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CONCOURS D'AVIONS MARINS

(AOUT 1913)

*the* **Airpost**  
**Journal**

Volume 36, No. 10

July, 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
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1933—Latvia Africa-3 val. on F.D.C. May 28 (C9/11) .....	37.50
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do—Reversed Wtm. San. 45a, 46a, 47a .....	60.00
do—Yellowish paper San. 45c .....	9.00
do—25c brown, gum (C11) .....	7.50
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Zeppelin etc. (CB21/24) .....	24.00

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do—15c pair, one w/o wtmk. ....	7.50
do—Marg. block of 10, (5 w/o wtmk) .....	47.50
May 29, 1st Flight St. John's - St. Anthony .....	9.75
Aug. 4, to N. Sydney .....	8.75
1932—DO-X (C12) .....	49.50
1933—Labrador, cpt. (C13/17) ..	16.00
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# the Airpost Journal

Official Publication of the  
AMERICAN AIR MAIL SOCIETY

Vol. 36, No. 10

Issue 422

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Published monthly at Albion, Erie Co., Pa., U.S.A.  
Entered as second-class matter at the Post Office  
at Albion, Pa., February 10, 1932, under  
the Act of March 3, 1879.

The AIRPOST JOURNAL is not conducted for  
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compensation. Receipts from advertising, sub-  
scriptions and contributions are applied to the  
betterment of the magazine and the promotion  
of aero-philately.

The Editor and Officers of The American Air  
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Every effort is made to insure correctness of  
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Subscription Rates: \$5.00 per year, 45c per copy.  
Advertising Rate Card available from the Editor.

# Foreign Pioneer Airpost Flights, 1909-1914

## C. SPECIAL POSTAL CANCELLATIONS OF THE PIONEER PERIOD

### XXI. FRENCH AIR CANCELLATIONS IN 1912-1914

By Dr. Max Kronstein

In the years 1912 and 1913 the progress of French aviation speeded up considerably. In 1912 the total time flown by French aviators amounted to 39,000 hours, of which 9,100 were in overland flights. In 1913 133,800 hours were flown with 23,600 of them in overland flights. In these hours the total distance covered was 3,150,000 miles, 2½ times that flown in 1912. 12,200 passengers flew in 1912, increasing in the next year to 47,900. The total horsepower of all aircraft engines built in 1912 was 89,000; in 1913 this rose to 228,863 h.p. This enormous progress makes it understandable that in this period the importance of local air meetings decreased and long distance flights became more important. Thus, with this situation the aerophilatelic importance of postal cancellations for local events also decreased. Nevertheless, there are a number of such cancellations still to be reviewed, especially since some of them are quite scarce today.

The earliest of the 1912 cancellations was used by the postal authorities on April 7th and 8th during an aviation meeting at Nancy. A circular postal cancellation was in use, reading "Nancy - date - 12 - Aviation," together with a rectangular cachet (with broken edges): "NANCY AVIATION - 7 & 8 Avril 1912." Special cards exist from the meeting in which Kuhling on a Bleriot monoplane and Loridan on a Henri Farman biplane were the star performers. During this same month of April there were also a few air meetings in smaller cities at which special cachets were used, such as in "Chatillon-Coligny - 7 et 8 Avril 1912" and in Bernay (Eure) where the wording was either "Comite des Fetes d'Aviation - Bernay Aviation (monoplane) (Eure)" or "Bernay - Aviation - 14.4 (biplane) - 1912." These cachets are seldom seen.

The next great event which had postal documentation was the "Anjou Circuit" of the Aero Club de France, June 16-17, 1912. There was a triangular course to be flown with Angers at one corner, Cholet at the second corner and Saumur at the third corner. On the first day this circuit had to be flown three times with restricted landing periods at each corner. Each circuit amounted to a distance of 100 miles. On the second day the same circuit had to be flown four more times. Even though there were initially 35 entries, only four pilots completed the first round, three the second, and two the third. Only the great aviator Garros was able to



#### ANGERS AVIATION — 1912

At Left: Cover with the Postal Cancellation, At Right: The Vignette.

complete round after round and finish the whole event. Special multicolored vignettes and a special postal cancellation used at Angers, reading "ANGERS - date - 12 - AVIATION," exist from this National Competition. These rare items are illustrated here.

In the following month of July 1912, there was an airpost transportation flight from Nancy to Luneville, when the first air stamp for airpost transport from one city to another was issued. This event has already been reviewed in an article published in Part A of this series in the July 1960, issue of *The Airpost Journal*.

Another kind of air dispatch took place on August 21, 1912, when the military aviator Lt. Chentin (with a passenger) started from the Avor Aviation Camp in a Farman biplane, flew over the Bourges Conde Barracks, and dropped a dispatch there for the Commanding Officer. He then returned to his base.

One of the important events in French aviation took place outside France when, at the Gordon Bennett Races for Airplanes in Chicago, U.S.A., Vedrines (on a Deperdussin) won the 1912 Trophy for France, with another Frenchman, Prevost (also on a Deperdussin), in second place.

There were quite a few more small local events with special cards and sometimes even with private cachets, but they all cannot be discussed on this occasion. Greater events took place at the airfields around Paris and at Rheims. An airfield pass card from Paris airfield for one of these events in May, 1912, is shown, 2/3 actual size.

More and more progress was made in the development of French military aviation in the North African area. As documentation for this development we show a cover with two cachets of the military aviation groups in Morocco - a cachet "PAR AVION" and an inscription "Par Avion A Fez." The latter might indicate that the cover was to be flown by airplane from the city of Fez. It was addressed to France. But no details are to be found in literature about such airmail transportation by French military planes in Morocco in 1912. Therefore it is not possible to give more details about this cover.

**Entry Pass for the Paris Aviation Field, May 1912.**

With respect to airpost developments the year 1913 was the year when the idea of air transportation made official progress. It was the year when the aviator Daucourt (on a Borel Monoplane) on May 25, delivered a load of newspapers from Villacoublay near Paris - with an emergency landing at Sens - at Dijon, Lyon, and finally at Marseilles, ending this demonstration with an exhibition flight over the Mediterranean. It was the year when, on October 15, Lt. Rouin (on a Morane Saulnier) carried the first official Paris airmail to Bordeaux for immediate redispach by a steamer leaving for the West Indies and also when the aviator Martinez was ready on November 7 to carry another official airmail from Paris to Nice. This last event was cancelled on the last day because of other events which required the attention of the authorities. The details of all these special airpost events have been discussed already in a special report in Chapter C-XVIII of this series (May 1965). It also was mentioned in that report that the French Minister of Commerce even discussed the project of a special official airpost stamp showing an airplane circling





Moroccan Military Aviation Cover of 1912, Stamped "Par Avion" and Inscribed "Par Avion A Fez."

the Eiffel Tower. If this project had come through, it would have been one of the very first official airpost stamps of the world.



Besides these actual air transportation events, there were still some more philatelic issues in connection with aeronautical events in France. On May 11 and 12, 1913, one of the last French prewar aviation day vignettes was issued at Autun, showing a monoplane with appropriate inscription (as shown here).

There were a number of special cards issued for aviation days at Champigny (May 25), at the Paris Port Aviation (June 29), for a military aviation day at Marseilles (in July) and more, some of them in connection with local cachets. But there were no special postal cancellations in connection with any of these events.

Among the more interesting events were the Deauville Waterplane Competitions on August 24-31, 1913. They began with a hydroplane race from Paris to Deauville and special cards were issued for the occasion. This race was followed by the most extensive waterplane competitions of the period with 15 aviators participating. Especially interesting is the official program book of the event, the cover of which is reproduced on the *Journal's* cover this month.

