

the Airpost **Journal**



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August 9, 1919	— Calgary-Vancouver	#15a
March, 1921	— Vancouver-Seattle	#26
March, 1921	— Peace River-Fort Vermilion-Hay River-Fort Providence-Fort Simpson. Any.	#27
September 11, 1924	— Rouyn-Haileybury or Haileybury-Rouyn. Laurentide Air Service — any cover.	#50-50c
April, 1926	— (and after) Any cover bearing the red and yellow Jack V. Elliot stamp (SAN 512)	
August 25, 1926	— Sioux Lookout-Cryderman Mine (PA&E)	#83a
August 26, 1926	— Woman Lake-Red Lake (PA&E)	#84a
May 10, 1927	— Rolling Portage-Gold Pines (WCA)	#90
May 10, 1927	— Gold Pines-Rolling Portage (WCA)	#90a
January 19, 1929	— Pickle Lake-Allamwater (WCA)	#97
April 3, 1929	— Fort McMurray-Fort Chipewyan-Fort Smith-Fort Resolution-Fort Simpson-northbound	#98
June 21, 1929	— Montreal Lake-Prince Albert (WCA)	#99b
June, 1929	— Hay River to any point northward (WCA)	#100f
June, 1929	— Hay River to any point southward (WCA)	#100g
October 24, 1927	— White Horse-Mayo Landing (Yukon Airways)	#110
October 24, 1927	— White Horse-Dawson (Yukon Airways)	#110a
October 24, 1927	— Mayo Landing-White Horse (Yukon Airways)	#110b
March 9, 1928	— Any cover to or from Gold Pines (Patricia)	#121k-n
July 23, 1928	— Vancouver-Victoria (B.C. Airways)	#125a
June 15, 1929	— Prince Albert-Lac La Ronge (Cherry Red)	#140
June 15, 1929	— Lac La Ronge-Prince Albert (Cherry Red)	#140a
October 27, 1927	— Rimouski-Montreal	#205
October 29, 1927	— Quebec-Ottawa	#206
October 29, 1927	— Ottawa-Quebec	#206a
April 14, 1930	— Moose Jaw-North Battleford	#236a
April 16, 1930	— North Battleford-Moose Jaw	#236d
June 5, 1930	— Windsor-Moncton	#237a
June 8, 1930	— Any flight to or from Brantford, Ont.	#238d-g
July 20, 1931	— Hunter Bay-Coppermine	#247
July 23, 1931	— Ft. Fitzgerald-Rae-Hunter Bay-Coppermine	#247a-c
August 30, 1934	— Eastern Arctic Points to Ottawa (any)	#276
May 3, 1933	— Winnipeg-Bissett	#544
May 3, 1933	— Winnipeg-Wadhope	#544a
December 4, 1933	— Red Lake-Lac Du Bonnett	#545

I am always interested in any other rare or scarce covers in this field before 1925.

John C. Cornelius

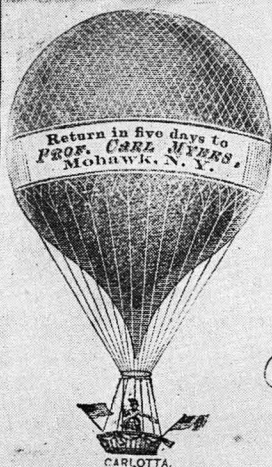
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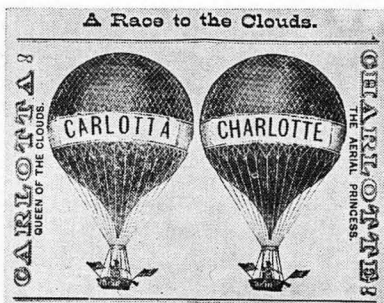
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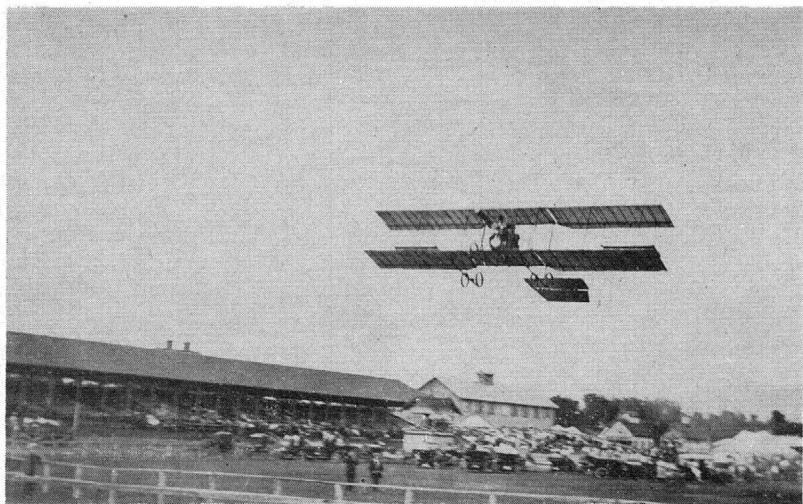
George Schmitt, Pioneer Aviator

By Thomas J. O'Sullivan and Ainslee O. Hassam

George Schmitt gave us United States Pioneers Numbers 44 and 66. His death, 50 years ago, has been appropriately commemorated recently, an event which made available many facts about his life and career in early aviation. These facts now raise fascinating questions for air mail collectors.

He was born in Rutland, Vermont, in 1891. His father, George Sr., had emigrated from Germany to settle there and operated an establishment known as the Marble City Bakery. The family lived at 5 Royce Street. Besides George there was his brother Augustus and younger brother Charles. Rutland at that time was a bustling city with a population of about 12,000. It was a railroad center, located near the world-famed Vermont marble quarries.

On December 17, 1903, when the Wrights made history at Kitty Hawk, North Carolina, George was only 12 years old. The country came to know about flying machines slowly and began to realize what aviation really meant even less slowly. But George was curious about it from the beginning. He was bitten by the flying bug and never got over its spell during his brief life. He read everything he could get his hands on about flying. This theoretical knowledge of his was put into



**George Schmitt Flying Over the Fair Grounds
Rutland, Vermont — September 2, 1913**

practice during 1909 when he was 18. He did what many young men dreamed of doing but did not have the necessary spark to accomplish. His family was not wealthy, but he managed to scrounge around and come up with enough money to finance the construction of a glider, which he built in the backyard of his family's home. The glider was a large biplane with the upper wing span about one-third longer than the lower one. It had the usual tricycle undercarriage. Control was maintained by a forward elevator and by inter-wing elevators, as well as the rear
(Please Turn Page)

rudder and elevator assemblage. The pilot's seat was on the forward edge of the lower wing.

George learned the rudiments of flying in the glider. He and his brothers and friends took it to the Fair Grounds where it was towed behind a car to achieve flying speed. Of course, he could not get it up very high or fly it very far on the tow rope behind the car. Speeding along the race track at the Fair Grounds he could get up to 20 or 30 feet in the air, but sometimes he would fall heavily to the ground, damaging the glider and requiring repairs to be made in the backyard.

The glider did not answer his dreams, so in 1910 he acquired a Curtiss biplane with a 50-horsepower Hall-Scott engine. As before, he assembled the airplane behind his home and tried to fly it at the Fair Grounds. By early 1911 he had become an accomplished aviator. He wanted to make something out of this ability of his so he teamed up with Henry Thor in a business venture. Their company was the Thor-Schmitt Aviation Company, with offices at 1497 Broadway, New York City. Thor was a flyer in his own right and had flown at various fairs. Apparently George was the better and more spectacular flyer because he did the flying and Thor became the "advance man" to book George for flying exhibitions. He accompanied George on all their barnstorming trips. They advertised extensively and asked all interested in such flying exhibitions to write or wire them at their New York office. In this first year of the partnership George flew at the Potsdam Fair in upper New York State and in Maine at the Waterville Fair. At Waterville, on September 1, 1911, he crashed for the first time but was able to walk away from the landing, which made it a good one even though the plane had been damaged.

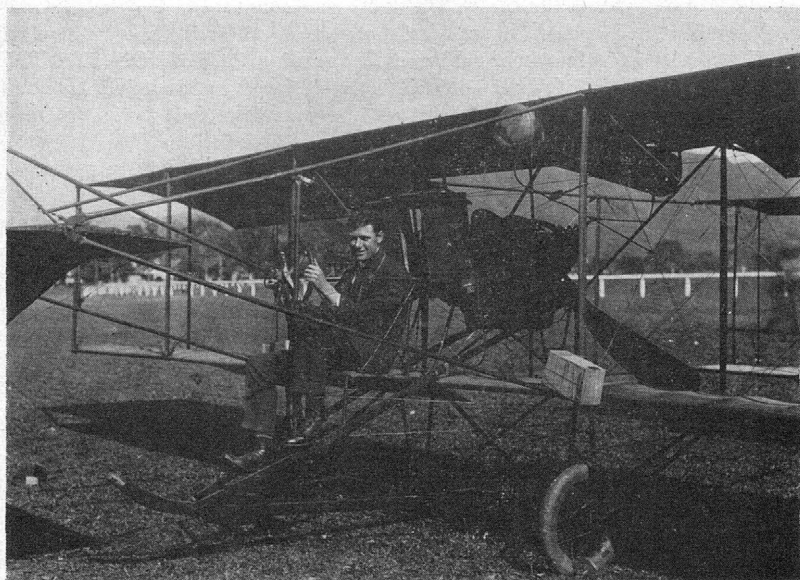
Early in the spring of 1912 George took the plane to Rocky Hill near Princeton, New Jersey, to be repaired. Much had to be done on it. His brother Charles sent him wood for the frames and struts of the plane. He bought 100 yards of Baldwin cloth, 33 inches wide, which cost 90 cents a yard. A new 60-horsepower engine was also installed.

