



the Airpost Journal

PARAGUAY

1930—Prov. cpt. (C29/35)	6.00
do—used	6.00
1931—10c imperf. pair (C63a)	2.50
20c imperf. pair (C67a)	2.50
1933—Zeppelin, cpt. (C79/83)	7.00
do—used	7.00
1934—Zeppelin, cpt. (C88/92)	9.00
1935—Zeppelin, cpt. (C93/97)	16.50
do—used	8.00
do—used	13.50
1935—Church, cpt. (C102/06)	9.00
1939—Chaco, cpt. (C113/21)	9.75
do—On cover	10.75
do—500p block, used (C121)	22.50
University, cpt. (C122/3)	6.00
do—On Cover	7.50
N.Y. World's Fair (C124/26)	12.50
do—used	8.75
do—Blocks, used	35.00
do—F.D.C.	17.50
1940—Pan Amer. Union (C127/ 30)	4.50
do—used	4.00
do—F.D.C.	6.00
1942—Ascension, cpt. on F.D.C. (C131/33)	9.00
1944—Monuments, cpt. (C134/46)	12.50
do—cpt. on 4 F.D.C.	19.50
do—3c blue—Waterlow Specimen (C136)	6.25
1946—5c/20c invert. surch. (C154) ..	3.50
do—5c/30c invert. surch. (C155) ..	2.00
do—5c/40c invert. surch. (C156) ..	1.75
do—5c/70c double (C157)	2.50
do—Vertical ovpt. cpt. (4) San. 160/63	14.00
1948—Barefeet, imperf. San. 182a-	

83a	27.50
do—on R cover to N.Y. plus post- age cpt.	67.50
do—ovpt. Specimen (C176/7)	2.00
1950—F.D.R. imperf. pairs on Reg. Cover to N.Y. scarce (C179/ 83)	P.O.R.

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1926—Madrid Manila-10v (C1/6, 9/12)	\$42.50
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1 Peso, used (C17)	17.00
1928—L.O.F.-cpt. (C18/29)	19.00
1932—V. Gronan, cpt. (C29/36)	6.00
1933—Rein, cpt. (C26/45)	4.75
do—Blocks of 4	19.00

SUDAN

1931—Iss. cpt. (C4/15)	17.00
do—8v Cover to N.Y.	19.00
1932—Surch. cpt. (C16)	3.50
1935—Prov. cpt. (C17/22)	10.75
1938—Prov. cpt. (C31/34)	3.50
do—On Cover	4.50

SYRIA

1920—Iss. cpt. used (C1/3)	18.50
1921—5p VF scarce (C5)	52.50
Ovpt. Avion, cpt. (C7/9)	42.50
do—On Cover	16.50
1922—Iss. cpt. (C10/13)	9.75
do—On Cover	9.75
Iss. cpt. used (C14/17)	13.75
1931—Proclamation, cpt. (C57/66) ..	27.50
do—used	24.75
Damas, cpt. used, blocks (C67/ 71)	9.00
1937—Paris Exhib. imperf. pairs (C72/9) San. \$120.00	39.50

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the Airpost Journal

Official Publication of the
AMERICAN AIR MAIL SOCIETY

Vol. 36, No. 12

Issue 424

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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
profit. The Editor and all others serve without
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
Mail Society assume no responsibility for the
accuracy of statements made by contributors.
Every effort is made to insure correctness of
all articles.

Subscription Rates: \$5.00 per year, 45c per copy.
Advertising Rate Card available from the Editor

AAMS Decides to Revise and Reissue Catalogues at —

The Chicago Convention

The highlight of the 42nd Anniversary Convention of the American Air Mail Society, its fourth held in the "Windy City," was the decision reached by the Publications Committee to proceed at full speed with revision and republication of all volumes of the *American Air Mail Catalogue*, incorporating all Supplements thereto and adjusting prices to reflect current market realizations. This decision, ratified by the membership at the Annual Business Meeting, will have lasting impact on both the AAMS and aerophilately. It overshadowed the excellent 170-frame exhibition and the presentation of the George W. Angers Memorial Award, as well as other memorable Convention activities.

The Convention and Exhibition opened on Friday, August 6, at the Sheraton-Chicago Hotel, located on Michigan Avenue on Chicago's "near-North side," a short distance from the famed "Loop." Daytime activities on Friday consisted of registration (in charge of the ladies — Mrs. Eisendrath, Friedman, Kleinert and Gatchell), viewing the exhibits, and obtaining Convention cancels from the special AAMS Station which had been established by the U.S. Post Office. Planned

for operation on Saturday only, its hours were extended to include Friday, resulting in two available dates for AAMS Convention postmarks.

In order that those who were not able to attend can get an idea of the high caliber of the material entered in the



REGISTER HERE FOR AAMS!

Left to Right: Immediate Past President Joe Eisendrath; President Dr. Southgate Leigh; Mrs. Gatchell and Mrs. Eisendrath.

Chicago Exhibition, we are listing here a brief description of each exhibit extracted from the Exhibition Program. All award winners are noted in the following listing, as well.

The Exhibition — 42nd Anniversary Convention

Exhibit of the Manufacture of Air Mail Postal Stationery — The Kennedy Aerogramme.
United States Post Office Department, Washington, D.C.

Exhibit of Recent Air Mail Postal Stationery and Mint Air Mail Stamps.
United Nations Postal Administration, United Nations, N.Y.

COURT OF HONOR: NOT FOR COMPETITION

Hitherto-unexhibited items of the first United States Air Mail Flights, May 15, 1918.
Photos and copies of records. Captain Benjamin B. Lipsner.

The 5c Beacon Air Mail Stamp of 1928. Study reference pamphlets, Wright autograph, fancy cancels, slogans. Henry M. Goodkind.

Uruguay Air Mail Stamps. Philip Silver.

Overprints on Air Mail Stamps resulting from military occupations and political changes, during and following World War II. William N. Mead.

Czechoslovakia 1930 issue, featuring engraving, gum and perforation varieties (collection was prepared for exhibit in Prague). James J. Matejka, Jr.

Aerogrammes — selected group of earlier examples. L. B. Gatchell.

Nostalgia from the Early Days of Ballooning.

Walter C. Scholl.

Covers and cards of the U.S. Pioneer and Governmental Period and First Issues of World Air Letter Sheets.

George D. Kingdom

EXHIBITS IN COMPETITION

Chinese Airposts — the Pioneer Period, with unlisted items. Also a specialized study of the first two air mail issues, with related covers.

Richard W. Canman — GRAND AWARD

Lindberghiana — the Story in Covers and Stamps.

Jack E. Bettencourt — GOLD MEDAL

Keystone Covers of Aerophilately; Some Famous, Some Common.

Joseph L. Eisendrath — GOLD MEDAL

U.S. Air Mail Stamps and Covers, 1918-1925. Selected Pages from a Collection of Governmental Flights.

Sheldon J. Friedman — GOLD MEDAL

European Balloon and Airship Stations before World War I (These are precursors of pioneer mails).

Dr. Max Kronstein — GOLD MEDAL

Germany — officially issued or authorized stamps, mint, used on cover, and their varieties.

Helen I. Bormann — SILVER MEDAL

Danzig Airposts — selection of stamps, covers, essays, proofs and errors of the Free City.

Bernard S. Hennig — SILVER MEDAL

World Zeppelin Flights: Mail flown on the Graf Zeppelin, Hindenburg, Los Angeles, Akron, and a rare cover from the Shenandoah.

Fred Hollman — SILVER MEDAL

Early German Pioneer Air Mail Covers and Zeppelin Stamps and Covers from Various Countries.

Joseph Kocheisen — SILVER MEDAL

Pioneer and semi-official air mail covers of Canada and Newfoundland.

R. K. Malott — SILVER MEDAL

Mint Air Mail Issues of selected European countries, with varieties, booklets and errors.

Dr. James K. Senior — SILVER MEDAL

Early U.S. Official Governmental Flights.

Herbert C. Anderson — BRONZE MEDAL

K.L.M., the Dutch Air Line — First Flight Covers.

Edward Benson — BRONZE MEDAL

Private issues of Lundy and Atlantic Coast Air Lines — stamps, postal history, and a study of their cancellations.

Fred H. Bloedow — BRONZE MEDAL

China — the Development of the Routes of the Southwest Aviation Company.

Ellery Denison — BRONZE MEDAL

Jenny to Jet — A brief history of the United States Air Mail Service.

Chester W. Graf — BRONZE MEDAL

Unusual or rare Zeppelin covers and cards, with related material.

J. J. Klemann — BRONZE MEDAL

First Flight Covers of the 1918 U.S. Air Mails including censored registered cover to England, and May 16th and inverted date postmarks.

Richard H. Thompson — BRONZE MEDAL

Peru-Air Mail Stamps complete.

Gustavo A. Barreda M.

Air Mail Crash Covers.

Carl M. Becken

Helicopters on the Horizon.

Samuel S. Goldsticker, Jr.

Philatelic Outline of an Air Mail Route. The growth of Piedmont Airlines as shown in pilot-autographed flown covers.

Robert E. Haring

Lindbergh Stamps and covers, with autograph on C.A.M. 2 cover and booklet pane.
Florence Kleinert

Selected pages from a complete Guatemala air mail stamp collection.
Herman Kleinert

Airline Art. Stock Certificates of 11 Trunklines, 13 Local Service Lines, 4 Hawaii and Helicopter Airlines.
Dr. Perham C. Nahl

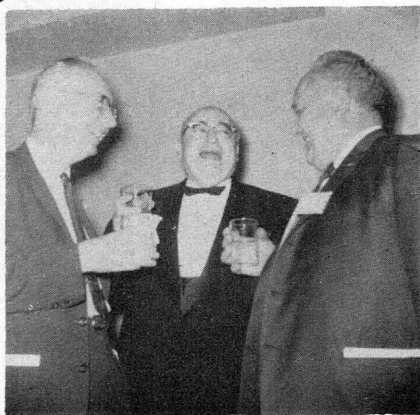
Various first flight covers of the Central and South Americas.
Ernesto Quiros

Commemorative Air Mails of Nicaragua for 75th Anniversary of the U.P.U. in 1949.
Joseph H. Spiegel

The Judges (Sam Ray, Chairman; Dr. Jim Matejka; and Dr. Perry Nahl) performed their most difficult task of examining the many excellent exhibits and the Publications Committee had a formal session to discuss future plans for *Catalogue* revisions, *The Airpost Journal*, etc., but the major activity on Friday was scheduled to take place in the evening. Promptly at 6 P.M. members, friends, and wives gathered at the Kungsholm Restaurant on East Ontario Street to enjoy a Smorgasbord Dinner. Quality of the food was exceptional and the quantities partaken were unlimited, especially by a few of our members. We noted two or three people who made four trips to the Smorgasbord table! We won't mention their names, however.

After the feast we adjourned to the adjacent Kungsholm Theatre to watch one of the famed musical puppet operettas. The featured performance of the evening was "Kismet." Complete with puppet orchestra, conductor, characters, and appropriate Arabian Nights settings, the performance entranced most everyone present, even the non-puppet lovers (your Editor is one of these). After the show, members dispersed to spend the remainder of the evening relaxing in the hotel or seeing some of Chicago's nightlife.