Another series of events which attracted special public interest were the 1913 Gordon Bennett Races for Airplanes. Since France had won the 1912 Trophy at Chicago, these races were held in France on September 27-29, 1913. Rheims Betheny Airfield was the center of these competitions, in which the French aviator Prevost won the 1913 Trophy on a Deperdussin plane with a speed of 124 miles per hour. Vedrines, Gilbert and the Belgian Crombez filled the other four winning places in the competition.



Shortly before the end of 1913 a special vignette was issued for the 1913 Paris Aviation Exhibition, which was held December 5-25.

From the first half of 1914, the period before the outbreak of the first World War, the issues of cards and a vignette in connection with the Air Rally from Paris to Monaco should be mentioned. The card exists with a special cachet "Rallye Aerien - Avril 1914 - Paris." 1,000 of these cards were flown to Monaco by the aviator Maurice Renaux and others by Verrier, who also flew this route. The philatelic details of these vignettes and this air transport have already been discussed in Chapter A-IV of this series (*The Airpost Journal*, May, 1960).

Besides that rally there were a few more local events for which special cards and even a vignette (Rodez - July 19, 1914) were issued, but without special postal cancellations. From French North Africa no special airposts have been reported in



1147. M. Le Colonel FERAUD, Commandant d'Armes du Camp de TAOURIRT

**Card with Military Cachet "Aviation Militaire - Maroc -  
Section Orientale."**

1913-14, but it is certain that cards or covers were carried on many military flights of the period. They might be marked by military cachets, like "Aviation Militaire - Maroc - Section Orientale," even though they are not always flown. They do not necessarily have postal cancellation but in some cases they have the cancellation "Tresor et Postes" with a number and date. On one of the cards in the collection of this reviewer the aviator even describes how he made a flight of 160 kilometers in one hour 25 minutes, before sending the card from the Camp de Taourirt. Many more such military cards might exist which have not been listed aerophilatellically.

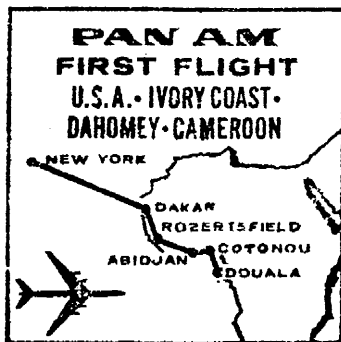
Only one air stamp event took place after the start of World War I. In September 1914, the remainders of the Nancy-Luneville air stamp of 1912 (*The Airpost Journal*, July 1960) were reissued with a Red Cross overprint and were sold for the benefit of that organization. The overprinted stamp was not used on flown covers, but in some cases items which had been flown in 1912, were overprinted afterwards with the 1914 Red Cross marking. It is very difficult to find these items today.



More than a year after receiving authority to serve new points in West Africa in conjunction with Air Afrique, Pan American World Airways on May 16 incorporated three of these cities - Abidjan (Ivory Coast), Cotonou (Dahomey), and Douala (Cameroun) - into its African segment of FAM-18. Because of continued unsettled conditions in the Congo area, the airline terminated the route at Douala rather than continuing the new once-weekly flight to Brazzaville, Republic of Congo, which had been certificated as the terminus. The flight out of New York now stops at Dakar (Senegal) and Roberts Field (Monrovia, Liberia) (both of which are also served on Pan Am's older African flights to Nigeria or South Africa) before calling at Abidjan. Back in 1963 Pan Am and Air Afrique, a consortium made up of some eleven French-speaking African nations, had made a blocked-space agreement under which Pan Am would furnish equipment and personnel for the new route and Air Afrique would lease 25 percent of all space on each flight.

Covers dispatched out of New York totaled almost 14,000 pieces. To Abidjan the Post Office sent 1,288; AMF Kennedy 1,582; and the United Nations 2,110 covers. To Cotonou the three figures were 980; 1,243; and 1,940, respectively; to Douala, 1,032; 1,411; and 2,082. The same cachet (illustrated here) was used for all these covers, applied in the usual different colors - blue at the Post Office, magenta at the Airport Mail Facility, and green at the United Nations. All covers were backstamped on May 17. Return flight covers to New York numbered 881 from Douala, 510 from Cotonou, and 732 from Abidjan;

all these were given a black rectangular box cachet reading "Premier Vol Air-Afrique / Abidjan (or Cotonou or Douala) - New-York / en association avec Pan-Am / 18 Mai 1965"; and were backstamped at AMF Kennedy on May 19. The cachet on some Cotonou covers was applied in purple.



**Official Cachet Used at New York for Pan Am-Air Afrique First Flight.**

The only other officially recognized inaugural in recent months was Pan Am's extension of its Miami-Nassau service (FAM-5) to Rock Sound, in the Eleuthera Islands group of the Bahamas, about 80 miles east of Nassau. On this occasion, December 24, 1964, Miami Post Office dispatched 1,394 covers with a green cachet (also shown here) while the Airfield sent 3,295 covers with a magenta cachet. These were backstamped the same day. Rock Sound mailed a large number of covers to Miami - mostly handled by the airline for collectors - marked with a black cachet of the same design as used at Miami - which were also backstamped on the 24th.

Pan Am recently received CAB authorization to eliminate Ketchikan and



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VIA AIR MAIL

**Cover Flown from Douala, Cameroun, to New York.**

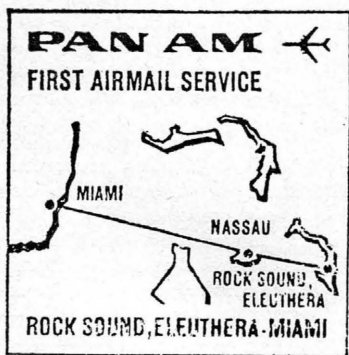
— Courtesy, Bill Schneider, Jr.

Juneau from its Alaska route, leaving Seattle-Fairbanks as the only service remaining on FAM-20. At the same time Pan Am was certificated to include Portland, Oregon, as a co-terminal with Seattle. The airline inaugurated Portland-Fairbanks service (with a stop at Seattle) on June 1 without philatelic recognition. Covers were carried in both directions on this occasion, Portland dispatching 75 pieces and Fairbanks 59 pieces. Capt. D. H. Wallace and First Officer R. F. Magnussen were at the controls. Northbound covers were post-marked June 1 and backstamped the next day; southbound covers from Fairbanks were mailed June 2 and received at Portland on June 3.

The first Pan Am flight from Miami to Aruba, Netherlands, West Indies, was flown on October 27, 1964, without cachet treatment. Pan Am had inaugurated service to Aruba from New York in April, 1964, so that the Miami flight merely represented an additional terminus. Since covers were properly dispatched, this flight is considered listable. Miami Post Office handled 65 covers and the AMF 122 pieces, all of which were backstamped at Aruba on October 28. The return flight from Aruba on the 28th saw covers dispatched with a black cachet and backstamped the same day at Miami AMF.

All of these new FAM *first flights* were flown with modern jet equipment which should make them of interest to the jet collectors among our readers as well. *Catalogue* listings in the FAM and Jet Sections will be suitably cross-referenced.

The Post Office Department authorized a cachet for a *so-called first flight* between Philadelphia and London by TWA (FAM-27) in early June. This is *not* a first FAM flight, however, since TWA started this route back in the early 1950's. The cachet is probably intended to mark the first international jet service out of Philadelphia by this airline.



