 93-page USAAF Flight handbook, "Pilot Training Manual for the Mustang," is reproduced — every word of instruction, every diagram, every picture. This is the next best thing to owning and flying your own Mustang.

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THE P-47 THUNDERBOLT Remember the big barrel-chested "Jug" of World War II? Here's your chance to learn how it flew, what pilots liked about it and what they disliked. Written by P-47 pilots, including two top aces, this account describes every aspect of actual flight operation. Includes scores of pictures and unusual drawings — plus a complete reprint of the Army's official "Pilot Training Manual for the Thunderbolt."

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Orders postpaid to the 50 States; all other please add 25c per book; Texans, please don't forget 2% sales tax.

BOOK REVIEWS —

(Continued from Page 290)

The Australian Air Mail Catalogue, Volume I, 1914-1941, by H. N. Eustis, Price 15/- (U.S. \$1.75), pp. 63, Review Publications Pty. Ltd., Sterling Street, Dubbo, N.S.W., Australia, 1965.

Reviewed by Joseph L. Eisendrath

This catalogue has been republished after being out of print for more than a quarter of a century. It lists Australian pioneer airmail flights (both official and unofficial) from the first flights of Maurice Guillaux in 1914 until 1941 when World War II put an end to the extension of new Australian mail routes. It also covers international mail-carrying flights which originated from, ended in or passed through Australia.

It provides full technical information about each flight such as departure and arrival dates and times, names of pilots, navigators, cachets, vignettes and back-stamps. In addition there is much background information about each flight, giving a fascinating glimpse into the trials and tribulations of the airmen of the pioneering era. Stories of crashes (many of them fatal) litter the pages of the book, but there are compensating glimpses of humor. For example, there is the story of the Italian aviator de Pinedo who in 1925 flew from Italy to Australia, with 95 covers for collectors on the Calcutta-Melbourne stage. Following a dispute with the Indian promoters of this deal, the fiery pilot cut away portions of each envelope bearing his autograph, thus ruining them in the eyes of collectors.

The catalogue renumbers and reprices about 700 items. The text has been completely revised in the light of information obtained since the first edition was published. The new publication embraces the text of the original 1937 edition and incorporates the supplementary edition of 1941. In addition to regular flights, it also covers pioneer Rocket, Pigeon Post, glider and parachute mails of Australia.

Sieger's Space Stamp Catalogue 1965. Price DM 3.50 (U.S. \$0.90), Sieger Verlag, 7073 Lorch, Wurttemberg, West Germany.

Reviewed by Dr. Max Kronstein

Our member Hermann Walter Sieger is without doubt one of the most successful editors of aerophilatelic catalogues. And the fact that he includes an illustration of each stamp or cover issue which he mentions in his books makes them useful to collectors of all languages. The very economical price of his publications also plays a part in his books being sold out so speedily that new and enlarged issues can follow up much more frequently than is usually the case with aerophilatelic publications. So it is no surprise that just 12 months after Sieger's 1964 issue of a special Catalogue of Space Travel, Astronauts, Sputniks and Rocket stamps, the new 1965 issue has been published.

It is about 35% larger (in number of pages) than the 1964 issue and incorporates all the features of the earlier issue, bringing it up to date (late 1964). To enable the collector to understand the meaning of such issues and to make up his collection properly, the last 24 pages give a full tabulation of all satellite starts from the U.S.A. as well as from other countries, including names, origin, launch date, orbiting time, expected life period, the eventual date of the crash and additional notes about the specific purpose of each such satellite or space trial.

For each stamp the catalogue gives a value mint, used, and on cover. Since the value of a German Mark is $\frac{1}{4}$ Dollar, it is easy to translate the values into American currency.

Collectors of space stamps or aerophilatelic issues will truly appreciate this new Catalogue.

GROUND-BOUND PLANE BUILDER: Although his Ford Tri-motor proved to be one of the safest airplanes developed for commercial aviation and contributed greatly to public confidence in air travel, Henry Ford refused to go aloft in it, according to United Air Lines.