After reopening the Exhibition and Convention Post Office on Saturday the main scheduled event was the Annual Business Meeting, called to order by President Eisendrath shortly after 10:30 A.M. Thirty-three members were present and 173 valid proxies were turned over to the designated parties by the Chairman of the Proxies Committee, Sam Ray. In the absence of Secretary and Treasurer Ruth and John Smith, Presi-



THE THREE JUDGES

Nahl, Ray, and Matejka — Making Their Decisions??

dent Eisendrath designated your Editor as Acting Secretary and "Uncle Sam" Goldsticker to read the Treasurer's Report. The minutes of the 1964 Annual Meeting were approved as read and the Treasurer's Report accepted as submitted. The full report will appear in the *Journal*, but in summary it shows that as of July 31, 1965, we had \$2,173.39 in the General Fund; \$926.23 in the Insurance Fund; and \$1,656.40 in the Catalogue Fund. Once again it would appear that our financial position is very healthy, but in view of the plans announced for the future regarding our *Catalogues* and the need for funds for *The Airpost Journal*, much of these funds may be used up in the year ahead. We are sure the Treasurer will keep his usual watchful eye on disbursements, which in the past year exceeded our income by about \$800. This gradual attrition of our surplus funds must be arrested if our routine month-to-month

expenses are to be met without "borrowing" from the Catalogue Fund.

Mrs. Florence Kleinert, Chapter Chairman, commented in her report on her twenty years of service in the Chapter effort and stated that since we have only six active Chapters at present (Allentown Philatelic Society; Charles F. Durant Air Mail Society — Albany; Minnesota Air Mail Society; Motor City Air Mail Society, a group of whose members were present; Jack Knight Air Mail Society; and Suburban Collectors Club of Chicago) that the need for a separate Chapter News column in *The Airpost Journal* was no longer great. She suggested that the column be combined with "Uncle Sam's Sez." Florence also noted that member Anthony Deliberato is still struggling to reactivate Chapter #3, the Cleveland Air Mail Society, and that meetings there are planned for the fall. Cleveland members should get in touch with him if interested in a local airmail group. This report was given to the incoming administration for action. Editorially speaking, we hope that our Chapter activities can be built up somehow, but are at a loss to provide the "how." We will take steps to incorporate Chapter News in "Uncle Sam's" column and will accept Florence's offer to continue serving the *APJ* as a book reviewer.

Mrs. Kleinert also gave the Sales Department report (it will be published in

full in a later issue of the *APJ*) for her husband, Herman, who was busy tending the Sales Department table in the Exhibition Room. There are 67 members actively participating in the circuit, new circuit requests were received from 55 members, and a total of 347 circuits were sent out during the year. This is a small percentage of our membership so why don't you try the AAMS sales circuits to buy what you need and to sell your surplus airmail material.

Your Editor presented his report which appeared in full in the August *APJ*. Mrs. Kleinert specifically mentioned the contributions being made by Bernard Dattner, and a special vote of thanks was given to him by those present.

The Secretary's Annual Report (also to be published in these pages in full) indicates a net loss of one member during the past eleven months, with total membership now at 995. Our President commented on this in his report, read to the members present, which will appear in the October *APJ*. A moment of silence was observed in memory of the 14 of our members who have passed on since September 1964.

President Eisendrath announced that he was pleased to announce that five persons had been AAMS members for 35 consecutive years as of 1965 and in accordance with our policy were eligible

(Continued on Page 356)

Who's in the Photos on the Next Page



1. Down to Business at the Annual Meeting are Messrs. Goldsticker, Kingdom, Matejka, Light, Ehrlich, Hampikian, Murch, Mrs. Kleinert, and others.
2. Enjoying the Smorgasbord at the Kungsholm — Past President Johnson, The Mannings and Mrs. Kingdom.
3. President Eisendrath Presenting the Grand Award for the Exhibition to Dick Canman of Chicago for his Chinese Airposts.
4. Angers Award Chairman Jesse Johnson Announcing that J. J. Klemann is 1965 Winner of the Memorial Award.
5. NASA's Dale Woolley Introducing a Slide-Narrative Program on U.S. Space Program.
6. Anything Can Happen After Mint Juleps! "Doc" Leigh of the CSA (and AAMS) Designating Joe Eisendrath as "Heir Male" Postmaster of the Confederacy as Bart Gatchell and First Superintendent of U.S. Air Mail Ben Lipsner Watch.



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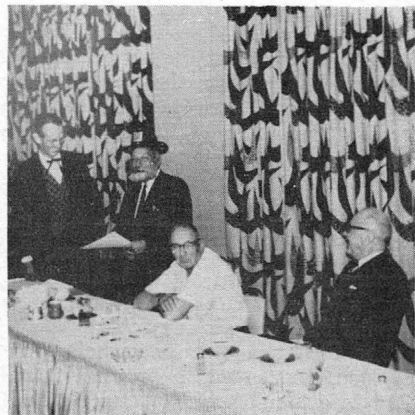
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to become Life Members, with future dues waived. These members, Herman Eisele, Henry Wittber, Milt Ehrlich, John Jackson, and Vice President Les Manning, were congratulated and designated as Life Members. The latter three were present to receive this honor in person.

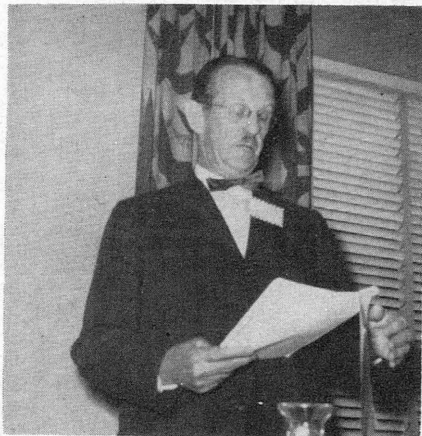
Reporting on the FISA Congress in the absence of our official delegate, John Smith, Dr. Jim Matejka advised that all FISA member delegations were present at the Vienna meeting in June and that a decision was made by the Presidium to hold the next FISA Congress in conjunction with the AEROPEX exhibition in New York in June 1966.

The Publications Committee Co-Chairman and Business Manager, George Kingdom, reported that a total of 159 *Catalogue* volumes had been sold in the past 11 months and that 603 volumes remained on hand to be sold. A glance at the Treasurer's Report will indicate the amount needed to "break even" on the two open *Catalogue* projects. A breakdown of George's report will be appended to the Treasurer's Report when it is published in the *APJ*.

The report of the Ballots Committee was presented by Sam Ray, Chairman, and the new officers voted into office, the term to commence immediately after the close of the Convention. A full list of the new officers, headed by new President Dr. Southgate Leigh, Jr., appears in this issue, with the vote tabulations. President Joe Eisendrath expressed his thanks and best wishes to the one incumbent officer who was not reelected to office. Hrand Hampikian of Detroit thanks the President for his efforts and applause followed from those present. The noon hour had been reached and the important business of the day, the report of the Publications Committee, along with other pressing matters, had not yet been presented so an adjournment was called for and everyone dispersed for a lunch break. When the meeting resumed at about 2 P.M. there were a few new faces present and a few familiar ones had already departed.

The first item of business before the afternoon session was a proposal to extend Life Membership to Captain Benjamin B. Lipsner, first Superintendent of the United States Aerial Mail Service.

This was unanimously approved by those present. Captain Lipsner was scheduled to speak briefly at Sunday's breakfast session and the honor was to be conferred on him at that time.



OUR NEW PRESIDENT

Dr. Leigh Making His First Official Statement — at the Convention Banquet.

The next report to be presented, that of the Publications Committee, was of major import and resulted in extensive discussion from officers, members of the various Catalogue Section Committees, and regular members who were present. Presented for the Co-Chairmen by Bart Gatchell, the report recommended that the Society commit itself to a complete revision and reissuance of the *American Air Mail Catalogue* to update the 1947-50 Edition, especially insofar as prices were involved. The Supplements (#1 through 8 and Volume III) will all be incorporated in their proper places in the projected four new volumes. It is also anticipated that the Air Letter Sheet Catalogue which we last published in 1955 will be updated and incorporated in the series of books. The books will be printed by offset printing methods to avoid expensive typesetting costs; this method will require extensive pasteup of the revised copy, but hopefully will keep the costs within our ability to handle them. Financing will be from available funds, pledges, and advance orders for the series of books. A

formal announcement of prices, etc. will be made after firm cost figures have been determined, which should be in the next several months. Plans are to have at least one book ready for issuance during SIPEX in May 1966 and tentatively this first volume will contain U.S. Air Mail Stamps, U.S. Pioneer, U.S. Governmental, Zeppelin, Trans-Oceanic Record, and Souvenir Historical Flights. This plan had been discussed by the Publications Committee at its meeting on Friday and had been unanimously approved by that group. After some discussion about the use of letter codes for pricing rather than dollar values, the publication of separate handbook sections of the *Catalogue*, and the financial problems involved (during which Airport Dedication Section Editor Bill Wynn of Detroit placed the first "order" for the set of new volumes), the

meeting voted to proceed, subject, of course, to obtaining satisfactory prices and working out the myriad of technical details involved in a project of this nature by the Catalogue Committee. Editor-in-Chief Gatchell will certainly have his hands full in the next six months and has appealed for help to fill some of the vacancies in certain sections of the Editorial Board. Supplement No. 8 to the *Catalogue* is scheduled to appear with next month's *APJ*.

Dr. Perry Nahl appealed to members for articles and material for the special AAMS issue of *Linn's Weekly Stamp News*, to be published in late October. Past President Jesse Johnson commented briefly on meeting some of our foreign members, especially Mario Onofri, Jim-
(Convention Story Continued
on Next Page)

Official Election Results



The following is an abstract of the formal report made by the Chairman of the Ballots and Proxies Committee, at the Annual Business Meeting of the American Air Mail Society in Chicago, Illinois, on Saturday, August 7:

A total of 173 valid ballots were received and counted.

Those elected to office for the new 1965-67 term are indicated in italics in the tabulation below.

PRESIDENT	<i>Dr. Southgate Leigh, Jr.</i>	168 votes
	Mr. L. B. Gatchell (write-in)	1 vote
	Mr. Joseph L. Eisendrath (write-in-)	1 vote
	Mr. Robert E. Haring (write-in-)	1 vote
SECRETARY	<i>Mrs. Ruth T. Smith</i>	169 votes
TREASURER	<i>Mr. John J. Smith</i>	162 votes
VICE PRESIDENTS	<i>Dr. Perham C. Nahl</i>	138 votes
	<i>Mr. Samuel S. Goldsticker</i>	123 votes
	<i>Mr. Robert E. Haring</i>	119 votes
	<i>Mr. Lester S. Manning</i>	115 votes
	Mr. Ellery Denison	79 votes
	Mr. N. C. Pelletier	73 votes
	Mr. Michael Codd (write-in)	1 vote
DIRECTORS	<i>Mr. Herman Kleinert</i>	133 votes
(1965-69 Term)	<i>Dr. Max Kronstein</i>	123 votes
	<i>Mr. Paul Bugg</i>	122 votes
	<i>Mr. Michael P. Codd</i>	113 votes
	Mr. George L. Lee	88 votes
	Mr. Perry Zwisler	64 votes
	Mr. Samuel Ray (write-in)	1 vote

Samuel Ray,
Chairman, Ballots Committee

mie Wotherspoon (now recovering from a serious illness), and Kurt Dahmann at WIPA in Vienna. The airmail exhibits there were "out of this world," he said. We wonder if he meant they were of aerospace material!

