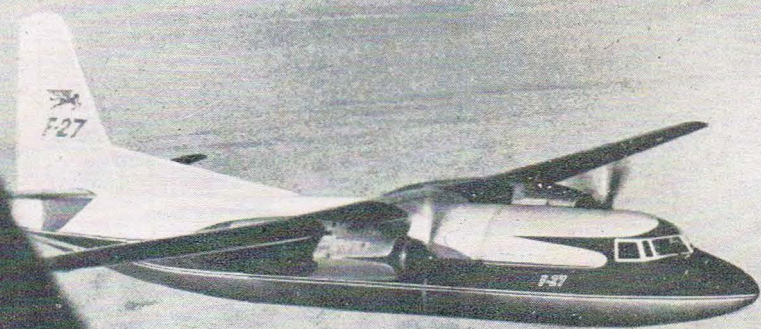


VOLUME 29  
NUMBER 1



*the*

# AIRPOST JOURNAL

OCTOBER, 1957



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*of*  
***United States***

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Volume 29

No. 1

Issue No. 330

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Ruth T. Smith, Ferndale & Emerson, Philadelphia 11, Pa.

OCTOBER 1, 1957

#### NEW MEMBERS

- J-4420 Kucher, William, Jr., 167 Cleveland Avenue, Colonia, N. J.  
4421 Young, Mrs. I., 2 Woodstock Street, Botany, N.S.W., Australia  
4422 Ramsey, Robert A., 33 N. High Street, Columbus, Ohio  
4423 Mead, William N., 252 Durard Road, Philadelphia 19, Pa.  
4424 Sharp, Harriet S. (Mrs.), 2002 W. Luke Avenue, Phoenix, Arizona  
4425 Majka, Frank A., (Dr.), 4224 Walnut Street, Omaha 5, Nebr.  
4426 Lutey, William R., 20412 Sunnysdale, St. Clair Shores, Mich.  
4427 Rawls, Walter C., Jr., 9098 W. Swan Circle, Brentwood 17, Mo.  
4428 Santonastasi, Alphonse, Hq. Sqn. 2712 Maint. Gp., Box 197, APO 323, San Francisco, Calif.  
4429 Ueberall, Herbert, Edenhallstr. 4, Stuttgart-Sonnenberg, Germany  
4430 Little, Richard F., 6704 Covington Lane, Dallas 14, Texas  
4431 Bechtel, William A., (T Sgt.), 48th Air Rescue Sq., Eglin AFB., Fla.  
4432 Kinsey, Ford, Jr., 304 E. Main Street, Ligonier, Pa.  
4433 Janes, David G., 1130 Main Street, Racine, Wisc.

#### NEW APPLICATIONS

- Winchell, Charles L., 17 Kent Avenue, Pittsfield, Mass. Age 70. Retired.  
By Ruth T. Smith  
Lloyd, Arthur E., Apt. 21-A., Sayre Ct., Madison, N. J. Age 27. Underwriter.  
AM AU U2O UC HC 1D Ex By John J. Smith  
Cox, George N., 137 Park Avenue, Bay Head, N. J. Age 30. Chief Clerk. 1D  
By Ruth T. Smith  
D'Elia, Rudolph, 17084 Winchester Ave., Hazel Crest, Illinois. Age 50. Surgeon.  
AM U2O RP 1D By Ruth T. Smith  
Larson, Arnold, Rte. #1, Twisp, Wash. Age 57. Farmer. AU EX  
By Grace Conrath

#### DECEASED

- Coffin, William H., York, Pa.  
Cilley, Alice B., Melrose, Mass.

#### NEW ADDRESSES

- Harris, Jason, 2837 Guncel Blvd., Toledo 6, Ohio  
Kucher, William, Jr. 167 Cleveland Avenue, Colonia, N. J.  
Johnson, D. William, 165 E. Pamala Road, Arcadia, Calif.  
Haring, Robert E., 9061½ W. Highland Avenue, Kinston, N. C.  
Detwiler, Jack R., 2048 3rd Avenue, San Diego 1, Calif. Apt. 7.  
Smith, Joseph A., Room 505, Postal Transport Service, Main P. O., Chicago 7, Ill.  
Babb, Raymond F., 253 Indiana St., Union, N. J.  
Doerrer, Charles, 1371 13th St., Sarasota, Florida  
Dwyer, James A., Jr., 1721 Hawthorne Lane, Lexington, Ky.  
Ellison, W. R., 1600 N. Lincoln, Creston, Iowa  
Kimball, Warren F., Jr., 163 Old Farm Rd., Pleasantville, N. Y.  
Osenburg, Richard, 2032 Kapiolani Blvd., Honolulu, Hawaii  
Krauss, Alfred N., 2 Baker Tower, Ithaca, N. Y.  
Potter, Edward J., 4710 Vernon Drive, Erie, Pa.  
Sachs, Pete, Harvard College, Thayer 13, Cambridge, Mass.