The Different Types of Cards from the 1910 Heliopolis Air Meeting

In the December, 1964, issue of the *Swiss Stamp Journal*, the French collector Jean Boulad d'Humieres published a listing of the various cards which were issued at the Heliopolis Air Meeting in 1910:

- a) There were 20 different cards of an LL-Edition, showing landscape pictures of Egypt with one or two airplanes in the air.
- b) There were three different cards of the same LL-Edition, but with the inscription "GRANDE SE-MAINE D' AVIATION D' HELIOPOLIS (Cairo-Egypt)."
- c) Five cards are known showing an Antoinette or Bleriot Monoplane or a Voisin Biplane in flight over Egyptian landscapes with an inscription also referring to the "Cigarettes Le Khedive-Ed. Laurens-Alexandrie-Le Caire."
- d) Six different cards were issued by Liechtenstein and Harari in Cairo, showing the Oasis d'Heliopolis with one or two airplanes. These cards are numbered from 357 to 362.
- e) Six different cards were issued showing participating planes (Edition Aziz and Dores, Alexandrie, Egypt).
- f) Cards referring to the meeting were also issued by a German Company, Neue Photographische G.A.G. Steglitz 1904 (four different cards) and by an Edition "E-toile" in Paris. At least the last of these was issued after the actual air events.

This list is a most useful supplement to our article on the Heliopolis Air Meeting which appeared in *The Airstamp Journal* in June, 1962.

— Dr. Max Kronstein

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THE AUCTION FIELD —

(Continued from Page 269)

while another of the May 15, 1918, Philadelphia-New York flight sold for \$210. Reports on Heiman's April 13-16 airmail sale will be given in a coming issue.

The January issue of *Scott's Monthly Stamp Journal* has shown some substantial price increases among air mail issues, and these increases are certain to be reflected in future auction sales.

Italy's 7.70 lire air mail (Scott C27) is sued for the Rome-Rio de Janeiro flight advanced to \$125 mint or used from a previous \$90 listing. From a previous listing of \$100 and \$50 used, the 50 franc French Airplane and View of Paris series has climbed to \$125 mint and \$60 used. This is Scott C14. France's 50 franc "banknote" airmail (C15) now lists at \$125 and \$60 used, up from a previous \$95 mint and \$50 used. The 10-franc French airmail issued in 1936 (C17) to commemorate the 100th air mail flight across the South Atlantic has advanced to \$50 mint and \$25 used from \$37.50 mint and \$20 used.

A.A.M.S. Chapter News

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

Plans for a Ladies' Day Banquet, meetings, auctions, stamp shows and an election of officers are highlights this month.

Motor City Air Mail Society, #11

The secretary reports that the new officers are: Hrand Hampikian, President, Lester Strader, Vice President and John B. Jackson, Secretary, 764 Spencer Ave., Ferndale, Michigan 48220.

A Ladies' Day Banquet will be held June 26 as a garden party at President Hampikian's home. This special program will honor AAMS Vice President Lester Manning who was awarded the George W. Angers Memorial Award for distinguished service to the AAMS.

Charles F. Durant Air Mail Society, #28

From the program booklet, at the May 22 meeting Elwood M. Welsh featured "A German Topic." Gerald W. Bookhop will exhibit "Something Flown" on June 26, according to William J. Blaum, Secretary, P.O. Box 1536, Albany 1, N.Y.

Suburban Collectors Club of Chicago, #30

Gunner Carlson, Program Chairman, was the speaker on April 28 in the Hinsdale Community House, Hinsdale, Illinois. Plans were discussed to advance junior members by increased aid with their stamp collections. This is really worthwhile. Auction Manager Hank Petr is completing plans for the June 26 auction.

Jack Knight Air Mail Society, #23

Earl Wellman, Home Secretary, announced plans for this chapter's participation in "COMPEX" at the April 23rd meeting in the Hotel La Salle, Chicago, Illinois. The COMPEX banquet was to be held on May 29 at which time Grand Awards were to be given. The 200-page COMPEX Directory will feature "Spying Eye" articles by the late Ben Reeves as a memorial to him and his fine work on forged stamps. A cacheted envelope

will honor "The UN - 20 Years of Peace, Justice, and Security." There will be special cancellations on an air mail envelope, a special COMPEX meter cover, and a precancelled air post card. Illinois Governor Otto Kerner has honored COMPEX by naming the last week in May "Illinois Stamp Collectors' Week."

Allentown Philatelic Society, #29

Harold Flores, President, announced plans for a visit of the Royersford Stamp Club on June 15 at the First National Bank Bldg., Center Square, Allentown, Pa.

President Flores was active in the First Allentown Coin Show held April 24-25 at the Hotel Traylor, Allentown. 2,000 visitors attended this successful show.

Mr. and Mrs. John Smith, the A.A.M.S. Secretary and Treasurer, will visit Europe and attend WIPA '65 in Vienna, Austria, June 9-10. Earl Wellman of Jack Knight will also be at this show and will then visit Europe and continue to make a round-the-world trip. We will be looking forward to hearing his experiences and seeing his colored slides at the American Air Mail Society's Convention at the Sheraton-Chicago Hotel August 6-8. Hope to see you at the Convention.