President Joe Eisendrath opened a discussion of our next Convention site (1966) and reviewed briefly the history of your Officers' decision to participate in full in SIPEX in Washington next year. Subsequent to this decision, FISA, of which we are a member, decided to endorse AEROPEX in New York as the site for its Sixth Congress. Members George Turner, representing SIPEX, and Herb Rosen, representing AEROPEX, both were given the floor and presented information about their respective shows. Considerable discussion followed, some of it a bit heated. After hearing comments from Officers, Past Presidents, and members as well as the show managers themselves, an informal "straw vote" was taken which showed 12 in favor of participation at both shows, none for New York only, and one for Washington only. The entire matter was referred to a Convention Committee to be appointed by our new President for solution and decision. We are still on record in support of SIPEX, so the questions now remaining to be resolved are the manner of support for AEROPEX and the locale of the 1966 Convention, be it Washington, New York, or elsewhere. Invitations received from Phoenix, Utica, and Baltimore were also referred to the new Committee by President Eisendrath.

The business session drew to a close with the usual resolutions of thanks to the U.S. Post Office Department, the United Nations Postal Administration, and the Sheraton-Chicago Hotel for their aid in making the Convention a success. A motion to thank the outgoing administration for its efforts was greeted with applause and the meeting was then adjourned so members could prepare for the next scheduled function, the President's Cocktail Party.

This party was preceded by a round of mint julep sampling, participated in by samplers invited by our mint julep expert, President-elect Dr. Southgate Leigh. Several distinctive varieties of juleps were prepared and we were request-

ed to select the most pleasing to our palates. Needless to say, by the time the formal cocktail party started, certain of the samplers were beginning to feel the after effects of the julep tasting.

During the hour or so preceding the banquet, sociability prevailed as members chatted with each other about the events, philatelic and otherwise, that had befallen them since last they saw each other. We had the pleasure of meeting our featured speaker, Dale Woolley of NASA, and his lovely wife, Mary Lynn. And after talking to each other amid the conviviality of the party we moved on to the banquet room to hear others talk to us!

The Convention Banquet opened with remarks by Toastmaster (also Chairman of the Ballots Committee and Judges) Sam Ray who commented on the first AAMS Convention in Chicago way back in 1929. He introduced the Chicago Convention Committee members who were applauded for their work in arranging the excellent program and facilities, and "did the honors" for the seven Past Presidents attending: Mrs. Conrath and Messrs. Eisendrath, Gatchell, Johnson, Kingdom, Matejka, and Murch. Also on hand was Herman Wassner of Illinois who had the lowest membership number of anyone present, #113. Regrets were read from Past President Rafael Oriol in Venezuela and James Langabeer in New Zealand.

President Eisendrath welcomed the guests to Chicago and apologized for the absence of his wife, Gladys, who was arranging and attending a prenuptial dinner for a nephew — it was a busy weekend for the Eisendraths. Past President Bart Gatchell commented on previous AAMS visits to Chicago and acknowledged Joe's welcome.

Interspersed with the introductions were door prize awards, drawn by Mrs. Woolley, and made by Sheldon Friedman and his wife who had been instrumental in securing many of the flight bags and various items given away from numerous airlines. Among the lucky winners were Carl Becken, Fred Bloodow, Hrand Hampikian, Bart Gatchell, Bob Murch, Dale Woolley (his wife must have planned that one when she drew

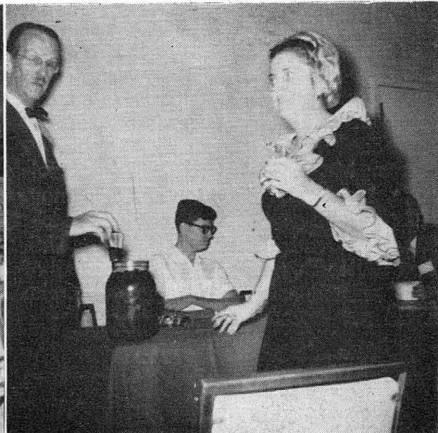
(Continued on Page 377)

Who Was Who at the Convention

By Samuel S. Goldsticker, Jr.

I'm writing this article literally "in the clouds" since I'm in an American Airlines Boeing 727 Astrojet enroute to Newark after ten very eventful days in Chicago, both at the Convention and during a brief business detail afterwards. I have always enjoyed going to Chicago and this trip was one of my best. Looking back on the convention, Chairman Jim Matejka and his Committee did a wonderful job, and little was left to be desired. About 70 persons (either AAMS members or Chicago area collectors) signed the registration book. Traveling the furthest to Chicago were our newly-elected President Dr. Southgate Leigh, Jr., and Past President Adm. Jesse G. Johnson (USN, Ret'd.), both of

for the first time were Mr. and Mrs. Chester Graf of Cleveland, Ohio, and Ray Vrooman of Muskegon, Michigan. Of course, Florence, Herman and Bruce Kleinert of Fullerton, Pennsylvania, were there (could there be a Convention without them!), while from Washington, D.C. came George Turner, General Chairman of SIPEX. Other AAMS Past Presidents attending included Mrs. Grace Conrath of Erie, Pa.; Bob Murch of St. Louis, Mo.; and George Kingdom of Conneaut, Ohio (with his wife Kathryn). Our former long-time Secretary, Claude Degler, came down from Milwaukee (it was the first convention Claude has attended in many years), as did Jerry Husak, Secretary of the American Topical Association.



QUICK GLIMPSES OF THE "UNOFFICIAL" SIDE OF THE CONVENTION
At Left: Mr. and Mrs. Ray, Messrs. Hampikian, Jackson, Feeney, and the Kleinerts enjoy "Kismet" at the Kungsholm Theatre.

At Right: Dr. Leigh Prepares a Mint Julep for the Expert Taster, Mrs. Marie Matejka.

Norfolk, Virginia. Probably traveling almost as far was the New York area delegation consisting of APJ Editor Bob Haring, Past President L. B. "Bart" Gatchell and his wife Connie, auctioneer Irwin Heiman, Milt Ehrlich, Herb Rosen (Director of AEROPEX), and Walter Feeney. Attending an AAMS Convention

Another old-timer attending was Carl Necken of Minneapolis. Many of our Detroit area members attended, I think the largest Motor City group we've had in many years. Included were Hrand Hampikian, Mr. and Mrs. Les Manning, John Jackson, and my fellow *Journal* columnist.
(Continued on Next Page)

nist Bill Wynn. Incidentally, Bill stated that this was the first convention he attended in over ten years. If my memory is correct, I have accounted for all of the out-of-towners attending.

From the Chicago and Illinois area there were President and Mrs. Joe Eisendrath, Dr. and Mrs. Jim Matejka, Mr. and Mrs. Sam Ray, Mr. and Mrs. Sheldon Friedman, Mr. and Mrs. Ted Light, Ed Benson, Dr. Perry Nahl, Mr. and Mrs. Fred Bloedow, Bernard Hennig, Mike Thompson, Tom Mackowiak, Capt. Ben Lipsner, Mr. and Mrs. Fred Hollman, Mr. and Mrs. Dick Canman, Don Lussy, Barry Kostenko, William Schulze, Charles Mueller, Dr. James K. Senior, Jr., Herman Wasmer, Fred Schurer, A. L. Lewis, Dr. W. Couter, Dr. Elmer L. Beadles, E. Ahman, Rev. Toland, R. Putnam, Bill Ekvall, J. Vellek and Joseph Spiegel.

There may have been others there whom I did not see or who did not sign the registration book; but regardless, this was one of the best attended conventions we have had in many years. Notable even in their absence were our reliable Secretary and Treasurer Ruth and John Smith; Dick Keiser of West Lawn, Penna.; Mr. and Mrs. P. Zwisler of Holyoke, Mass.; Art Schmidt of Clementon, N.J.; and above all, Stanley Hodziewicz, former Chief, Philatelic Staff for the U.S. Post Office Department. We missed all of you, as well as all other members who could not attend.

A few Convention sidelights: The substitution of the Miniature Operetta at the Kungsholm Restaurant for the proposed concert at Ravinia Park satisfied almost everyone. As an operetta lover, I was quite pleased with the change, particularly since the performance at the Kungsholm was of the same show, "Kismet," that I had seen in New York the previous week. What member complained about the small plates at the Kungsholm, and then proceeded to make five trips to the Buffet Table? . . . Bruce Kleinert was able to watch, but not hear the operetta. Why? He had a transistor radio glued to his ear, listening to the White Sox baseball game. . . . Incidentally, Bruce and Milton Ehrlich were scheduled to go to the "Sox" game on

Sunday, but inclement weather forced them to stay at the Hotel and watch the game on TV. Marie Matejka has gained quite a reputation as a mint julep taster . . . Why not appear on "What's My Line," Marie? Bob Haring, Mike Thompson, Milt Ehrlich, and I toured "Old Town" on Friday evening. Reminded me of New York's Greenwich Village. Perry Nahl's exhibit of Airline Stock Certificates was most unique. Did you know that Perry owns one share of stock in every scheduled airline in the United States? Past President Eisendrath has an interesting memento of the banquet, a program autographed by everyone in attendance . . . Too bad Dick Keiser's exhibit on Paris Balloon Posts arrived too late to be exhibited. It would have been worth seeing and probably would have won a medal. Our personal congratulations to Joe Eisendrath upon being made a member of the "Order of the Vest." Was it a conspiracy that caused George Kingdom and Bart Gatchell to leave their vests at home? . . . Plan now to attend the 1966 Convention wherever it may be held. We know you will have a most enjoyable time.

THANKS . . . for covers to Mrs. Dorothy Fordham for a souvenir cancel on Armed Forces Day at Kincheloe AFB, Michigan; to Jack Donoghue for another UN first day — the new ITU issue; and to COMPEX for a souvenir cover with special meter imprint.

Also to Mike Thompson for an airport dedication cover from his home town, Kenosha, Wisconsin, June 20; to the Smiths for a cover from WIPA bearing two of the hard-to-get special Austrian semipostals, cancelled on the "Day of Aerophilately" with the special FISA postmark; to Pan American World Airways for a round-the-world jet cargo flight cover, July 1; and to Capt. Zapala' of Venice for a special card bearing a vignette issued by the Italian Polar Institute to mark the "First National Polar Postal and Documents Exhibition," held May 24 at Civitanova Marche.

EXPERIMENTAL AIR MAIL IN THE SOUTH PACIFIC

Experimental air mails are seldom heard of these days. The world's jetliners have gradually covered every continent, but the exceptions are many of the islands of the Pacific Ocean. It is here that there are many unexplored atolls and outposts served only by small steamers perhaps once or twice a year.

In these parts an air service is a God-send for passengers, mails, and much needed supplies, but guaranteed regular and sufficient payloads are often the difficulty.

Gradually many of the wartime airstrips on Pacific Islands have been reconstructed and made suitable, at least for the famous Herons of Fiji Airways and the DC-3's of Polynesian Airlines.

These companies are always looking to extend their routes. October this year sees a most interesting experimental air mail through the 'off-the-beaten-track' islands of *Rarotonga-Aitutaki-Penrhyn Island-Bora Bora-Tahiti*, returning to Rarotonga. A glance at a map of the Pacific Ocean will confirm any doubts that these places are remote!

Complete coverage of eight different covers will be serviced by *Pacific Flights*, Box 954, G.P.O., Adelaide, South Australia, and flown on the Polynesian Airlines DC-3 making the trip.

The covers will be three-color embossed and will also receive different dis-

tinctive cachets and be backstamped. Arrangements have been made for the pilot to sign some of the covers. A miniature sheet of four semi-official seals will be issued, both perforated and imperforate.

The series of eight covers plus two miniature sheets are priced at \$5. In addition a limited number of sets will be signed by the entire crew of the plane, priced at \$10. This last-mentioned offer includes the two sheets plus two plane crew photographs.

Besides the mail and air freight there will be nine lucky passengers travelling the route. Several seats are still available and any philatelists seeking the unusual in an air trip should write immediately to Pacific Flights — by air, of course.