# The Denmark Airmail Stamp, Sanabria #501

By Erik Hildes-Heim

Reading detective stories is a favorite pastime of many. Thus it is only natural that when we have a fascinating hobby in collecting airmail mementos a little personal investigation, stirred by a healthy display of curiosity, is bound to increase the pleasure derived from our aerophilatelic activities. We speak with years of experience along these lines and strongly recommend to everybody that they do some private research along the suggested lines. The outcome is bound to be revealing and rewarding and cannot help but add to our already encyclopedic fund of airpost knowledge presented in the various specialized catalogues. Try it some time; you will be pleasantly surprised, too, and do not forget then to send your findings to our editor for publication in order that your fellow collectors may likewise benefit from them. To practice now what we preach, we present a report which throws more light on an old item and adds some new angles. In one way it constitutes also a failure — at least temporarily — inasmuch as our original deductions did not prove right and little has been confirmed about this "latest" addition to our airmail fold.

There is something attractive about everything of a "First" nature though we may sometimes be hard pressed to define it. We have no difficulties in explaining why in the group of the so-called "semi-official airs" where a multitude of different varieties is generally lumped together, the Naestved 1919 (Sanabria, Denmark #501, SO1) is one of our favorites. For some reason or other, it has always been a popular airmail piece and it started us indirectly on the path to airmail collecting. In the stamp album of our school days were included a couple of Paris balloon mail letters and a card which we had sent our mother by the first Danish

airmail flight from Copenhagen to Roskilde in 1914. This was all we knew about airposts in those days as we had not heard about the "Aero Mail Club" that was formed in the United States on June 21, 1913, nor of the other scattered airmail attempts demonstrated in a number of countries the world over. Until some years later the English trade magazine "Flight" published some highlights among the prices realized during the first auction held by H. R. Harmer Ltd. in London, devoted to airposts exclusively. You could read between the lines when such souvenirs brought surprisingly high prices. We shared this astonishment, too, but that was mainly because one of the listed items was Naestved 1919. If memory serves us right, it brought £8 on that occasion.

Now, we had often visited that town in our native country, yet we were not aware that any special flying had taken place there. A well-known boys' school is located nearby and we had spent some fine vacations at a chum's parental home there. We telephoned the aviation editor of a Copenhagen newspaper to ask if he had ever heard of a Naestved airmail flight in 1919. He had not and countered with "I have a postcard from an earlier Swedish airmail (and mentioned the location). "Do you know about that one?" We didn't, which now made two to challenge our curiosity and to require early investigation. It is logical to tackle the nearer proposition first. A narrow Sound separates Denmark from Sweden where we were then; whereas it was easy to reach Naestved. We hopped on our motorcycle and arrived at the destination within an hour. The first call was on a friend who said in response to our inquiry: "My sister married a local advertising man who is well posted on all happenings here. Why don't you

see him?" This was good advice and it turned out that we had reached first base right off the bat, for he proved to be the one who organized this mail flight. He was in charge of some local passenger flying which had been popular all over the country shortly after World War I. This gentleman, Mr. Svend Holst, was manager of the Danish pilot, Otto Reichert, who learned to fly in Germany before that war and during this period was one of the test pilots of the well known German Albatros Aircraft Factory. Mr. Holst arranged with Postmaster Mazanti in Naestved to have a pouch of mail flown to Storehedinge for a local celebration at the end of the passenger flights there. The postmaster permitted a special airmail stamp to be issued and applied to cards and letters to go on this mail flight without seeking authorization first from the Post Office Department in Copenhagen, for which he was reprimanded later.

The stamp was printed at Chr. Dideriksen's establishment in Naestved. The catalogue information "Printing reported as 300" comes close to being correct for Mr. Holst told us that while he could no longer remember the exact number printed, he was pretty sure that more than 300 stamps, but not over 350, were printed. We went to find the address of this printing place on Komagergade in Naestved, but it existed no longer, so the old records were not available for verification. The full quantity was not sold, so the figure of 132 disposed of and used is probably correct. We shall later learn that there is a question whether this includes the Naestved-Storehedinge mail only or two, possibly three other ones which came to light later on. Anyhow, Mr. Holst reported that he had kept the remainder of the mint stamps on hand for several years until he finally burned them. He said now that he regretted that he failed to foresee their future value, forgetting that in case many more copies remained available they

would not become rare. All that Mr. Holt had left was one mint copy which hung on the wall in his office framed with an explanatory text. This we bought from him.

There was a good reason why even non-philatelists in Naestved should be, or had become, stamp-conscious. Several outstanding collectors lived, or hailed from, there. One was the late Dan Emmerich who managed a book store in Switzerland and later returned to Denmark where he published the first specialized airmail catalogue of that country. Mr. Holst became encouraged by his aero-philatelic success and six years later had another stamp printed for the same local festival. It was again sold for 50 ore, though this time the value was not printed on it. This mail flight from Naestved in 1925 was to the Copenhagen airport at Kastrop, but neither the stamp nor the mail bearing it has gained the same favor and standing as the 1919 issue.