For the year ahead, Thor had planned a trip through the midwest, much farther afield than that of 1911. On Thursday, August 1, 1912, George wrote his mother that he flew over the city of Bellefontaine, Ohio, for 22 minutes at an altitude of 3,000 feet. Five days later he had moved west 60 miles to Fort Recovery, Ohio, on the Indiana border. A Harvest Festival Aviation Meet was to be held there from Tuesday, August 6 through Thursday, August 8. Authorization had been obtained from the Post Office Department to carry mail by airplane during this meet and the route had been designated #631,004. This was listed in the *AAM Catalogue*, chronologically after the other Ohio airmail routes. These were #631,001 - Portsmouth, June 27-28, 1912 (Pioneer No. 32); 631,002 - Hamilton, July 12-13, 1912 (Pioneer No. 36); 631,003 - Coney Island, July 19-22, 1912 (Pioneer No. 38). It was followed by 631,005 - Hicksville, September 15-20, 1913 (Pioneer No. 69). A large, elaborate, circular cachet was prepared to be affixed to the mail to be flown. George was designated as the mail pilot at Fort Recovery. However, before the meet actually started he went aloft for a preliminary test flight and while in the air broke the crankshaft of his engine. He was able to glide in to a landing but that ended his participation in the meet. He could not get the engine repaired in time so Earle Sandt took over and flew the mail on the eighth and ninth (the Meet was extended for an extra day). Had the mishap not occurred, George would have flown the 1,500 items of mail which Sandt carried in the two days.

During this time, Rutland had taken George to its heart as its most famous son. The city insisted that he return to fly at the annual Rutland Fair held on the Labor Day weekend. The Fair in 1912 was to be the 67th successive event. Proper

financial arrangements had been made with the manager of the Fair and George flew on each of its three days, making banner headlines each day in the *Rutland Herald*. His plane was now christened the "Red Devil" and was equipped with an 85-horsepower engine. With this additional power, George was able to fly higher and to accomplish stunts which were the envy of other pilots. They remarked that it was no wonder he could fly in such winds with such a wallop.

Next, for the coming winter and for the spring of 1913, Thor arranged an elaborate barnstorming swing to the West Indies and around the Caribbean. While the dates of some of the places George visited are not certain, it is known that he flew in the Bahamas at Nassau. From there he went to San Juan in Puerto Rico. He was the first to fly over that Caribbean port. A picture of the flight shows him high in the air with the cross and the peak of the belfry of the Cathedral of San Juan in the foreground. At the time he was out over the Atlantic Ocean beyond El Morro. On January 30 he was in Medellin, Colombia, from where he sent a shipment of un-



**Schmitt and His Plane in the Caribbean
Port of Spain, Trinidad — February, 1913**

cured skins to his brother Charles in Rutland. Charles had a great deal of difficulty getting them through Customs in New York and whether or not the profit which George hoped for materialized, does not appear in his papers. At the end of February or in the first part of March, he gave an exhibition of flying for four days at Port of Spain, Trinidad. Crowds gathered from all over the island to see him fly. They totalled 60,000. It is reported that in their enthusiasm, when he landed, the people lifted him on their shoulders and carried him to the Queens Park Hotel in the Savanne Park area where he was staying. They contributed freely to enable him to continue his tour, and one professional man put his motor car at the disposal of George and Thor, who was with him. From Trinidad he went to Bridgetown in Barbados where he made out very well. Early in May he was in Para, Brazil. During this trip he became interested in a glamorous divorcee. His family was most con-

(Next Page, Please)

cerned over this infatuation and begged him to consider the matter very seriously before making a decision. He also stated to an acquaintance in Trinidad, who urged him to get out of flying because of the dangers involved, that he would give it up the next year but that he must make a few thousand dollars first.

As he had done the year before, he came home to fly at the 68th Rutland Fair. His West Indian and Caribbean tour must have been a financial success because he had a newer and larger plane than the one he had at Trinidad. This plane had a five-cylinder radial engine mounted ahead of the pilot's seat with a forward thrust propeller. The rear wheels of the undercarriage were double ones to bear the heavier load. The plane did not have a forward elevator. All his other planes had been pushers.

Arrangements had been made to have George fly the mail as well as give exhibitions of flying. The Post Office Department designated the route to be #603,001, the first such mail route in Vermont. A sub-station of the Post Office was set up by Postmaster Pease of Rutland at the Fair Grounds. On the first day of the Fair, September 2, 54 pieces of mail had been collected at the sub-station for his flight. They received a four-line, rubber cachet reading, "AVIATION STATION — SEPT. 2 1913 — FAIR GROUND — RUTLAND VT." and were put in a pouch. This was then given to him, and he took off, flying towards the Post Office in the city. While circling the city, he dropped the pouch and returned to the Fair Grounds. He had no difficulty on this trip. Later that same day he took off with a passenger, J. Dyer Spellman, a young lawyer and a friend of his. The plane climbed to about 500 feet and turned towards the west. The crowd watched. The engine apparently faltered, the plane fell off to the left, and then dove to the ground in a field adjacent to the Fair Grounds. The crowd rushed over to render assistance. The passenger was badly injured but survived. George received a fractured skull and his jaw, left hip and both ankles had been broken. He was lifted tenderly from the wreckage and rushed to the hospital in Dr. W. W. Townsend's car. The doctors tried but could do nothing for him and he died shortly after 10 P.M., September 2. The entire city mourned his death.



Cacheted Pioneer Flight Anniversary Cover — 1963

Rutland had not forgotten its hero. For the 118th Annual Rutland Fair, the Rutland County Stamp Club prepared a special printed inscription, applied to a

limited number of covers commemorating the 50th Anniversary of Schmitt's airmail flight. They were postmarked at Rutland, September 2, 1963 (illustrated).

Thus the airmail collector now has three items related to George Schmitt — the Fort Recovery Pioneer, the Rutland Pioneer, and the 1963 commemorative cover. There is perhaps more collectible material connected with him than just those items.

Pictures of him were taken during his exhibition at Port of Spain, Trinidad. They show that a large sign reading MAIL LARD had been painted on the underside of the lower wing. Also on both sides of the pilot's seat, tied to the forward struts, were small wooden boxes about the size of a shoe box. Newspaper accounts state that Schmitt had been hired to advertise "Maillard's," a large dry goods store located in Port of Spain. He did this by flying over the city with the sign on his wing and also by throwing out, while in flight, cards advertising the store. These cards were put into the boxes and carried aloft by him.

George and Thor were out to earn money by George's flying capabilities. They knew from George's participation in the meet at Fort Recovery that souvenir mail could be flown, and that senders of mail could be charged for the post cards and for carrying them in the airplane. Thus it is possible that George could have flown mail at the other West Indian and Caribbean points mentioned previously, and that there probably are Pioneer mail cards and covers from those places of which no knowledge has existed up to now. It goes without saying that anyone who has any comments on these opinions or any facts to add would be gratefully listened to. In any event, the next time the writers cruise or fly to the Caribbean they will search locally, hoping that something else on George Schmitt can be uncovered, that the surmises made above will be proved, and that new Pioneers will be added to our previously catalogued ones.



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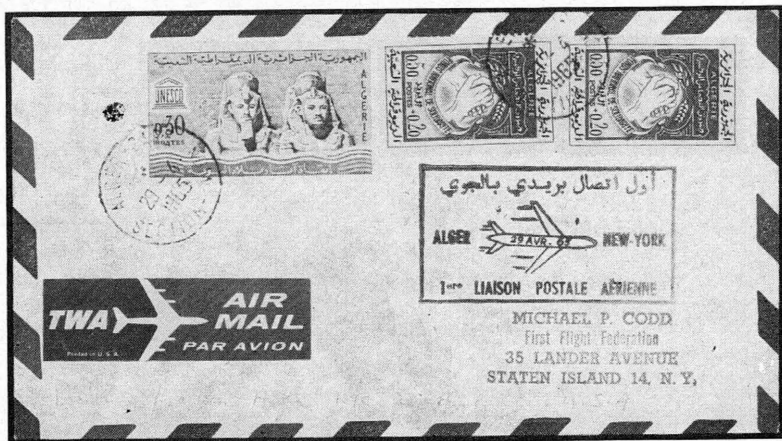
Jet Jottings

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

TWA resumed weekly air service between the U.S.A. and Algiers on April 27th, using Boeing jets. The airline had suspended service between the two countries on October 29, 1961. This resumption had been scheduled and then cancelled quite a few times within the past year.

showing the outline of a jet plane. One of these covers is illustrated here. Kennedy AMF backstamped the mail on April 29, P.M.

On April 30, BOAC inaugurated new Super VC10 jet service between New York and Nassau and between New York and Jamaica. This was not truly new



**First TWA Jet Flight Cover
Algiers - New York, April 29, 1965**

When the date of this jet service had definitely been decided upon, it was unfortunate that TWA did not request official Post Office cachets for the philatelic mail to be flown on the inaugural jet flight from New York to Algiers. As a result, this jet inauguration did not receive the publicity in the philatelic press that it would have if official cachets had been given.

The three dispatches from New York were postmarked April 27, P.M. The United Nations Post Office cancelled 408 inaugural jet covers; New York GPO posted only 100 pieces of philatelic mail and Kennedy AMF dispatched only 135 jet covers. Upon arrival at Algiers, all three dispatches were backstamped April 28, 1965.

