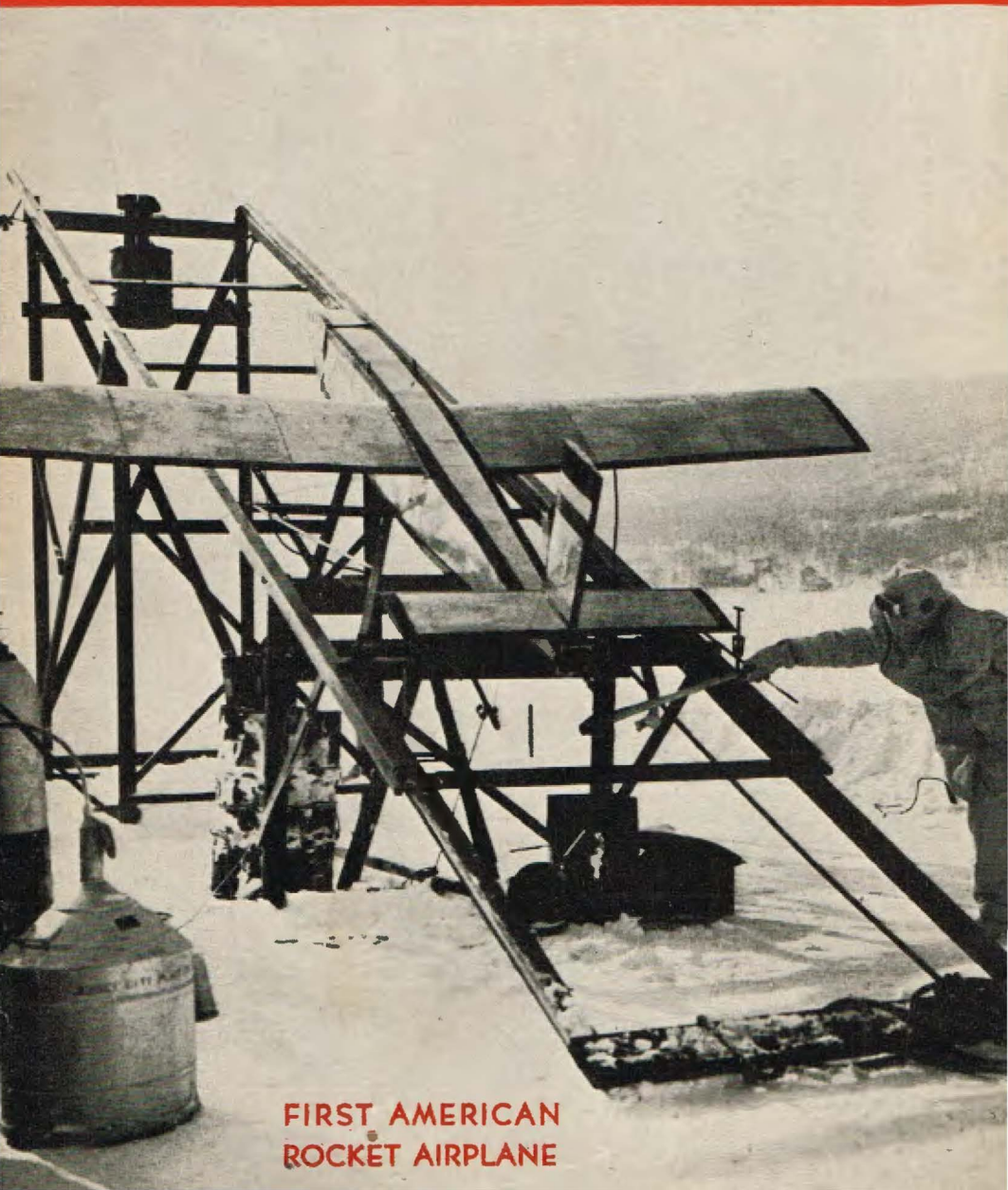
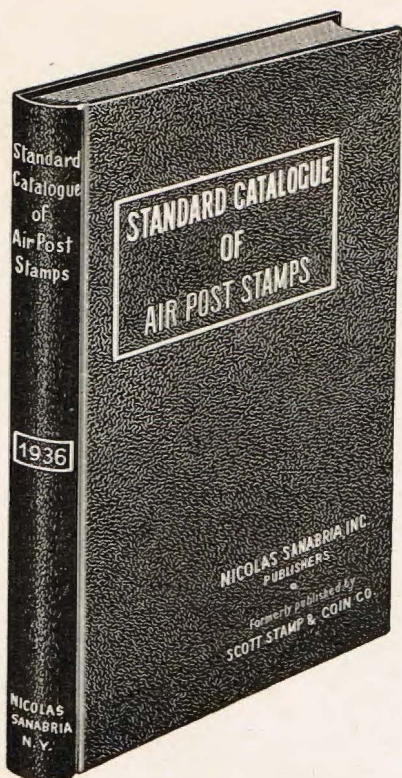


THE FEBRUARY 1936
AIRPOST JOURNAL



**FIRST AMERICAN
ROCKET AIRPLANE**



1936 Edition

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Send Airpost Entries for N.Y. INTERNATIONAL EXHIBITION

A.A.M.S. Annual Convention At
Hotel Lexington, May 14-16

TIPEX: MAY 9-17

Readers Urged To Send Entries
for International by March 9

by WM. R. ALLEY
New York City

The Third International Philatelic Exhibition, to be held May 9th to 17th, of this year in the Grand Central Palace, New York City, has aroused wide-spread interest and as it will soon be with us, it is apropos to point out again that "AIR-MAILS" have been honored with an entire section in this world-famous event as follows:

SECTION VI Airmails

Group

- 1A. Airmail stamps of the world, government issues only.
1. Airpost collection of the world.
2. Any specialized group or groups of officially issued government air mails
3. Semi-official air mail stamps.
4. U. S. pioneer Flights, prior to 1918.
5. U. S. Government Flights, 1918 to 1926.
6. U. S. Contract Flights, domestic and foreign services.
7. Experimental, historical and special flights.
8. Airport dedications, pilot autographs, air-meets, exhibitions or any similar flights.
9. Balloon post, Pigeon post.
10. Trans-oceanic flights.
11. Dirigible Airmail.
12. Do X, catapult or any single service or group of services not otherwise classified.



Awards

- Group 1A: Gold, Silver-gold, Silver and bronze medals.
 Group 1: Gold, Silver-gold, Silver and Bronze medals.
 Groups 2, 3, 4, 5, 6, 9, 10, 11: Silver-gold, Silver and Bronze medals in each group.
 Group 7: Silver and Bronze medals.
 Groups 8, 12: Bronze medals in each group.

As our Annual Convention this year will be held in conjunction with this Exhibition, it behooves all members who have not as yet done so, to get their entries in as soon as possible as the closing date is March 9th, 1936. It is the ambition of the Society and its officers to see "AIRMAILS" represented in one Grand Exhibit, so please do your part and get your entry in at once.

Entry blanks and full particulars may be obtained through writing,

Rear Admiral Frederic R. Harris,
Secretary.

Third International Philatelic
Exhibition, 1936.
27 William Street,
New York City, N. Y.

Please bear in mind that the actual exhibits do not have to be sent until

THE AIRPOST JOURNAL

- OFFICIAL PUBLICATION OF THE
- AMERICAN AIR MAIL SOCIETY
- FEBRUARY, 1936. VOL. VII. NO. 5
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THE AIRPOST JOURNAL

later. Only your entry blanks must be in the hands of Secretary Harris before March 9th. The exhibits have to be in New York not later than May 4th.

TIPEX — 1936

For a number of years international philatelic exhibitions, which are held annually in one or another of the capital cities of the world, have each adopted a short expressive name based on the full name of the exhibition. Apex was the name of the Airpost Exhibition in London two years ago and Linprex was the short title of the Literature and Philatelic Exhibition in Brussels last year. The name which has been suggested for the show to be held at the Grand Central Palace in New York, May 9 to 17 next, is that at the head of these notes, "Tipex", and is shortened from the Third International Exhibition, since this is the third such show this country has had, the former ones having been held in New York in 1913 and again in 1926.

Since there is but one international show each year, the philatelic world is represented and collectors the world over lend their efforts toward its success. Thus far invitations to exhibit or to act as judges have been accepted by prominent philatelists in Japan, China, Australia, and South Africa, as well as from the nearer countries of Europe. Collections to be shown will number over three thousand. Special hotel accommodations and special railway fares are being arranged by the Association for Stamp Exhibitions, Inc., which is sponsoring the show, information concerning which will be released at an early date.

Confirmation has just been received that M. D. Chow, prominent specialist from China, will attend the exhibition as one of the judges.