**This Cachet Was Used at Both Miami and Rock Sound.**

# Jet Jottings

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

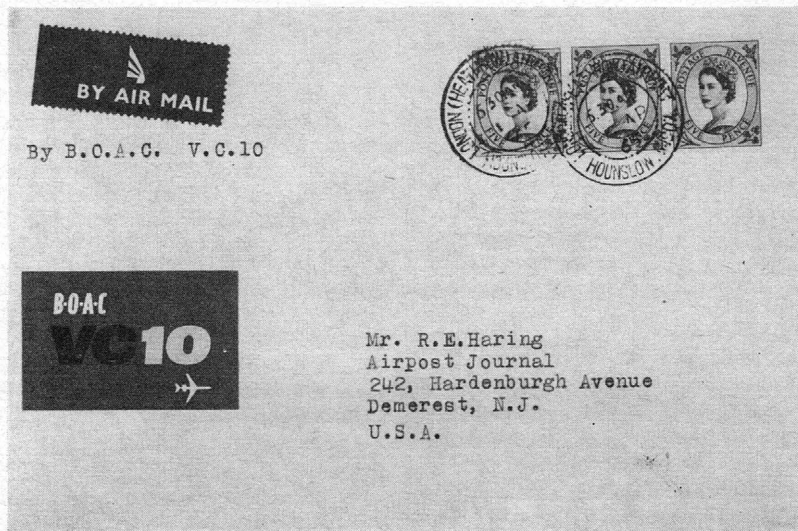
We will start off our column this month with the report of the BOAC Super VC-10 jet flights of April 1-2. This report is nearly complete, with only the quantity of covers that were dispatched from San Francisco not available yet.

Covers flown from San Francisco were postmarked April 1. A black cachet was applied to philatelic mail cancelled at the Post Office, and the same cachet was applied in red to the inaugural covers posted at the Airport Mail Facility. Both dispatches were backstamped at the BOAC office in London on April 2-23:12.

celled 2,302 pieces of philatelic mail, cacheting them in red. All three dispatches were backstamped by the BOAC office in London, April 2, 23:12.

On the flight from London to the U.S.A., 344 inaugural covers (one is illustrated below) were posted at Heathrow Airport on April 1 — no time indicated — and received no cachet. They were backstamped at Kennedy AMF, April 1, P.M.

The Super VC-10 jet inaugural flight to Bermuda saw the United Nations dispatch 2,373 covers. The New York GPO dispatched 1,200 jet covers while the



**Cover Flown on the First Super VC-10 Jet Service by BOAC from London to New York (Cancelled at Heathrow Airport, April 1, 6:30 AM)**

— Courtesy Francis J. Field Ltd.

Two pouches of covers were dispatched from New York — one to Hamilton, Bermuda, and one to London. Inaugural covers flown to both countries were all cancelled April 2.

To London, the United Nations dispatched 3,622 covers bearing a green cachet. The Postmaster at New York GPO cancelled 1,292 jet covers, applying the same cachet in blue, while the Superintendent at Kennedy AMF can-

Kennedy AMF dispatch consisted of 1,741. These all received a backstamp at Hamilton, Bermuda, and bore official cachets applied in the same respective colors as on the covers sent to London.

325 inaugural covers were cancelled at Hamilton, Bermuda, on April 2 — no time — and were given a red cachet. Upon arrival at Kennedy AMF, they were backstamped April 2, P.M.

Collectors who tried to have inaugural

covers flown from London to San Francisco, had no luck. As far as we know, all British philatelic mail was dispatched to New York. Actually none of this BOAC jet service was new by that line as it had all been operated with 707 and other BOAC jets in the past; it represented a changeover to the newest type of British jet — the Super VC-10.

Braniff's BAC-111 jet inaugurals of April 25-26 and May 1 were given official post office cachets at eight cities on AM-9 and AM-48 (all were similar to the one illustrated, except for the city name). Undoubtedly Braniff intended to give this inaugural the maximum amount of publicity, so that as many people as possible would know about its new jet services.

Takng the cities in alphabetical order, Amarillo, Texas, received jet service in only one direction, southbound. The Postmaster postmarked 1,296 inaugural covers, April 25, A.M., and applied the cachet in black. Mail was backstamped at Houston AMF the same day, P.M.

Austin received service on April 25, northbound only. 1,227 pieces of philatelic mail were cancelled A.M., and have a blue cachet. These were backstamped at Amarillo the same day, P.M. BAC-111 jet service from Austin southward did not take place until May 1. Only 127 jet covers were cancelled then, P.M., again cacheted in blue. These covers were backstamped at Corpus Christi with a clock-type backstamp that indicated no time.

Corpus Christi, Texas, was the next city to receive Braniff's new jet service — northbound via Houston and Dallas to Amarillo. Coincidentally, Eastern had scheduled its jet inauguration there for the same day. However, Eastern did not request an official cachet, but Braniff did. As a result, most of the jet covers that were sent to the Postmaster at Corpus Christi for the Eastern inaugural were actually cacheted and dispatched on the Braniff inaugural. 3,000 BAC-111 jet covers were cancelled at Corpus Christi April 25, A.M., cacheted in green, and received a backstamp at Amarillo the same day, P.M.

Des Moines, Iowa, was scheduled to receive jet service in two directions, as a stop between St. Louis and the Twin

Cities. Service northbound did take place with 1,500 pieces of philatelic mail cancelled April 26, P.M., receiving cachet in purple. These arrived at the Twin City Airport where they were backstamped April 26, A.M. The Postmaster at Des Moines informed us that his office made a mistake when he cancelled these jet covers P.M. Actually A.M. should have appeared in the dispatching cancellation.

The scheduled inaugural jet flight to St. Louis did not operate on April 25, but was delayed until April 26 (see Twin Cities comments herein) because of weather conditions. As jet equipment was not available for the flight to St. Louis, other equipment — piston probably — was substituted. However, covers were postmarked April 25 and cacheted, but returned to collectors *under cover*, unflown. The Regional Director at St. Louis stated that "as transportation was not actually via jet service, backstamping and forwarding was not performed at AMF St. Louis."



**Typical Official Cachet Used for  
Braniff BAC-111 Flights.**

The next city in Braniff's jet parade was Lubbock, Texas. Its first jet dispatch contained 858 jet covers with a magenta cachet which were backstamped at Amarillo, April 25, P.M. The inaugural flight south carried 531 cacheted covers cancelled April 25, A.M. These flew via Dallas to Houston AMF where they were backstamped P.M.

The Postmaster at Minneapolis cancelled 1,031 jet covers April 25, P.M., and applied the cachet in green ink. Minneapolis AMF — now Twin City Air-

(Continued on Page 318)

# The Convention at A Glance

## **The Dates -**

*Friday, August 6 through Sunday, August 8, 1965.*

## **The Place -**

The Sheraton-Chicago Hotel, 505 North Michigan Avenue, Chicago, Illinois.

## **The Program -**

Outlined in detail on following page.

## **Hotel Accomodations -**

Special rates have been established for the AAMS Convention by the Sheraton-Chicago which include free parking and unlimited use of their indoor swimming pool. A detailed rate card was sent to each member with the June issue of the *Journal*. It must be returned to the hotel by July 23 if the special rates are to apply to you. Send yours in now!

## **The Cost -**

Unfortunately, at this writing final prices for the various events have not been set. Your Committee is planning a "package fee" for all the various AAMS activities which will be announced in Chicago.

## **Exhibition -**

The detailed prospectus for the 200-frame, 100% airmail exhibit was included with the May issue and we trust many of our members have already sent in their entries. The deadline is July 20 so you may still have time to enter your prize air stamps or covers. This will be an open competition with no sub-classifications. There will be a special Court of Honor highlighting some previously unexhibited mementos of the first regularly scheduled U.S. airmail flight, May 15, 1918, displayed by Captain Benjamin B. Lipsner, first U.S. Air Mail Superintendent; and also some unique items from the early days of ballooning, shown by Walter Scholl.

## **Postal-Philatelic Attractions -**

A special United States Post Office Station will be in operation on *Saturday* only at the Sheraton-Chicago and (Next Page, Please)

## **Space-Science Lecturer to be Featured Speaker at Banquet**

Dale Woolley, a lecturer with the Spacemobile Program of the National Aeronautics and Space Administration's Lewis Research Center in Cleveland, has been designated by NASA to be the main speaker at the AAMS Annual Banquet to be held at the Sheraton-Chicago Hotel on Saturday, August 7, during our 42nd Anniversary Convention.