For the return inaugural jet flight, the Postmaster at Algiers cancelled 535 pieces of collectors mail on April 29th, and, in addition, applied a black cachet

jet service, but a change in the type of jet aircraft used on the runs.

The United Nations cancelled 1,882 jet covers, applying a green cachet; New York GPO postmarked 1,173 pieces of collectors mail, using the same cachet in blue; and Kennedy Airport Mail Facility processed 1,807 inaugural covers with cachet in magenta. These had been identically cancelled April 30, A.M., and were backstamped April 30, 3:30 P.M. upon arrival at Nassau.

The northbound inaugural Super VC-10 flight saw only 92 pieces of philatelic mail which received no cachet cancelled April 30 at Nassau. Kennedy AMF backstamped these covers May 1, A.M.

There were two inaugurals to Jamaica — one to Kingston and one to Montego Bay. On covers bound for Kingston, the United Nations again used a green cachet and postmarked 1,589 pieces of

collectors mail; New York GPO applied a similar cachet in blue to 1,050 covers. The cachet read "FIRST BOAC SUPER VC 10 FLIGHT FROM NEW YORK-KINGSTON." Kennedy AMF, using magenta ink, cacheted 1,319 inaugural covers. All three dispatches were also cancelled April 30, A.M., and were backstamped at Kingston, Jamaica, April 30.

On the first Super VC 10 jet flight from Kingston, 240 jet covers were postmarked April 30. While there was no cachet for this mail, BOAC placed a typed notation on all covers which read "FIRST FLIGHT BOAC VC 10 JET, KINGSTON, JAMAICA-NEW YORK APRIL 30, 1965." Upon arriving at Kennedy AMF, they were backstamped May 1, A.M.

The other pouch of philatelic mail flown from New York contained 1,610 VC 10 jet covers posted at the United Nations bearing a green cachet; 975 pieces of philatelic mail cancelled at New York GPO, with blue cachet; and 1,391 inaugural covers postmarked at Kennedy AMF bearing magenta cachet. These, too, were postmarked April 30, A.M. and upon arriving at Montego Bay were backstamped the same day.

Many collectors who had sent their covers to Montego Bay for the inaugural flight to New York were quite disappointed to find that their covers were sent to the Postmaster at Kingston for dispatch and received a Kingston postmark. This explains why only 73 inaugural covers were cancelled at Montego Bay April 30 for the return flight. No cachet was used for this mail, but it received the same typed inscription pertaining to the inaugural flight as did the Kingston inaugural mail, except of course that it read "Montego Bay, Jamaica-New York." The Superintendent at Kennedy AMF backstamped this mail May 1, A.M.

Braniff International Airways expanded its BAC-111 jet operations by inaugurating jet flights to three more western cities on May 16. Oklahoma City dispatched 2,050 pieces of philatelic mail cancelled P.M. The Postmaster applied an official cachet in purple and Chicago's O'Hare Airport Station backstamped the covers, P.M.

Braniff's BAC-111 jet schedule had shown inaugural service from Oklahoma

First B-O-A-C Super VC10 Flight

FROM NEW YORK
TO NASSAU



Typical Official Cachet for Recent BOAC Super VC10 Flights

City in two directions — north to Chicago and south to Brownsville, Texas. All inaugural covers, however, were flown in one direction — north. The new jet policy of the U.S. Post Office Department seems to be that all philatelic mail will be flown on the very first jet flight, even though there may be inaugurations in two or more directions.

At Wichita, Kansas, the postmaster processed 3,004 BAC-111 jet inaugural covers — May 16, P.M., using a blue cachet. These were backstamped at Chicago similar to the Oklahoma City covers. On this inauguration also, collectors had requested that their covers be flown on each of the two directional inaugural flights. However, once again all philatelic mail was dispatched northbound only.

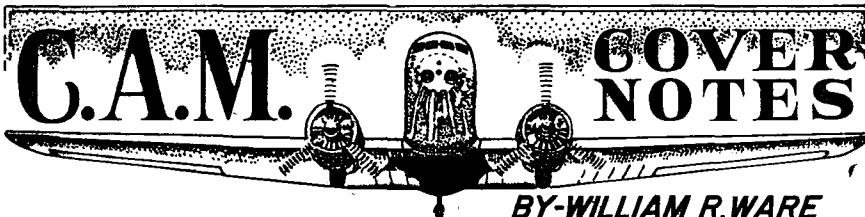
The last Braniff BAC-111 inaugural on May 16th was at Brownsville, Texas. All philatelic mail was cancelled May 16, A.M., and received a cachet in green. Covers were also backstamped at Chicago O'Hare, the same as the Oklahoma City and Tulsa dispatches; the same northbound BAC-111 flight served all three new cities.

Next month this column will cover the Northwest 727 jet inaugurals to some western cities and some additional Braniff inaugurals.

Happy flying —

**Complete Convention News
In the September APJ**

C.A.M. COVER NOTES



BY WILLIAM R. WARE

P. O. Box 375, Malden, Mo.

NEWS —

Recent action by the Civil Aeronautics Board involved the institution of a broad-scale investigation of Central Airlines' Route #81 with a view toward reduction of subsidy to the carrier. For the period ending December 31, 1964, Central ranked last among the U.S. local service carriers in the number of passengers carried and a number of cities presently served by this carrier are "weak traffic generating points." The CAB stated that the investigation would include the possibility of "trunkline suspensions, route extensions and route realignment." West Coast Airlines' Route #77 is also to be investigated in the Reopened West Coast Airlines, Inc., "Use It or Lose It" Investigation and Route Alignment Case. Primarily involved is the elimination of certain cities on this route that have not produced the minimum traffic required. Decisions in similar cases in the past have resulted in route changes and additions that have produced first flights for the collector.

We have previously commented on San Francisco and Oakland Helicopter Airlines proposal to inaugurate hovercraft service using "air cushion vehicles." We can now advise that the CAB has issued authority to this carrier to substitute this service for scheduled helicopter service over a part of its present route. Since the CAB assumed jurisdiction we presume that service will be over AM Route #103 and assuming that mail will be carried, we presume that it would be "air mail." The air cushion service authorized is between Metropolitan Oakland International Airport, San Francisco International Airport and downtown San Francisco. Helicopter flights between the two airports will be

reduced when service is started using the air cushion vehicles. Extensive test runs are presently being conducted over the waters of San Francisco Bay and after pre-operating instruction and training service was tentatively scheduled to start August 1st. The experimental service is authorized for a twelve month period. All points already are served by Route #103, so this will be service with new — and surely unusual equipment only. Is it jet service?

CHRONICLE —

AM ROUTE #120 — EXTENSION ATLANTA, GA., TO NEW ORLEANS, LA.: With no advance information from the Post Office Department, Route #120 operated by Airlift International, Inc. (formerly Riddle Airlines, Inc.) was extended from Atlanta to New Orleans on April 26-27, 1965. Due to weekend schedules in effect at that time, the inaugural flight from New Orleans to Atlanta was made on April 26th, while the inaugural flight from Atlanta to New Orleans was not made until April 27th.

Capt. J. Sollenberger and 1st Officer H. Williams were in charge of Flight #502 from New Orleans to Atlanta on April 26th. This flight handled 19 pieces of mail originating at the New Orleans Post Office and 12 originating at New Orleans Airport Mail Facility. Capt. E. Whittaker and 1st Officer J. Alonzo were in charge of Flight #501 from Atlanta to New Orleans on April 27th, which handled a mere 9 covers from the Atlanta Post Office and 15 from the AMF. No official cachets or other markings were used to identify covers flown on the inaugural flights of this new all-cargo service.

The small dispatch of mails on the inaugural flights of this service was due to the absence of any advance notice

that this service was to be inaugurated which resulted in most collectors missing this route extension. This is the third time in recent months that collectors have been neglected by the Post Office Department in connection with inaugural mail flights of major importance to them (the above extension; service to Ft. Polk, La., December 15, 1964; and the inauguration of service over AM Route #299 on September 22-23, 1964). In fact, research indicates no publicity or advance announcement was made of the inaugural service over AM Route #298 on August 19, 1963. We feel that collectors should be notified of such flights. Should shortage of time pre-

clude the preparation of official cachets on short notice flights, we are sure that collectors would understand the absence of such and would be happy just to have advance information on these flights so they could service uncacheted souvenir covers in time.

AM ROUTE #3 — EXTENSION CLEVELAND, OHIO TO PHILADELPHIA, PA.: In our recent chronicle of this service, we did not have information about the crew in charge of Flight #2044, the inaugural flight from Cleveland to Philadelphia on April 1st. We can now advise that Capt. E. Schwartz and 1st Officer K. Bryant were in charge of this flight.



The International Federation of Philately (F.I.P.), the world group which authorizes stamp exhibitions, has given its full endorsement to the SIPEX show to be held May 21-30, 1966, in Washington, D.C. Its action unanimously awarding "full patronage" to the Washington show, settles any question of where this decade's international show will be held in the United States. As major European collectors will not exhibit without it, F.I.P. endorsement is essential to holding a truly international show. The organization authorizes and sets standards for international stamp shows, usually one in Europe or the Near East and another in the Western Hemisphere or the Far East each year. The last approved show held in the United States was in 1956. The world federation approved SIPEX at the request of F.I.P.'s member organization in the United States, the American Philatelic Society.

SIPEX, to be held in the 40,000-square-foot Main Exhibit Hall of Washington's Shoreham Hotel, is the successor to the USIPEX show planned for New York.