A New Australian Aerogramme

A new form of 10d. aerogramme was to be introduced by Australia in May.

The new form, printed in red and blue, depicts a stylized form of a modern jet aircraft.

The new aerogramme was not scheduled to be issued on a specific date, but will be placed on sale at post offices as stocks of the current aerogramme become exhausted.

"Uncle Sam" Sez . . .

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

It looks like many of our members are traveling to Europe this summer. Among those traveling abroad are President Joseph Eisendrath, Vice President Dr. Perham Nahl, Secretary and Treasurer Ruth and John Smith, past President Dr. Jim Matejka, Earl Wellman, Sydney Lazarus, Herbert Rosen, and Henry Goodkind. Many of these members will attend the WIPA Exhibition in Vienna and the FISA Congress, and will travel to other parts of the Continent afterwards. John and Ruth will be in France and Holland; Joe Eisendrath was in France and Italy; and Perry Nahl is going to Spain and Portugal.

Herbert Rosen, General Chairman of INTERPEX, has been elected to the Advisory Board of the National Hobby Center in Cape Coral, Florida. This organization is a non-profit organization, "dedicated to research, encouragement, advancement, and historical preservation of the art of hobby achievements by creative Americans," and fosters the Hobby Hall of Fame in Cape Coral.

Bart and Connie Gatchell are touring the Caribbean Area, where Connie is taking advantage of the warmer climate to further recuperate from her recent operation.

Jack E. Bettencourt, Ben Lomond, California, won a Bronze Medal at the recent WESTPEX Exhibition in San Francisco for his exhibit on "The Story Of Aviation."

Another show winner was Sydney A. Lazarus of Glen Ridge, New Jersey, who won the Grand Award at the BEPEX exhibition in Paramus, New Jersey. His exhibit was of the Columbian and Pan American issues of the United States - not airmails, this time.

Stamps reports that Frieda Bulger, formerly of Philadelphia and now of Switzerland, is making a tour through Iran and Iraq.

Herbert Rosen has announced that the 1966 INTERPEX will be held at the Americana Hotel in New York City, March 4-6.

Past President James J. Matejka, Jr., has presented a collection of Early Syrian Airmail Stamps and a rare early airmail stamp of France to the Smithsonian Institution.

Eastern Air Lines has applied to the Civil Aeronautics Board for permission to operate nonstop from New York to the Virgin Islands (St. Thomas and St. Croix) and also desires to serve Jamaica, Barbados, Trinidad, and the Bahamas.

AAMS members Richard Canman and William Schulze, both of Chicago, are candidates for Director-At-Large of the American Philatelic Society. The results of the election will be known at the annual APS Convention to be held August 26-29 in Denver.

Plan now to attend the 42nd Annual Convention of the American Air Mail Society at the Sheraton-Chicago Hotel August 6-7-8. Many surprises are in store for those attending. If you cannot attend, at least bid by mail on some of the auction lots listed elsewhere in this issue.

Report Covers and Stamps Stolen

We regret to report that the home of AAMS member Leo Chill in Brooklyn, New York, was burglarized on April 23 and various philatelic material was stolen, including a collection of 300 Lindbergh covers of various types; other types of covers; a mint collection of San Marino, Russia, and Spain and Colonies, all in a Minkus Album; stock cards containing various mint stamps from Russia, Vatican, San Marino, Austria, Japan, and other countries; and a lot of used U.S. commemoratives in glassine envelopes.

Our readers are urged to be on the lookout for anyone offering such material for sale and should forward any information to Leo Chill, 1401 Nostrand Avenue, Brooklyn, New York 11226. If you can help, please do - you might be the next victim!