In 1925 Berezowski in Germany published one of the earliest airmail catalogues with generous support of that foremost airpost researcher and recorder, the late Dr. Robert Paganini. It was a good volume which we shall always remember for two reasons. One was that here the Vin Fiz stamp was mentioned and illustrated for the first time. We visited the editor on the way to do some skiing on the Czechoslovakian border and we were shown the card bearing the "Rodgers Aerial Post - Vin Fiz flyer" item which had been sent to Cologne. When asked what we thought of it, our first snap judgment was that "it is a fake." This was based on nothing more solid than that we had then only heard of a Gin Fizz drink. Our limited knowledge of that national institution, the cocktail, was perhaps excusable at the time as our first visit here had been just before and after prohibition took effect in 1917; and when we came back the second time in the early twenties, the noble experiment (or ignoble, if preferred; you take your choice in this

free country) — was still in force, but not enforced too well. It was then that we had sampled some strange concoctions and their nomenclature had not stuck too well. That story, with all its ramifications, is a different airmail yarn which shall be spun some other time when you have the patience and inclination to be with us again.

To return to the narrow and not too straight path of the Naestved stamp, the other item which had intrigued us in the Berezowski catalogue was reproduced under Denmark and listed as follows: "An airmail stamp of 50 ore value, carmine on white (collection of D. Emmerich) perforated, design and size as pictured, appears to be of a private nature. The time and place when and where it was used and all further details are still lacking." (Did this air mail take place before World War I?)

The reproduction here is from the original cut which we acquired later.



Two observations struck us at once. The design looked very much as if it was inspired by, or copied from, the layout of the Naestved 1919 airmail stamp which we mentioned above. "Luftpost" (airmail) is the usual Danish term whereas "Flyingpoststamp", as the literal translation of the Danish terms "Flyvepostmaerke" reads, is obviously copied from the German designation "Flugpost." Reichert had had a German background for several years, as mentioned. On the strength of what we have set forth here, our inclination was to link the two items together, and if somebody wishes to argue on that score that they were both of a private nature,

they will find no taker here as most people use the term "semi-official" too indiscriminately. However, we had still proved nothing.

Next Mr. Emmerich showed the actual stamp at his book store in Odense, Denmark. It had obviously been used and was soaked off a piece of mail. On the original the first two letters of the place could be read clearly; they were ST. We made a mental note of them and later consulted a Danish postal guide. It could be either of two towns; Storehedinge or Stege. The former was where Reichert landed in ending his mail flight from Naestved on September 13, 1919; so we went there first, to the office of the local newspaper, as was our custom. Luck was with us, for the editor and publisher was a general book printer and was likewise a keen stamp collector himself. He knew at once what we were talking about when shown the German catalogue picture of the mystery stamp. And bless his soul, he thought he could find such a stamp! (Our heart beat faster when he made that statement.) An old order book of the establishment was brought out and in its proper chronological place we found a vertical pair of green stamps



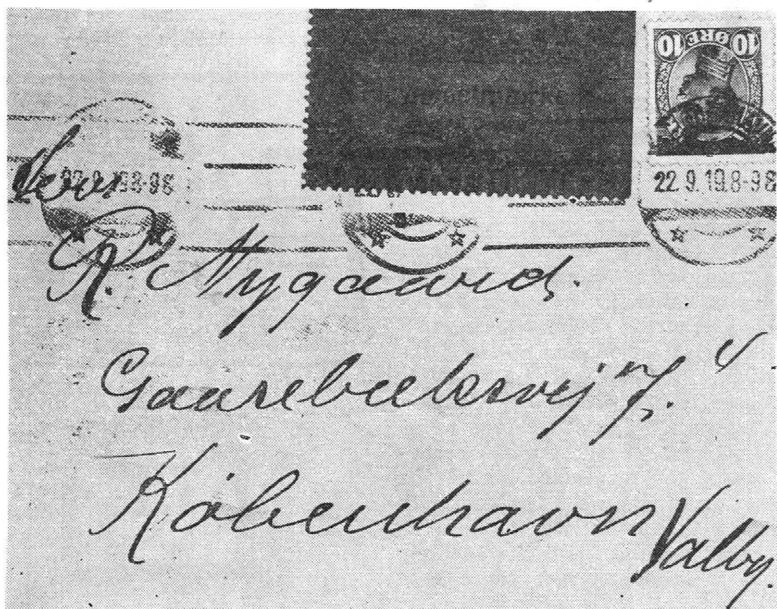


and a block of four (torn on the left side) of the blue stamp. They were evidently the missing links that together with the red issue mentioned in the German catalogue had likely been issued for a series of similar mail flights. The different colored airmail stamps of the same design all bore the 50 ore value imprint, but Mr. Ernst Jorgensen, our new-found and highly esteemed stamp collector friend, had unfortunately failed at the time to make any records of the quantities printed. However, in another respect he was also very helpful. He could remember that pilot Otto Reichert had come to him to have these stamps printed and that he made an airmail flight to Copenhagen after carrying passengers to Storehedinge, and shortly afterwards had made two similar mail flights to the Danish capital from neighboring towns. By a strange coincidence Stege was one of them. We were allowed to go through the contemporary files of "Stevns Avis", the local newspaper, and to copy the references to the airmail feature at the time. Before we concluded my visit,

Mr Jorgensen also graciously permitted us to acquire the stamps from his order book, but only after soaking off one stamp of the green pair, which sufficed him as a memento.