The Bureau of Engraving and Printing, which produces America's stamps and paper money, has designed the exhibition's official emblem and medal, the (Continued on Page 345)

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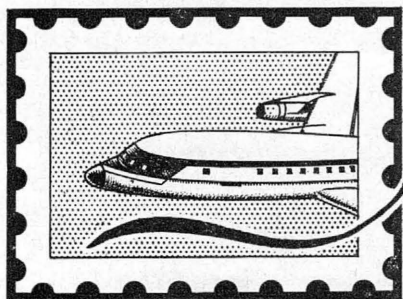
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File this ad for future reference



Airs of the Month

By BERNARD J. DATTNER

(Illustrated through the courtesy of
Nicolas Sanabria Co., Inc.
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CAMEROONS

A 100 fr. airmail stamp has been issued in sheets of 10 to mark the 100th anniversary of President Lincoln's death.

CANAL ZONE

A set of six definitive airmails was issued on July 15. This set replaces the "Wing and Globe" design. Values are 6c green, 8c red, 15c blue, 20c orange red, 30c brown and 80c yellow.

CHILE

A 40c rose and brown airmail stamp was released to commemorate the I.T.U. Also a 5c airmail in gray and brown has been issued to mark the sesquicentennial of the Battle of Rancagua.

DAHOMY

The 5th International Meteorological Day stamp is a 50 fr. value in red, blue, yellow and black.

FRANCE

A 2 fr. definitive has been issued. Sanabria distributed this in a blue and dark blue combination. We have also seen copies in blue and very light blue. Were there two distinct issues?

FRENCH COLONIES

I.T.U. issues were released by Comoro, French Polynesia, French Southern and Antarctic Territories, New Caledonia, St. Pierre and Miquelon, Somali Coast and Upper Volta.

FRENCH COMMUNITY

I.T.U. issues for the several African republics are: Cameroons, 70 fr.; Central African Republic, 100 fr.; Congo, 100 fr.; Mauretania, 250 fr.; and Upper Volta, 100 fr.

GABON

Four airmail stamps have been released showing ancient sailing vessels. Denominations are 25, 50, 85 and 100 fr.

HONDURAS

A new and hitherto unknown variety has been reported. A used copy of the 6c orange red official stamp of 1931 has been found with inverted overprint. The stamp has been certified by the Philatelic Foundation.

JORDAN

A set of three airmail stamps has been issued, depicting native birds. Values
(Continued on Next Page)

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are 50, 500 and 1000 fr., issued in both perf. and imperf. form.

LEBANON

Two more airmail stamps have been released showing native butterflies, values 200 and 300 pi.

LIBERIA

A souvenir sheet bearing a 50c airmail stamp has been issued to mark the centenary of President Lincoln's death.

MONACO

A 10 fr. I.T.U. stamp has been released and shows the Monte Carlo broadcasting station.

Release of the 3 fr. airmail stamp, originally scheduled for May 17th, has been postponed until February 1, 1966, which is the first birthday of Princess Stephanie.

NICARAGUA

A set of four black-bordered airmail stamps have been issued in memory of President Kennedy.

PARAGUAY

The International Bank Conference set has been overprinted for the Centenary of the National Epos — values 12.45G and 36.00G, in quantities of 100,000 and 55,000, respectively.

Also, for the Tokyo Olympics a set and souvenir sheets, perf. and imperf., were released, 12.45G and 18.15G (30,000) and 50.00G (15,000).

PHILIPPINES

A 30s airmail shows President Macapagal signing the Land Reform Bill.

SALVADOR

A set of three airmail stamps was released for the International Cooperation Year.

SIERRA LEONE

Sir Milton Margai and Sir Winston Churchill have been honored in a series of 5 varieties.

SURINAM

The P.O. Dept. advised that a set of 12 definitive airmails was scheduled for release in July. Details later.

SYRIA

A 50p airmail stamp has been issued, picturing Al-Sharif Al-Radi. Also a 60p airmail was released for the Medical Meeting of the Near East and Middle East. Two stamps have also been issued in the campaign to save the Nubian monuments — values 22½p

green, and 50p blue, green and black. To commemorate the massacre of Deir Yassin, two airmails were released.

U.A.R.

The P.O. Dept. announced a 10m airmail stamp for release early in July.

URUGUAY

A 20p airpost stamp was recently issued, showing a coat-of-arms. Also a set of three air stamps was released for the Bicentennial of Jose Artigas.

YEMEN (YAR)

Two airmail stamps have been overprinted in brown honoring J. F. Kennedy and come perf. and imperf. To commemorate the anniversary of the massacre of Deir Yassin, Yemen issued two stamps, a 6b yellow and red and a souvenir sheet.

YEMEN (Kingdom)

Three of the Red Cross stamps of 1963 have been overprinted in green "Honouring British Yemen Relief Committee 1963-1965" and in black "Air Mail" with flying plane. The new denominations are 1/8b purple overprinted 10b; the 1/4b red overprinted 18b; and the 1/2b overprinted 28b. For the I.T.U. Yemen issued a 6b airmail and a 6b souvenir sheet.

Your Airmail New Issues Editor is starting to get some direct information from various countries, but would appreciate receiving any and all official releases. He would also like to hear directly from persons in the countries of origin and to receive examples of the stamps which he will either pay for or return, as desired.

Thank You . . .

Once more the AAMS and its Officers are pleased to offer thanks to a group of members who were nice enough to send extra cash donations to help our Society function. This time our thanks go to Dr. George Brands, Irving Hare, Robin Halpert, Sgt. Nola Hite (who found time to send her donation while on duty in Viet Nam), John Hosterman, Mrs. Irene Jarozewski, Basil Littin, Vernon Miller, Miss Mary Pearce (one of our "regular" donors), and Dick Thompson. We hate to sound repetitious, but thanks!

One of the most fascinating and important sales of aerophilatelic covers and stamps was held April 13-16, 1965 by Irwin Heiman, Inc., of New York City. This is to be remembered as the sale which saw the first day covers of the first U.S. air mail issue (C1 thru C3) bring the fantastic sum of \$5,250.00. This was previously briefly noted, and these covers will be described in more detail later in this article. The entire auction consisted of almost 2,500 lots, and to describe them all would require several issues of *The Airpost Journal*; so of necessity, it will be possible to comment on only the more important and appealing lots.

Trans-Oceanic Record flight covers commanded considerable attention. The June 21, 1927, Byrd Transatlantic flight from New York to Paris (TO-1060), autographed by Byrd and listing at \$75, sold for \$60. One of the 96 covers carried by Sir Hubert Wilkins on April 14, 1928, from Point Barrow to Svalbad Radio (TO-1071) went for \$24 against a catalogue value of \$35. A cover from the Von Gronau Transatlantic flight (TO-1147), franked with Iceland and U.S. stamps, and autographed by crew members, sold for \$52. This cover lists for \$100. A surprise of the lot was TO-1167, the Mattern and Griffin Round-the-World Flight. This cover, one of the ten carried on the flight, was postmarked July 5, 1932, and autographed by Mattern. It realized \$170, or \$20 more than the catalogue value.

Balbo flight covers were much sought-after items and brought prices far in excess of their catalogue values. Those included in the sale all catalogue between \$10 and \$50, but read the prices that they brought!

- (a) Shediak-Chicago. July 14, 1933. Cover TO-1179d, franked with \$1.45 in Canadian stamps, brought \$370.
- (b) Montreal-Chicago. July 15, 1933. Cover TO-1179e, franked with \$1.45 in Canadian stamps, brought \$330.
- (c) Montreal-Chicago. July 15, 1933. Cover TO-1179e, franked with \$1.70 in Canadian stamps, brought \$320.
- (d) Montreal-Chicago. July 15, 1933.

News from the Auction Field

By Vernon J. Miller

- Cover TO-1179e, franked with an 8-cent Canadian stamp, brought \$71.
- (e) Chicago-New York. July 23, 1933. Cover TO-1184, franked with \$1.70 U.S. postage, brought \$730.
- (f) Chicago-Shediak. July 18, 1933. Cover TO-1184a, franked with \$1.70 U.S. postage, brought \$725.
- (g) Chicago-Rome. July 18, 1933. Cover TO-1184c, franked with \$3.60 U.S. postage, brought \$775.
- (h) New York-Shediak. July 23, 1933. Cover TO-1184d, franked with \$1.70 U.S. postage, brought \$725.
- (i) New York-Rome. July 23, 1933. Cover TO-1184f, franked with \$3.60 U.S. postage, brought \$650.
- (j) Same as above, but on a legal size envelope, brought \$600.

A cover carried on the May 15, 1934, New York to Rome Pond-Sabelli flight, autographed by Sabelli, listing for \$35, sold for \$38. The September 2, 1936, attempted flight from New York to London by Dick Merrill and Harry Richman (TO-1264) sold for \$80. This cover, bearing both Newfoundland and U.S. postage, was autographed by Richman, Merrill, and Rickenbacker. A legal-size cover of the Yankee Clipper Transatlantic Survey Flight, autographed and with various postmarks and stamps of six countries, sold for \$52.

Collectors must remember, of course, that the catalogue values quoted for Trans-Oceanic Flights are those which appear in our *American Air Mail Catalogue*, Volume II, which was issued in 1950. Needless to say — the prices realized in the auction market speak for

themselves — these *Catalogue* values are long outdated and should be taken as a basic guide only.

The highlight of this entire sale was the two covers and one card bearing first day cancellations of the first U.S. airmail issue. So stimulating was the interest in these three items that it was thought advisable to quote the auctioneer's description of the lots:

6c orange (C1), tied to flown cover to Chicago with Dec. 10, 1918 PHILADELPHIA AIRMAIL cancel, b.s. Chicago Dec. 12. Envelope has slight diagonal fold.