Woolley, a native of Illinois, was awarded an A.B. degree in English from Washington University, St. Louis, Missouri, in 1958. After a tour of duty in the Army, where he attended the Army Air Defense and Guided Missile Center, Fort Bliss, Texas, to study missiles and rocketry, Mr. Woolley took an M.A. degree at the University of Illinois and is currently writing a dissertation for the Ph.D. degree in linguistic science and the acoustics of speech at Illinois.

Before joining the Spacemobile Program in the fall of 1964, Mr. Woolley (Continued on Next Page)

## THE CONVENTION —

(Continued from Page 308)

will have a supply of the latest commemorative and airmail stamps for sale. In addition the special AAMS Convention Station cancellation will be available on Saturday only for use on all mail posted at the Station and for souvenir covers. Special exhibits are being provided by both the U.S. Post Office and the U.N. Postal Administration.

(Continued on Page 318)

## SPACE-SCIENCE LECTURER —

(Continued from Page 308)

taught courses in English and linguistic science at the University of Illinois and was employed as a research assistant in acoustics in the university's speech and hearing laboratory.

With all eyes turned to NASA as a result of its two successful Gemini flights in recent months, we are sure Mr. Woolley's remarks will be of interest. Will you be among those who will be there to hear him?

# PROGRAM

## 42nd Anniversary Convention



All functions will be held in the Sheraton-Chicago Hotel unless otherwise noted below. Room locations will be announced and posted on the Hotel's Bulletin Board.

### FRIDAY, AUGUST 6

10:30 A.M.

Exhibition Opens.

10:30 A.M.

Registration Desk Opens.

12:00 Noon

"Dutch Treat" Luncheon for early arrivals.

8:00 P.M.

Registration Closes.

8:00 P.M.

Smorgasbord Dinner at the Kungsholm Restaurant, 100 East Ontario Street, Chicago, followed by viewing of a delightful musical puppet operetta — a treat for the ladies.

8:00 P.M.

Exhibition Closes at the Hotel.

### SATURDAY, AUGUST 7

10:00 A.M.

Exhibition Opens.

10:00 A.M.

Special United States Post Office Station Opens. Registration Desk Opens.

10:30 A.M.

Annual Business Meeting, American Air Mail Society, President Joseph L. Eisendrath presiding.

12:00 Noon

Luncheon Recess.

1:30 P.M.

Business Meeting resumes, if necessary.

6:30 P.M.

President's Cocktail Party — for all members and guests.

7:30 P.M.

Annual Convention Banquet, featuring Presentation of George W. Angers Memorial Award and Convention Exhibition Awards, and Installation of New Officers. Toastmaster: Samuel Ray. Guest Speaker: Dale Woolley of NASA (see article in this issue).

7:30 P.M.

Post Office Station Closes.

7:30 P.M.

Exhibition Closes.

### SUNDAY, AUGUST 8

10:00 A.M.

Exhibition Opens.

10:00 A.M.

Mint Julep Breakfast, hosted by Director Dr. Southgate Leigh (from Virginia, huh!).

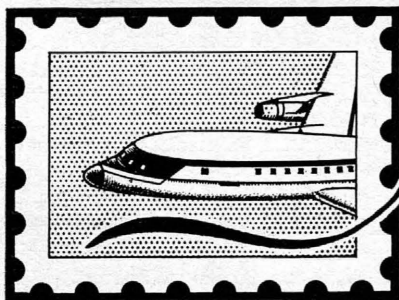
11:00 A.M.

The Convention Auction, conducted by Auction Manager Goldsticker. Bid generously by mail or in person! Showing of the Society's Aerophilatelic Slide and Recorded Tape Program.

12:00 Noon

1:00 P.M.

Exhibition and 42nd Anniversary Convention Closes.



# Airs of the Month

By BERNARD J. DATTNER

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

8024 Frankford Avenue,  
Philadelphia, Pa. 19136





## AFGHANISTAN

Honoring the Afghan "Red Crescent," a 5 afs. perforated airmail stamp, in violet, black and red, showing a nurse with small children, has been released in an edition of 15,000. Also an imperf. 100p, in green, black and red, shows the Curies. Only 6,000 copies of the latter were released.

## CENTRAL AFRICAN REPUBLIC

An airmail souvenir sheet, containing ten perforated stamps has been issued to honor the centenary of the death of U.S. President Lincoln.

## DOMINICAN REPUBLIC

A 17c blue airmail has been issued, also in commemoration of the death of Lincoln.

## FRENCH SOUTHERN & ANTARCTIC TERRITORIES

A 50fr. airmail has been released to commemorate the 125th anniversary of the discovery of Adelie Land by d'Urville.

## GUATEMALA

A set of four airmail stamps have been issued to honor the memory of Brother Pedro de Bethancourt.

## HAITI

The October 1964 Olympics stamps and sheets have been surcharged "plus .05" and "plus .25," respectively, and were reissued March 15, 1965. A set of three airmails, 50c, 1.50 and 5.00, have been issued for the 1965 New York World's Fair.

## LEBANON

Two airmails, 35 and 40p, showing butterflies in full color, have just been released.

## LIBERIA

The Boy Scouts have been honored with the issue of a perf. souvenir sheet and an imperf. stamp. The value of each is 25c.

## LIBYA

A 5m purple airmail stamp was recently issued for the International Co-operation Year, perf. and imperf., both in sheets and souvenir sheet form.

## MALI

A 55fr. airmail stamp has been issued for the International Cooperation Year.

## MEXICO

An 80c airmail stamp just released  
(Please Turn Page)

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## AIRS OF THE MONTH —

(Continued from Preceding Page)

shows Netzahualcoyotl Dam.

### NEW CALEDONIA

World Meteorological Day was marked by the issuance of a 9 fr. airmail stamp.

### PARAGUAY

An airmail souvenir sheet has been released for the XVIIIth Olympic Games, held in Rome in 1960!

### PERU

Two airmail stamps, values 1.30 and 4.30s, were issued to publicize the 4th World Basketball Championships.

### SAUDI ARABIA

Three more definitives have been issued,

marking a further changeover to watermarked paper.

### SOMALIA

A souvenir sheet of four stamps has been released to mark the Tokyo Olympic Games.

### SOMALI COAST

A 300 fr. airmail stamp shows a regional sailing ship, the "Zeima."

### SYRIA

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

### YEMEN (Kingdom)

A multi-colored airmail stamp showing a portrait of President Kennedy has been released. Value is 6 b'gash.

## A Brief News Report —

### INTERNATIONAL SHOWS IN THE U.S.A. - 1966-67

Although embroiled in controversy between philatelists and philatelic groups, it now appears that an International Exhibition to be known as *SIPEX* will be held in Washington, May 21-30, 1966; an International Air Mail and Aerospace Exhibition (*AEROPEX*) in New York, June 10-12, 1966; and that still another International show is in the planning stages for New York in '67. Much discussion has been going on in the philatelic press and among collectors about this entire international show situation. We "said our piece" in the April issue and won't comment further at this time, except to pass on the news in brief.

*SIPEX*, being managed by AAMS member George T. Turner, is planned for the Main Exhibit Hall of the Shoreham Hotel in Washington and will have 1,600 frames of philatelic material and 80 dealers' booths. Mr. Turner has taken leave from his position as Research Philatelist with the Bureau Issues Association and given up his race for the Presidency of the American Philatelic Society to devote full time to *SIPEX*. This show is authorized by the Association of Stamp Exhibitions, headed by our member and Chairman of the Citizens' Stamp Advisory Committee, David Lidman of New York.

*AEROPEX* is being directed by our member Herbert Rosen of New York and

will have AAMS members Henry M. Goodkind (representing Aero Philatelists, Inc.) and Earl Wellman (representing the Jack Knight Air Mail Society) as co-chairmen. Major participating groups to date are Aero Philatelists, Jack Knight Air Mail Society (and its related groups), Metropolitan Air-Mail Cover Club, and Rocket Mail Society.