EXHIBIT OF STEEL ENGRAVING AT THE INTERNATIONAL PHILATELIC EXHIBITION

Stamp collectors will be particularly interested in a demonstration of the art of Steel Engraving, which has been brought to the highest stage of perfection in this country and which will be shown at TIPEX in May.

In 1768 the Royal Academy of Arts was established in London, and by its laws excluded engravers from membership. From that time the art of engraving began to decline in England, for, as John Landseer, engraver to King George III, wrote in 1807, "No Art has ever flourished in any country unless in that country it be honored as an Art." Is it not, there-

fore, probably that the great influx of British engravers to this country in the latter part of the eighteenth century and the beginning of the nineteenth was due to their non-recognition in their own land? Here they received the recognition which was their due. These men took pupils, who in due time succeeded those who had been their instructors in this intricate art.

The quality of the work was high, but, as several years were to elapse before stamps came into being, the first orders were principally for bank notes. Several partnerships were eventually formed and, in 1858, the seven leading engraving firms decided to combine. The name which the amalgamated firms decided to adopt, and which has since become so well-known wherever bank notes, bonds, stock certificates, stamps, etc., are spoken of, was the American Bank Note Company.

Included in the new company were Toppan, Carpenter, Casilear & Co. and Rawdon, Wright, Hatch and Edson, names well known to philatelists on account of the various stamp issues engraved and printed by these firms. In 1879, the National and Continental Bank Note Companies joined the American.

This combination of all the talents undoubtedly preserved the purity of steel engraving in this country. It enabled the industry to set and maintain the highest standards of artistic skill, the value of which as a medium for security protection has become recognized the world over.

Genuine steel-engraving continues to be hand work and the attainment of results depends largely upon the degree of skill acquired by the artist in the perfection of his craft. Various methods have from time to time been attempted in simulation of it but invariably with mediocre results.

AIRMAIL AGREEMENT BETWEEN FRANCE AND CHINA

An agreement has been signed between the French and Chinese Governments for the exploitation of the Canton-Kuang-Tcheou-Wan-Hanoi air line connecting with the Far East line served by Air France. The signing of the agreement, by Commandant Fieschi, French Air Attache to China, marks the end of lengthy conversations started in 1929. The Chinese planes will carry the mails from Canton to Hanoi and vice versa, thus connecting the Far East-Europe Service with the Trans-Pacific service operated by the Pan American Airways.—Julius B. Bock.

Mention The AIRPOST JOURNAL
when answering advertisements

Review: Three New Books of AERO-PHILATELIC INTEREST

"BRITISH AIR MAILS" The Aero Field Handbook No. 4, edited and published by Francis J. Field. Sutton Coldfield, England. 136 pages, with 48 pages of illustrations and maps. Price 3/6.

In this, his latest book, Francis J. Field, perhaps the most popular writer on aero-philately in the English language, has presented a highly interesting and well illustrated chronology of the air posts of Great Britain and Ireland.

Compiled as a handy reference summary, the chronology lists both official and unofficial aerial mail from the Blanchard balloon ascent of November 30, 1784 to the initial British acceptance of air mail for Portugal via the Paris-Madrid service, May 16, 1935.

Each important listed date of the English air mail history is given a number and unofficial events are presented in italics, to contrast from the official events set in Roman type.

Numerous cancellations, cachets and labels are illustrated and the use of nearly two dozen maps of air routes makes the book invaluable to the collector or student of British air mails.

"THE UNITED STATES POSTAGE STAMPS OF THE TWENTIETH CENTURY" Volume. III, 1922-34, Parcel Post. Airmails. By Max G. Johl. Published by H. L. Lindquist, 100 Sixth Avenue, New York City. 286 pages, fully illustrated. \$3.50.

This book, the third of the set of famous King-Johl handbooks is especially interesting to air mail collectors in that a large portion of the volume is devoted to the study of the air mail stamp issues of the United States.

Interestingly, Mr. Johl has presented a history of the development of the air mail service as related to the issuance and demand for air mail stamps. Each series of stamps is thoroughly described and all varieties are listed. Numerous photographs of airpost activities and illustrations of covers and cachets employed in conjunction with the stamps, help to present the fuller romance of aero-philately to the average United States collector who is unfamiliar with the colorful background of these issues.

The book is of outstanding merit and should be in the library of all interested in United States air mail stamps. All collectors of the regular issues of U. S. will, of course, require a copy of this work as it is the only specialized book of this nature available.

"UNITED STATES STAMPLESS COVER CATALOGUE" 1936 Edition. Edited by Harry M. Konwiser. 200 pages, illustrated with postmarks. Published by Milton R. Miller, Batavia, N.Y. \$1.25.

Although not related to air mail, it is interesting to record the publication of this more complete catalogue on United States stampless covers in that it has been edited by Harry Konwiser, the outstanding exponent of this specialty, who has since added air mail stamps to his studies, having served as co-editor of Mr. Sanabria's Standard Catalogue of Air Post Stamps, published last Fall.

It is not necessary to be an ardent student of philately to readily grasp the colorful changes found in the records and examples of our postal history over the past hundred years. These stampless covers of only a few decades ago required weeks and sometimes months to reach their destinations. Today we are adding air mail covers which travel the same distance in the short space of a few hours. Both are interesting and their correlation and comparison removes the monotony from cover collecting and adds a fascination which is seldom approached by other classifications of philately.

The new catalogue is arranged by shapes of cancellation, states, towns, dates, colors, contains valuable early reference data and places an arbitrary price on listed items. It is recommended to anyone ever slightly interested in the field.

NEW OFFICERS ELECTED BY CHICAGO AIR MAIL SOCIETY

At the annual election of the Chicago Airmail Society, Branch Chapter No. 2, of the A.A.M.S., the following new officers were elected for 1936:

Elmer Stuart, president; H. E. Breuer, vice-president; Richard Canman, secretary; Dr. H. C. Snyder, treasurer.

The club will change its meeting place to the Hotel LaSalle, which has become the philatelic headquarters of Chicago, every second and fourth Friday of the month. All collectors of airmail stamps and covers living in Chicago are urged to attend—Elmer Stuart.

PATRONIZE
AIRPOST JOURNAL
ADVERTISERS

Successful Flight of First AMERICAN ROCKET AIRPLANE

THE ATTEMPTED FLIGHT
OF FEBRUARY 9TH

BULLETIN

BECAUSE of a combination of circumstances beyond the control of the sponsor, the first attempted flight of a newly devised rocket airplane, which took place on Sunday afternoon, February 9, at Greenwood Lake, N.Y., was unsuccessful. The 6,148 pieces of mail which had accumulated for the event are being held intact until such time as the mechanism of the ships can be returned to proper order and weather conditions are more favorable.

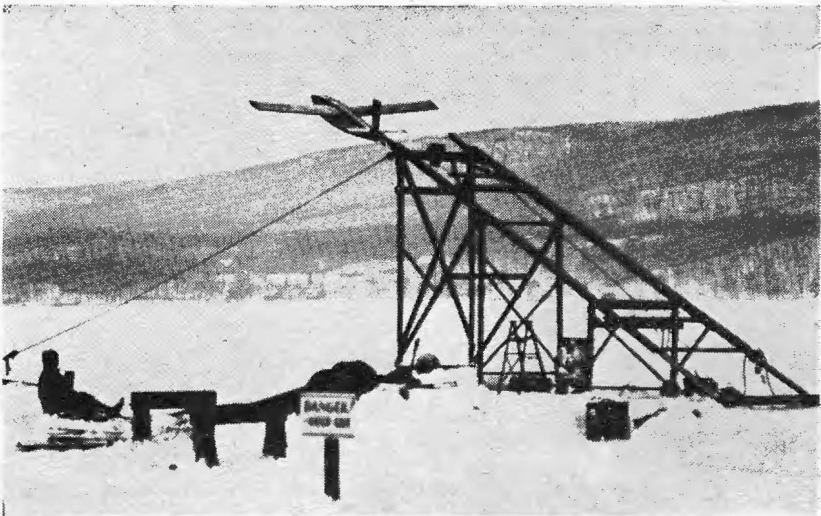
Although it was clearly evident that all possible preparations for the success of the flight had been made by sponsor F. W. Kessler of New York City, misfortune seemed to scoff at the assured pioneering accomplishment when it was alleged that sabotage had been practiced by one of the trusted engineers in charge and the excessive humidity of the unusual Winter day made loading of the oxygen difficult. Nearly fifty moving picture news reel photographers, radio announcers and mechanics, sound recorders, photographers, representatives of national press associations and report-

Two highly successful flights of the rocket airplanes, loaded with the delayed mail, were held at Greenwood Lake, N.Y. on Sunday afternoon, February 23. Both firings definitely proved that Mr. Kessler's newly invented rocket motor was fully capable of propelling the airplane. Chas. P. Graddick, Supt. of Air Mail, was a spectator at the firings and said the planes had remarkable power.