It would seem a logical deduction that one each of the different colors of stamps was used at the three places, but we were in for a surprise when setting out to confirm this. The reporter of "Ostsjælland's Folkeblad," a newspaper in the nearby town of Koge, had this to tell on September 15, 1919: "Mr. Reichert will carry airmail from Storehedinge with the permission of the post office when he leaves Monday afternoon, as planned. Saturday afternoon he had airmail stamps of 50 ore value



printed to be affixed to covers and post cards to be sent all over the country. Announcements displayed in the reading frames of 'Ostsjælland's Folkeblad' made this known. After the airmail has been cancelled at Storehedinge post office, it will be carried by air to Copenhagen where the postal service receives the mail and distributes it to the various points of destination."

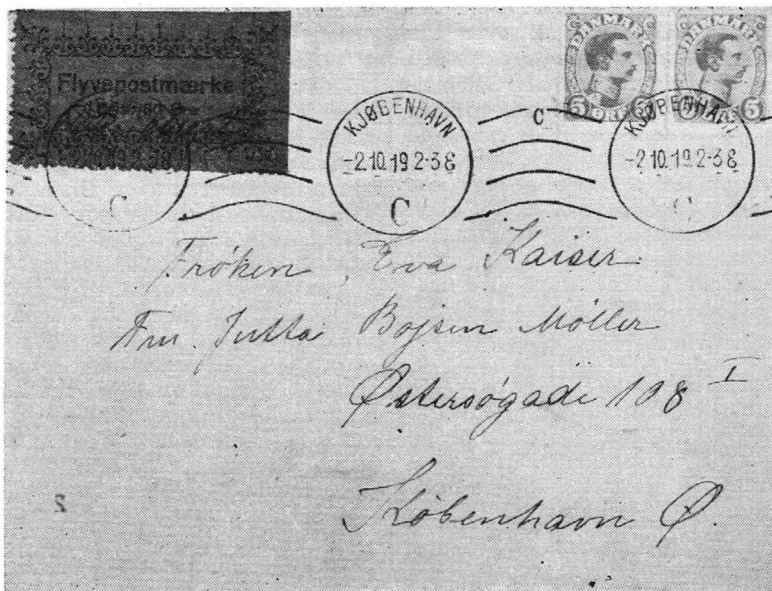
The cover postmarked Copenhagen, September 22, 1919, is reproduced here and checks on the correct date. It shows thus that the mail was not cancelled before its arrival in Copenhagen. This airmail item was acquired locally and bears one of the Naestved airmail stamps. It is corroborated by the following contemporary newspaper report there, "At 2:30 p. m. today the pilot left Storehedinge and flew to Copenhagen with airmail and one passenger. On Sunday, September 21st, pilot Otto Reichert comes to Fakse to fly there with passengers, and on the 25th he is destined to go to Stege. It is expected that the postal administration will permit the pilot to fly mail from these places, too."

We have not succeeded in securing a Fakse specimen so far, but possess both a flown cover and a specimen of the stamp from Stege and have seen two more, one of which was sold

in New York some time ago when a Danish stamp collection was auctioned. Peculiarly enough, again the Naestved stamp was used, and this time it is noteworthy that the pilot wrote his signature in ink on all the stamps used to frank the Stege airmail above the usual postage. On Sept. 30, 1919, the local newspaper "Moens' Folkeblad" (The Peoples' Newspaper on Moens) brought this advance notice "When Mr. Reichert finally finishes here and flies to Copenhagen or some other place, he will carry mail as in Fakse, Naestved and Storehedinge. Beside the usual postage it will be franked with a 50 ore airmail stamp. These can be bought in book-dealer Nielsen's shop and will no doubt be in demand as they will be treasured highly by collectors."

An extract from the same newspaper, dated October 3rd, reads, "A small crowd had turned up at the departure this morning. Book dealer Nielsen served as despatch rider and brought the airmail, 61 letters, for further transportation." Again we reproduce a cover which ties in correctly with the date. Again the mail flown to Copenhagen from Stege was not turned over to the postal authorities until it arrived at the destination of the flight. Copenhagen was, in fact, the place out of which Reichert operated.





The "Ostsjaellands Folkeblad" (The People's Paper of Eastern Zealand) had previously reported under date of September 16th, "Last Saturday, Sept. 13th Reichert carried 111 letters and postcards from Naestved to Storehedinge." When we add the 61 Stege-Copenhagen airmail pieces to these 111 from Naestved to Storehedinge plus what may only have been a relatively few from Storehedinge to Copenhagen, this exceeds the previously mentioned figure of 132. This can thus only refer to Naestved stamps sold for the mail flight to Storehedinge as we know also that a few mint Naestved stamps exist. As stated, we can as yet say nothing about what airmail stamps were used on the Fakse to Copenhagen postal flight, but it seems evident that not

many of the Naestved stamps not used at the time were destroyed later as was Mr. Holst's impression years later.