Due to the weight limit placed on the experimental flight collectors are advised to send their orders and remittances for covers as soon as possible. Pacific Flights may have a few extra sets available for APJ readers. But order early and be sure to mention the APJ! They have capably handled many special flights and philatelic events in Australia and the Pacific in the past ten years. All remittances should be by international money order, checks, postal orders, or currency. Reply coupons and mint stamps are not acceptable.

A Satellite Message and an Experimental Rocket Mail

When, on June 10, 1965, the German Federal Postal and Telegraph Services inaugurated the transmission of telegrams from the U.S.A. to West Germany over the Early Bird satellite, the Frankfurt Office delivered the messages on the regular official form of the German Federal Post, but with an additional three-line cachet reading: "Über Nachrichten Satellit / EARLY BIRD / ibermittelt" (translated: "Transmitted over Early Bird Communication Satellite"). An additional cachet gives the time as 10.VI.65 - 22:50.

This might be one of the earliest official postal cachets marking a satellite communication service.

Another in a series of experimental rocket mail flights will be held in Stockholm, Sweden, on October 10, sponsored by the *Stiftelsen Jubileumspostflygningen*, Box 40200, Stockholm 40. Flown covers will be available for \$1.50 each and rocket "stamps" in sheets of four at \$1 each. Advance orders may be sent to the above address. Rocket enthusiasts, take note!

— Dr. Max Kronstein

Foreign Pioneer Airpost Flights, 1909-1914

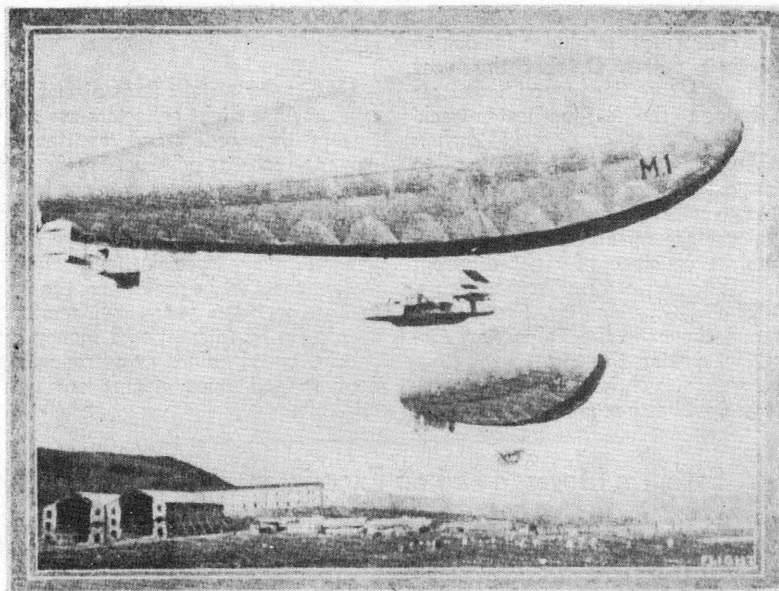
C. SPECIAL POSTAL CANCELLATIONS OF THE PIONEER PERIOD

XXII. THE CACHETS OF THE EARLY ITALIAN AIR EVENTS 1912-1914

By Dr. Max Kronstein

Even though Italy was very actively engaged in aviation efforts in the years 1912-14, the developments there are less clearly evidenced by aerophilatelic documentation than in France or in Switzerland, both neighboring countries.

As this period began, Italy was in the midst of military efforts in North Africa. Late in 1911 there were 22 Italian military airplanes active in North Africa, nine of them in Tripoli. Besides, there was a number of military airships in active service in that area. Reports mention that on December 16-17, 1911, the military dirigible P 2 was heavily damaged there by a storm, and another airship, the P 3, was left without shelter when the winds blew down its hangar. On February 14, 1912, the military dirigible P 1 made its first flight from Tripoli, starting a series of bombing raids. As many as 20,000 aerial bombs had been delivered to its base for this activity. To what extent these flights also were used for the distribution of aerial leaflets is not known.



THE ITALIAN DIRIGIBLE FLEET — M1 and M2 in the Air at Vigna di Valle.

The Italian airships of this period had an excellent record. On June 25, 1913, the P 5 airship made a continuous flight of 15 hours, a record in those days (These data are based on Allied wartime reports. There might have been longer continuous flights by German Zeppelin airships, but no facts about them were available at that time). On July 30, 1913, the P 5 made a 506-mile flight at an average speed of 40.5 miles per hour. On October 14, 1913, another Italian airship, the M 2, established a 745-mile nonstop flight record and in February 1915 the airship M 1 reached a

record altitude for dirigibles, a height of 10,728 feet. The latter two airships are shown in the photo above.

Despite these considerable airship accomplishments, there are very few aerophilatelic documents available. One of them was listed in the catalogue of the Norman Serphos Auction of May 1914, and was also listed later in the *American Air Mail Catalogue*, 1950. It is an unaddressed souvenir card with the inscription "Saluti Dabordi Aeronave M-1" and has a black double circle cachet "Marina Aeronave M-1."

Reviewing airplane activities in the year 1912 it should first be noted that in January airplane leaflets were used to assure the Arab tribes in Tripoli of Italy's friendly attitude toward them. These Italian proclamations were printed in Arabic and were dropped by planes over Arab camps.

Early in 1912 the Italian Ministry of War was already making considerable efforts to develop an Italian domestic airplane industry. It announced a competition for Italian-built airplanes, requiring a flight range of 200 miles with pilot and a passenger, carrying about 100 pounds of fuel, and a speed of 50 miles per hour. The first factories in Italy built mostly French-model airplanes. In July 1912, Italy formed a regular "regiment of aviators" with two companies, having one Lt. Colonel, one Major, 12 Captains and 24 Lieutenants and Sub-Lieutenants.

Representative of the various civilian air meetings in 1912, a card issued for a "Circuito Aereo" at Livorno is illustrated on the cover this month. This special card has a rectangular cachet and the postal cancellation of Livorno, January 28, 1912, on the front and on the reverse side an inscription: "DAL CAMPO - D'AVIAZIONE," enclosed in a box. Also shown on the front cover is a vignette from an aviation meeting on the Adriatic Coast, July 13-14, 1912, and of another meeting at Reggio Emilia early in August. Reported also is a special card of an Aviation Meeting at Siena with a cachet "UFFICIO CAMPO d' AVIAZIONE." It should be mentioned here that one of our members brought to this reviewer's attention that quite a few reprints and imitations of the early Italian aircards and vignettes exist. Care should be taken.

It can well be assumed that more special issues exist from the year 1912, but this author has not been able to find them or to find them listed.

In 1913 there was a great aeronautical exhibition in Turin (May 17-June 1). As a special event, a group of aviators who had participated in the Tripoli War made exhibition flights. This group used 12 Bleriot planes, 5 Nieuports, 11 Farmans and 1 Vendome airplane. This author did not succeed in finding any aerophilatelic records of these events. But from the same period (May to July) of 1913 a special vignette of an International Sport Exhibition (including aviation) at Vercelli has been noted (also pictured on the cover). The catalogue of the Serphos auction - mentioned earlier - also listed an autographed card which was supposed to have been flown on April 18, 1913, by the aviator Gianni Widmer from Trieste to San Marino. It bears a San Marino stamp and postal cancellation, but, except for the autograph of the aviator, has no special cachet or inscription indicating air transportation.

When, on June 5, 1913, two German cruisers visited the port of Venice, they were escorted for 50 miles by six naval hydroplanes, including two Borels and four Paulhan-Curtiss planes. No special cards exist from this flight. But another card from Venice shows (without date or year of issue) a hydroplane in flight over Venice, the island of Lido, and ships at sea. This card is inscribed "Soc.An.Italiana Navigazione Aerea-Stagione Agosto Settembre-Voli sulla Laguna Sullido su Venezia,"

(Please Turn Page)

which, translated, indicates that this company was flying over the "Laguna" (the sea

around Venice) and the Lido of Venice during August and September.

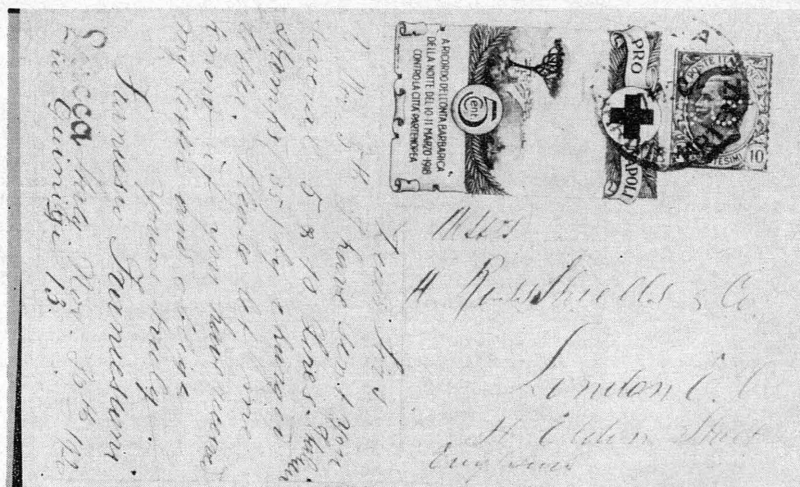
From August 10-11, the *American Air Mail Catalogue*, 1950, lists a special card from an aviation day at Parma, showing a monoplane and inscribed: "Riccardo Delle Giornate Aviatorie a Sala Bogonza (Parma) - 10/11 Agosto 1913." The aviators Bergunzi and Costa participated in these events with a monoplane.

In the following month (September 21, 1913) a great Italian Circuit was reported in the same area, flying from Parma to Reggio, Modena, Bologna, Ferrara, Mirandola-Guastalla, and back to Parma. No aerophilatelic documentation has been reported from this circuit as yet.

On October 9 and 10 there was an interesting Italian waterplane contest over the upper Italian Lakes (at Pallanza, Cremona and Como) with the German aviator Hellmuth Hirth as the first, the French aviator Garros the second, and the aviator Fischer the third winner. Here again no aerophilatelic records have as yet been found despite the international character of the events.

On December 18, 1913, at Busto-Arsizio, Captain Picco, on a Nieuport plane, established an Italian altitude record with a flight to 12,650 feet; this record was soon improved when Emile Pensuli (on a Caprioni monoplane) flew to 12,900 feet on January 29, 1914. Soon afterwards Lt. Rolognesi (Milan) reached an altitude of 14,660 feet.

Another indication of the continuing progress of aviation in Italy was Lt. Bolognesi's 330-mile, 7-hour flight in April 1914, between Piacenza-Padua-Milan-Turin and to the Mirafiori Airfield. And on May 17, 1914, another exhibition of flying machines was held at Turin featuring Italian-built Farman, Bleriot and Nieuport airplanes. No aerophilatelic cachets or cards or vignettes have been reported from this period before the First World War.



Card Bearing Vignette against World War I Zeppelin Attacks near Naples, 1918.

But vignettes promoting the development of military aviation in Italy are known from this period. One of these is illustrated on the front cover. Finally, a documentary vignette of the war period itself is pictured above, tied to a card. Issued after the Zeppelin bombardment of the Bay of Naples, it is an anti-Zeppelin vignette, priced at 5 centimes. The inscription reads, translated: "A record for

barbaric attack on the night of 10-11 March 1918 against the City of Partenopea," and it pictures a Zeppelin over Mount Vesuvius.

During the First World War Italy made great progress in the field of civilian and military airmail transport. But as this is beyond the time period covered in this series, these airmails will have to be discussed at another time.