We expect to have more news of these international shows as soon as the WIPA Show in Vienna draws to a close and the American delegates return home with their reports of the FIP and FISA meetings held there. Needless to say if all the shows occur as planned there will be plenty of places for top competition in the two years to come — right here in the U.S.A.

— R. E. H.

## Jet Plane Crosses Pacific Nonstop

On March 8 a Qantas jet completed the first nonstop crossing of the Pacific Ocean in the history of commercial aviation.

The Boeing 707 jetliner made the San Francisco-to-Sydney flight in 14 hours 33 minutes, a record for any plane, including military aircraft.

## United Nations Stamps at the World's Fair Again

United Nations postage stamps and postal stationery are again available for purchase at the New York World's Fair in 1965.

Under the auspices of the World Federation of United Nations Associations, the United Nations Postal Administration is occupying the pavilion formerly

allocated to the Sierra Leone exhibit.

In addition to stamps and postal stationery, a special souvenir folder, available for purchase only at the Fair, is on sale. There also is a large and attractive stamp display on the first two decades of the United Nations.

United Nations Postal Administration personnel will be in attendance seven days a week to handle sales and inquiries.



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# Zeppelins & Balloons By Richard K. Keiser

Box 2655, West Lawn, Pennsylvania 19609

## Zepps at INTERPEX (Continued)

Joseph Kocheisen's Graf covers were numerous and excellent. He had the Cairo-Palestine flight of April 1931 with the overprint error of 1951 instead of 1931. Particularly interesting was the Pan American flight cover from Bolivia franked with the two Zeppelin sets. He also showed the Argentine cover with the Zeppelin overprint in blue.

From the Polar trip there were covers originating in Holland, Hungary, Liechtenstein, Iceland, Germany, Saar, Danzig and Russia. The Russian covers were franked with the imperforate and the scarce perforate polar stamps.

In his exhibit of the Graf's South American flights he had covers from Argentina, Brazil, Paraguay, Albania, Eritrea, Sudan, Italy, Italian-Aegean Islands, Cyrenaica, Greece, England, Vatican, Czechoslovakia, Ireland, Andorra, Malta, Kuwait, Gibraltar, Latvia. I am sure that I missed some and Mr. Kocheisen will probably never forgive me, but he did have a lot of material.

Mr. Kocheisen also had a nice representation of the initial Hindenburg visit to the U.S.A. There were covers mailed to New York to be carried from New York to Germany on the Hindenburg. Countries represented on this flight were Canada, Guatemala, Costa Rica, Dominican Republic, El Salvador and Nicaragua.

His exhibit alone made the trip to INTERPEX worthwhile for a Zeppelin collector. The Judges certainly appreciated it for they gave it the gold medal in air mail. I was surprised that it did not get an award from the judges for the show as a whole. Mr. Kocheisen sent his exhibit to WIPA in Austria. It will be interesting to see how he did.

## Late Report from COMPEX

Not too many Zeppelin exhibits were in this show but they did well. Fred Hollman received the grand award given by the North Shore Philatelic Society for his "Graf Zeppelin Flights." Bill Kromer of Chicago had Zeppelin photo-

graphs and covers included in his exhibit of "Interesting Covers." He took a second award. Jake Schick of Chicago received a second with mint Zeppelin stamps of the world. His exhibit apparently was complete, including a tete beche pair of Aero Club of Canada semi-officials. I would like to see this mint collection.

## Acquisitions

Dick Singley, an AAMS Past President, just sold me two interesting covers. One (price \$3.00) was the last flight of the Army's TC-13 Blimp, June 12, 1937. Around this time the Army got rid of all its blimps. Some were transferred to the Navy. With U.S. LTA items so scarce I was glad to add this to my collection. The other cover (price \$1.50) was the Los Angeles flight to Bermuda, February 19, 1925. Due to stormy weather the Los Angeles was unable to land at Bermuda so the mail was dropped and none could be taken aboard for the return flight. This cover was cancelled in New York. Watch for the Lakehurst cancellation on all flights from there. It is often a scarce cancellation. Not long ago I bought a similar cover for \$2.50. These prices are ridiculous! There were only 2,341 covers carried. The Harmer Rooke Auction catalog of London suggests \$22.00 for this item. In this country this cover is not even listed by itself in an auction catalog. It's well that collectors like covers for their own sake for some are not priced very high.

## Miscellany

All covers should be mounted with transparent corners. I have just located some very fine ones - King Size Nu-Ace, 100 for 25c, minimum order \$1.00, sold by Ace Art Co., Reading, Mass. If you order any, please mention the APJ.

I wrote to the lady who had all those back issues of APJ to dispose of and offered her a 50c Graf Zepp cover for them. She wrote back that, to her surprise, she had twelve offers and would accept one of two offering precancel collections.

# Telegrams & Money Orders to Besieged Paris in 1870-71

By Ernst M. Cohn

The physical details of the pigeon mails have been described by Dagon (1) and de Lafolloye (2), and the usage and variants of telegram-reply cards were explained by Chamboissier (3). But no modern philatelic publication appears to have carried the full text of the decree of November 10, 1870, issued at Paris, which regulated the traffic of telegrams, telegram-replies, and money orders into Paris. Chamboissier cited the earlier decree of November 4, issued at Tours, which concerns telegrams only, as well as one paragraph of the decree of November 10.

I recently happened to see a full set of Le Ballon Poste, one of several letter-journal combinations that sprang up during the siege. Numbers 4 (both formats) and 5 contain the complete decree. The original letter-journal, the Gazette des Absents, did not carry the decree. It appears useful, therefore, to publish the following translation so that collectors may have a better understanding of the administrative details concerning private correspondence to Paris by pigeon mail.

The Government of the national defense issued the following Decree, dated November 10, 1870:

*Article 1.* The administration of posts is authorized to have reproduced by microphotography, and to expedite by homing pigeons or by any other means, telegrams which inhabitants of the departments address to Paris and its fortified surroundings.

*Article 2.* These telegrams may consist of four answers, YES or NO, written on special cards sent by the Paris correspondent.

The inhabitants of the departments also have the possibility of sending, in the form of letters, telegrams composed of at most forty words, address included.

*Article 3.* The administration of posts will put on sale in the post offices at Paris, at a price of 5 centimes, cards which the inhabitants of Paris will insert into letters addressed by them to persons from whom they desire replies.

*Article 4.* The price of the telegram-reply by YES or NO is fixed at 1 franc, in addition to the amount of 5 centimes, the price of the card.

The price of telegram-letters will be 50 centimes per word.

In both cases, affixing of postage is obligatory. The price will be collected, in the departments, at post office windows.

*Article 5.* Postal money orders up to 300 francs inclusive can be delivered to Paris and its fortified surroundings upon payment of the ordinary fees and a surtax of 3 francs.

*Article 6.* Telegram-replies, telegram-letters, and money orders for Paris shall be sent through the postmasters to the deputy of the Director General at Clermont-Ferrand (Puy-de-Dome).

*Article 7.* Upon arrival at Paris, the microphotographic telegrams will be transcribed by the postal administration and given home delivery.

*Article 8.* The Finance Minister is charged with executing the present decree.

Paris, the 10th November 1870

As is well known, Clermont-Ferrand did not serve as the first "V-mail" center. This work was performed at Tours and later at Bordeaux.

(Please Turn Page)

## FOOTNOTES

- (1) P.R.P. Dagron, La poste pigeons voyageurs, Tours-Bordeaux, 1871.
- (2) de Lafolloye, Depeches par pigeons voyageurs pendant le siege de Paris, Tours; translated by G. W. Angers, Springfield, Mass., 1952.
- (3) L. Chamboissier, La poste a Paris, 1914 (?).