Every time we visit Denmark, we never fail to go to Storehedinge, Fakse and Stege for aerophilatelic reasons, nor does it work any hardship on us. We recommend that you make the same trip if you include Denmark on your trip to Europe. Storehedinge and Stege have chalk cliffs that in our opinion easily rival and outdo those at Dover in beauty, and Fakse also is the locale of an impressive chalk mine. As the saying goes, the grass seems always greener on somebody's else's hunting ground. It can truthfully be said that the chalk is as white as can be at all three places, and airmail-wise, there still remains the opportunity to find flown mail from Fakse in 1919 and to determine whether the other 50 ore airmail stamp was used in 1919 in one or all three colors and when and where. Good hunting to you, and here is hoping that we can join with you to share in the results.





## BOB FELLERS RETIRES

Robert E. Fellers, honorary member of the A.A.M.S. and Director of the Division of Philately, Post Office Department, voluntarily retired, effective September 30, 1957, Postmaster General Arthur E. Summerfield announced recently

Mr. Fellers, who entered government service in 1914, was appointed head of the Division of Philately in 1933 and has served in that capacity ever since. Prior to that time he was Disbursing Officer for the Post Office Department.

"Mr. Fellers' voluntary retirement is a distinct loss to the Postal Service," Mr. Summerfield said. "It is men like Mr. Fellers whose devoted service has helped build the finest traditions of the Post Office Department."

Mr. Fellers is well known to the philatelic fraternity and is a life member of the American Stamp Dealers Association, the Bureau Issues Association, and the Society of Philatelic Americans. He was awarded a gold medallion by the American Air Mail Society in appreciation of services to aerophilately. In 1953 he received the National Philatelic Museum "Philatelic Man of the Year" award for distinguished philatelic services.

## OOPS, Sorry! Department

We'd like to correct a misstatement that appeared in the July issue, page 313, first paragraph. Robert J. Lyon was listed as publisher of Sanabria's Airpost Catalog. He is, of course, the editor, and not the publisher.

And on page 316, the gentleman at the left in the bottom photo was incorrectly identified as S. Serebrakian. All of his friends properly recognized him as Nick Ruiz. Our batting average of correctness for that issue was miserable!

OCTOBER, 1957

## SANABRIA TO SUPPLY NEW ISSUES INFORMATION FOR APJ

We are very pleased to tell our readers that Nicolas Sanabria Co., Inc., publishers of Sanabria's Airpost Catalog, have undertaken to supply us with periodic information about new air post stamps. We will also be able to illustrate, through their kind offices, these newcomers as they appear. This will become a regular feature of the APJ and will be "news when it is new."

## Scott's 1958 Vol II Catalogue Shows Airmails Revised, 33,588 New Pieces

Airmail stamps received particular attention in the editing and reprinting of the new Volume II of Scott's 1958 Standard Postage Stamp Catalogue. Prices of many airmails have been raised, and with a total of 33,588 price revisions in the entire 1,300-page book, which covers the issues of Europe, Asia and Africa.

Among the airmails we note these listing changes.

Lebanon 1926 semipostal set, #B13-16, was moved into the airmail group as #CB1-4. In Liberia, the three high values of the 1944-46 provisionals were shifted to the airmail section as #C-46A, C48A-B.

In Romania, the watermark position sets of 1928 and 1930, #C1a-3a and C7a-9a, reassumed the major numbers of C4-6 and C10-12. Two Russian sets picturing aircraft, (#441-451, and the overprints of 1939, #738-742) were moved to "Air Post," becoming #C15-25 and C76-76D.

The 1958 Volume II has 1,284 pages, which is 24 more than last year. Its price is \$6.

Vol. I, which covers the United States, United Nations, British Commonwealth and Latin America, will be published in the latter part of October. The Combined Edition of Scott's Standard Catalogue and Scott's U. S. Specialized Catalogue will follow in November.

PAGE 9

## Eastern's New Orleans-Mexico City Inaugural

by Ernest A. Kehr

It took the C.A.B. almost a dozen long years to issue a certificate for non-stop New Orleans-to-Mexico City service over what is designated as Route F.A.M. 35.

This probably accounts for the manner in which it was inaugurated.

This writer has participated in or witnessed many inaugurations of air-mail (and, incidently, passenger and cargo) flights since 1926. But without question, the one which began Eastern Air Lines' first trip was the most spectacular of all — domestic or foreign.

Capt. Eddie Rickenbacker and his staff, which included EAL President Tom Armstrong, and vice-presidents Col. M. M. "Jack" Frost and William I. Van Dusen, left nothing undone to make it all a memorable event in air transportation history.

Luxurious Golden Falcons carried governors, mayors, senators, congressmen, civic and aviation officials and noted celebrities of press, radio and TV from New England, New York, Philadelphia, Baltimore, Washington, Atlanta, Birmingham, Charlotte and New Orleans for the occasion.

The party occupied three hotels — the Continental Hilton, Plaza Vista Hermosa and Del Prado — as headquarters, as they were lavishly entertained and feted while in Mexico.