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- 1900—Holograph 4-page letter written and signed by Graf Zeppelin re: first experimental trip, from Moedebeck archives, unique and historical.\$750.
- 1902—Severo Airship PAX, colored leaflet (flags of France and Brazil) dropped on crash flight.\$225.
- 1905—A/S ITALIA, A/S card pmk'd Schio, signed E. Cianetti.\$175.
- 1906—Airship AMERICA—card from Spitzbergen w/off. "The Wellman Chicago Record-Herald Polar Expedition" and "Ingr. Aeronautique de la Wellman Chicago Record-Herald Polar Expedition," signed by W. Wellman Aug. 17, 1906. Unique memento of this attempt.\$175.
- 1909—Zeppelin ZIII oval, fragment from logbook w/letter of Zepp Co.\$125.
- 1910—LZ6—the rare overprinted card, rare drop mail.\$375.
- 1912—Schwaben-w/bd. pmk. I, dropped Baden-Baden, showpiece.\$175.
- 1912—Card addr. to USA, carried on disaster trip 6/28/12, unique.\$650.
- 1912—LZ11—Victoria Luise, 1912 w/oval bd. pmk. and Zepp fund vignette 7/27/12—unlisted flight, rare.\$150.
- 1912—LZ 13—Hansa-8/29/12 addr. to USA. North Sea flight, board pmk.\$125.
- 1913—LZ 17—Sachsen—carried on 3 flights w/3 bd. pmks. Unique.\$300.
- 1913—Bohemia flight w/Board pmk., rare thus.\$200.

Large selection of unusual Zeppelin covers of later period on hand.
Also Balloons, Pioneers, Rockets, Foreign Space FDC's. No lists.

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— RARE AIRPOSTS FOR OVER 35 YEARS —

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).

October 24, 1957: B.O.A.C.: Comet III Lands at Johannesburg:

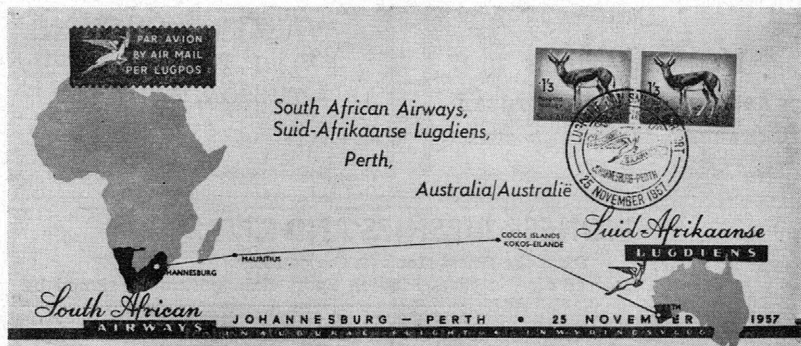
The jet, commanded by Group-Captain John Cunningham, left Hatfield Aerodrome near London at 11 P.M. and landed at Jan Smuts Airport in time for lunch. The total time elapsed was 13 hours (12 hours 6 minutes in the air with a stop of 55 minutes at Khartoum). In 1951 the Comet I jet flew to South Africa in 17 hours 33 minutes.

November 5, 1957: S.A.A.: Goodwill Flight - Johannesburg to Perth:

The commander of this flight was Captain J. M. Botes. This flight was prior to the regular trans-Indian Ocean service which began November 25, 1957.

November 25, 1957: S.A.A.: Regular Service: Johannesburg to Perth via Mauritius and Cocos Islands:

For this DC-7B flight special covers were issued which were backstamped at Perth 26. Nov. 57. The return flight was made on November 27, arriving at Johannesburg on November 28. Mails were carried on all stages, but it is especially interesting to note that aerogrammes sent c/o Poste Restante, Cocos Islands, were not returned to the writer until August 30, 1959. A special postmark was used.



First Flight via S.A.S. from Johannesburg to Perth, Australia, via Mauritius and Cocos Islands

December 4, 1957: S.A.A.: Service to Europe via Zurich:

Zurich was first included in the flight schedule of S.A.A. on December 4. Covers for this first flight were backstamped Zurich 5.XII.57-17.

April 2, 1957: S.A.A.: West Coast Service:

On April 2, S.A.A. began the first service to Europe via the West Coast. - Leopoldville, Kano, Algiers, and Amsterdam - using DC-7B's. The first express service via the West Coast carrying mails, was initiated on April 6. There was only one stop between Johannesburg and London, at Kano.

February 1, 1958: S.A.A.: Changes in Flights:

A new timetable was introduced, revising the "Springbok" route. The "fast" service between Johannesburg and London was altered to add Amsterdam as well

as Kano on the route. The "regular" service to London operated via Leopoldville, Kano, Rome, and Zurich.

January 14, 1958: Qantas: World Flight:

Covers with the special Qantas cachet were sent to South Africa.

February 26, 1958: Visit of Shackletons to Cape Town:

Three Mark III Shackleton long-range bombers arrived in Cape Town from England. One aircraft overshot the runway and was damaged. They flew via Niamey, where there was a delay due to a scarcity of bottled air used in the running of the aircraft. Spare bottles were flown up from Cape Town.

February 22, 1958: S.A.A.: Boeing Jets Ordered:

Orders were placed for three Boeing 707 aircraft.

February 20, 1958: S.A.A.F.: Record Endurance Flight:

An S.A.A.F. border patrol aircraft landed at Ysterplaat after a record endurance flight of 2,900 miles in 14½ hours (with one stop). The aircraft, captained by Major Desmond Eden of Ysterplaat, left Pretoria and flew over Southern Rhodesia, Bechuanaland Protectorate, the Caprivi Strip, Angola, and South West Africa.

March 22, 1958: S.A.A.F.: Shackleton Flight to Marion Island and Return:

This flight was carried out by Commandant M. J. Uys, who completed the trip of 2,500 miles in 15 hours.

June 2, 1958: Balloon Flights with Mails: Johannesburg and South West Africa:

Mr. John Boesman of Holland, and his wife Nini, visited South Africa and South West Africa with their balloon OO-BGX. On June 2, 1958, they made a flight lasting 45 minutes, before landing in a deodar tree. More than 1,000 cards were carried. Mr. Pat Smith, a press photographer, was aboard as passenger. Earlier the first flight of a balloon in South West Africa was made at Otjiwarongo at the N.S.W.A. Agricultural Show. Souvenir cards from there received a red cachet "First Flight by Balloon - in South West Africa - N.S.W.A. Agricultural Show 50c - Otjiwarongo - May 1958" and also a blue cachet "On Board of Freeballoon - OO-BGX - Commander: John Boesman."

October, 1958: S.A.A.:

The first of seven Vickers Viscounts for the new "Bosbok" fleet was delivered at Jan Smuts Airport by Captain Bert Rademan.

November 24, 1958: S.A.A.: First Service with Vickers Viscount: Cape Town to Johannesburg:

Covers were backstamped Johannesburg 25.XLB58. Part of a service to Salisbury, the flight to the Rand (Johannesburg) took just over two hours. One of these aircraft had visited Cape Town previously on November 17, 1958. Covers carried to Salisbury on November 24 were backstamped 26. Nov. 58 - 8 A.M.

December, 1958: South Africa: New Greetings Air Letter Sheet:

These were first issued on December 10. The design included red and green flowers and views and the wording "Greetings from South Africa" and "Groete van Suid-Afrika."

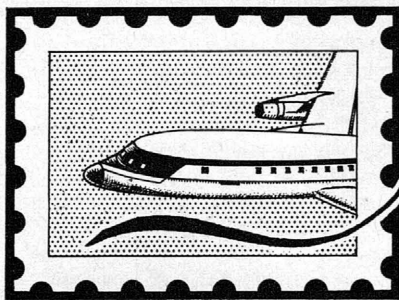
December 1, 1958: Bechuanaland: Air Letter Sheet:

Bechuanaland now had its own definitive air letter sheet. Previously, those of South Africa had been overprinted "Bechuanaland." This air letter sheet used the 6d then current "Queen's head with cattle" design for the imprinted stamp.

December 12, 1958: El-Al: Johannesburg to Tel Aviv:

It was announced that El-Al would resume its direct flights from Johannesburg to Tel Aviv, Israel, with weekly Super DC-6B service.

(To Be Continued)



Airs of the Month

By **BERNARD J. DATTNER**

(Illustrated through the courtesy of
Nicolas Sanabria Co., Inc.
Ridgefield, Connecticut 06877)

8024 Frankford Avenue,
Philadelphia, Pa. 19136



AFGHANISTAN

For Teachers' Day two stamps were issued, perf. and imperf., as well as two souvenir sheets, perf. and imperf. The values are 3 afs. and 3.50 afs., and the stamps depict native flowers.

AUSTRALIA

See news item elsewhere in this month's *APJ*.

BULGARIA

In honor of the Franco-Belgian Philatelic Exhibition, two airmail stamps have been issued, values 5 ct. and 13 st.

CAMEROONS

Two airmail stamps were released recently in memory of Sir Winston Churchill, a 12 fr. full length portrait with "V" sign and an 18 fr. The latter shows his bust with a sturdy oak branch and a battleship, and is printed in a strip of three with a legend in the center blank.

CENTRAL AFRICAN REPUBLIC

A 100 fr. airmail stamp was issued in June to honor MESAN, the National Social Evolution Movement.

COSTA RICA

For the 50th Anniversary of the National Bank, a 35c bluish green airmail stamp was issued. Elsewhere, if space permits, we will have a list of all issued and expected issues for the balance of 1965, from our Life Member #5, Ernesto Quiros Aguilar, who so kindly keeps us informed of philatelic events in Costa Rica.

DUBAI

The Freedom from Hunger stamps have been overprinted as a set of four in honor of the 19th Anniversary of the United Nations. Also five souvenir sheets have been overprinted to salute the Innsbruck Olympic Games. The Kennedy stamps have been reissued with overprint "Nov. 22," the date of his assassination.

FUJEIRA

The Post Office informs us that a set of nine multicolored airmail stamps were to be released August 16th, in the following denominations: 15np, 25np, 35np, 50np, 75np, 1R, 2R, 3R and 5R (a total face value of \$2.73 U.S.).

GUATEMALA

A set of five airmails for assistance to the Red Cross were overprinted and issued in May.

GUINEA

To honor native crafts, Guinea issued a 100 fr. airmail showing a cabinet maker and a 300 fr. depicting an ivory carver.

LIBERIA

The 50c airmail souvenir sheet has been issued perf. as well as imperf.

MEXICO

Two airmail stamps, 80c and 1.20 p, have been issued for the International

(Continued on Next Page)

MORE COLLECTORS PREFER THE LAVA NEW ISSUE SERVICE

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Attractive black and gold finish.

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MONGOLIA

The WIPA International Philatelic Exhibition has been honored by the release of a souvenir sheet showing a globe, surrounded by a ring of stamps — the central one being the WIPA stamp of 1933.

NICARAGUA

In memory of President Kennedy, four airmail stamps were issued in black and the following colors: 35c green (200,000), 75c pink (150,000), 1.10C blue (150,000) and 2C coffee brown (100,000).

NIGER

Pope John XXIII is the subject of a 100 fr. airmail stamp released June 3d.

PANAMA

A set of two stamps, perf. and imperf., and a souvenir sheet were issued in memory of Dag Hammarskjöld. Also released were two varieties, perf. and imperf., and two souvenir sheets, perf. and imperf., depicting Presidents Kennedy and Johnson.