Both rocket planes crossed the state line into New Jersey and the mail was cancelled at the Hewitt postoffice. Covers bear an attractive green rocket stamp with purple cachet. Photo post cards of the rocket airplane have a red stamp with green cachet. Additional details will be given in our next issue.

ers were present in addition to official witnesses and some five hundred spectators. This assemblage afforded evidence of the sound planning of the experiment and the wide publicity given the event.

Work on the plans and construction of the first American rocket airship was



● SECOND FIRING of the rocket airplane at Greenwood Lake, N. Y. The ship left the catapult, but the improperly fused fuel was prematurely spent.

undertaken by experienced designers nearly six months ago. Contrasted from the usual single explosion powder rockets, the new rocket airplane burns fuels such as liquid oxygen and denatured alcohol, giving a continuous propulsion when properly fused and burned in the rocket motor. Combustion chambers give a prolonged forward thrust after the ship is catapulted from the inclined runway through the use of a weight. The fuselage and wings are constructed of light duraluminum, the latter enabling the ship to glide and land on even keel without destruction to the plane or contents, after the propelling force has been expended.

Numerous tests of the rocket motors were run at Greenwood Lake before the actual experiment and definitely proved a pressure development of twenty pounds in excess of that necessary to carry the plane and mail load. The aero-dynamics and plans for the plane itself were executed by recognized scientists of the Guggenheim Foundation and no expense has been spared to make the projectile as mechanically correct as is today humanly possible.

Included in the assemblage of witnesses of the attempted flight of February 9, were Charles P. Graddick, superintendent of air mail service, who was an interested unofficial observer, Captain Tim Healy, of Ivory Soap Stamp Club fame, and his son, Tim, Jr., Bob Trout, who announced the event over a national CBS network, R. A. Barry, Harry M. Konwiser, F. L. Wilson, Ezra Cole, Justin Bachrach, Louis J. Heath, president of the Washington Air Mail Society, Francis B. Lech, president of the American Air Mail Society, L. B. Gatchell, Mr. and Mrs. George W. Angers, Mr. and Mrs. Henry Angers and Mr. and Mrs. Walter J. Conrath.

Shortly before two o'clock, amid the grinding of movie cameras, the quantity of mail was certified, packed in asbestos bags and loaded into the nose of the rocket, poised on the catapult. Daughter of Greenwood Lake's most prominent citizen, pretty little five-year-old, blue-eyed Gloria Schleich christened the rocket airships with a tin cup of native snow. Smilingly assisted by fatherly Captain Tim, they were given the name "Gloria." Following more poses and pictures, mechanics began their efforts at fueling the motor, which were later to prove fruitless.

After a struggle of nearly two hours with the transfer of the liquid oxygen, which solidified in the heavily laden air and allegedly distorted feed lines, the initial attempt was made. Willie Ley, German rocket scientist, dressed in specially designed asbestos suit and helmet, placed a torch to the fuse and withdrew. A thirty-foot column of orange red flame shot from the tail, but



● SPONSOR FRED W. KESSLER loading mail into the nose of the rocket airplane, assisted by official witness Henry Angers.

the ship remained on the runways. The catapult mechanism had not been released by the mechanic in charge. Only the alcohol chamber had been discharged.

The second plane was placed in position, fueled as well as similar circumstances would permit. A bolt of flame shot from the tail. The ship traveled up the catapult and was over the end, but the combustion was spent and the plane glided some thirty feet to the ice, landing without noticeable injury. As darkness was approaching, the attempt was temporarily abandoned until the tubing and other mechanism could be repaired and better weather conditions would certify.

At a dinner held for official witnesses and newspapermen shortly following the experiment, all expressed their confidence that the rocket airplane would negotiate a really successful flight when less severe weather was available in the future. Mr. Kessler announced he appreciated the trust collectors had placed in the experiment by ordering mail and that the letters and cards would not be released until they had been flown on an unquestionably satisfactory flight, which will be the first of its kind in history.

Varying Scenes Pass Under
THE GUATEMALAN QUETZAL



● GUATEMALA'S long-tailed national parrot is superimposed in blue green on each value of the recently issued small and attractive stamps of exterior and interior airpost sets.

AIRS OF THE MONTH . . .

by ALTON J. BLANK

All data on New Issues of Air Mail Stamps should be sent direct to Editor Alton J. Blank, 1850 Burnett Avenue, East Cleveland, Ohio.

WHILE not an airmail stamp, Germany's new Lufthansa commemorative readily gains a place in the collector's album. Nicaragua issues a few more provisionals and Haiti seems to be vieing with its neighbor state, the Dominican Republic, in the matter of air issues.

● **DOMINICAN REPUBLIC** ● One hundred thousand copies will comprise the issue of a new bicolored stamp, 10 centavos in denomination. An allegorical view of aviation is the subject of the design.

● **ECUADOR** ● It is rumored that a London firm will produce the set mentioned in the December issue.



● **GERMANY** ● To commemorate the 10th anniversary of the German Lufthansa Company—a private commercial airline—one stamp of 40 pfennigs value has been issued. The color is deep blue and the stamp is on the familiar swastika watermarked paper.

The design shows a modern Junkers monoplane in flight below a huge cloud-bank. At the base is the insignia of the Lufthansa Co.,—a conventionalized bird in flight—and the words "10 Jahre Luft-hansa 1926-1936." Clearly to be seen on the tail decoration is the Swastika symbol.

● **HAITI** ● A 60c violet and brown stamp in the same design as the Dumas commemorative has been released to do duty as a value for the combined postage and air rate. The stamp is locally lithographed and shows three ovals bearing the portrait of General Dumas, Dumas Pere, and Dumas Fils, three members of the same family who were of importance to Haiti.

The current 50c view of the old Citadelle has been reissued in dark olive instead of its former orange red color.

Counterfeits of the "Boyd-Lyon" stamp have appeared. The surcharge is heavier and larger and 1½ mm. longer.

● **ITALIAN SOMALILAND** ● In D. E. Dickason's 64th auction there was listed an item that might bear description here. Two values of the current postage set bearing the overprint "I Volo Postale Mogadiscio-Rome Febbraio-1933-XI" in black in three lines are the 25c green (tower design) and 75c. carmine (building). There are supposed to be but 300 sets and the issue was never placed on sale at the post office of issue. They were reputedly issued for the return of the squadron formation flight from Mogadiscio to Rome. It might be interesting to add that they brought more than \$11.

● **MACAO** ● Bearing the word "AVIAO" five values of the current postage set have been overprinted for airmail use. According to Whitfield-King the values are: 2 avos dark green, 3 avos purple, 6 on 5 avos grey, 7 avos carmine, and 8 avos bright blue.

● **NICARAGUA** ● Developments since last issue have shown that the "Valido 1935" set is a fake and that there is a red as well as blue surcharge set with the "Resello 1935" overprint. To last month's notes simply change or add the following:

Mark the "Valido" set as FAKE. Change the figure of the total issued of the 35c. on 50c. Mt. Momotombo design to 1,000 instead of 3,000 and note that the entire series was issued with a BLUE overprint according to the official decree of the 22nd of November 1935. Add the following set: Decree of January 7th, 1936, all in RED ink with the words "Resello 1935" in colorless letters within an engine turned design. The stamps are: 10c Centroamericano (20,000) International (60,000) of the 15c. and (10,000 each) of the 20c, 25c, 30c, 35c, 40c, 50c., 55c and 1C. Interior (20,000 of the 1 and 8 and 10,000 of the rest) 1c, 2c, 3c, 4c, 5c, 6c, 8c, 16c, 24c, 25c, 32c, 40c, 50c, and 1C of the Officials there are 10,000 of the 15c, 20c, and 25c, and 5,000 of the 50c. and 1C.

So we have 44 stamps to add to the list of Nicaragua emissions!

● **PARAGUAY** ● The 17 Pesos triangular tobacco propaganda stamp has been reissued in a rose color instead of its former brown to the tune of 15,000 copies.

(Continued on Page 21)



The AIRPOST JOURNAL

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Airposts at TIPEX

1936 A.A.M.S. Convention

THIS YEAR the annual meeting and convention of the American Air Mail Society is being held three months earlier than usual in order to enable members to attend and participate in the Third International Philatelic Exhibition at the same time.