Gen. de Lesseps Morrison, dynamic mayor of New Orleans, keynoted the new service as "the long awaited and anticipated link between the great International Port of Louisiana and the heart of America's fourth largest metropolis."

The new service was philatelically recorded by the application of a special cachet to all first flight covers and backstamping in both Mexico and the United States.

Through this airplane's opening, Mexico City now is linked with EAL's vast network of routes that

covers the entire eastern United States — from Ottawa and Montreal in Quebec, Canada, the New England States, Chicago, Texas and Florida.

The route will be served daily by deluxe Golden Falcons, Douglas DC-7's recognized as the most lavish aircraft in the skies today.

### ABOUT OUR COVER

Our cover illustrates what Fairchild Engine & Airplane Corporation hopes will become a common sight within the near future. This plane, the Fairchild F-27 is the first project aircraft tailored to the special requirements of short and medium range operators. It will be built in the United States by the Aircraft Division of Fairchild at Hagerstown, Md. Prototypes are now being flight tested in Amsterdam, The Netherlands.

Designed specifically as the successor to the DC-3, the F-27 refines the good characteristics of that venerable and versatile aircraft and incorporates improvements, such as turbo-prop power, made possible by advancements in the art since the old twin began to log time back in the middle 1930's.

The F-27 is intended to accomplish for local service operators what the coming jet-powered transports will do for the major domestic and international air carriers. And its impact upon their operations, Fairchild feels, will be as far-reaching and historic as that of the jet era for cross-continental flight.

The first model will accommodate 40 people. It cruises at 280 m.p.h. and can go about 1700 miles with a 45-minute fuel reserve. Its cost is advertised at \$590,000, the first time a price tag for such a plane has been publicly listed. Deliveries are scheduled to begin shortly before the end of the year with initial production of five planes a month, quickly to be increased to ten. Fairchild tells of 12 airlines and 14 private companies having placed orders for 81 aircraft up to June 1st.

# AIRLINES NOTES

By **Samuel S. Goldsticker, Jr.**  
70-D Fremont Street  
Bloomfield, New Jersey

This new column, dealing with happenings of interest about our scheduled airlines, will appear as frequently as we have space and news. If any reader knows of any items of interest, it would be appreciated if they would send it to your columnist — whose name and address appears above.

What may be the last piston-engine plane to join its fleet was recently put into service by Pan-American World Airways. This DC7-C four-engine transport, named the "Clipper East India," was placed into trans-atlantic operation. Pan American now has only jet aircraft on order. The first of 48 will be delivered in the later part of 1958.

On April 1, 1957, British Overseas Airways Corp. (BOAC) inaugurated Trans-Atlantic service into San Francisco, California, with very little advance notice. This service does not operate over the polar region (like SAS does) but via New York to London and beyond, with a restriction that no mail or passengers are carried locally between New York and San Francisco. BOAC is expected to inaugurate Trans-Polar service from California to London during the latter part of this year.

Canadian Pacific Airlines is a newcomer in Trans-Atlantic service, having inaugurated service between Toronto and Montreal, Canada, and Lisbon, Portugal, on May 30th. This service actually is an extension of CPA's Mexico City - Toronto - Montreal service, and is a direct Mexico City - Lisbon route. On September 5th, this route was to be extended to Madrid, Spain.

Santiago, Chile, was scheduled to be added to CPA's Latin-American route between Buenos Aires, Argentina, and Lima, Peru, on September 23rd.

It is rumored that within the next year, Pan American World Airways will sell its Alaska route to some other carrier (probably Alaska Airlines, Pacific Northern, or Northwest) as it does not fit in with PAA's long range plans. This route operates from Seattle and Portland, and operates via Ketchikan, Juneau, Whitehorse (Canada), and Fairbanks, to Nome.

Southwest Airways, operators of AM-76 between Medford, Ore., and Los Angeles, Calif., have petitioned the Civil Aeronautics Board for a change in name to Pacific Airlines, that name being more descriptive of its operations. Pacific Northern Airlines and Trans-Pacific Airlines are objecting because "Pacific" appears in their names and presents the possibility of confusion.

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# Air Mail Interruption Covers

By R. Lee Black

Great interest has been shown in the salvaged mail from the Canadian airliner which crashed Dec. 9, 1956 on a mountain northwest of Vancouver, B. C. We are advised by the District Director of Postal Service that very few covers were salvaged from the wreckage. No covers have yet been reported to us. If you have one, tell us what markings, if any, were applied so the item can be properly catalogued.

Bart Gatchell has been in touch with this writer over a period of several weeks and reports that the new catalogue supplement is coming along fine. Our department has been fortified with good representation of cuts to be used to illustrate the cachets. Bart is a stickler for accurate and authentic reports and listing of copy.

The crash of a Russian airliner on August 15, 1957 into the Copenhagen harbor at Copenhagen, Denmark, has aroused a lot of interest. The writer knows of no salvaged mail covers from any Russian air liner. Some salvaged mail should turn up as the plane definitely carried mail for the U.S.A. It will not be listed, since it is a foreign crash, but we do want to see a cover so that it can be written up in the Journal.