16c green (C2) with other stamps, tied to flown cover with Jul 11, 11AM, 1918 PHILADELPHIA AIRMAIL cancel. Stamp close at left, back flap of envelope partially off.

24c carmine rose and blue (C3) tied to flown card, PHILADELPHIA May 13, 1918 postmark and held for first flight. Card also bears special airmail postmark of PHILADELPHIA-NEW YORK, May 15, 1918 - First Trip.

First day covers of the second airmail issue (C4-6), described as very fine, sold for \$77.50. A first day cover of the five cent violet (C16), described as close to right and fine, brought \$46. A block of four of the same issue on first day cover sold for \$125.

An interesting array of 1918 first flight covers commanded sound prices. The six-cent orange (C1) on a December 16, 1918, first flight cover from Philadelphia to Washington brought the astonishing price of \$190. The same issue on a cover from Washington to Philadelphia sold for \$100. The Philadelphia to New York flight, also franked with C1, realized \$65. Except for an indistinct postmark, this cover doubtlessly would have commanded a higher price.

The July 15, 1918, flights from New York to Washington and from New York to Boston, each franked with a straight edged 16-cent green (C2), sold for \$65 each. A very fine Washington to New York cover of the same date, also franked with C2, brought \$95, while a cover predated two days earlier, using C2 as postage, sold for \$45. The September 5, 1918, flights from New York to Chicago and Cleveland to Chicago sold for \$13 and \$15 respectively. Each was franked

with C2. An interesting legal-size cover of the August 11, 1918, flight from New York to Washington, held for the P.O. take-over from the Signal Corps the following day, with C2 for postage, sold for \$47.50.

Flight covers bearing C3 as postage also commanded high prices. The Washington to New York flight of May 15th sold for \$95. The same flight cover, franked with a vertical pair of C3, brought \$240. The sum of \$210 was paid for still another cover from this flight, a legal sized envelope with "1918" inverted in the postmark. A cover of the Washington-Philadelphia flight, using C3 as postage, sold for \$120, while a Washington to Boston went for \$67.50. A Philadelphia to New York cover sold for \$85. An interesting Philadelphia to Washington cover addressed to W. T. Robey, finder of the 24c inverted center, sold for \$100. The sum of \$120 was paid for a Philadelphia to Washington first flight bearing a postmark without the words "First Trip." The same amount was paid for the New York to Washington flight, franked with a straight edged stamp, and autographed by Lt. James Edgerton, the pilot. The New York to Washington flight without an autograph sold for \$65. The June 9, 1928, first flight from Boston to New York sold for \$110.

These first flight covers have been noted in some detail as it is thought that the interest and strong bidding they commanded merits this attention. Considering that each cover bearing any of the three values now catalogues for approximately \$100, it can readily be noted that in many instances they bring full catalogue or better. Condition of all these covers listed in this auction sale was described as "fine or very fine."

The *Zeppelins*, on cover or as stamps, brought their usual high prices. A Round-the-World 1929 Zeppelin cover addressed to Germany and franked with plate number blocks of C5 & 6 sold for \$80. A complete set of the Zepps on a round-the-world cover with first day cancellation, of which only a few exist, sold for \$675. Another complete set on a card and two covers sold for \$140. The \$1.30 and \$2.60 values on a Round-the-World Zeppelin Cover, with the stamps de-

scribed as fine to very fine, brought \$110.

A mint copy of the 65c value, C13, described as "very fine with a slight gum crease," sold for \$29; a mint copy of the \$1.30 value, C14, with the same description, sold for \$67.50; while the \$2.60 value, C15, described as "original gum with a tiny thin and very fine appearance," sold for \$140. Somewhat of a bargain was a mint plate block of four of the Century of Progress Zepp, C18, which sold for \$32.

Large die proofs of the 8c to 24c (C4-6), described as very fine and being "ex-Roosevelt," sold for \$550 against an estimated value of \$1050.

Mint copies of the early airmail issues also commanded sound prices. A very fine block of four of the 24c C3 with a minor gum bend sold for \$37, while a center line original gum block of the same issue brought \$40. A top margin block of 12 of this issue with two plate numbers, arrows, and two "TOP," described as fine to very fine and not quite centered with a slight corner crease, sold for \$160.

While the emphasis in our report of this sale has naturally been placed on U.S. material, some comment is also in order regarding a few foreign lots. *France's* 10 fr/1.50 fr blue Ile de France (C4), described as "fine with part original gum with the perforations touching at the bottom," sold for \$700 against a listing of \$900. The 50fr emerald (C14) "View of Paris" with original gum and noted as very fine sold for \$98. The 50fr "Banknote" airmail (C15), now listing at \$125, sold for \$92. The *German Polar Flight* set (C40-2), described as fine to very fine with some hinge remnants, brought \$134 against a catalogue listing of \$225. The *Iceland Balbo Flight* issue of 1933, C12-14, with some hinge remnants and noted as fine to very fine, brought \$325 while cataloguing \$300.

A very fine original gum copy of the 30c *Switzerland* issue C1 sold for \$40, just a few dollars under full catalogue. The *Vatican City Archangel* issue (C16-17), original gum and very fine, sold for \$205 against \$312 catalogue. The 1949 U.P.U. issue, C18-19, which catalogues for \$160, sold for \$110.

In the Irwin Heiman auction sale of

May 19-21, airmails of France and Colonies as well as some of those of the British Empire were featured. The first two issues of *France*, the 2fr and 5fr C1-2, mint and very fine, brought \$40 against a catalogue value of \$50. A mint, very fine copy of the 50fr C14 which catalogues at \$100 sold for \$110 while a block of four of the same issue in mint condition brought \$430. The 50fr ultramarine C15, described as "very fine with a minute paper spot on the reverse," sold for \$92.50 against a catalogue value of \$95. For the same issue in a mint block of four, \$410 was paid. Blocks of four of the 1936 South Atlantic issue (C16-17), listed as very fine original gum mint copies, sold for \$170 while listing for \$156.

In the colonies a mint very fine copy of Reunion's 50c red Roland Garros issue (C1) sold for \$22 against a listing of \$40.

Airmails of Newfoundland and New Guinea represented the *British Empire* in this sale. The Newfoundland \$1.50/\$1 blue DO-X issue of 1932 (C12), as a mint very fine original gum single, sold for \$49 against a catalogue value of \$70. The 1933 \$4.50/75c Balbo issue (C18), described as original gum very fine mint, sold for \$97, or seven dollars more than its catalogue value.

All the New Guinea lots were described as very fine, mint, original gum stamps. The 1931 issue complete (C1-13) sold for \$22 (catalogue \$62.30); the 1931 commemoratives (C14-27) sold for \$22.50 (catalogue \$70.20); the 1932-34 issues complete (C28-43) went for \$20 (catalogue \$55.90); the high value 1935 issues (C44-45) which catalogue at \$120 sold for \$60; and the 1939 issue complete (C46-59) sold for \$21.50 against a catalogue listing of \$62.85.

An interesting item from still another auction sale was the disposal of complete sheets of the 1930 Graf Zeppelin airmails. These were featured in the auction held by the Robert A. Siegel Auction Galleries of New York City. Costing \$227.50 when purchased at face, these sheets brought the outstanding price of \$13,500.

In H. R. Harmer's June 22-25 New York sale *Japan's* 1934 Tokyo Exhibi- (Continued on Page 341)

A Unique Memorial to an AAMS Founder

When *George W. Angers*, one of the founders of the American Air Mail Society and a well-known airpost collector, died several years ago, his widow, Margaret, presented his extensive aerophilatic library to the *Cardinal Spellman Philatelic Museum* at Regis College, Weston, Massachusetts. These volumes served as a nucleus to which were added aerophilatic works previously donated to the National Philatelic Museum at Philadelphia, many of them by members of the American Air Mail Society.

The Cardinal Spellman Philatelic Museum has appropriately designated all of these books on aerophilately as the *George W. Angers Memorial Collection of the American Air Mail Society*. Some of George Angers' friends among the members, officers, and past officers of the Society thought it would be appropriate for each book in the collection to be properly marked. Therefore a handsome bookplate to be placed in each volume was designed by our talented Vice President Lester S. Manning of Detroit and printed in maroon on textured buff

stock by our APJ printer, *The Albion News Press*. The entire cost was paid for through private subscriptions by friends of Mr. Angers and was not an "official" AAMS project. The design of the special bookplate appears on this month's cover, appropriately inasmuch as August will mark the second presentation of the George W. Angers Memorial Award. The winner will be announced at our Chicago Convention on August 7. Both by this Award and the Memorial Library the memory of George Angers is kept alive among aerophilatists, both present and future.

It is important for collectors to make provision for disposition of their own aerophilatic libraries in the event of their death. We suggest that they might want to add their printed volumes to the Angers Memorial Library at the Spellman Museum. If any of our readers feel so inclined they may obtain details as to the correct form of the bequest, procedures, etc. from Past President L. B. Gatchell, 6 the Fairway, Upper Montclair, New Jersey 07043.

BOOK REVIEW—

The Seaplanes, by Henry R. Palmer, Jr., pp. 52, illustrated, \$2.95. Dallas, 1965, Morgan Aviation Books.

Reviewed by Kendall C. Sanford

This book belongs in the library of any collector of early FAMs, Trans-Oceanic Record Flights, and N.Y.R.B.A. Flights and will be of interest to all aerophilatists.