The International Exhibition is being held at the Grand Central Palace, New York City, and is scheduled for May 9 to 17. Two complete floors will be filled with the world's finest stamps and philatelists and spectators of this country will be treated to the most outstanding exhibition of this nature ever held here. It is not expected that another International will be held in this country for at least ten years.

All members of the American Air Mail Society and readers of the AIRPOST JOURNAL are especially urged to make entry of their favorite airpost collections in this historic exhibition. Airposts have been allotted an individual classification and a list of the divisions and award medals will be found elsewhere in this issue. Mail your entry NOW, as the closing date is March 9. Your collection, of course, may be sent at a later date.

It is important that airpost collecting be well represented by the collectors of this country. The exhibition offers a fine opportunity to show fellow philatelists and the public at large, the fascination of airpost collecting, and we sincerely hope that all of our readers will make a special effort to show their prize pieces.

We also hope that a large number of our members and readers are already making definite plans to attend the convention of the American Air Mail Society which will be held May 14, 15 and 16 at the Hotel Lexington, just across the street from the exhibition hall. An interesting program is being arranged and further announcements will appear in our next two issues. We shall be glad to have word from all who are now planning to attend.

The A. A. M. S. has made reservation for a booth at the International, where the work of the group and the AIRPOST JOURNAL will be displayed, together with attractive displays of aero-philatelic interest.

The May issue of the AIRPOST JOURNAL will be a special International Exhibition Number which will be distributed to guests at the show. We trust that our readers, advertisers and writers will answer our call to make this issue the best we have ever presented, thereby driving home the important place airposts have in the field of philately.

URGE SUPPORT OF NEW STAMP ILLUSTRATION BILL

Francis B. Leech, president of the American Air Mail Society, who is active on the committee for stamp illustration, urges that all members and readers write their Congressmen to secure support for the new Bill introduced February 5, 1936.

Be sure to put your Congressman on notice to vote for H.R. BILL 10935, which reads as follows:

IN THE HOUSE OF REPRESENTATIVES February 5, 1936

(Mr. Christianson introduced the following bill; which was referred to the Committee on the Judiciary and ordered to be printed)

A BILL

To amend existing law so as to permit the printing and publishing of illustrations of United States postage and revenue stamps from defaced plates for philatelic or historical purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act entitled "An Act to allow the printing and publishing of illustrations of foreign postage and revenue stamps from defaced plates", approved March 3, 1923 (U.S.C., 1934 edition, title 18, sec. 350), is amended to read as follows:

"That nothing in sections 161, 172, 219 and 220 of the Act entitled 'An Act to codify, revise, and amend the penal laws of the United States', approved March 4, 1909, as amended (U.S.C., 1934 edition, title 18, secs. 275, 286, 348, and 349), shall be construed to forbid or prevent the printing or publishing of illustrations in black and white of United States and foreign postage or revenue stamps from plates so defaced as to indicate that the illustrations are not adapted or intended for use as stamps, or to prevent or forbid the making of such defaced plates, if such illustrations are for use in philatelic or historical articles, books, journals, or albums, or the circulars of legitimate publishers or dealers in such stamps, books, journals, or albums."

NOTED FLIERS TO ADDRESS NEW YORK CLUB BANQUET

Lee Gehlbach and Clyde Pangborn will address the 5th Anniversary Banquet of Gotham Stamp and Cover Club and the Aerophilatelic Club of New York, branch chapter No. 8 of the A.A.M.S., Saturday evening, February 29.

Clyde Pangborn promises to make first public announcement of his forthcoming attempt to break the distance record for sustained flight. He will also tell of his plans for a non-stop flight around the world, refueling in air at strategic points.

APPOINTMENT OF NOMINATING COMMITTEE

To the Members of the
American Air Mail Society.

Please take notice that in accordance with Section 8, Article 2, as amended, of the Constitution and By-Laws of this Society, I have this day appointed the following to serve as a Nominating Committee:

Fred W. Kessler, 551 Fifth Avenue,
New York, N. Y.

Richard L. Singley, Postoffice Department,
Lancaster, Pa.

Herbert H. Griffin, 1200 Babbitt Road,
Cleveland, Ohio.

The Chairman of this Committee will receive suggestions from the membership as to candidates for the various offices up to and including midnight of Saturday, March 21, 1936 and after that date will select at least one name for each elective office ordering same to be placed upon the official ballot. The Nominating Committee is not required to act favorably upon all names suggested, but any member in good standing may be placed upon the official ballot, regardless of the action of the Committee, by petition signed by at least five percent. of the membership.

FRANCIS B. LEECH, President.

Attest:

GEORGE W. ANGERS, Secretary.

TEN FOREIGN GOVERNMENTS WILL EXHIBIT AT INTER- NATIONAL PHILATELIC EXHIBITION

At the International Philatelic Exhibition to be held at the Grand Central Palace, New York City, from May 9th to 17th, inclusive, there will be a large number of exhibits by the Governments of the World.

At the present time, the following Governments have definitely agreed to exhibit: United States, Great Britain, Canada, Austria, Belgium, Czechoslovakia, Estonia, Liechtenstein, San Marino and Switzerland.

It is expected that many others will take advantage of the opportunity to participate in this International Show.

In addition to the official Government display of the United States, the Bureau of Engraving & Printing will have a demonstration of stamp printing and the Post Office Department will have a separate section for the sale of special stamps.

The Honorary Patron of the Show is the Hon. Franklin D. Roosevelt, who is an active stamp collector himself, and a number of prominent men have agreed to serve on the Committee of Honor.

A.A.M.S. Priced Check List of New Airport Dedications

In response to the requests of a large number of Airport Dedication cover collectors, this check list of new and heretofore unlisted covers has been prepared by our Dedication Cover Editor, Maurice S. Petty. Any additional data or information should be forwarded direct to him at 507 Quackenbos Street, N.W., Washington, D. C.

This is the third installment of the list which began in our December 1935 issue.

April, 1935

2	H 28	JUNEAU, ALASKA—Formal opening of Pan American Airways Airport. No cachet. (Few)	9.50
4	H 30	AIKEN, S.C.—Stamped cachet by CofC plus printed one by Augusta, Ga. CofC. (Over 600) .....	.85
		a. With Aiken stamped cachet only .....	.85
		b. With Augusta printed cachet only. (Over 500) .....	.85
		c. No cachet. (About 100) .....	.60
		(Note: Covers of other dates are for Centennial only)	
13	H 33	CHICO, CALIF.—Municipal. Printed cachet, authorized by CofC, but sold by dealers. (360)	2.25
		a. Plane and three line stamped cachet, authorized by CofC, but applied by dealers at small fee	2.25
		b. Typed inscription signed by P.M.	2.25
		c. No markings	1.75
		d. Sticker (Private) Flown to and pmkd. Oakland on 14th (20).....	9.50
		(Note: Many of above also bear CofC stamp and/or P.M. stamp or signature)	
13	H 34	WINSTON-SALEM, N. C.—Re-dedication of Municipal. Cachet by CofC and Philatelic Society. (850) .....	.50
		a. No cachet .....	.35
20	H 37	DEATH VALLEY CALIF.—Furnace Creek Airport. No cachet on covers held by P.M. (13).....	7.50
		a. With six pilot autographs, flown on air tour to dedication (25)....	7.50
		b. Cachet by Riverside CofC, flown to and pmkd. Las Vegas, Nev.(20)	7.50
		c. Same cachet. Flown to and pmkd. Riverside 21st (20)	7.50
		d. Markings unknown. Not seen. Flown to and pmkd. Oakland 21st	7.50
		(Note: See also H-19)	
27	H 40	JERSEY CITY, N. J.—Cachet by city. (200-400)	2.50

May, 1935

1	H 43	SCOTTSBLUFF, NEBR.—Municipal. Combination stamp, sticker, inscription, etc., by CofC. (30-40)	8.50
12	H 46	SAN RAFAEL, CALIF.—Hamilton, Field. (All field mail passes through San Rafael P.O.) Printed cachet by CofC with (220) or without signature and printed title of Comdg. Officer. (2100—50% air) Air. ....	.35
		a. Cachet by Alameda CofC, showing scene between two vertical bombs, pmkd. San Rafael. (69) .....	.35
		b. Cachet as "a" except pmkd. "Ignacio" (P.O. nearest airport) (113)	.35
		c. No cachet. Sticker (private) Flown to and pmkd. Oakland (25)....	9.00
		(Note: Both cachets were applied to 50 ordinary covers—no air mail—pmkd. Ignacio.)	
18	H 49	FLINT, MICH.—Bishop, Dedication, Jr. CofC cachet, with or without facsimile autographs. (About 900) .....	.50
		a. Sticker cachet (private) .....	.50
		b. Typed cachet, signed by Col. Ralph Royce, flown by him from Selfridge Field to dedication. Pmkd. 19th. (8)	10.00
25	H 51	FORT PIERCE, FLA.—CofC cachet. (1248 air) .....	.35
25	H 52	CENTER, ALA.—County owned. No markings. (Very few)	9.75
		(Note: 120 covers pmkd. Gadsden, Ala., 24 miles away, with CofC stamp and inscription, have no real status.)	
26	H 53	CENTER, ALA.—Same (Very few)	10.00
		(Note: Some pmkd 27th are "too late")	
26	H 54	POPLAR BLUFF, MO.—Municipal. Formal opening. CofC cachet. (About 350)	2.50