A chartered Maritime Central Airways of England crashed near Montreal, Quebec, on Aug. 11, 1957, killing all 79 people aboard. Since it was a chartered plane it is doubtful if it carried mail.

On Jan. 5, 1957, an American airliner crashed in a woody hillside six miles north of Tulsa, Oklahoma but no covers have been reported. The plane was badly wrecked but did not catch fire; so the chances are that the mail was quickly salvaged and forwarded without markings.

To those interested in foreign crashes we might mention the following:

On Mar. 12, 1957, the wreckage of

plane carrying 12 passengers and a crew of three was found in the mountains of western Colombia.

On April 17, 1957, a British transport plane bound for Iraq crashed and burned near Aqaba, South Jordan, killing 34 occupants.

A Dutch (KLM) airliner, the "Neutron," bound for the Philippines with 68 persons aboard fell in flames into the sea off New Guinea. There were 12 survivors.

A French airliner from Tunis crash-landed in dense fog at Orly field, near Paris, France, on Jan. 28 and all 70 aboard were saved by heroic rescue efforts.

A Viscount Jet airliner from Amsterdam crashed on landing near Manchester, England, on Mar. 14. It plowed through three houses and then burst into flames. This was a British European Airways ship.

On July 3, the burned wreckage of a missing Pakistani airliner was found on the sandy coast of an island near the northern tip of the Bay of Bengal. The DC-3 disappeared July 1st on a flight from Chittagong to Dacca.

A Pacific Western airliner, with 18 passengers and crewmen, crashed and burst into flames at the airport at Port Hardy, British Columbia, Canada. The twin engined plane had turned back to the airport after its take-off on its scheduled trip to Vancouver. If covers were recovered they will be entitled to recognition in the catalogue.

Another Canadian crash, not heretofore mentioned, occurred on Oct. 2, 1956 when an Alaska Airlines ship fell during a snow storm near Nome, Alaska. Flight 701 was a scheduled operation between Unalakleet and Nome with intermediate stops. No covers yet known.

Joe Eisendrath, Jr., of Chicago, one of the country's foremost collectors of crash mail, has just made us a re-

port and analysis of his acquisition of the collection of George Angers. In this report are noted a few varieties not heretofore recorded. #46.1, the Elk Mountain, Wyoming of Jan. 31, 1946, is discovered in a five line cachet. #31.2, the Washougal, Washington, Jan. 22, 1931, has a cachet with the word "NEAR" on first line instead of the more common variety with that word in second line. #31.4, Roseburg, Oregon, Mar. 3, 1931, has the word "By" instead of 'in' in the cachet. #31.11 uses the word "INTERRUPTED" instead of 'interruption' as shown in the catalogue. Joe's collection was greatly enhanced by the acquisition of Angers' comprehensive collection.

## FRANCE WITHDRAWS THE HELICOPTER STAMP

By Harry A. Gordon

When France issued a 30 franc stamp giving the title of the "Inventor of the Helicopter" to Etienne Oehmichen in April, 1957, a tempest-in-a-teapot arose among the old timers of French aviation. In letters to the Minister of State for the Post Office they complained that M. Oehmichen flew his machine only in 1924.

The collectors of the group known as "the Old Rods of Aviation" told off the Minister that although the helicopter as a flying machine was known first as being made by Leonardo da Vinci who died in 1519, the real inventors of a man-carrying helicopter that actually flew a passenger off the ground was first achieved by two different French experimenters, Ernest Cornu and Louis Breguet, in 1907.

Although quite beautiful this 30 franc stamp was incorrect historically, and started a misconception that may well be carried on as proof that France herself proclaimed that Oehmichen flew the helicopter. Actually he made his first machine in 1921,



although he flew it in 1924 for about one kilometer. The true inventors were Cornu and Breguet who lifted their helicopters off the ground in 1907.

Cornu was a small business man who made bicycles and autos in Lisieux; he was found dead as a result of an aerial bombardment of that town in World War II.

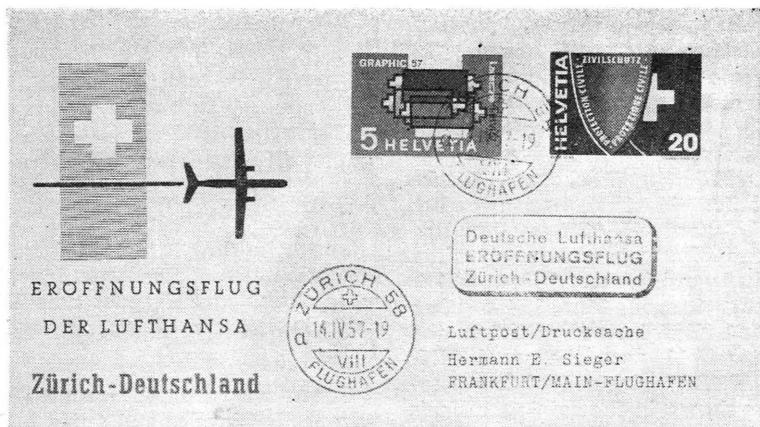
Louis Breguet had his pilot's license No. 52, a real Early Bird. He died in 1956. His company, Breguet, still makes many fine planes, including their latest jet plane, the Breguet 1100.