SIERRA LEONE

The 9d New York World's Fair stamp of 1964 has been overprinted 7c and reissued for this year's N.Y. World's Fair.

(*Editor's Note:* Sierra Leone no longer has a pavilion at the N.Y. Fair, but

goes on issuing special stamps for it nonetheless!).

SURINAM

A new definitive series is reported and illustrated elsewhere in this issue.

VENEZUELA

Eleven airmail stamps have been provisionally surcharged with new denominations.

YEMEN (YAR)

Five varieties of airmail stamps have been issued, showing native birds. These were released in both perf. and imperf. form.

YEMEN (Kingdom)

The ITU Centenary 6 b airmail has been issued imperf. It was released earlier in perf. condition, as well as in a souvenir sheet.

We have been informed by the Philatelic Society of Egypt, P.O. Box 142, Cairo, Egypt, U.A.R., that they will publish, early in 1966, a new eighth edition of the highly specialized *Zeheri Catalogue* for postage stamps of Egypt, U.A.R. and the Sudan. 5,000 copies will be printed and, for the first time, the Catalogue will be released in English (instead of in French as were the last seven editions). No price was mentioned, but inasmuch as these areas issue a lot of airmail stamps, many readers may be interested.

Lawrence Hargrave Honored by Australia



Australia's 5d commemorative stamp in memory of Lawrence Hargrave, who died 50 years ago, was issued on August 4, and sold only for about two weeks.

One of the world's greatest aviation pioneers, Hargrave was born in England in 1850 and went to Australia in 1866. From 1872 to 1876 he accompanied several exploring expeditions in New Guinea.

He began his aeronautical experiments

with models in 1883, and made his findings freely available to overseas researchers, thus contributing greatly to the world pool of aviation knowledge. By 1900, Hargrave was building full-size aircraft, but lack of a powerful engine prevented his being the first man to fly in a heavier-than-air machine — an honor which fell to the American Wright Brothers in 1903. Hargrave died on July 6, 1915.

The stamp was designed by Mr. George Hamori of Sydney, Australia, and shows a portrait of Hargrave and a facsimile of the inventor's own sketch for the seaplane he built in 1902 — his fourth full-size aircraft. It is photogravure-printed in brown, yellow-brown, purple and black by the Note Printing Branch of the Reserve Bank of Australia.

AEROGRAMME BRIEFS

A special aerogramme honoring the Third Commonwealth and Empire Law Conference (held in Sydney) was issued at a limited number of points in Australia on August 18, to be on sale for about two weeks.



— Courtesy John Watson

The aerogramme (illustrated above) follows the general design of the new blue and red aerogramme issued earlier this year (distribution started April 26, 1965) except that the "Flying Kangaroo" device at the left hand side of the address-face was replaced by the design incorporating the official Conference emblem.

United Nations Color Change

Just as we were going to press with our August issue, New York member Harry Gordon came through with one of his usual "Flash News" items — a new variety of *United Nations Aerogramme*, discovered on one of his periodic visits to United Nations Plaza, July 20. The air letter is identical in design to the 1961 issue, but instead of the light bluish background it is of a distinct greenish shade. The green background reinforces the blue color of the imprinted stamp and the blue border, making both appear much darker than on the previous issues. When Harry reported it, only one clerk had it in his stock. Here is one for the UN specialists, but don't all rush to get it — the green variety is apparently the new "standard" and should be readily available from the UNPA by the time this is in print.

A Report from Boston

The Post Office Department has announced that there were 337,422 first day cancellations when the 11-cent John F. Kennedy Aerogramme was first placed on sale at Boston, Massachusetts, on May 29. The total value of the 347,907 Aerogrammes sold that day amounted to \$38,269.77.

A review of the statistics for first day cancellations of past aerogrammes indicates that the Kennedy issue broke all records for such issues. In fact, the quantity cancelled at Boston was more than double that cancelled for the last U.S. air letter, issued in 1961. While interest in aerogrammes is growing constantly, we'd venture to say that the interest in our latest one is a topical one — in the late John F. Kennedy — rather than purely aerophilatelic.

— The Editor

Jet Jottings

by Michael P. Codd

35 Lander Ave., Staten Island, New York 10314



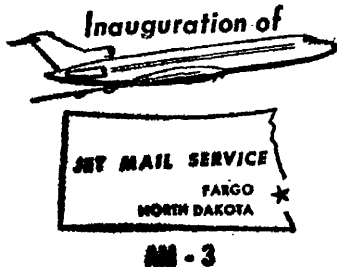
Boeing 727 jets saw increased activity on May 23, when *Northwest Orient Airlines* brought jet airmail service for the first time to three United States cities and direct jet service between Winnipeg, Manitoba, Canada, and the north central United States.

Once again cover collectors residing in this country had to send their covers to fellow collectors or friends in Winnipeg, asking that they be dispatched on the inaugural 727 jet flight from Winnipeg, which operated via Fargo, N. Dak. to Minneapolis/St. Paul, ultimately terminating in Philadelphia. In spite of the many, many words expressed by Canadian officials in the philatelic press about cooperation with philatelists, discrimination is still practiced against collectors living outside Canada. Canadian post offices still refuse to accept any type of air mail covers for dispatch on an inaugural flight — if they are mailed in advance of the service.

Through the cooperation of our friends in Winnipeg, jet inaugural covers were cancelled by the Postmaster — May 23, 8 A.M. Upon arriving in the U.S.A. they were backstamped 3 P.M. at Fargo or simply P.M. at the Twin City Airport (Minneapolis/St. Paul). No cachets were used, of course. Since Winnipeg has been receiving jet service to the United States by Air Canada as part of its Florida services, some question has arisen as the *Catalogue* status of the June 23 covers. We have not had any reports of previous jet covers from Winnipeg so can reach no conclusions; the entire matter is subject to review by our Jet Committee.

Jet service was also inaugurated by Northwest at Grand Forks, N. Dak., in two directions, northbound on a flight between Fargo and Winnipeg and southbound as part of a "turnaround" flight from Minneapolis/St. Paul-Fargo-Grand Forks-Twin Cities-onward. However, the Grand Forks Postmaster refused to dis-

patch any philatelic mail northbound, stating that the Canadian Post Office would not backstamp such air mail covers — even if flown on the inaugural flight to Winnipeg. As a result, all jet covers (1,907) were postmarked May 23, P.M., and flown southbound to the Twin Cities where they were backstamped at the Airport, May 23, P.M. (Editor's Note: Minneapolis/St. Paul AMF now uses a cancellation which reads "Twin City Airport, Minn.," with no reference to "AMF," on most mail). Grand Forks applied an official cachet, similar to the one illustrated here except for city name, in green.



New Type of Map Cachet Used for Jet Flights at Fargo, Grand Forks, and Madison.

Fargo was the next western city on Northwest's jet schedule. Jet mail was dispatched in two directions. The first northbound flight operated to Grand Forks and Winnipeg and carried 1,920 jet covers cancelled May 23, A.M., which were backstamped at Grand Forks, May 23, A.M. The first southbound flight was a nonstop to the Twin Cities and flew 217 inaugural covers which were all backstamped at the Twin City Airport, May 23, P.M. Some southbound covers were postmarked May 23, A.M., while others received a 9 A.M. handstamp at Fargo. The official cachet, as illustrated here, was applied in purple to all inaugural jet mail at Fargo.

Moorhead, Minn. also dispatched uncacheted covers in both directions (through the Fargo Airport) with the same postmark times and backstamps as the Fargo dispatches. However, Moorhead is not "bracketed" in the official PO schedules, so it is doubtful if its covers will rate *Catalogue* recognition.

The last city on Northwest's May 23 jet inaugural parade was Madison, Wisc., served by an eastbound jet flight only. All philatelic mail — 1,081 covers — was cancelled A.M. Kennedy AMF backstamped these covers May 23, P.M. The official post office cachet, similar to that used for the North Dakota cities, but bearing an outline map of Wisconsin, was applied in magenta ink.

Jet service between Philadelphia and London was improved on May 31/June 1, when TWA inaugurated jet air services between these two cities. The inaugural eastbound flight carried philatelic mail cancelled May 31, 7:15 A.M., at London. Upon arriving at Philadelphia, covers were backstamped June 2, A.M. It appears as if the Philadelphia GPO was somewhat slow in backstamping these covers. The London Post Office did not apply a cachet.

The inaugural flight from Philadelphia carried 1,150 jet covers which received a green cachet at the Post Office, while the Airport Mail Facility postmarked 1,644 inaugural covers, bearing the same cachet in magenta. Both offices postmarked covers June 1, P.M. Since England still maintains its policy of not backstamping airmail covers, TWA's London office very graciously backstamped these covers flown from Philadelphia, June 2 about 7:45 A.M.

Pan American recorded another aviation "first" on July 1 when it inaugurated scheduled round-the-world all-cargo jet services tying 17 of the world's major industrial centers to what in effect was a global freight conveyor belt.

Just as Pan Am introduced the first round-the-world passenger service in June 1947, its jet freighters were the first to circle the earth with all-cargo flights criss-crossing the globe both eastbound and westbound.

The first round-the-world all-cargo jet flight headed westbound from San Francisco where the Post Office postmarked

inaugural souvenir covers July 1, P.M. A square cachet (illustrated) was applied in black. San Francisco AMF cancelled philatelic mail July 1, P.M., cacheted in magenta. Kennedy AMF backstamped this inaugural mail July 5, A.M.



Air Freight Circles the Globe via PAN AM Jet — The Official Cachet.

The first eastbound flight actually originated at Detroit. Official Post Office cachets, however, were furnished only at New York for this flight. All three New York dispatches were postmarked July 3, P.M. 1,880 inaugural covers were posted at the United Nations with a green cachet; New York GPO processed 1,561 pieces of jet mail using the same cachet, but in blue; while Kennedy AMF cancelled 2,472 souvenir covers, cacheted with magenta ink. All three dispatches were backstamped at San Francisco AMF July 6, P.M., after traveling the long way around the world.

Pan American-Grace Airways began once-weekly nonstop northbound DC-8 jet service from Buenos Aires to La Paz, Bolivia, June 4. Nonstop jet service previously was offered only on southbound flights between the two cities. Inaugural DC-8 mail was postmarked June 4, 1965, at Buenos Aires and received a small rectangular-shaped black cachet which read "PAN-AGRA PRIMER VUELO DIRECTO JET DC-8, BUENOS AIRES-LA PAZ." These covers were backstamped at La Paz, June 4, 1965. There was no public announcement of this nonstop jet, resulting in comparatively few covers being flown on the inaugural flight.

After an absence of 17 years, *Western*

Air Lines renewed air service at Yellowstone National Park. Souvenir inaugural mail, flown by Lockheed Electra turbo-props, was postmarked June 12, 3 P.M., at West Yellowstone, Montana. Salt Lake City AMF backstamped this mail June 12, 6 P.M. An unofficial cachet was applied to all souvenir mail reading "FIRST JET POWERED FLIGHT YELLOWSTONE AIRPORT AM 19, June 12, 1965 WESTERN AIRLINES." Uncacheted covers were also dispatched on a northbound flight to Great Falls, but were not backstamped.

Braniff Airways continued to incorporate the British made BAC-111 pure jet into its route system, inaugurating new jet service at Tulsa, Okla. and Fort Worth, Texas, on June 15.

Tulsa was served on both northbound (between Dallas and Kansas City) and southbound (between Kansas City and Houston) flights, but all inaugural mail was dispatched northbound, in accordance with the official Post Office announcement and directives. The Postmaster at Tulsa processed 2,064 jet covers cancelled A.M., and used a magenta cachet which very appropriately showed an oil well.