June, 1935

1	H 60	FULTON, N. Y.—Municipal. Typed cachet. (Few)	8.50
1	H 62	OROVILLE, CALIF.—Municipal. CofC cachet. (With or without "Dedicated" and/or "June 1, 1935" (490)	1.50
		a. Different printed cachet (private) flown from San Francisco to Oroville dedication and back by Pilot R. U. St. John, Pmkd. Oakland. (30)	8.75
5	H 64	BRANSON, MO.—Cachet by Commercial Club and P.M. (115)	6.50

Dedication and Unofficial Air Mail Covers

Maurice S. Petty

News of future and past events under this section should be sent direct to Mr. Petty, 507 Quackenbos St., N. W., Washington, D. C.

COMING: Attention again called that this is an air mail column. We do not list non-aero (or mixed) cachets or events, and none where charge is made. ...Daytona Beach, Fla., Mar. 14, Byrd visit cachet. Covers to Harry Mason, 18 So. Wild Olive Ave....Detroit Air Mail Society cachet for 5th anniversary air mail, Feb. 15th. Covers to Don Smith, 16449 Dexter Blvd....Washington Air Mail Society cachet for arrival of first air mail from China or Orient. Covers to Ed. Kee, P.O. Box 1234....Aviation says Salina, Kansas planning re-dedication....Gossip says CofC of Decorah, Iowa will have dedication in spring....Lebanon, Ind. CofC returns covers....M. Ehrlich sends letters showing NO dedications at Lufkin, Tex., Santa Fe, N.M., Birmingham, Montgomery, Florence and Tuscaloosa, or Scottsboro, Ala., Gardner, Mass., Reading, Pa....Regret that covers sent to one Henry W. Crawford of Branchville, N. J. or New York City and one Vernon Bagwell of Coudersport, Pa. are doubtless "gone forever" as a man taken into custody at Little Rock, Ark., is said to admit having used both aliases.

PAST DEDICATIONS: Have now seen Austin, Tex. cover, Oct. 14, 1930, without dedication cachet, with six-line including wings) magenta stamp of Univ. Aerial Service Corp. and is signed by S. W. Ruff, Transport Pilot No. 2799. The two in Dickason's auction sold for \$1.95 and \$1.85 respectively....Both CofC and P.M. have now written me that Laconia, N.H. airport was dedicated Sept. 21-22, 1935. Anyone have a cover for check list?...J. B. Thompson, City Mgr., Franklin, Va., says airport not yet dedicated....CofC, Sebring, Fla., says NO dedication on Oct. 22, or any other date....Airport Foreman, Wilsall, Mont., writes NO dedication on Oct. 6th or any other time....CofC, Ontario, Cal., says did NOT dedicate Oct. 3....Pres. CofC, Hillman, Mich., writes on Jan. 17th. there was NO dedication there on June 29th or any other date: maybe this year....P.M. at Ponca City, Okla., quotes CofC there was NO dedication there July 6th or any other date.....CofC., Coldwater, Mich., denies dedication of Legg Airport there on June 13th. or any other time....Airport Com-

mittee Chairman, Sullivan, Ind. writes air tour scheduled for stop June 18, 1935, did not stop. The dedication was later held on July 17th, 1935. Who has cover for check list inclusion?...Following 1935 airport dedications have been definitely authenticated, but I know of no covers—if you have one, please submit it at once for inspection for inclusion in our check list: Milan, Tenn., July 4th; Ravenswood, W.Va., July 4th; Winfield, Ala., Sept. 28; Bartlett, Tex., Oct. 1st; Blackstone, Va., Oct. 26 and 27....Commended for reading: Mannel Hahn's "In the Blue Haze XXVII" Page 673 of Weekly Philatelic Gossip of Jan. 25, 1936....At this writing, Feb. 2nd, no dedications are known to have occurred during January. Column is kept short to allow space for check list.

In response to several inquiries, this writer has not yet joined the Airport Historical Society. There is considerable sentiment for the organization of an Airport Dedication Unit of the American Air Mail Society, but this writer is not in a position to actively engage in such task. Possibly some one else will.

C.A.M. INAUGURAL PILOT CHECK LIST

The compilers of the C.A.M. Inaugural Pilot check list are very grateful for the many responses they have received in reference to same. All are very gratifying. Just one thing we would like to ask is, that when sending in corrections, please make sure your corrections or additions are correct. Those incorrect are very misleading and only add to confusion. One of the most common mistakes is wanting to add co-Pilots. These we do not consider. Also many collectors have an idea that when their covers come back with some signature applied, that it is the pilot's. Even though you ask for the pilot's autograph, you are liable to get most anything. Perhaps another pilot, maybe the clerk at the field from which you are dispatching your covers, or maybe the right pilot's name signed by someone else. Also we only consider the pilot who flies out of and into the city involved. Should a cover be carried over a long span, naturally more than one plane or pilot will carry it, but we are interested only in the pilot who carried the cover out of or into the inaugural city. All correspondence is invited. Thank you.—Harry B. Imhoff, Richard L. Singley.

C. A. M. S.

by CHARLES G. RIESS

Information concerning C.A.M.'s should be sent direct to the editor of section, P. O. Box 11, Albany, N. Y.

CONTINUED calm prevails upon the CAM horizon with nothing in the line of new additions or first flights to report for the past or present month. It is not amiss, however, to state that next spring and summer shall see the establishment of CAM service, similar to that established at West Yellowstone and at Bar Harbor last summer, at several vacation key points for the duration of the vacation season.

It is suggested that CAM cover collectors start to prepare their covers for exhibition at the Third International Philatelic Exhibition which is to be held in Grand Central Palace in New York City from May 9-17, 1936 at this time when CAM activity as far as new additions or first flights are concerned, is at a low ebb. As this exhibition will go

hand-in-hand with the A. A. M. S. convention, as many collectors as possible should make it a point to exhibit in order that CAM covers shall not only be well represented but also that they shall take their proper place in the scheme of this great philatelic exhibition.

During the past year the writer of this column has been shown numerous first flight CAM covers autographed by CAM pilots who did not carry such cover on first flights although such pilots often are first flight CAM pilots. To the real CAM cover collector, the autograph of the wrong pilot on a first flight cover does not enhance either the monetary or philatelic value of such a cover as a rule, but more often as not, detracts from the value of the same. The numbers of such covers extant are entirely too many and what is worse there appears to be no let-up in the increase of such covers as more and more first flights are inaugurated. In a few cases where covers intended for first flights are autographed prior to the time of the first flight by the proper pilot scheduled to make the first flight and then for some reason or other the flight is postponed or cancelled or something happens at the last minute that the scheduled pilot is unable to make the inaugural flight, there is little that can be done about it, especially if such covers are in the hands of the Post Office Dept. However, in the majority of cases first flight covers are generally autographed by pilots after such covers have been through the mails and returned to the original sender. If the average collector sending covers to pilots for autographs would first ascertain definitely the names of the proper pilots who flew the covers that they wished autographed before sending them on to the pilots, the number of such covers could be reduced to a very small number and at the same time prevent the detraction in value of perfectly good first flight covers. Improper autographing is in nine out of ten cases the fault of the collector using poor judgment in securing desired autographs.

Although New York City has been definitely refused time and time again by the P.O. Department, in having Floyd Bennett Airport in Brooklyn (part of New York City) designated as an air mail stop or terminal, it appears that there is to be no let-up until such designation is eventually made. After each refusal new improvements or efforts are made to have direct air mail service established at New York City proper, the latest being the planning of a giant midtown sky terminal in the East River, with shuttle plane service to and from Floyd Bennett Field. However, until such designation, if and when, is made, Newark Airport will continue as airmail terminus for New York City.

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PASCO, WASHINGTON



by W. R. PATTON

All information concerning Canadian Air Mail should be sent direct to Editor W. R. Patton, Box 2384, Winnipeg, Manitoba, Canada.

PILOT "WOP" MAY

Courtesy of

"J. C." Winnipeg Evening Tribune

WILFRED Reid "Wop" May, is one of Canada's most famous airmen, but his name would never have been featured in the newspaper headlines, if the Goddess of Luck hadn't smiled on him brightly at the very outset of his career as an aviator.