It traces the history of seaplanes from the 1910 flight of Henri Fabre to the British Saunders Roe Princess of 1951 — the largest seaplane ever built.

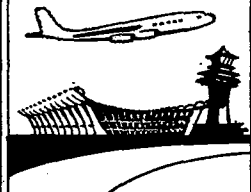
While not a philatelic book, there are many references to mail-carrying seaplanes, including the Dornier DO-X and all the ones flown by Pan American World Airways.

One should actually get two copies of the book, cut the photos from one and use them when mounting flown covers.

Many of them are Pan American Airways photos.

The author sums up the book like this — "The development of the long range, land-based bomber during World War II and its eventual transformation into the high speed jet transport of the present day rudely shoved the flying boat into obsolescence, and with the retirement of the Martin Mars and the shelving of the Seamaster and Princess projects its era drew to a close."

"Today scarcely a half dozen concerns throughout the world manufacture amphibians and floats, and then only in relatively limited numbers. A few flying boats and amphibians of ancient origin remain in specialized service in various parts of the world, and several hundred float planes both new and old perform efficiently where land planes fear to tread. But for the most part, the seaplane's day has ended."



AIRPORT DEDICATIONS

BY

WM. T. WYNN, JR.

13537 Rockdale, Detroit, Michigan 48223

We cordially welcome new Ded Collectors Mrs. Betty Engasser and Messrs. Bengtsson, Dey, Galante, and Srubov into the membership of the AAMS.

We're finally able to report the following events which have occurred since the last column appeared:

MAY

- 22 Crestview, Florida — Bob Sikes Airport
Princeton, New Jersey
South St. Paul, Minn. — Fleming Field
- 23 South St. Paul, Minn. — Fleming Field
Butler, Indiana — Waterloo-Butler Airport
Waterloo, Indiana — Waterloo-Butler Airport
- 24 Houghton Lake, Michigan
- 29 Brookings, Oregon
- 30 Miller, South Dakota

JUNE

- 6 Ebensburg, Penna. — Municipal
- 12 West Yellowstone, Montana
- 19 Green Bay, Wisconsin
- 20 Carroll, Iowa
Kenosha, Wisconsin
- 21 Muskegon, Wisconsin

JULY

- 1 Pocono Lake, Penna.
- 5 Paullina, Iowa

Our Publications Committee has let it be known that it takes a dim view of airport re-dedications, and on the basis of some recent evidence we are inclined to concur. The prime example of meaningless re-dedications is probably O'Hare Field which has been "dedicated" several times already. However, there are valid reasons for re-dedications such as Idlewild's change in name to John F. Kennedy; the conversion of an airport into a major jetport; or a change in ownership from Federal to municipal.

One such event occurred recently when the Wood County Airport in West Virginia was named Gill Robb Wilson Field. The person honored is the well known editor of *Flying Magazine* and pioneer aviator. That this re-dedication was an event of major importance is attested to by the presence of many celebrities including Jacqueline Cochran, Roscoe Turner, and test pilots Joe Walker and Pete Everest. U.S. Senator Jennings Randolph and Gov. Hulett C. Smith participated along with a squadron of F101 fighters from the U.S. Air Force.

Columbia, South Carolina, dedicated its Metropolitan Airport May 30. If any collectors in that area know of covers, please contact me.

Coming up soon! Lincoln, Montana — send covers to Raleigh Sandon, Sec'y of Lions Club; Red Hook, N. W. — private Skypark Airport, Aug. 8; Hutchinson, Minn., August 15; Hartselle, Alabama; Cheraw, S.C.; Bowie, Texas.

THE AUCTION FIELD—

(Continued from Page 339)

tion airmail souvenir sheet (C8), realized \$110 against a catalogue value of \$100; *Spain's* 1938 Defender of Madrid semipostal souvenir sheet (CB6) sold for the same price (it catalogues for only \$70). There were other interesting airmail lots in the 2,300-lot sale. In an earlier Harmer sale a copy of the inverted center variety of the 24c U.S. airmail was sold for \$8,000, considerably less than the \$15,500 realized for a copy of the same stamp sold by the same firm in November 1964. The difference — condition. The \$8,000 copy had perforations touching the frame line at the bottom and a tiny thin, while the copy sold in November was an exceptional example.

WIPA 1965

Vienna's WIPA '65, one of the largest of modern international philatelic exhibitions, has received extensive coverage in the philatelic press. There were more than 5,000 entries from all over the world. Of the 48 gold medals awarded, four went to Americans; 49 other medals were given to exhibits from the U.S.A.

The outstanding award to an AAMS member was the gold medal to Henry M. Goodkind for his exhibit of air mails of the world, including the 24c U.S. invert of 1918. Past President Dr. James J. Matejka walked off with four medals for different exhibits, a silver-gilt, silver, silver-bronze, and bronze. Other award-winning AAMS members from the U.S. were:

Bronze Medals

Joseph Kocheisen

Raymond B. Barhnart

Silver Medal Diploma (for Literature)

Ernest A. Kehr.

We regret that we do not have the list of foreign award winners, some of whom may be AAMS members, but we will announce them in these pages later.

Secretary and Treasurer Ruth and John Smith attended WIPA as part of a European vacation and report seeing our overseas members Horst Aisslinger, S. Amaral, Drs. J. Boesman (President of FISA), Kurt Dahmann, Henry duPont, John C. W. Field, Rudolf Kallenbach, Mario Onofri, H. Eric Scott, Henri Trachtenburg, and Jimmie Wotherspoon.



Cover Bearing Two of the Special Austrian Semipostals Issued for WIPA, Cancelled with Special FISA "Day of Aerophilately" Postmark

—Courtesy John J. Smith

Gilded Silver Medal
Fritz Billig
Silver Medals
Louis Staub
Sydney Lazarus
Philip Silver
Silver-Bronze Medals
George L. Lee
Roy Votaw
Jesse G. Johnson

From the U.S.A. came members Goodkind, Matejka, Fritz Billig, Harold Dermody, Sol Glass, Herman Herst, Jesse Johnson, Henry Kraemer, S. Serebrakian, Herb Rosen, Julius Stolow, George Turner, and Earl Wellman. Members Giulio Bolaffi and Enzo Diena of Italy, together with member Aisslinger, served on the Jury. Adolf Kosel of Vienna was on one of the WIPA Committees. It goes

without saying that the AAMS was well represented in Vienna.

The airmail section of the show was held in the Messepalast, one of the two huge halls housing the exhibition. There

were many outstanding exhibits, but Zepelin and Balbo material seemed to predominate. (Editor's Note: This same material is bringing sky-high prices in the auction market — read our Auction News Report in this issue).

Vice President Manning Receives Walter J. Conrath Award

By Samuel S. Goldsticker, Jr., Vice President

In special ceremonies held in connection with the final meeting of the season of the Motor City Airmail Society. Vice President Lester S. Manning was presented with the Walter J. Conrath Memorial Award which had been awarded to him at the annual AAMS convention last September. Mr. Manning was unable to attend the convention due to illness and the physical presentation of the award was held in abeyance for an appropriate occasion. It was finally decided that the presentation would occur in connection with the Chapter meeting in Detroit.

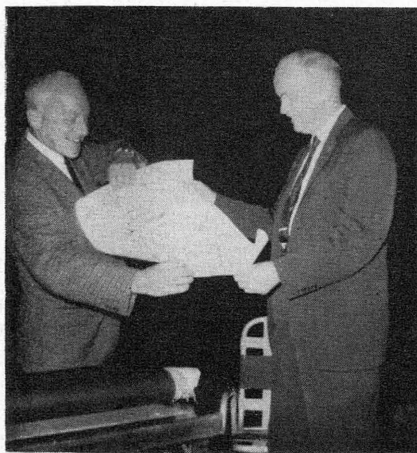
Representing the American Air Mail Society at the ceremonies were President Joseph Eisendrath; Past President L. B. Gatchell, who is also Chairman of the Conrath Award Committee; and the writer. Mrs. Gatchell also attended.

Attending from the Detroit area were host Hrand Hampikian, President of the Detroit Air Mail Society; Mr. and Mrs. Lester Manning; Mr. and Mrs. Leon Berman; Dr. and Mrs. George Brands; Mr. and Mrs. Orian Green; Mr. and Mrs. John Jackson; Mr. and Mrs. Le Roy Lyons; and William T. "Bill" Wynn, Jr.

The festivities started out with a cocktail party on the spacious lawn of Hrand Hampikian's home. Mr. Hampikian, who is a landscape gardener, displayed many unusual plants and flowers which he had cultivated. This was followed by dinner at the Devon Gables Restaurant in Bloomfield Hills, rated as one of the finest eating places in Michigan. The presentation ceremonies were to have been held at the restaurant, but since it was somewhat crowded, it was decided to return to Mr. Hampikian's gardens.

The actual presentation was made by President Eisendrath who narrated Mr.

Manning's achievements in both the architectural and philatelic fields, with emphasis on his work for the American Air Mail Society. He also spoke about the forthcoming Convention in Chicago. Bart Gatchell gave a brief history of the Award, the late Walter Conrath's work for *The Airpost Journal*, and the American Air Mail Society. He also thanked the host and the Detroit Chapter for their fine hospitality. The writer also thanked the host and made a plea for additional material for "Uncle Sam" Sez.



President Joe Eisendrath formally presents the 1964 Conrath Memorial Award Certificate to Vice President Les Manning, Detroit, June 26.

The program concluded with Mr. Hampikian showing slides of rare plants and flowers. Unfortunately, the out-of-town guests had to leave before this feature was over so President Eisendrath could catch his plane.

From the Editor's Desk . . .