OFFICIAL SECTION

AMERICAN AIR MAIL SOCIETY

MONTHLY REPORT From the Secretary

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

June 1, 1965

NEW MEMBERS

- 5203 Caudell, Newell, 113 Lakeview Ave., West Palm Beach, Fla. 33401
- 5204 Davis, Albert W., USNS Barrett TAP-196, FPO San Francisco, Calif. 96601
- 5205 De Vries, Schelte, 3103 - 34th Ave., Vernon, B.C., Canada
- 5206 Gomez, Angel M., Calle #23, #243 Norte, Torreon, Coah., Mexico
- 5207 Marchant, Philip L., 2182 Wantagh Park Dr., Wantagh, N.Y. 11793
- 5208 Litt, Nathaniel, 535 East 86th St., New York, N.Y. 10028
- 5209 Schafer, Charles, Jr., 50 Donald Pl., Staten Island, N.Y. 10310
- 5210 Miller, William H., Jr., 122 East 82nd St., New York, N.Y. 10028
- 5211 Rees, Richard W., Wynn Hotel, 2008 Pacific Ave., Atlantic City, N.J. 08401
- 5212 Montuori, Louis, 75 Lincoln Ave., Dumont, N.J. 07628
- 5213 Vautrin, Charles J., 87½ Decatur Ave., Spring Valley, N.Y. 10977
- 5214 Rubin, Joseph L., 330 Haven Ave., New York, N.Y. 10033
- 5215 Marshall, Louise H., (Dr.), 4209 Everett St., Kensington, Md. 20795
- 5216 Ziegler, Edward N., 403 Hamilton St., Roselle, N.J.
- 5217 Weiner, Sam, 98 East 46th St., Brooklyn, N.Y. 11203
- 5218 Brown, Richard P., P.O. Box 14, Baldwin City, Kansas 66006
- J5219 Ewing, Edwin, 2410 Creston Dr., Hollywood, Calif. 90028
- 5220 Kean, John P., 16 Wells Rd., Greenlawn, N.Y. 11740
- 5221 Kunz, John E., Box 604, Rangeley, Maine 04970
- 5222 Lister, Althea (Miss), % PAA, Pan American Bldg., New York, N.Y. 10017

NEW APPLICATIONS

- Dey, John P., 195 Danforth St., Rochester, N.Y. 14611. Age: 23, Mail Clerk
JF HC FF GF CAM FAM DC CF X By: W. Wynn
- Srubow, Daniel, Box 104, Grants, N.M. 87020. Age: 32, Mill Operator
JF HF PC HC PA FF GF CAM FAM RP CC OF DC Z CF 1D By: W. Wynn
- Graham, Jack B., Lorane Rt., Box 280, Cottage Grove, Ore. 97424. Age: 35, Fireman
PA X - Trans-Pacific 1st flights By: R. T. Smith
- Bieda, Kenneth, 4609 S. Keeler Ave., Chicago, Ill. 60632. Age: 30, Elec. Insp.
JF FF CAM FAM RP DC By: H. Westbrooks
- Van Houten, Zelda R. (Mrs.), 69 Storey Ave., P.O. Box T, Central Islip, N.Y. 11722. Age: 42, Reg. Nurse **AM JF PC HC Z 1D X** By: M. Codd
- Degan, Jerome F., 514 Buchanan St., Topeka, Kan. 66606. Age: 50, Mechanic
JF PC HC PA FF DC 1D By: G. D. Kingdom
- Engasser, Betty (Mrs.), 227-12 - 107th Ave., Queens Village, N.Y. 11429. Age: Legal Clerk
AM AU JF HF PA FAM OF DC 1D By: W. Wynn
- Galante, Joseph L., 368 - 13th St., Brooklyn, N.Y. 11215. Age: 50, NYTA/Maint.
AM AU JF HF PA FAM OF DC 1D By: W. Wynn
- Brock, Monica, (Mrs.), 159 St. Nicholas Ave., Brooklyn, N.Y. 11237. Age: 48, Housewife
JF HF EL FF GF CAM FAM OF Z X & Nat'l Airmail Week (Mass. only) By: M. Codd
- Ross, John M., 21 Thornton Rd., Chestnut Hill, Mass. 02167. Age: 18, Student
JF HF EL FF GF CAM FAM OF Z X & Nat'l Airmail Week (Mass. only) By: M. Codd
- Bengtsson, Ingemar, Kronshold 9, Skene, Sweden. Age: 26, Police Officer
AM JF PC FF CAM FAM 1D By: W. Wynn

NEW LIFE MEMBER

- LM#139 Dr. Roberto Levi-Castillo, Guayaquil, Ecuador

REINSTATEMENT

- 1733 Slayter, R.S., 520 North Ave., Weston 93, Mass.

NEW ADDRESSES

- 4945 Tours, Elliott C., (Maj.), Det. 1, 34th Tac. Gp. AFO San Francisco, Calif. 96295
- 5051 Hollman, Fred, 8226 E. Prairie Rd., Skokie, Ill. 60076
- 4360 Cornelius, John C., 628 Nicollet Ave., Minneapolis, Minn. 55402
- 3820 Thomen, Luis F., (Dr.), Calle Rosa Duarte 23, Santo Domingo, Dominican Republic
- 5112 Ronson, William, 1307 Nelson Ave., Bronx, N.Y. 10452
- LM114 Browne, Edmond C., Rm. 322, Winston Hall, 1055 River St., Honolulu, Hawaii 96817

Attend the AAMS Convention - Chicago - August 6 - 8

APJ ADS

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FOR SALE

SOUVENIR BROCHURE & Program for First Day of Issue Luncheon for 6c Red with one F.D. card - 7/12/63, \$1.00 Ruth T. Smith, Secretary, 102 Arbor Road, Cinna-minson, N.J. 08077.