It was this way—he was chased by Baron von Richthofen, the great German Ace, and lived to talk about it. "Wop" a mere youngster, was sent out over the

lines for the first time one morning in 1918. He had express order to fly far above any brawling, and merely observe how more experienced pilots conducted themselves in battle. Accordingly he was in a ringside seat at that greatest of all aerial "dog fights" when five British flights clashed with Von Richthofen's death-dealing "circus."

"You can't see much up there until you're accustomed to flying," he said the other day by way of prelude to a recital of of the following alarming sequence of events. According to his story, he was just cruising along minding his own business when a stray Boche Fokker "let him have it."

His head roaring with memories of his instructor's lessons in combat manoeuvres May banked his plane, twisted, dove and his Lewis guns spat a hail of destruction. His sights glued on the Hun he zoomed down into the maelstrom of cavorting planes. Suddenly the Fokker rocked drunkenly, and went spinning earthward out of control. It was not too soon—"Wop's" guns had jammed and he was in the midst of a dog-fight without any weapons.

He "spun out of it" and headed for home considerably elated by the knowledge that he had scored a victory on his first day of fighting. His elation was short-lived. A scarlet plane, the black

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THE AIRPOST JOURNAL

Iron Cross visible on its fuselage, detached itself from the brawl and set out after him. There was no mistaking that scarlet comet. It was the death wagon of Baron von Richthofen, the Red Knight of Germany.

"I wore the skin off the back of my neck to see where he was" said May, describing his 15-mile dash across No Man's Land. Von Richthofen, cunning strategist, forced the defenseless Canuck ever owler; May dove, climbed, spun, employed every trick in his limited repertoire and introduced a few new dodges that he hadn't thought possible.

Frantically he led the relentless German low over the Canadian lines, hoping that his pursuer would be shot from the ground. That manoeuver nearly cost him his life. "I was so close to the ground that I couldn't do a thing. I went into a vertical bank broadside to him, and then I didn't have a chance in the world." But the Goddess of Luck was lurking nearby.

Roy Brown, another Canadian, had come whooping out of the battle as if he was pursued by all the hounds of Hell. Two Boches were camped on his tail, but he soon shook them, and then discovered May's predicament. Without a minute's hesitation he "gunned" down on the oblivious German and sent a burst

of machine gun fire into the scarlet Fokker. A sizzling piece of lead ripped through Von Richthofen's back and lodged in his heart—they buried him behind the Canadian lines, the greatest war flier ever known.

Wilfred Reid May was born in Carberry, Manitoba 39 years ago. Since 1902 his home has been in the Edmonton district, although now his duties as Chief Pilot for Canadian Airways, compel him to maintain headquarters at Fort McMurray. His peculiar nickname is, a legacy from a young cousin at Kamloops, B. C., whose infant tongue could never manage the more austere "Wilfred."

He probably has more time in the air to his credit than any other Canadian pilot, for he has been flying commercially since 1919. He took two years off to work in the mechanical department of a cash register company, but, naturally, he went back to flying. He had been wounded in the Great War, and his nerves were shattered, but with his brother, Court May, he went barnstorming soon after he came home from France. He made several attempts to acquire a University education, but when Spring came each year, would leave the classroom for the aerodrome. He was first instructor at the Edmonton Aero Club in 1927, and his commercial aviation exploits have included association with such men as Harry Adair, Cy Becker, Vic Horner and John Michaels.

"Wop's" peace-time flying has often made front page news. Most famous are his part in the capture of Albert Johnson, famed Mad Trapper, and his mercy flight to typhoid-ridden Fort Vermilion. (This was broadcast over the N.B.C. three Winters ago by "Listerine")

"Wop" is married and has one small son, born during 1934. A quiet, modest fellow himself, it is rumored that he is given to making laudatory predictions about his heir's anticipated career in the air.

May was the winner of the J. Dalzell McKee Trophy, awarded to the most outstanding service to aviation during the year for the year 1929. Awarded the Distinguished Flying Cross in the World War, and was one of the two Canadian airmen to receive the award of the Order of the British Empire a short while ago. He has also made front page news many times for daring flights to save lives in the Far North, of which his most daring was the one mentioned in this article, the trip to Fort Vermilion, probably the most reckless flight ever made in Canadian aviation, but a life-long satisfaction to May, as he and Cy Becker, who accompanied him, will always have the satisfaction of knowing that they saved many lives at the risk of their own.

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Additional Notes on the CHINA CLIPPER FLIGHT

Following the inauguration of the new FAM 14 from San Francisco to Manila, Philippine Islands by the China Clipper on November 22, 1935, many interesting sidelights of the epochal flight have been drifting back across the Pacific to this country.

An important cachet variety is said to emanate from Guam, which postoffice is said to have used black for a number of the covers in place of the later standardized green for the stage to Manila.

It is explained that the first covers were stamped with the black ink which smeared, was too thin, and blotted. Although the covers have been reported, few have been seen to date.

Perhaps substantiating the above note, we have received a long (No. 10) cover from the Guam-Manila stage, with letter enclosed:

"Through an unfortunate circumstance, the first flight cover prepared by you to be carried on the "China Clipper", leaving San Francisco on November 22nd, 1935, was marred. However, the accompanying cover was prepared by this office so that there would be no interference in the dispatch of your mail.

"It is regretted that a substitution in envelopes was necessary, but this office followed what it believed was the best means to insure the proper care of your cover.

William H. McCarthy, Postmaster."

Although the letter was dated at San Francisco, the cover is from Guam and bears the proper Manila backstamp. Could it be that a number of the exper-

imental black cachets applied to Guam mail were sufficiently smeared to prepare new covers in this way. The letter was mimeographed and the writer received two of these long, postoffice prepared covers.

Collectors who sent extra remittance for the return of their outer envelopes in which covers were mailed to Guam via the November 22nd flight, were not favored with the return of either the covers or the remittance. Of course this is an extra request, and a favor. However, reports have been heard that Guam was under instruction to return to Washington all outer covers received on the flight.

Many collectors have wondered at the "surcharge" or misinterpreted "handling charge" placed by the Manila postoffice on covers for the return flight. This is said to have been an error on the part of the International Mail Service, who understood the word "surcharge" in the cablegram of the Manila Director of Posts to be an extra charge of one or more stamps for handling, while it is said the word referred to the overprint-

APPROVALS

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ing of the Philippine stamps for the flight. Practically all covers prepared by collectors in the Islands only bear the regular rate of 50c, 1P, or 1.50P. The Manila postoffice used the full remittance sent from this side, applying 56c, 1.06P and 1.56P, respectively.

Two types of dates have been noted within the black rectangular Manila cachet. One is large, with wide spacing between the letters and figures, while the other is of small type, with close spacing used between the letters and figures. These dates were evidently set into the space in the cachets with rubber type.

"The Philippine Clipper" negotiated the second trans-Pacific flight, and according to word recently received, Manila was prepared to stage another worthy reception for the arrival of the ship named after the Islands. It is understood that a second record load of commemorative air mail was expected from the United States and that the Philippines had even prepared an official cachet to be used on the return mail. However, it was discovered that very little collectors' mail was on board the ship, the plans were abandoned. Several specially prepared covers on this flight have been seen and they present an interesting addition to the Clipper collection.

Walter Bruggman, best known aerophilatelist of the Philippines, was kept busy obliging collectors and prepared thousands of covers during the short lay-over of the China Clipper before its maiden Eastern trip. Our sincere thanks to his kindness and generosity in accommodating fellow collectors.

Nicolas Sanabria handled thousands of sets of the Philippine overprints and the demand eclipsed the many times replenished supply. The first price was 30 to 35 cents . . . it is now \$1.00 to \$1.50. The face was 20 cents.

The Philippine Trade Commissioner at Washington also did a brisk business in these issues. Many of those who put their orders on paper and mailed them with remittance, scooped the local Washington window waiters, as it is understood the office was closed and only a portion of the mail orders filled.

The complete sets of 12 point-to-point covers of the China Clipper flight are now bringing from \$40 to \$60 in New York and said to be rising every day. Although thousands were carried, few complete sets are being offered on the market and there seem to be plenty of takers. The face value of postage for the set was \$5.09, while forwarding of the envelopes under cover cost a little over \$2.25 for the complete set of 12.—Walter J. Conrath.

Random Notes

by ALTON J. BLANK
East Cleveland, Ohio

WE wonder if there was not more than just the mere fact that postal clerks were having difficulty in distinguishing the blue airmail special delivery stamp. Could it not be possible that the department sees a fine opportunity to issue a stamp with numerous possibilities for variety just to appease the postal deficit?