Demarest, New Jersey
August 1, 1965

OUR ANNUAL REPORT

This is our second report prepared for an Annual Convention, made just eleven months after the previous one. Much has happened involving *The Airpost Journal* since we last reported to the membership.

In response to our requests for help in last September's report, two volunteers offered their assistance, and naturally it was promptly accepted. Both are now regular columnists for the *Journal*, and although their columns are in the embryonic stages right now, we are looking forward to great things from our two new assistants in the years ahead. We refer, of course, to "Airs of the Month," our expanded airmail new issue column written by B. J. Dattner, and "News of the Auction Field" by Vernon J. Miller. In addition to his new assignment to "follow the market" in our specialized field of philately, Mr. Miller has also volunteered to retype and rewrite some additional material, relieving some of this burden from your Editor. These two were not the only newcomers to the regular APJ Staff during the year. Our faithful member Dick Keiser offered to write a column on lighter-than-air material which is now appearing every other month, and will alternate with the Auction News column. We know that all three of these writers would appreciate any help you can give them to make their columns the best possible so if you have any new issues to report, "hot tips" on auction doings, or new Zeppelin discoveries, write to them directly.

In the Art Department we have secured the help of Vice President Les Manning whose work on the regular column headings is just beginning to show up in the pages of the *Journal*. In the year ahead we hope to complete the work on these headings and to channel some of Les' talents toward the magazine's front cover.

No report would be complete without a word of appreciation to the "old standbys" without whose help there would have been very little material to fill our pages with each month. Heading the list of these is Dr. Max Kronstein, who somehow finds time, between preparing and presenting professional papers, to write Chapters of one of our most well-received and best feature series. Capt. M. F. Stern of South Africa is now at work on another series of articles for us, this time dealing with the airmails of Portuguese East Africa. Sounds exotic and interesting! To our regular contributors who we often hound ruthlessly to meet deadlines — our heartfelt thanks. We refer to such as Frank Blumenthal, the two Bills — Ware and Wynn, Mike Codd, Sam Goldsticker, Florence Kleinert and Art Schmidt.

Were it not for the occasional contributions of many others — people like Ken Sanford, Ernie Kehr, Harry Gordon, Clifford Adams, R. B. Preston, Augusto Bousquet, Tom O'Sullivan and others — your *Journal* would be repetitive and would lack much of its interest.

This year we have had a few criticisms and a few compliments. Some say "don't print anything on Airport Dedications" — others say "there's too much material on the early pioneer flights — give us more current material." In attempting to please individuals in both categories we try to vary the content of the magazine as much as we possibly can within the space limitations which are dictated by economic factors. In doing this we please some and displease others; we are bound to do this with as wide a range of aerophilatelic taste as our Society has. Our hope is that we do not end up with a mediocre magazine which contains superficial material of passing interest to many, but of enduring interest to none. We feel that we have not done this and are constantly on guard against it.

What are our problems ahead? We must admit that we have more than one. As we said last year we need more help. The time consumed in the mechanics of editing, proofreading, and assembling the *Journal* each month is a factor that one or two more willing and able assistants could reduce considerably. We primarily need another good assistant to rework and edit copy so that it is in acceptable form and ready to go to the printers when we get it. Unfortunately, many of our willing writers are not professionals so their copy leaves something to be desired in its form when we get it, but certainly not in content and substance. We need more good articles — not to replace what we have now, but to supplement it.

Our second requirement and one which we have not filled since last year is that of Advertising Salesman. We have secured two more regular advertisers this year, but we still need more, as well as larger ads, and would like to see more full pages contracted for on a regular basis. Rate cards are available on request.

Thanks to Bart Gatchell and the Catalogue Committee we were able to release with the *APJ* two fairly large Supplements this year. We hope that there will be others later in 1965. These are of great interest and selfishly — they ease our own workload a bit.

Any suggestions or comments about *The Airpost Journal* will be appreciated and we'll try to put them into effect if we can. As we said before, we can't please everyone all the time. A note of apology — to those of you who have written to the Editor and haven't gotten a prompt reply. Our correspondence with our staff, the printer, etc. and work in connection with the *APJ* and other activities — we still have some of these — often make it necessary for us to set some of the incoming mail aside for awhile. Rest assured it all gets answered, so if you write and don't get immediate replies, don't be concerned or upset — just patient.

In closing I want to take this opportunity to express my thanks to the outgoing officers for their support over the past two years, and in particular to my immediate predecessor in this editorship, our outgoing President Joe Eisendrath, and to the Smiths. Without their aid and support my job would have been much more difficult.

— R. E. H.

SIPEX —

(Continued from Page 333)

hexagonal shape of which signifies that this is the sixth in the series of international stamp exhibitions held in the United States. The international aspect is indicated by a globe, the philatelic by a superimposed representation of a stamp. The Freedom Statue that is atop the U.S. Capitol signifies the location of the event in Washington, D.C. As the official insignia of SIPEX, the emblem (illustrated above) will be available later in label form for use on letters and covers.

The reverse side of the medal — to be used for the awards in the competitive exhibition — shows a Washington vista, with additional space for engraving the name of the winner.

Members of the Bureau's design section contributed to the work, and the model executed by Robert L. Miller was the one selected. Stamp designs on which he has worked include the Audubon, Carolina Charter and Rayburn.

Incorporated as a non-profit show, SIPEX will feature some 1,600 frames of top collections from all over the world, society lounges, 80 dealers' booths, a full program of lectures and seminars, tours of government agencies (including the Bureau of Engraving and Printing), social events and sightseeing. The AAMS expects to participate in this international show, for which a preliminary prospectus has just been released. For information write to George T. Turner, 408 A Street, S.E., Washington, D.C. 20003.

THE FIFTH FISA CONGRESS — A Brief Report

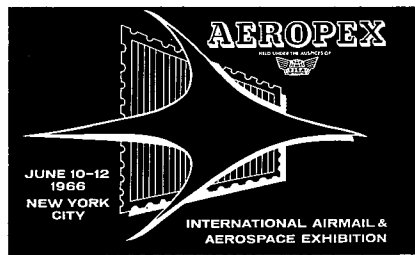
Delegates from 28 world air mail societies (including four from the United States) met in Vienna on June 9-10 for the Fifth Congress of the Federation Internationale des Societes Aerophilateli-ques (FISA). Treasurer John Smith was the official AAMS delegate; several AAMS members serve on the FISA Presidency, the governing body of the Federation, having been elected under the aegis of other groups prior to the AAMS affiliation with FISA in 1964.

Two study groups, for which AAMS member Henri Trachtenberg did much of the translating, met on June 9 and discussed "The Fight against Forgeries" and "The Encouragement of Young Collectors."

At the Annual General Meeting, presided over by FISA's President Drs. Jan Boesman, various reports were presented and awards given. We will report more fully on these later.

The main item of business to U.S. collectors was the selection of New York by the Presidency as the site of the Sixth Congress to be held in 1966. This selection was approved by the General Meeting and the Congress is scheduled

to be held in conjunction with AEROPEX from June 10-12. The AEROPEX



sponsors have announced that in view of the fact that this is the first time the FISA Congress will be held anywhere outside Europe, an extensive program and unusual plans are being worked out to make this a truly unique and elaborate event. There will be a 500-frame exhibit of top air mail and aerospace material in which 34 different FISA member organizations, from all parts of the world, will participate, with the air-mail societies of the U.S.A. acting as hosts. Full details of AEROPEX can be obtained by writing to Industrial Exhibitions, Inc., 17 East 45th Street, New York, N.Y. 10017.

1st Boeing 727 Jet Flights In South Africa

South African Airways' first Boeing 727 trijet left Seattle on June 17 and arrived at Jan Smuts Airport, Johannesburg, on June 24. Gary Player, the professional golfer, was a passenger on this delivery flight. Stops were made at Montreal, where Player boarded, and later at London and Frankfurt. Three covers were posted via the flight and signed by the pilots.

The first regular 727 service by South African Airways was to begin August 1. Schedules called for the jet to leave Johannesburg daily at 7:45 A.M., to make a stop at Kimberly, and to arrive at D. F. Malan Airport, Cape Town, at 10:10 A.M. This is one hour quicker than the existing Viscount service. The jet was to leave Cape Town at 11 A.M. for Port Elizabeth, East London, and Durban, arriving at the latter's Louis

Botha Airport at 2:55 P.M. It then was to return to Johannesburg, arriving at 3:35 P.M. At 4:20 P.M. (except Wednesday and Friday) it again was to travel to Cape Town, this time via Bloemfontein, arriving at Malan Airport at 6:45 P.M. The final trip of the day was to leave for Johannesburg at 7:30 P.M., arriving at 9:10.

The introduction of the new jet service will put an end to the DC-7B Skycoach service operated SAA; henceforth, this service will be operated in Viscounts.

— Capt. M. F. Stern

EARLY AIR MAIL. An "air mail" letter penned by George Washington went aloft more than 170 years ago, according to research by United Air Lines. A letter of introduction from President Washington was carried by a French balloonist, Jean Pierre Blanchard, on a flight from Philadelphia to Woodbury, N.J., on January 9, 1793.

"Uncle Sam" Sez . . .

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

AAMS Secretary Mrs. Ruth T. Smith was honored as one of "Our Philatelic Ladies" in the June 21st issue of *Linn's Weekly Stamp News*. This frequent column honors a different prominent female philatelic personality each time, and Ruth is the latest AAMS member to be so honored (Director Florence Kleinert and life member Ethel McCoy received writeups in the past).