Fort Worth, Texas, received BAC-111



Cachet for Braniff's BAC-111 Jet Service to Fort Worth.

jet service on the same northbound flight as Tulsa (as a stop between Houston and Dallas). 1,484 inaugural jet covers were postmarked June 15, A.M. at the Post Office with an official cachet, showing the head of a steer, applied in green. The AMF at Fort Worth cancelled 1,785 pieces of philatelic mail, June 15, A.M., applying cachet in black. Tulsa and Fort Worth dispatches were all backstamped at Chicago, AMF O'Hare, June 15, P.M.

New Portuguese Internal Air Service

Portugal, by virtue of its geographic position, is an important stop for international airlines, but, as a small country, has only one internal service to the north, from Lisbon to Porto and return, inaugurated December 3, 1945, by the C. T. A. (Companhia de Transportes Aereos), precursor of the present T. A. P. (Transportes Aereos Portugueses).



A second internal service, to the south, from Lisbon to Faro was inaugurated July 15, 1965, by T. A. P. Two official special postmarks were applied at Lis-

bon Airport (illustrated), and at Faro Airport (similar, but with the wording transposed).

Inaugural Schedule Data:

Aircraft Used: "Super G" Constellation

Days of Operation: Tuesday, Thursday and Saturday

Flight TP 125—

Depart Lisbon 3:40 P.M.

Arrive Faro 4:30 P.M.

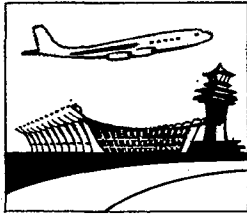
Flight TP 124 —

Depart Faro 5:00 P.M.

Arrive Lisbon 5:50 P.M.

—F. Lemos da Silveira

LONG AND SHORT OF IT: Longest flight segment on United Air Lines' 18,000-mile system is 2,612 miles from New York to San Francisco. The shortest is the 23-mile run from Newport News, Va., to Norfolk, Va.



AIRPORT DEDICATIONS

BY

WM. T. WYNN, JR.

13537 Rockdale, Detroit, Michigan 48223

As we see it today, here's the list of July dedications —

- 5 Paullina, Iowa (270)
- 11 Silver Bay, Minnesota
Vinton, Iowa (200)
Weidman, Michigan (179)
- 18 Bryan, Ohio (300)
Cheraw, South Carolina
Cloquet, Minnesota
- 23 Cottage Grove, Oregon
- 28 Neptune, New Jersey

The following have been investigated and do not qualify for *Catalogue* listing — Houghton Lake, Mich., 5/24; Green Bay, Wisc., 6/19; Pocono Lake and Pocono Lake Preserve, Pa., 7/1; Lehighton, Pa., 7/11; Cheraw, S.C., 7/26; and Chariton, Iowa, 8/1.

It looks as though the Pan Am Building Heliport in New York may finally reach the point of dedication in November. The removal of the passenger terminal from the roof to the top floor will overcome the safety objections raised by the Federal Aviation Agency. Thus the entire roof will be unobstructed for the landings.

San Francisco-Oakland Helicopter Airlines had an inaugural flight scheduled for July 12 between San Jose and S.F.

ruled out at the last minute by the C.A.B. It is not known at this time whether or not the heliport was officially opened or dedicated on that date.

The planned dedication of the Lyons, Kansas, airport has been permanently cancelled. There's still time to get your covers to Grand Canyon, Arizona. Can anyone report covers from Cheraw, S.C., postmarked July 18?

FUTURE — Newnan, Georgia; Venita, Oklahoma; Peninsula General Hospital Heliport, Edgemere 91, New York.

As is generally true in this particular field of air mail cover collecting, there have been many postponements of planned dedications. Space limitations do not permit repetitive listings. Inasmuch as we have sent out the "hold" covers for those events, it's just a case of standing by and patiently waiting for "D" day after which you will find the covers in your mail box, provided of course that the person in charge at the Chamber of Commerce hasn't forgotten to mail them.

In place of this column next month we should be receiving the next *Catalogue* Supplement bringing deds up to date through 1964.

PACIFIC ISLANDS EXPERIMENTAL AIR MAIL FLIGHTS. OCTOBER, 1965.

Rarotonga-Penrhyn-Bora Bora-Tahiti-Rarotonga
WE WILL SERVICE THE SET OF 8 COVERS FOR YOU

- Set of 8 covers, embossed 3-color, cacheted, backstamped, all signed
by Pilot. \$ 5.00
- Deluxe set signed by Entire Crew, 2 photos. \$10.00

BOTH OFFERS INCLUDE 2 MINIATURE SHEETS OF 4 SEMI-OFFICIALS

PACIFIC FLIGHTS — Box 954H, Adelaide, South Australia

A Dozen Pictorials from Surinam

As mentioned in *Airs of the Month* for August, Surinam issued, on July 31, 1965, a set of twelve definitive airmail stamps, on unwatermarked paper, perf. 14¼ by 13¼, and printed by Enschede in Haarlem, Holland. The eight different designs used are illustrated.



<i>Value</i>	<i>Design</i>	<i>Colors</i>
10 cents	Watertower-Surinam Waterworks	Moss Green
15 cents	Brewery	Brown
20 cents	View of the inland	Dark Green
25 cents	Wood-using industry	Dark Blue
30 cents	Bauxite mine	Turkish Green
35 cents	Poelepantje-bridge	Orange Red
40 cents	Shipping	Orange Brown
45 cents	Landing steps	Carmine
50 cents	Poelepantje-bridge	Red
55 cents	Watertower-Surinam Waterworks	Light Green
65 cents	Brewery	Yellowish Brown
75 cents	Wood-using industry	Light Blue

The face value of the set in U.S. currency is \$2.60.

— B. J. Dattner

An Interesting Commemorative Flight in Switzerland

On May 10, 1910, the Swiss pioneer Ernest Failloubaz made the first flight in a Swiss-built airplane at Avenches. This plane had been constructed by Rene Grandjean. And the same aviator, on September 28, 1910, made the first town-to-town flight in Switzerland, between Avenches and Payerne, this time using a Bleriot monoplane. On October 10, 1910, he received the first aviator's license in Switzerland. After his death (on May 14, 1919) a stone monument in his memory was set up at Avenches.

A commemorative flight was made on

May 9, 1965, between Avenches and Payerne, the two cities which had witnessed the first Swiss city-to-city flight, and flown cards bear a blue, rectangular cachet, showing an old 1910 monoplane in flight with an inscription in three lines "Vol Commemoratif - Avenches-Payerne - 9 mai 1965." The cards were then redispached at Payerne on May 10.

We thank Mrs. Rene Grandjean, the widow of the late pioneer airplane constructor, for having brought this news to our attention.

— Dr. Max Kronstein

THE CHICAGO CONVENTION —

(Continued from Page 358)

it), Ed Benson, Milton Ehrlich, Bud Hennig, the Grafts from Cleveland, and the ladies — Mrs. Ray, Matejka, Gatchell, Canman, and Woolley. Mr. Friedman thanked all the airlines for offering the prizes to us. The Exhibition Awards were then announced, led off by the presentation of the President's Grand Award to Richard Canman of Chicago for his Chinese Airposts. The other award winners are noted, along with the description of all the exhibits, at the start of this article. The high quality of the material entered made the Judges' task doubly difficult. The winners were loudly applauded.

Two other major awards were made during the banquet. The first was the presentation of the "Order of the Vest," given by the Air Transport Association to those who promote and foster airmail and air transportation. Dr. Matejka, a member of the Order, decked out President Joe Eisendrath with the red and white vest, emblematic of membership.

This colorful presentation was followed by an announcement by Past President Jesse Johnson, Chairman of the *George W. Angers Memorial Award* Committee, that this year's Award would be made to J. J. Klemann, of Augusta, Georgia. Klemann, now 91 years old, was a New York stamp dealer for some 40 years, and was active in preparation of several sections of the American Air Mail Catalogue. In fact, almost all of the sections bear his name on the section masthead. The Committee felt that his work for the Society and aerophilately well qualified him to receive its second Angers Award (He also won a Bronze Medal in the Convention Exhibition). Our congratulations go to Mr. Klemann.

Announcement was then made by Dr. Perry Nahl of the results of the Election of Officers, previously reported at the Business Meeting. President-elect Leigh made a few brief remarks and commented that even though he is a railroad man (horrors!) he will see that "the AAMS keeps flying," and see that it "flies higher and higher and further and further."

Bart Gatchell, on behalf of the Officers, presented a beautiful silver tray, suit-

ably inscribed, to outgoing President Joe Eisendrath. Joe thanked the Officers and was applauded in turn.

The room was then turned over to Dale Woolley for his talk, illustrated with color slides, on Projects Gemini and Apollo and the U.S. moon shot program. This was enjoyed by all, and was a fitting way to end the second day of Convention activities. With mint juleps on the schedule for breakfast at 9 A.M. Sunday, most of those present called it a day and retired. A few hardy souls went out "on the town"; we haven't heard any reports of what sinister doings transpired, but Chicago seemed the same the next day.

On Sunday morning at 9, 32 people were on hand to partake of the Mint Julep Breakfast, prepared through the cooperation of Dr. Southgate Leigh — our own "Virginia Gentleman" (the liquid portion) and the Sheraton Hotel (the solid portion). Dr. Leigh, decked out in black frock coat and colorful vest, dispensed a wicked-looking, minty smelling concoction which turned out to be just what the Doctor ordered — Doc Leigh, that is. For many present this first encounter with mint juleps was a delightful one.

After we had partaken of food and drink, Joe Eisendrath introduced Captain Ben Lipsner who spoke briefly about his experiences in connection with the early airmail back in 1918, relating the well-known story of the May 15 Washington to Philadelphia flight which crashed at Waldorf, Maryland. Captain Lipsner stated that the covers carried by this flight were not flown on the 16th, but sent to Philadelphia by train to expedite the mail as it could not be held overnight. He also stated that no mail was actually flown from Washington until May 17. This information contradicts information available and published in many sources and must be studied by the Governmental Flight experts in our Society when revising the *Catalogue* listings for these flights. At the close of Captain Lipsner's remarks he was made an Honorary Member of the AAMS by President Eisendrath, as voted by the Convention the day before.

The "tables were then turned" as Dr. Leigh proceeded to name Joe Eisen-

drath as official "Heir Male Postmaster" of the Confederacy, presenting him with a certificate suitably forged on behalf of one J. Davis and countersigned by another of our "rebel" members, Roland Hopkins. Joe was decked out in full regalia, a gray Confederate officer's hat (not the authentic variety for a Civil war buff?) and bewhiskered to resemble another Lee, Robert E. His first official act was to call for issuance of a new 16¼c air mail stamp in various forms, complete with inverts, etc. The design of this important new issue will be released in *The Airpost Journal* as soon as it is available. This may be our sole piece of news that no other publication will publish before us — or after us for that matter!

The floor was then turned over to Auction Manager "Uncle Sam" Goldsticker who had 135 lots to dispose of at auction for the benefit of the AAMS. To these lots were added five lots of aerogrammes donated by Past President Dick Singley and an autographed copy of Ben Lipsner's book, *The Airmail Jennies to Jets*. Assisted by Perry Nahl and George Kingdom as auctioneers and Mike Thompson and Bruce Kleinert as recorders, Sam sold off the lots and realized a nice sum for the Society. A full report will appear in a later issue of the *APJ*.

Sunday's activities concluded with the showing of the AAMS Slide Program on aerophilately, complete with musical background and narration, which proved most interesting and enjoyable, even to people who had seen some of the material pictured before in the original form. We recommend that members request this slide program for showing at their local stamp clubs. We know it will prove interesting. Write Joe Eisendrath about it.