(Editor's Note: We are pleased to present the preceding translation by a collector who specializes not in Paris Balloon Posts per se, but particularly in the posts connected with the balloon Ville d'Orleans. A part of Mr. Cohn's collection was exhibited at NAPEX in Washington last year and we found the material of much interest, both historically and philatelically. He has advised us that, to his knowledge, the Decree published here has appeared only once before in the philatelic press - in *Le Timbre Poste*, #96, pp. 95-96, December 1870. It was sent to that publication by direct balloon mail from Paris! Here it is in English 95 years later, thanks to Mr. Cohn. Readers interested in contacting Mr. Cohn may write him c/o *The Airpost Journal*).

# South African Airmails

A Chronological Listing, Indicating  
The History and Development of the Airmails of South Africa  
and South West Africa (Continued)

By Capt. M. F. Stern, A.R.I.B.A., F.R.G.S. (Copyright Reserved).

## January 5, 1957: Swissair: Walter Mittelholzer Commemorative Flight:

DC-7 planes were chartered for special flights by the Efficiency Club of Zurich. The first flight started from Zurich on January 5, 1957, in the HB-1B1 plane.



The Special Walter Mittelholzer Commemorative Flight via Swissair,  
Flown on February 9, 1957

The route was via Athens (5th), Addis Ababa (8th), Tananarive (10th), Johannesburg (14th), and Cape Town (14th), with a stop at Lourenco Marques (14th) and return via Leopoldville, Bangui, and Tripoli. Not only was mail carried on the various stages, but covers received a cachet "Swissair-Mittelholzer Memorial Flight-Switzerland-Africa-1927-1957-Bordpost HB-1B1." There were also numbered souvenir sheets bearing stamps and cancellations at the various points.

The second flight, actually the commemorative flight, arrived in Cape Town on February 18. The plane was the HB-1BZ, and again a special circular cachet was applied to mails (see above) and a souvenir folder issued. Letters from France and Lichtenstein also were carried. This plane left Zurich on February 15, returning on February 22 over the same route.

**January 12, 1957: Pre-Inaugural Flight of B.O.A.C. Britannia:**

Demonstration flights were carried out over Cape Town by B.O.A.C. The plane was the G-ANBE commanded by Captain A. S. M. Rendall. Certificates were issued to the passengers, one of whom was the writer.

**January 14, 1957: S.A.A.: Constellation: Lusaka Landing:**

A Constellation with 35 passengers and 11 crew members, bound for Johannesburg, landed at Lusaka on three engines.

**January 17, 1957: Sabena: Demonstration DC-7 Flight: South Africa:**

The new aircraft arrived at Cape Town on January 16, having been flown from Brussels.

**January 19, 1957: S.A.A.: Record Flight:**

A DC-7 aircraft broke the Cape-Johannesburg record for commercial aircraft by completing the route in 2 hours, 22 minutes. The trip was done the previous week in 2 hours, 31 minutes by a B.O.A.C. Britannia.

**February 1, 1957: B.O.A.C.: First Britannia Regular Service: England to South Africa:**

The plane G-ANBI left London on February 1, 1957, flying via Rome, Khartoum, and Nairobi to Johannesburg, returning to London on February 4, 1957. The second Britannia G-ANBD left London on February 2, 1957, and flew a London-Rome-Khartoum-Nairobi-Salisbury-Johannesburg routing, arriving back in London on the 5th. The return flight routings of the two planes were the exact reverse of the outgoing ones. Special commemorative covers were issued by B.O.A.C.

**February 14, 1957: S.A.A.: Accident at East London:**

The Skymaster "Amatola" hit a bus when landing at Collendale Airport, East London. The plane landed safely following the collision. The hood of the bus was crushed, but only one passenger was injured.

**April 2, 1957: S.A.A.: New Services:**

West Coast service to Europe was inaugurated using DC-7B aircraft with stops at Leopoldville, Kano, Algiers, and Amsterdam. Amsterdam was a new point of call. Covers were backstamped at Amsterdam and London, April 4-57.

**September 15, 1957: Sabena:**

After the previous visit of the DC-7C it was reported that these planes would be first used on the Brussels-Johannesburg route in January, 1958. This plane was nicknamed "The Seven Seas," after the last number and letter in its Douglas designation.

**October 12, 1957: Captain Gordon Store:**

This veteran South African pilot commanded the B.O.A.C. DC-7C airliner used by the Queen and the Duke of Edinburgh for their transatlantic flight to Ottawa.

(To Be Continued)

## JET JOTTINGS —

(Continued from Page 307)

port — handled 1,341 covers, cancelled April 26, P.M., receiving a black cachet. At St. Paul 1,026 BAC-111 jet covers were cancelled April 25, P.M., and cacheted in blue. All three Twin Cities' dispatches were backstamped at St. Louis AMF, April 26, P.M., as the scheduled April 25 flight was delayed a day by weather and did not operate until April 26 (also accounting for the April 26 postmark at the Twin City Airport).

Last but not least on Braniff's inaugural parade was St. Louis, Missouri, where the postmaster at the GPO processed 1,079 inaugural covers April 26, A.M., with a cachet in black, while the Superintendent at the AMF cancelled 1,435 jet covers, April 26, A.M., bearing a green cachet. Both dispatches were backstamped at the Twin City Airport, April 26, A.M.

Eastern's new schedules for April 26 showed inauguration of 727 jet service on AM-71 at Ottawa, Canada. Cover collectors groaned and tried to recall collectors whom they knew in Ottawa who might arrange to dispatch their covers. For the benefit of collectors who may not be acquainted with the rules of the Canadian Post Office, we will give them very briefly. Covers sent by mail to a Canadian Post Office will NOT be accepted for dispatch on an inaugural flight. However, if the covers are personally brought to a Postmaster at the time or day of the flight, they probably will be dispatched. Silly? discriminatory? Of course. U.S. collectors have left no stone unturned in trying to stop this discrimination against collectors residing outside of Canada, but with little success.

We were very fortunate in that a fellow collector and AAMS member, F/L R. K. Malott, volunteered to take any covers sent to him to the Postmaster at Ottawa for dispatch on the inaugural flight. Eastern's Station Manager also serviced collectors' covers. 255 pieces of philatelic mail were cancelled at Ottawa April 26, 5 A.M. Our covers were backstamped at Baltimore, Md., April 26, P.M., and received a two-line rubber-stamped cachet reading "FIRST JET

## FLIGHT / OTTAWA TO BALTIMORE."

At Baltimore the Postmaster cancelled an unknown number of jet covers April 25, A.M. Some covers were backstamped April 26, "9," while others were NOT backstamped at Ottawa. Our covers were addressed to General Delivery at Ottawa. They did not apply the General Delivery stamp to each of our covers, but instead placed it on a small slip of paper and then placed a rubber band around the covers with this slip. Were we aggravated!

Washington, D.C., also pouched philatelic mail for this inaugural. 103 jet covers were cancelled at the GPO and an unknown number were cancelled at the AMF — both April 25, P.M. The PO covers were backstamped at Ottawa, April 27, 12:30 A.M. This late backstamp is a little puzzling. Perhaps some Canadian AAMS member can clear this up or volunteer some information for our readers. To top it off none of the Washington AMF covers were backstamped at all!

Reports on the May inaugurals next month. Adios.

## THE CONVENTION —

(Continued from Page 309)

### Souvenir Covers -

A special souvenir cover will be provided as at previous Conventions. This cover may have some extra-special features if present plans materialize. Full details have not been worked out as of this writing by the Convention Committee, but will be announced both at the Convention and in our August issue so that all members will be able to get a souvenir of our 1965 Convention.

### Special Events -

Several unusual special events have been planned by your Committee. Be sure to check the detailed program carefully so that you don't miss any one of them!

### The Convention Committee -

Dr. James J. Matejka, Jr., Chairman; Edward Benson, Sheldon Friedman, Theodore Light, Dr. Perham C. Nahl, Samuel Ray.