E. Paul Bender and John N. Myer received Certificates Of Merit at the recent Collectors Club Annual Competition.

Hrand Hampikian, President of the Motor City Airmail Society, and our host on June 26th, was elected Third Vice President of the Garden Clubs of America at their recent convention. Congratulations, Hrand.

Orian Green of Detroit is the latest AAMSer to be traveling abroad. Orian and his wife are going to Europe in July, and later in the year expect to fly to New Zealand.

We just learned that Past President Grace Conrath is touring the Orient. Thus far, she has visited Japan, Hong Kong, Okinawa, and Thailand, and expects to visit other countries before returning home, possibly in time to be at the Chicago Convention.

Two AAMS Members won awards at the annual DUPEX exhibition of the Ferrary Society, held in Poughkeepsie, New York recently. E. Paul Bender won the Best United States 20th Century Award for his "U.S. Airpost Stamps and Covers" and Albert P. Cohen won the Second Foreign 20th Century Award for "World Airmails."

My apologies for omitting the name of Joseph Kocheisen in a recent column. Joe's Zeppelin covers won an award at the annual BEPEX show in Paramus, N.J.

Many AAMS members won awards at the recent COMPEX show, held in Chicago May 28-30. Among the winners I know of are:

Fred Hollman, best exhibit in North

Shore Philatelic Society section for "Graf Zeppelin covers." Also third award in Jack Knight Airmail Society section for "Trans-Oceanic Airmail Flights."

Richard W. Canman, best exhibit in Jack Knight section for "Pioneer China Airmail Covers."

Philip Silver, first award in Jack Knight for "Airmail Stamps of Uruguay."

F/L Richard Malott, second award in Jack Knight section, for "Canadian Airmails."

Dr. Max Kronstein, George Ritter Memorial Award (Rocket Mail Society) for "Mexican and United States Rocket Posts."

Edward Benson, third award by Jack Knight for "Stamps and Covers of the Ryukyu Islands."

There were probably other AAMS
(Continued on Next Page)

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OFFICIAL SECTION

AMERICAN AIR MAIL SOCIETY

MONTHLY REPORT From the Secretary

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

August 1, 1965

NEW MEMBERS

- 5234 Vachet, Michel G., 4230 Forest #6, Montreal 39, P.Q., Canada
- 5235 Walton, Charles M., 20 Francis Dr., Bethany, Conn. 06525
- 5236 Dietz, Charles F., (Lt. Col.), P.O. Box 1886, Costa Mesa, Calif.
- 5237 Bloedow, Fred H., 5065 N. Wolcott Ave., Chicago, Ill. 60640

NEW APPLICATIONS

- | | |
|---|-----------------------|
| Patterson, Stafford H., 9622 Selby Pl., Norfolk, Va. 23503. | Age: 26, Tab Operator |
| JF HF FAM RP DC 1D | By: R. T. Smith |
| Nasits, Jerry, 121 E. Front, Tyler, Texas. | Age: 50, Florist |
| AM AU PC HC GF CAM FAM CC OF DC Z CF 1D | By: J. Eisendrath |
| Torsay, Eugene, Park Ridge, Ill. | Age: 42, Advertising |
| | By: W. Wynn |
| Goldston, John, 4421 Westminster Pl., St. Louis, Mo. 63108. | Age: 46, Photographer |
| AM AU AS PC HC PB CAM FAM OF Z X | By: M. Codd |
| Berent, Edmund W., 7350 N. Harlem Ave., Chicago, Ill. | Age: 23, Insurance |
| AM AU JF HF GF RP CC OF DC Z CF | By: W. Wynn |

NEW ADDRESSES

- 2269 Arbetter, Abel A., 8938 Major Ave., Morton Grove, Ill. 60053
- 3875 Gatlin, Edwin F., 12812 Rick St., Poway, Calif. 92064
- 5128 Holcombe, A. H., Hampton House, Apt. 9F, Narberth, Pa. 19072
- 3613 Lagios, Nick, 710 St. Catherine St., West, - Montreal 2, P.Q., Canada
- 4956 Rosenblat, Daniel G., 210 Monte Diablo Ave., San Mateo, Calif.
- 5201 Stein, Michael M., USARVAL, APO 09742
- 5076 Stovall, Paul J., 805 Southwest 23rd, El Reno, Okla. 73036
- 5130 Maldony, Stephen C., Jr., P.O. Box 25, Iselin, N.J. 08830
- 5022 Deliberato, Anthony, 5739 Andover Blvd., Cleveland, Ohio 44125
- 5101 Burrell, John T., P.O. Box 397, Krugersdorp, Transvaal, South Africa

"UNCLE SAM" SEZ—

(Continued from Page 347)

members who won at COMPEX, but I don't have full information. When I receive it, it will appear in this column.

In early July we learned with much regret of the serious illness of our APJ Associate Editor and President of the British Air Mail Society, Jimmie Wotherpoon of Scotland. Jimmie had recently attended WIPA. Member Harry Gordon, who reported this to us, could not provide further details, but advised that Jimmie is now hospitalized. We are sure all of our members will join with us in wishing him a speedy recovery.

When flying back from Detroit last month, I discovered a very interesting booklet on the plane, entitled "How Local Airlines Put Main Street on the Map." This booklet gives a description and history of each local service airline, together with a map and photograph of its president. I am endeavoring to obtain a small quantity of these booklets for distribution, and if any member is

interested in obtaining a copy, please advise me.

Kenya, East Africa, has granted landing rights to Pan American World Airways, and service between New York and Nairobi may start in the not-too-distant future.

The Soviet Union has decided to open its air routes between Siberia and the Far East to foreign flag carriers. SAS will probably be the first foreign carrier to serve Siberia, and BOAC will be second.

Both Pan American World Airways (PAA) and Trans World Airlines (TWA) have loaned substantial amounts to New York Airways, in order for NYA to continue its helicopter operation. At the present time, there will be no direct effect on NYA's curtailed mail operation.

Please — I need material for this column. If you know of any news about people or airlines that our members would be interested in, won't you please send it to me for inclusion here. Thank you.

APJ ADS

AAMS EXCHANGE DEPARTMENT BUY — SELL — WANT LISTS

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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

HAVE CAMS and FAMS in superb condition - many franked with rare old commemorative stamps and pilot signed - from 25c. Many FAMS signed by the entire crews. Richard Singley, 1022 W. Ross St., Lancaster, Pa. 17603.

UNITED NATIONS CEREMONY PROGRAM OF 30c stamp issued 6/5/61, stamp affixed to front and cancelled F.D., \$1.00. Ruth T. Smith, Secretary, 102 Arbor Road, Cinnaminson, N. J. 08077.

FOREIGN SUPERB USED AIRMAIL stamps, souvenir sheets, airmails and topicals on cover, many cachets, special cancellations - priced per 1, 10, wholesale price list 10c. Pan Avion, Box 876J, Miami Beach, Fla. 33139.

WANTED and EXCHANGE

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

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 1/2 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.

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

WANTED - Uruguay air covers between 1910 to 1928 for specialist collection. Also related material and South American Zeppelin covers from or to Uruguay. Nathaniel Litt, 535 East 86th St., New York, N.Y. 10028.

EXCHANGE SURPLUS BNA material for "Brant County" I require. Stampless - illustrated, corner cards, etc. Also maps, picture postcards. J. Barchino, Box 953, Brantford, Ont., Canada.

USED better grade worldwide airmails wanted. I will give in exchange Lebanon and other Middle East Arab countries, by want list or selection. Sami Kanafani, P.O. Box 701, Beirut, Lebanon. *426.

WANTED: Zeppelin covers and Zeppelin stamps. Will buy or exchange. Write Joseph L. Rubin, 330 Haven Ave., New York, N.Y. 10033.

WANTED Non-Official 'U.S.S. Los Angeles' covers - 1931 Naval Maneuvers (AAMS #1131. Page 807, Vol. II). L. P. Leonard, 249 Valley Road, Cos Cob, Conn.

CAN SUPPLY YOUR NEEDS Philippine Republic issues. Will accept worldwide mint/used complete sets in exchange per Scott's. John D. Young, P.O. Box 233, Cebu City, Philippines.

WANTED - EXCHANGE - C.A.M. and F.A.M. especially Lufthansa, Sabena, etc. Kurt Moses, 1159 Thomas Street, Hillside, N.J. 07205.

UNIVERSAL PHILATELIC COVER SOCIETY, a Society encompassing all types of covers. Information and application from Kenneth Paulsen, Box 2325, Overland, Mo. 63114.

HAVE USED Vatican, other foreign. Will trade for used U.N., C.Z., German airmails from 1949. John P. Dey, 195 Danforth St., Rochester, New York 14611.

SCADTA consular overprint "S", 3 peso used (San. SS 21), urgently needed to complete my set. Please write to Roland F. Kohl, Leutholdstr. 22, 8037 Zurich, Switzerland.

WILL EXCHANGE four flown Zeppelin post cards for one flown Western Canada Airways cover - July 1, 1927 (Holmes S-024). Theo. Powers, Box 1861, Columbus, Georgia 31902.

FDC VENEZUELA Eleanor Roosevelt exchange for Latin American used air postage (no covers). Advise offers. Irwin Waite, Route 2, Summerplace, Vero Beach, Fla. *424.

WILL BUY OR EXCHANGE airmail stamps from the whole world. All letters answered. Ingemar Bengtsson, Kronshojd 9, Skene, Sweden. (AAMS #5233).

WILL EXCHANGE foreign airmail singles for U.S. airmail singles, on Scott's basis. Allen N. Kuhnle, 120 Rodney Ave., Buffalo, N. Y. 14214.

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



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