The only remaining task was the physical one of taking down the exhibition which was done in quick time by a group of Chicagoans including Ted Light, Fred Bloedow, Joseph Janecka, Sheldon Friedman, Fred Hollman, and Ed Benson. This same group had helped to put the show up on Thursday night and are truly the "unsung heroes" of an affair such as this. Happily, on Thursday they had the aid of others, including Presi-

dent Eisendrath, Sam Goldsticker, Milt Ehrlich, and your Editor, even though the latter three departed about midway through the job.

Your Editor boarded his plane late Sunday afternoon in a thundershower, leaving Chicago and the 42nd Anniversary Convention in the past. Next year the AAMS will again convene, site to be determined. Why don't you determine now that you'll be there — wherever "there" may be. See you in '66.

A WORD OF WARNING

Assistant Editor Dr. Max Kronstein has forwarded to us a letter recently received from Life Member Francis J. Field, the well-known aerophilatelic dealer of Sutton Coldfield, England. The letter deals with the existence of forgeries of certain 1912 Japanese airmail items, supplementing Chapter C. XIX. of Dr. Kronstein's Foreign Pioneer series which we published in our April issue. We quote the letter in full for the guidance of those collectors who may run across these rare items:

"I think it should be emphasised that there are very dangerous forgeries about, especially in America, of the Atwater cards. These forgeries are immediately detected because they are in perfect state of preservation and the cachet, postmark, etc. are all in the same quality of dull grey inking without any varying depressions in the surface of the card such as would result from individual hand application. There are also forgeries of the other airmail items of the second decade which can be quite genuine covers and cards to which forged cachets have been applied.

Francis J. Field"

Support the AAMS

by Securing

More New Members!

"Uncle Sam" Sez . . .

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

Congratulations to Alfred A. Glatz upon his reelection to the presidency of the Bloomfield (N.J.) Philatelic Society. We are also pleased to announce that Al is recovering very rapidly from a recent automobile accident which was almost fatal. Only a miracle saved Al from being killed, and his car was totally demolished.

Richard Canman displayed his Boxer Rebellion Postmarks of the German Post Offices in China at the August 9th meeting of the North Shore Philatelic Society (Chicago).

Jack Bettencourt, President of the Council Of Northern California Philatelic Societies, and winner of several AAMS exhibition awards, was one of the officials of the North Bay Philatelic Exhibition recently held in Vallejo, California.

We just learned that our CAM Editor's (Bill Ware) daughter won first award in a Missouri Beauty Contest. Perhaps she may become Miss America.

In last month's *APJ* the Editor, using data furnished by us, listed the AAMS members who won awards at WIPA 1965 held in Vienna in June. We must apologize for omitting the name of Ted Light of Chicago, whose outstanding collection of Afghanistan was awarded a silver medal at the show. We also have since learned that Captain M. F. Stern of South Africa received a silver-bronze medal for his airmails and that S. Am-

aral of Brazil was awarded a gilded silver medal and a Prix d' Honneur. Names of more of our foreign members who won WIPA awards will be announced here as we learn of them.

Our immediate Past President, Joseph L. Eisendrath, will have a feature article on "Century Of Progress and Philately" in the 1965 American Philatelic Congress 31st annual book.

Eastern Air Lines recently announced, subject to CAB approval, the purchase of Mackey Airlines, which operates between Florida and the Bahama Islands. If the Board approves this merger, it could mean nonstop airline service between the Northeast U.S. and the Bahamas.

A new bilateral agreement between the United States and Mexico permits service between Acapulco and U.S. points by U.S. airlines. More details will appear here as soon as they are available.

AREA, Aerovias Ecuatorianas, C. Ltda., has been granted a foreign carrier permit to provide service between Miami and Ecuador via Bogota, Columbia. No word on when service will be inaugurated.

Surface mail now moved by barge between the Hawaiian Islands will be moved by air if a Civil Aeronautics Board proposal is finally adopted. Hawaiian Air Lines and Aloha Airlines would carry
(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

September 1, 1965

NEW MEMBERS

- 5238 Patterson, Stafford H., 9622 Selby Place, Norfolk, Va. 23503
- 5239 Nasits, Jerry, 121 E. Front, Tyler, Texas.
- 5240 Torsay, Eugene, Park Ridge, Illinois
- 5241 Goldston, John, 4421 Westminster Pl., St. Louis, Mo. 63108
- 5242 Berent, Edmund W., 7350 N. Harlem Ave., Chicago, Illinois 60648

NEW APPLICATIONS

- Dunsmore, Margaret A., (Mrs.), 924 E. Juneau Ave., Milwaukee, Wisc. 53202. Age: 66, Housewife AM AU CF X in area By: R. T. Smith
- Krager, Joseph K., 2243 Earl Court, Los Angeles, Calif. 90039. Age: 34, U.S.P.O. AM HC PA CC Z 1D APS X By: R. T. Smith
- Gennaro, Franco L., Via Moscova 46/3, Milano, 127, Italy. Age: 48 AM CC OF Z 1D X By: G. Kingdom
- Johnson, Edward, 1335 N. Main St., Racine, Wisc. 53402. Age: 16, Racine Cycle By: A. Schmidt
- JF HF HC PA RP OF DC 1D X
- Seymour, Roland B., 3350 Santa Rosa Ave., Santa Rosa, Calif. 95401. Age: 24, Bus Driver By: W. Wynn
- Jet Flights
- Sacks, Preston H., 14 Market St., Hatfield, Pa. 19440. Age: 63, Die Setter By: W. Wynn
- JF HC 1D

DECEASED

- 2187 Hosterman, John, Huntsville, Texas
- 1752 Bray, Dallas, Plainview, New York
- 4993 Stuart, A. J. N., Radium Junction, Canada
- LM39 Long, Elmer, Harrisburg, Pa.

NEW ADDRESSES

- 4604 Segal, Nathaniel, 1916 Hopkinson House, Philadelphia, Pa. 19106
- 4305 Baxter, Larry, 385 Main St., E. Haven, Conn. 06512
- 5146 Pearson, Stephen, 9225 Germantown Ave., Philadelphia, Pa. 19118
- LM69 Godinas, Francois, Kennedy Str., Esneux, Belgium
- 4850 Robinson, Ward M., The Manor House Apts., 100 N. Ocean Blvd., Delray Beach, Fla. 33444
- 5032 Johnson, Raymond J., 817 S. 4th St., Libertyville, Ill. 60048
- 4943 Bolle, William, 9121 - 91st Ave., Woodhaven, N.Y. 11421
- 4478 Densberger, Frank C., "Beechwood," 2211 N. Forest Rd., Buffalo, N.Y. 14211
- 5080 Crawford, William E., (Lt.), Rt. 3, Box 812, Stockton, Calif. 95200
- LM119 Wight, Royce, 327 N.W. 2nd St., Florida City, Fla. 33032
- 5077 St. Clair, Albert T., 1617 N. McDowell St., Charlotte, N.C. 28205
- 4680 Riese, Albert H., Jr., Box 841, Madison, Conn. 06443

"UNCLE SAM" SEZ —

(Continued from Page 379)

the mail at a special low rate and the Post Office Department says that such carriage will "offer substantial improvement over surface transportation and materially advance delivery of such mail."

My thanks to Michael Thompson of Chicago and Kenosha, Wisconsin for lending me his portable typewriter to write this column. I'm writing it during the AAMS Convention as Editor Haring needed this material before my return home to meet his deadline. So Mike came to my rescue with his typewriter.

How do you move from a 10-room house to a 5-room apartment, and still

keep a decade's accumulation of philatelic material and correspondence. If anyone has the answer, let Perry Nahl know at once. Perry is moving shortly and doesn't know what to do with all his covers, files, etc.

That's all for now. Hope to see many members at NOJEX in October.

A NOTE TO OUR MOVING MEMBERS

Please send all changes of address direct to the Secretary at 102 Arbor Road, Cinnaminson, New Jersey 08077 - to obtain all issues of the *Journal* 30 days advance notice should be given if possible.

— The Secretary

APJ ADS

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

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6 3/4 AIRMAIL ENVELOPES, Barber Pole design, 24 lb. substance, Parchment Stock, 100% Rag Content. Finest quality! Prices & Samples Fifteen Cents. Milton Ehrlich, 34-15A 31st Avenue, Long Island City, New York 11106, Member AAMS. *423

U.S. 6c RED "BALD EAGLE" - set of 3 Aircraft cards (red, blue, green cachets) - all cancelled on FD 7/12/63 with Boston, Mass., \$1.00. Ruth T. Smith, Secretary, 102 Arbor Road, Cinnaminson, N.J. 08077.

WANTED and EXCHANGE

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.

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

OFFER MINT "First Aerial Delivery" British airpost stamp (Robert Sinclair, February 1913) for 20 mint 3c commem. plate blocks or 15 - 5c. Herman Herst, Shrub Oak, N.Y. 10588. *425.

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

WILL EXCHANGE or pay cash for Airpost Dedication covers. Ken Tallmadge, AAMS 713, 6412 Tallmadge Court, Swartz Creek, Mich. 48473. *425.

I OFFER ONE NEW Boy Scout souvenir sheet officially issued by Brazil in exchange for ten different U.S. mint commemorative stamps. Amaral, Caixa 367, Belo Horizonte, Brazil. *425.

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

I NEED Netherlands C13 used. Have many good stamps to swap. Scott basis. John Ott, 32 Birch St., Bloomfield, N.J.

WANTED: Information pictures, etc. relative to the 1929 Navy flight of the Airship DEFENDER from Akron to Miami. Richard L. Singley, 1022 West Ross St., Lancaster, Pa. 17603.

EXCHANGE 40-year accumulation world stamps and covers, etc. for "mint complete sets only" Vatican - San Marino - Italy - Argentina - Brazil - Japan - Mongolia. Want list. J. Barchino, Box 952, Brantford, Ont., Canada.

WANT TO CORRESPOND with foreign cover collectors with idea of trading future United States First Flights for future Foreign First Flights. Edmund W. Berent, 7350 N. Harlem Ave., Chicago, Illinois 60648, U.S.A.

WANTED: 1938 NATIONAL Air Mail Week cachets on air mail covers. I have CAM, FD, Naval, and HPO covers to trade. Jack R. Detwiler, 4244 Mt. Herbert Ave., San Diego, Calif. 92117.

BUYING PIONEER CARDS passed thru the mails or with special cancellations of European Meetings. High prices paid for BALBO return flights from U.S.A. and Canada. S. L. Bayer (L.M. #35), Box 37, Dumont, N.J.

DISPOSING OF LARGE AIRMAIL collection. Will exchange for Oceania and Asia. List and details on request. Ed Gatlin, Box 516, Poway, Calif. 92064.

WILL EXCHANGE CUBA I rocket cover of October 1, 1939, for leaflets carried on German V-1 bombs. Seymour B. Feldman, Mexico.

2708 McEarl Drive, S.E., Albuquerque, New Mexico.

WANTED TO BUY OR EXCHANGE - All jet flight covers of the world, mainly Foreign and Spec. Flights and FAM's. No CAM's. Baxter, Box 215, East Haven, Conn.

VERY EARLY RARE Zepp covers. Will swap for early U.S. first days. Dolin, 31 Park Row, New York, N.Y. 10038.

HAVE MANY ZEPPELIN official cards (Berezowski Catalog, pages 20/25). Want rare Italian flights. Giuseppe Schenone, Corso San Gottardo 11, Milano, Italy.

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