WANTED and EXCHANGE

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

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

AERIAL PROPAGANDA LEAFLETS wanted and exchanged. Have many historical duplicates. Join the PSYWAR SOCIETY! Peter Robbs, 8 Ridgway Road, Barton Seagrave, Kettering, England. *426

WANTED: Olympic covers from 1896 to date, vignettes, autographs and everything regarding this topic, especially older, for my specialized collection. Write to: Francesco Costantini, via San Calepodio 21, Roma, Italy. *421 — 424.

EXCHANGE my First Flights, CAM, FAM, Airpost Deds., FDC — 1926 to 1946 — for your Vatican mint sets. M. A. Policastro, 95-06 - 94th St., Ozone Park, N.Y. 11416. *422

WANTED TO BUY aerogrammes, collections, lots, rarities. A. Lewandowski, Box 1, New York, N.Y. 10040. *421 & 423.

WANTED — Autographed covers or letters — famous people only. Will buy or swap for your stamp needs. Advise Saul Waller, 80 Walnut Road, Glen Cove, N. Y. *422

UNITED NATIONS (mint or used) to dispose of? Will give you used airs, used Israel or mint U.S. in exchange - or cash, payment. Don James, Box 153, Lemoyne, Pa.

WANTED: All first or special flights in USA with DC-3 before 1941, all materials concerning DC-3. Vanderstockt Raoul, Ryhovelaan 89, Ghent, Belgium.

AM-103 - I HAVE one cover from the scarce San Rafael-San Francisco AMF dispatch of 15 Feb. 1964 to exchange for one from San Francisco PO dispatch of 17 Dec. 1962. Kendall C. Sanford, 1203 Tugwell Drive, Baltimore, Md. 21228.

BALLOON COVERS, stamps, medals, posters, catalogs, books, etc., wanted. No Zepps. Send list or material with prices. Burton G. Mendelson, 4133 N. Jokake Drive, Scottsdale, Arizona 85251.

NEED: BALBO covers, cachets, souvenirs of Italian air fleet 1930-33, pioneer flights, Arctic and Antarctic expeditions (Peary, Scott, Ellsworth, Amundsen, Nobile) and other expeditions. Capt. Zappala, Capitaneria di Porto, Venezia, Italy.

WANTED — Flown Boy Scout covers of period before 1941. Offer C.A.M.'s or cash. Chester Ernest Lee, 6933 La Jolla Blvd., La Jolla, California 92037.

EXCHANGE your duplicates — over ten cents — no cash. Miami Stamp Exchange, Box 307, Miami, Fla. 33135.

WANTED to buy: German & German Colonies, mint & used, old covers, sheets, F.D.C. - any German philatelic material. Yand L. Chung, 2 E. 24th St., Wilmington, Del. 19802.

WANT LINDBERGH plate singles — mint. Top 19005 & 07, Bottom 18999, Left 18997 & 99, 19000, 03 & 08, Right 18997 & 99. L. Berman, 18265 Mendota, Detroit, Mich. 48221.

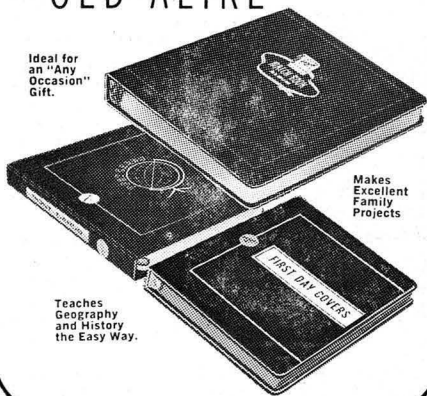
WOULD LIKE to exchange my FAM, CAM and U.S. first day covers for other material, especially U.N. Also have autographed cover of U.S.S. Thresher. John A. Rowley, 6010 Yarwell, Houston, Texas 77035.

HAVE THOUSANDS of Dedications, CAM's, FAM's and First Day Covers from 1926. Will trade for items I need in same group. Orian E. Green, 555 W. Drayton, Ferndale, Mich. 48220.

EXCHANGE — C1 Reunion, 1st day cover: C1 and C1-2 Japan, mint or used; C16-17 France, mint; and others for Germany C41-42-43 Scott's. Frank M. Preisler, 1227 Fordham, Modesto, Calif.

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