When one considers that there will be arrows, plate numbers and other indicia to aid the printing of the two color job, which were unnecessary in the single color item, we can see where an astute person might easily succumb to the temptation to take advantage of the collector's gullibility and prepare such an issue. Instead of the usual single and block of four augmented by the plate number block of six, we will have added the "Top" and arrow as well as two color plate number specialist to the demand. It is easy to see where a 150% increase may be achieved.

And then again maybe we are a bit pessimistic about the whole affair, as undoubtedly the Department through its juggling of printing methods, has stumbled into something which will prove a "good seller."

Do not forget to speak to all of your friends and remind them of the coming A.A.M.S. convention at New York City this coming May. There is an air mail section that will give members a chance to display their treasures and compete for a fine prize. Now is the time to prepare for the exhibit.

How about a couple of tomatoes (very ripe) for a bookkeeping system that calls for the destruction of finely centered copies just because the plate numbers are taken from the sheet.

Likewise a very great many ripe egg-fruits can be tossed at the boys who write to the Agency—"Enclosed please find umsteen dollars for which please send unumpy-eleven plate number blocks of six of each denomination." What in tarnation are they going to do with them? "Fooyey from we to them." says us.

All together now—"When are we going to get an airmail series worthy of our country?" Isn't it about time that we who must supply the "push" get busy and see that we get our wants. A definite set is sorely needed by the airmail service.

CRASH COVER NEWS

By FRANK A COSTANZO

Crash Cover news should be sent direct to Frank A. Costanzo, Box No. 32, Punxsutawney, Pennsylvania.

FOLLOWING is an official and authentic report showing all major air mail mishaps which occurred on the scheduled U.S. air mail routes during the calendar year, 1935, with figures representing the amount of mail being carried by the plane and the amount salvaged after the accident or crash. Quite a number of minor accidents also occurred during 1935 in which there was little or no delay to the mail and no damage or loss. Continuing our usual policy of listing only air mail ACCIDENTS and CRASHES, in this section, the minor mishaps mentioned are not reported because of their little, if any interest to the crash cover collector.

Date	1935	Location	Amt. Mail Salvaged	Amt. Mail On Board
Jan. 10,		Pittsburgh Land'g, Tenn.	184	184
Jan. 26,		Pittsburgh, Pa.	510	484
Jan. 31,		Glendale, Calif.	58	58
Feb. 15,		Sullivan, Mo.	19	19
Apr. 16,		Detroit, Mich.	308	308
May 1,		Walsenburg, Colo.	29	29
May 6,		Atlanta, Mo.	74	74
May 27,		Glendo, Wyo.	20	20
July 27,		Murfreesboro, Tenn.	254	254
Aug. 3,		Barton, N. M.	117	117
Aug. 14,		Gilmer, Tex.	45	4
Sept. 1,		Burbank, Calif.	118	57
Oct. 7,		Cheyenne, Wyo.	113	113
Oct. 24,		Franconia, Va.	22	22
Dec. 12,		Childress, Tex.	94	94
Dec. 24,		Birmingham, Ala.	86	86

OFFICIAL REPORT OF RECENT AIR MAIL MISHAPS

October 24th, 1935

Franconia, Va., 4:55 P.M. (1 1/4 miles northeast) A.M. 23, Section 6, Northbound Nashville to Washington. Pilot E. A. Carpenter uninjured. No passengers or crew. Mail 22 pounds, all recovered intact. Pilot transported mail to AMF, Washington, D. C. by private auto. No markings or backstamps applied to mail.

Attempting a landing when motor failure developed, the single-engine air mail plane struck a tree and crashed on a farm near Franconia. The wing of plane was damaged and the landing gear was crushed. Pilot Carpenter escaped without injuries.

The pilot's luck in being uninjured and his prompt action in taking the mail to Washington in a private auto caused delay to the mails to be cut to only a matter of minutes.

December 24th, 1935

Birmingham, Ala., A. M. 24, Section 4, Eastbound, Dallas to Birmingham, Ala., 5:15 A.M. Pilot R. P. Reinhard injured. No passengers, no crew. 11 pouches of mail, 86 pounds, all recovered intact and forwarded from AMF, Birmingham, Ala. the same day. No markings applied to any of mail.

Misjudging his altitude as he attempted a landing at the municipal airport shortly before dawn, the single-motored Lockheed mail plane struck trees at the edge of the airport and crashed to the ground. Pilot Reinhard was slightly injured.

Co-operators

this month include William Elliott, E. H. Brennecke, H. W. Reese, H. B. Imhoff, F. R. Purdy, Rex O. Copp and William Hafner.

USED AIRS — IN SETS

BRAZIL, 917-924, complete	60
BRAZIL, 931-932, complete	30
CANAL ZONE, 201-202 (mint 60)	35
CANAL ZONE, 203-204 (mint 45)	25
COLOMBIA, 482-494, complete	6.50
CONGO, 501-504, complete	35
COSTA RICA, 302-305, complete	45

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dress direct to the publication office
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Official Publication
THE AIRPOST JOURNAL
Published monthly and sent to all
members in good standing.

The Treasurer's Report

NEW MEMBERS

Following have been admitted to membership since last report. Membership is a privilege, not a right, and may be terminated at the will of the Society.
1700 Visconti, Louis, 1150 Main Street, So. Weymouth, Mass.
1701 Vyse, Miss Vivien M., Box 3, 319, Sea Cliff, N. Y.

APPLICATIONS POSTED

Following have made application for member in the Society. If no objection is received and references are found in order, they will be admitted on Feb. 15th, 1936.
Thatcher, Allan M., 300 W. 12th Street, New York City. Age 26. Assistant. Air Mail stamps and frown covers. By Walter J. Conrath.
Allen, Mrs. Carl E., 329 Granada Ave., Long Beach, Calif. Age 35. Stenographer. Air mail stamps and frown covers. By Geo. W. Angers.
Steinberg, Alex N., 121 N.W. 9th Ave., Miami, Florida. Age 17. High School student. Air mail stamps and frown covers. By Walter J. Conrath.
Leong, James Y.T., Box 40, Honolulu, T. H. Age 26. Clerk. Air mail stamps and frown covers. By Walter J. Conrath.
Voigt, Walther, P.O. Box 4, Ocean Grove, N.J. Age 52. Accountant. Air mail stamps and frown covers. By Harlow Ross.
Deithorn, Walter A., 1805 New Haven Ave., Pittsburgh, (16) Penna. Age 35. Chief Draftsman. Air mail stamps and frown covers. By Geo. W. Angers.
Bachrach, Justin L., 4115-46th St., Sunnyside, Long Island, New York. Legal Age. Stamp Editor, New York American. Air mail stamps and frown covers. By George W. Angers.
Spece, Olive, 369 Robert Street, Saint Paul, Minn. Age 45. Manufacturing Millinery. Air mail stamps and frown covers. By Geo. W. Angers.
Deutsch, David, 154 Nassau Street, New York City. Age 32. Lawyer. Air mail stamps and frown covers. By Geo. W. Angers.
Kessler, Don R., 8 Elizabeth Ave., Webster Groves, Mo. Age 30. Manager, Ice Co. Air mail stamps and foreign covers. By Geo. W. Angers.
Gridley, Chas. Stanley, 323 Cedar Ave., Highland Park, N.J. Age 36. Clerical Supervisor. Air mail stamps and frown covers. By Walter J. Conrath.

REINSTATED—153 Kunz, John G., Guaro, Oriente, Cuba.

RESIGNED

- 457 Scheetz, Paul V., Gen. Delivery, Quakertown, Penna.
 513 Miller, Hanson C., Route Box 75, Grafton, W.Va.
 1347 Vanderwell, David, 6818 N. Ashland, Chicago, Ill.
 1385 Corbett, S. J., 13 Pearl Street, Meriden, Conn.
 1465 Sheard, S. H., Lamer Sts., Cheimer, Queensland, Australia.
 1535 Johnson, E.A.W., 10 Hazel Place, Floral Park, L.I., N.Y.
- ADDRESS CHANGE**—New address shown below:
 1382 Koch, Felix A. C., Box 6390, N.S. Sta., Pittsburgh, Penna.
- INCORRECTLY LISTED**—Correction shown below:
 1698 Hower, Robert E., 1417 Elm St., Lebanon, Penna.