Joseph L. Eisendrath, Exhibition Chairman.



# "Uncle Sam" Sez . . .

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

Mr. and Mrs. H. R. Harmer of Horsham, Sussex, England, celebrated their 70th wedding anniversary on May 4th. Mr. Harmer is the founder of the noted philatelic auction house which bears his name, and has been active in philately since the 1890's. Incidentally, both Mr. and Mrs. Harmer are 95 years old. He is member #91 (Life #97) of the American Air Mail Society and has been a member of both the American Philatelic Society and the Collectors Club (New York) for over fifty years.

Member Edward Benson of Wilmette, Illinois, spoke on "The Stamps and Covers of the Ryukyu Islands" at the June 16 meeting of the Evanston-New Trier Stamp Club.

From *Stamps Magazine*, we regretfully learn that Robert J. Lyon, Editor of *Sanabria's Airpost Catalogue*, died on June 2nd. He had not recovered from an operation he underwent early in May. No further details are known at this time.

Harry L. Lindquist, Editor of *Stamps* and longtime friend of the American Air Mail Society (also an Honorary Member) was the Guest of Honor at the 31st Annual Dinner of the Masonic Stamp Club of New York, on May 21. The Grand Secretary of the Grand Lodge of Masons in New York, Wendell K. Walker, presented a beautiful scroll to Harry on behalf of the Club, attesting to the esteem in which stamp collectors hold him. Mr. Lindquist responded with a short talk on the various activities which local stamp clubs can engage in. Among those in attendance was AAMS member John J. Britt, recipient of a similar honor in 1964.

AAMS Director Art Schmidt of Lindenwold, New Jersey, Co-Editor of our Airport Dedication Column, is also visiting Europe this year. Maybe we should have held our Convention in London or Paris instead of Chicago!

Seymour B. Feldman, 2708 McEarl Drive, S.E., Albuquerque, New Mexico, is interested in obtaining a "Lucky Lin-

dy" Medal and Ribbon, similar to the one offered in our October 1961, Donation Auction. If any reader knows where one can be found, please write to Mr. Feldman.

Vice President Perry Nahl was recently honored by Oklahoma State University, where he taught prior to World War II; he received a handsome desk pen set from the Dean . . . who was one of Perry's former students. Speaking of Perry, he also won trophies in both bridge and golf at various functions sponsored by the advertising agency he is affiliated with (Leo Burnett Company).

Did you know that the average airline passenger is male, 40 years old, earning over \$15,000. per year and travels on business . . . flying in the tourist section. These were among the findings of a survey conducted by the Port of New York Authority, just released in a 147-page booklet.

Pan American World Airways has applied to the CAB for permission to add the Canary Islands to its Miami-San Juan-Lisbon and New York-Africa routes.

Rumors are that Eastern Air Lines is negotiating to purchase Mackay Airlines, which operates from Florida to the Bahamas Islands. I predict this merger will be approved, but who knows when? Could be 1966 or 1967!

Red China is taking preliminary steps toward a Rawalpindi-Karachi (Pakistan) route. At the present time, the weekly services of Pakistan International Airlines are the only flights operated between Pakistan and Red China.

Linea Aerea Patagonica Argentina (LAPA) received CAB approval to operate nonscheduled property (express) and mail service between Miami and points in Argentina (via intermediate points). No word as to when service will be started, but I don't believe there will be any philatelic handling of mail.

The CAB recently approved a new interchange plan between Pan American World Airways and Pan American-Grace

(Continued on Next Page)



# OFFICIAL SECTION

## AMERICAN AIR MAIL SOCIETY

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

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

July 1, 1965

#### NEW MEMBERS

- 5223 Dey, John P., 195 Danforth St., Rochester, N.Y. 14611
- 5224 Srubow, Daniel, Box 104, Grants, N.M. 87020
- 5225 Graham, Jack B., Loranne Rt., Box 280, Cottage Grove, Ore. 97424
- 5226 Bieda, Kenneth, 4609 S. Keeler Ave., Chicago, Ill. 60632
- 5227 VanHouten, Zelda R. (Mrs.), 69 Storey Ave., P.O. Box T, Central Islip, N.Y. 11722
- 5228 Degan, Jerome F., 514 Buchanan St., Topeka, Kan. 66606
- 5229 Engasser, Betty, (Mrs.), 227-12 - 107th Ave., Queens Village, N.Y. 11429
- 5230 Galante, Joseph L., 368 - 13th St., Brooklyn, N.Y. 11215
- 5231 Brock, Monica, (Mrs.), 159 St. Nicholas Ave., Brooklyn, N.Y. 11237
- J5232 Ross, John M., 21 Thornton Rd., Chestnut Hill, Mass. 02167
- 5233 Bengtsson, Ingemar, Kronshojd 9, Skene, Sweden

#### NEW APPLICATIONS

- Vachet, Michael G., 4230 Forest #6, Montreal 39, P.Q., Canada. Age: 29, Postman  
 JF FF CF X By: R. T. Smith
- Walton, Charles M., 20 Francis Dr., Bethany, Conn. 06525. Age: 64, Engineer  
 PC CAM FAM Z 1D X By: G. Conrath
- Dietz, Charles F., (Lt. Col.), P.O. Box 1886, Costa Mesa, Calif. Age: 46, U.S.A.F.  
 RP X - Astrophilately By: R. T. Smith
- Bloedow, Fred H., 5065 N. Wolcott Ave., Chicago, Ill. 60640. Age: 29, Computer Spec.  
 AM AM of US & UN, AS JF APS of US & UN By: S. Friedman

#### REINSTATEMENT

- 4000 Van Waeyenberge, George F., Ave., Leopold 101, Ninove, Belgium. Age: 45  
 AM AU AS SC HF JF PC HC PA PB EL FF FAM RP CC OF Z 1D APS PIX X  
 R. E. & Insurance By: R. T. Smith

#### NEW ADDRESSES

- 3723 Wagers, Harry N., Box 339, McBride, B.C., Canada
- 1342 Cole, Ralph, 9417 Linden Avenue, Bethesda, Md. 20014
- 2286 Moore, Maurice H., 3320 Bryant, Palo Alto, Calif. 94306
- 3875 Gatlin, Edwin F., % Gen'l Delivery, Springfield, Mo. 65801
- 3650 Ferrant, Nicholas A., Jr., AGWAY, P.O. Box, Yardville, N.J. 08620
- LM39 Long, Elmer R., 216 Locust St., Harrisburg, Pa. 17101
- 4939 Pierce, Gerald L., (Maj.), OSC Box 422, Walter Reed Gen. Hosp., Washington, D.C. 20012

### Air Mail Moves Faster — Or Does It??

On January 25 American Airlines inaugurated the first jet airmail service to Syracuse and Rochester, New York. We were much surprised to find one of our uncacheted, souvenir covers from this service, — sent from Chicago AMF (O'Hare) on January 25, and properly back-stamped on the same date — in our mail box on June 10. Where had it been for four months? Only our Post Office knows. Seriously, though this cover is the rare exception — usually our first flight covers come back a day or so after the flight and "lost" covers are negligible, thanks to the service given by the Post Office.

### "UNCLE SAM" SEZ —

(Continued from Page 319)

Airways, for through flights between San Francisco and Los Angeles and points on the West Coast of South America. All flights will stop at Balboa, the junction point between the two airlines.

Final reminder — the American Air Mail Society Convention Auction. If you have not as yet submitted your bids, you should do it today. Closing date for mail bids is Wednesday, July 29th. Full details and list of lots can be found on pages 278-283 of the June 1965, *Airpost Journal*.

That's all for right now. Hope to see many of you at the 42nd Anniversary Convention next month.

# APJ ADS

## AAMS EXCHANGE DEPARTMENT BUY — SELL — WANT LISTS

### RATES

FIVE CENTS PER WORD per insertion. Minimum charge \$1.50. Remittance must accompany order and copy. The Airpost Journal, 242 Hardenburgh Avenue, Demarest, New Jersey 07627.

### PUBLICATIONS

DID YOU GET your copies of new reprints of Volume I & II of Airmail Catalogues? They are going fast... Order yours from: George D. Kingdom, Box 37, Conneaut, Ohio. Price \$6.25 each (\$6.50 overseas). Volume III still available at \$6.25.

### FOR SALE

UNITED NATIONS 10c Aerogramme (1/18/60) mounted in Ceremony Program, \$1.00. Ruth T. Smith, Secretary, 102 Arbor Road, Cinnaminson, N.J. 08077.

FOR SALE - 600 mixed Precancels \$2; 50 mixed used Plate Number singles \$2. A Gerstenberger, 3630 West Berkeley, Phoenix, Arizona 85009.

### 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

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

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

WANTED: Any unusual Egyptian stamps, covers, etc. Kehr, Herald Tribune, New York, N.Y. 10036. \*423.

WANTED: F.D.R. Inauguration Day covers, 2nd and 4th terms. Charles Vautrin, 87 1/2 Decatur Ave., Spring Valley, N.Y. 10977.

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

WILL BUY first flight covers from and to Switzerland. Exchange airmail labels all countries. Oscar Stahel, Sihlstrasse 3, 8001 Zurich, Switzerland. \*423.

WANTED: C18 Akron - Oct. 4 and Chicago - Oct. 7, 1933, size 6 3/4 covers with P.O. rubber stamp cachet. Have F.D.C.'s N.Y. - Oct. 2, to trade. Stephen Pearson, 1825 E. Boston Ave., Philadelphia, Pa. 19125. \*423.

NEED LINDBERGH plate blocks of 6: 18999 Top, Left & Bottom, 19003 Top & Left, 19005 "F" Top, 19007 Right. L. Beriman, 18265 Mendota, Detroit, Mich. 43221.

WANT ZEPPELIN covers. Offer air mail stamps of the world. Can supply San Marino used C71 and mint C78. Herman Kleinert, 213 Virginia, Fullerton, Penna.

WANTED to buy: Germany and German Colonies, mint, used, old covers, F.D.C., sheets. Yand L. Chung, 2 E. 24th St., Wilmington, Del. 198C2.

WILL TRADE Canadian semi-official stamps and covers if I can get something I need in these items. Send your duplicate list. Orian E. Green, 555 W. Drayton, Ferndale, Mich. 48220.

WANTED — Canal Zone covers # 2 and #6 (AAMS, Vol. I, Page 416). L. P. Leonard, 249 Valley Road, Cos Cob, Conn.

I WILL BUY any interesting cover-cachet-Balbo or Italian Air Fleet 1930-33, as well as many covers or cards from Polar expeditions. Capt. Zappala', Capitaneria di Porto, Venezia, Italy.

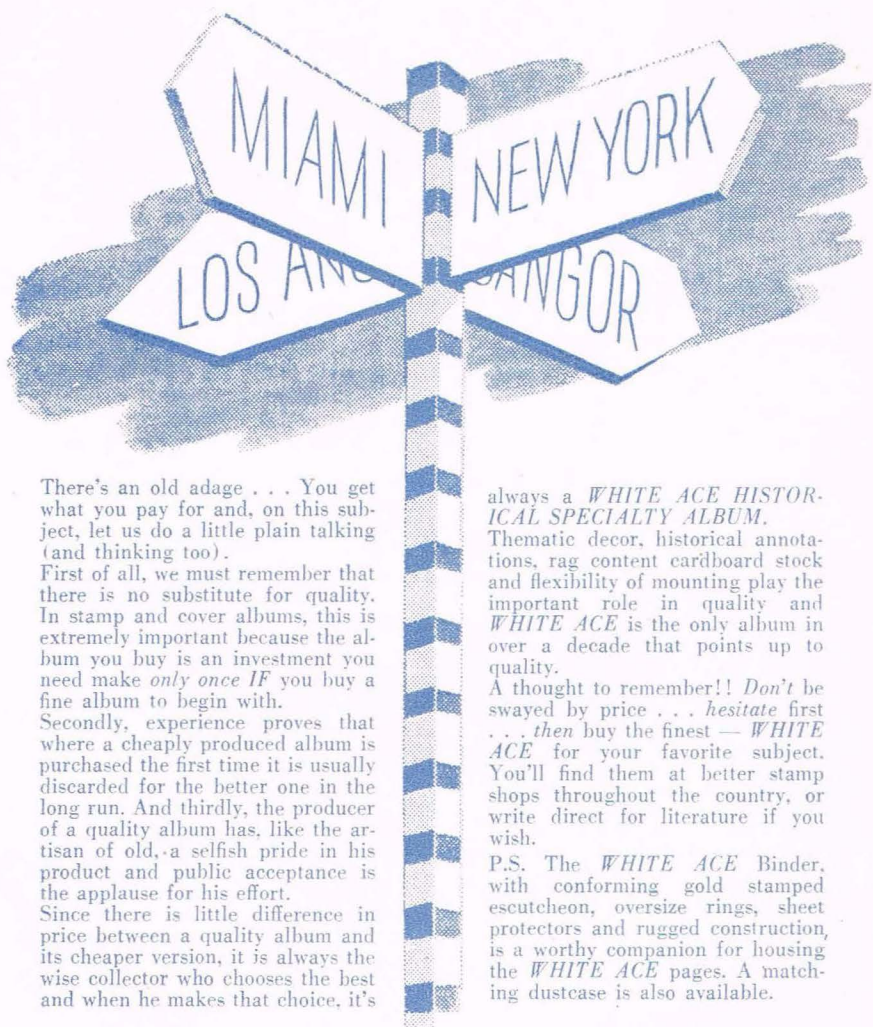
ERNESTO QUIROS, Sr. (Life Member #5) does not collect single stamps but only F.D.C. from Ecuador, Bolivia, China, Costa Rica, U.S.A., and Mexico. His address is Apartado 1261, San Jose, Costa Rica.

WANTED: Rocket flights, crash covers, Zeppelin covers, balloon covers. Will buy or exchange. Write please. Joseph L. Rubin, 330 Haven Ave., New York, N.Y. 10033.

ZEPP COVERS, round-the-world, 1929 - wanted from Canada, Liechtenstein, Netherlands, Austria, Saar, and Switzerland. Buy or trade. What do you have? R. F. Dodd, 2 Oak Lane S.W., Glen Burnie, Md. 21061.

WILL BUY OR TRADE aerograms, especially errors and varieties. Will give in exchange 75 different mint used Philippines for each lighter with commercial ads. John D. Young, P.O. Box 233, Cebu City, Philippines.

# WHITE ACE QUALITY points the way . . . . .



There's an old adage . . . You get what you pay for and, on this subject, let us do a little plain talking (and thinking too).

First of all, we must remember that there is no substitute for quality. In stamp and cover albums, this is extremely important because the album you buy is an investment you need make *only once* IF you buy a fine album to begin with.

Secondly, experience proves that where a cheaply produced album is purchased the first time it is usually discarded for the better one in the long run. And thirdly, the producer of a quality album has, like the artisan of old, a selfish pride in his product and public acceptance is the applause for his effort.

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always a *WHITE ACE HISTORICAL SPECIALTY ALBUM*.

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A thought to remember!! *Don't* be swayed by price . . . *hesitate* first . . . *then* buy the finest — *WHITE ACE* for your favorite subject. You'll find them at better stamp shops throughout the country, or write direct for literature if you wish.

P.S. The *WHITE ACE* Binder, with conforming gold stamped escutcheon, oversize rings, sheet protectors and rugged construction, is a worthy companion for housing the *WHITE ACE* pages. A matching dustcase is also available.

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