CANCELLED—Non-payment of dues

- 700 Thornberg, F. L., 726 Washington St., Utica, N. Y.
 1062 Wasserman, S. H., Millis, Mass.
 1250 DeBoice, Benj. S., 931 Pub. Serv. Bldg., Springfield, Ill.
 1252 Camp, G. B., 3964 Lincoln, Detroit, Mich.
 1373 Greeley, Francis, 90-19 88th St., Woodhaven, N.Y.
 1377 Buchold, C. A., Richmond Hill, L.I., N.Y.
 1380 Gerrish, H. E., 676 Broadview Ter., Hartford, Conn.
 1389 Mattes, J. J., 1113 Cornelia Ave., Chicago, Ill.
 1481 Schorofsky, Wm., 334 Eastern Parkway, Bradley, N.Y.
 1550 Hadley, Carl, Box 134, Mad. Sq. Sta., New York, N.Y.

Members in arrears who are no longer interested in the Society are requested to make formal resignations as soon as possible. This small courtesy will prevent unnecessary expense on the part of the Society and will allow re-instatement with old membership number at any time.

We have received several complaints regarding Section 3, Part 10 of the By-Laws which read: "No member shall be allowed to send any other member of the Society any unsolicited approvals or merchandise of any kind or character. The penalty for such action may be censure or expulsion from the Society." Members are asked to adhere to this regulation which will be strictly enforced.

A.A.M.S. CONVENTION—NEW YORK CITY, MAY 14-16, 1935—Plan now to attend!
 Fraternally submitted. FRANK A. COSTANZO, Treasurer.

AIRS OF THE MONTH

(Continued from Page 9)



● **SALVADOR** ● The large tree pictured on the San Vicente commemoratives noted last month is the one under which the fifty families gathered and determined to found the city of San Vicente.

● **UNITED STATES** ● By the time these notes have appeared, so will also the bicolored 16 cents airmail special delivery. It is interesting to note that the stamp is printed in subjects of one hundred with a gutter between each pane of fifty and later the blue fifty subject centers are printed into the red border. Undoubtedly this will produce a lovely mixture of plate numbers. "Tops", arrows,

and who knows but a few inverts for "the boys."

A quick glance at the red and blue stamp causes one to wonder just what the difference is between this reissue and its predecessor. The principle difference is the fact that the circle of cloudlets around the stars at the top is smaller. Secondly the feathers on the tail as well as the wing are smaller. In other words the eagle is a bit better groomed after having had a "haircut" at the hands of the engraver.

Cooperators are: Jack Schildhouse, M. J. Harris, E. Hammer, C. Bates, and L. A. Boone.

PRICE LISTS

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THE AIRPOST JOURNAL

LZ-129 WILL MAKE FIRST FLIGHT IN MARCH

According to advice just received from Wolfgang Lambrecht, publicity director of the German Zeppelin Corporation, the new German Zeppelin, von Hindenburg, is expected to make its first trial flight sometime after the middle of March.

The first transoceanic voyage of the new air liner will be made to Rio de Janeiro to coincide with the official dedication of the new modern airship port now being completed there.

Thereafter, probably beginning some time in May, a number of trips are scheduled to the United States. Late in the Fall, the Zeppelin LZ-129 is to supplement the South American service of the Graf Zeppelin, which, as in former years, will be resumed during the early part of April, in fortnightly intervals.

It is understood that a new stamp or set of stamps will be issued in commemoration of the placing of the new giant German ship into service. Particulars as to the designs and values have not

yet been officially released.

Word from Germany indicates that work has already been inaugurated on the next Zeppelin, the LZ-130, which promises to be even larger than the LZ-129, the world's greatest lighter-than-air craft.

LT. COL. RALPH A. KIMBLE SPEAKS ON PHILATELIC LITERATURE

Lt. Colonel Ralph A. Kimble, widely known philatelist, addressed the Beverley Hills Philatelic Society, (Chicago) Friday, February 21, on "American Philatelic Literature."

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FINE BICENTENNIAL SHEETS 5c 5.00, 7c 9.00, 8c 11.00, Henry Wittber, 2516 New Haven Ave., Ft. Wayne, Ind. 70-1t*

WANTED—U. S. UNUSED 50c ZEPPEL. Will pay \$1.25. On 65c Zepp will pay four times face. Roberta J. Roe, Central and Oraton, East Orange, N.J. -69-4t*

JAPAN AIRMAIL STAMPS, AIRMAIL cover list free. N. Miyake, Box 35, Tsu City, Japan. 70-1t*

CANADIAN FIRST FLIGHT SETS, DEDICATION, anniversary and Lindbergh tours, etc. Send 3c for Price List. W. E. Marley, 98 Barton Ave., Toronto, Canada. 69-2t*

SCATTAS AT NEW LOW PRICES. ASK for free price list. P.I.-U.S. Initial flight, overprinted for China Clipper mail, set of 2, mint. \$1., blocks pro rata. Cash with order. R. Schoendorf, 5732 Catalpa Ave., Ridgewood, N. Y. 1t*

F. W. ISENSEE, KUSKASTR 4, MAGDEBURG, Germany. Am interested in all United States First Flight covers flown from U.S. to other countries. Before sending anything for approval, please write me what you have for exchange. It

GOOD GRADE U.S. - FOREIGN STAMPS to exchange for CAMs. F.A.M.s. J. Karl Howard, 2136 S.W., 5 St., Miami, Fla. 70-2t*

BYRD ANTARCTIC EXPEDITION II—ship cancellations, first days, stamps, Little America's, ports, last days, photos, etc.—bought, sold and exchanged. M. F. Partridge, Petersburg, Virginia. 1t*

ECUADOR AIRMAILS—401-7 USED \$2, same mint \$2.50; 409-11 mint \$3.00; same used \$2.50; 412-14 mint \$3.00; same used \$3.00; 451-7 mint \$3.00; 459-62 mint \$3.00. Scadta Provisionals, 1928 complete set \$45.00. 15 different first flights \$10.00, all properly backstamped and with cachets. Perrone & Campana, Box 749 Guayaquil, Ecuador, South America.

EXCHANGE DEPARTMENT

A. A. M. S. Members are entitled to two 20-word ads per year in this Exchange Section, free of charge.

TO TRADE: HAVE LARGE AMOUNT of mint airs to exchange for those I need. Example: Bolivia #319-323, Claude T. Hansen, 5805 N.E. 32nd Place, Portland, Oregon. 1tex

EXCHANGE PAN-AMERICAN EXPERIMENTAL April round trip: India mint airs for Newfoundland airmails; Manila Clipper covers. It. Haines, Fogelsville, Pa. 1t

WILL EXCHANGE TRANS-ATLANTIC, Zeppelins, historical, C.A.M., F.A.M., etc. for China Clipper, DO-X and P.A.A. mass flight covers. What have you? Charles C. Smiley, 107 Garfield St., Waynesboro, Pa.

WANT TO EXCHANGE AIRPORT DEDICATION covers. Have many fine duplicates. Send me your want list and duplicate list. Can dispose of your collection of better dedication covers. What have you to offer. Write H. L. Waha, 5269 Ivanhoe, Detroit, Mich. 1t

C.A.M. 34E22, WILL EXCHANGE FOR China Clipper Covers or U.S. mint comm. Henry Wittber, 2516 New Haven Ave., Fort Wayne, Ind. 1t

WANTED—DEDICATIONS F175, G53, 54, 81, 109, 118, 126, AM's 7W2, 12S1, 15S2, or N2, R12S13 & N3, 18NW32. Any F.A.M.'s pmkd. in U.S. with cachet. Dedications & CAM's to offer. First flight pilot photos to trade for same. What have you? Rex O. Copp, 1933 North 14th St., Kansas City, Mo. 1t

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MADEIRA	Thurs. Feb. 13	Thurs. Mar. 19
ST. VINCENT, CVI	Sun. Feb. 16	Mon. Mar. 16
PERNAMBUCO	Fri. Feb. 21	Thurs. Mar. 12
BAHIA	Sat. Feb. 22	Tues. Mar. 10
RIO DE JANEIRO	Mon. Feb. 24	Sun. Mar. 8
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Picture Postal Card (photo showing scenes in Little America) hand-stamped January 30th, 1934 with cachet of Bear of Oakland and 3c blue Byrd stamp. Autographed by Capt. English and inscribed: "This card was carried from America to Little America on Ice Breaker S. S. Bear of Oakland. Five views available)\$1.00 ea.

Newport News cancelled Nov. 1st, 1933. Cover with off. cachet of the Byrd Exped. commemor. start of Bear of Oakland 1933 (only fifty in existence)\$3.00

Dunedin, New Zealand cancelled Jan. 2nd, 1935 comm. cover with off. cachet depart. of Bear of Oakland for Little America for return of expedition (only 50 issued)\$1.75

Same as above. Dunedin canc. Jan. 16th, 1935, dep. of the S. S. Jacob Rupert for return of exped. (50 issued)\$1.75

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