As a result of the papers, documents, and literature supplied by this organization of oldtimers as well as by the "Friends of the Museum of the Air" the Post Office Department has just recalled this issue from circulation. Thus for once, a country making and realizing its error, has recalled a stamp rather than have it still available.

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## CORRECTIONS TO FIRST DAY OF ISSUE DATES FOR EARLY SWISS AND LITHUANIAN AIR MAIL STAMPS

By Robert W. Murch

Specialists of early Swiss and Lithuanian air mail stamps are advised that day of issue dates listed in the Scott and Sanabria Air Post Catalogs are incorrect if two recently noted covers bearing these stamps are used as reference dates.

In checking over my collection of early airmail issues of the world (see Air Post Journal, February 1957 issue re #C1 airmail stamps), I noted that I have the following airmail stamps on cover dated earlier than day of issue dates listed in Sanabria, Scott's Standard Catalog of Air Post Stamps, D. Field's Catalog of Air Mail Stamps (Great Britain, 1934), and Champion's Air Mail Catalog (France)

For the record, these dates and stamps are as follows:

**Switzerland.** (Scott #C2 and Sanabria #13) 50c green and pale green overprinted with "winged propeller". The catalogs all indicate first day of issue to be April 30, 1919. My cover has this stamp clearly postmarked Luzern, April 28, 1919, addressed to Geneva, a date two days earlier than heretofore reported.

**Lithuania.** (Scott #C1, 2, 3, 4 and Sanabria #1, 2, 3, 4). Set of 4 stamps

depicting "winged posthorn". Catalog data indicates these 4 stamps were issued first day on October 5, 1921. My cover, bearing all 4 stamps, is postmarked KAUNAS, September 20, 1921, some 15 days earlier than recorded.

## RECENT LUFTHANSA FLIGHTS

Dealer--member, Herman E. Sieger, has again sent us a considerable number of covers carried on recent inaugural flights by the newest reorganized Lufthansa.

These include Germany to Uruguay and return, April 10th and 15th, Frankfurt and Stuttgart, Germany to Zurich, Switzerland, and return on April 14th, as well as unofficial service from Hamburg, Dusseldorf and Frankfurt to Vienna, Austria, and return on April 18th and 19th. There was a further extension of this latter route to Istanbul, Turkey on the 19th, with only 1,817 covers carried. The latter extension had a special Lufthansa cachet. However, the official inaugural flight to Vienna was not made until April 28th, at which time covers received a special Austrian Lufthansa cachet. These new covers will be listed in the next edition of "Sieger Katalog der Flugpost der neuen Deutschen Lufthansa" (see January, 1957 issue, page 105). The catalogue, only 25c, may be purchased from Sieger—Verlag Lorch, Wurttemberg, Germany.



## FROM THE WILD BLUE YONDER—

Help wanted to get the facts on the following United States air mail cover, description as follows. Cover postmarked St. Louis, Mo. October 3, 1924, 9:30 pm, franked with 8c green C4 airmail stamp, with etiquette sticker on face of cover, VIA AIR-PLANE. Also with cachet in purple, TRIAL FLIGHT

Anglum, Mo. - St. Louis - Chicago - New York

Cover is addressed to the airmail collector's old friend of the day, A. C. Roessler, East Orange, N. J. Does this cover have any relation to the International Air Races, Dayton, Ohio, October 2, 3, 4, 1924? Any reader of the Air Post Journal familiar with this flight (or imaginary flight) is requested to write Assistant Editor Robert W. Murch, 418 E. Argonne Drive, St. Louis 22, Mo.

## UNITED NATIONS MILITARY AIR LETTER

Sol Whitman reports that he has just received from Norway the special United Nations Emergency Forces Air Letter, the same as LS #1, but at the upper left of sheet are three lines for return address of Military Personnel including Name, Rank, / Serial No., Unit / U.N.E.F. & B.P.O. (Base Post Office.) Underneath the return address are the words AIR LETTER.

A light blue overlay covers the entire sheet. There is no stamp or markings to show prepayment of postage.

The cancellation is a wavy line machine cancel, with a double line circle at the left with date. In the center above five wavy lines are the words "UNITED NATIONS / EMERGENCY FORCES" in two lines. The U. N. Emblem is at the right.

A square double-lined box with the following words is handstamped in purple: "PORTO" at the top, "O S L O" at the sides and "BETALT" at the bottom.

On the back are four lines of instructions.

## ECUADOR HAS INITIAL MAIL FLIGHT FROM GALAPAGOS ISLANDS

Member Cesar A. Fuentes M, of Quito, Ecuador, who is also president of Association Filatelica Ecuatoriana, was a member of a three-man delegation that traveled to the Galapagos Archipelago to prepare mail by first flight to the Ecuadorian mainland. This delegation was commissioned to put on sale at the various islands, the first issue of postage stamps prepared for these islands. The flight, via a Catalina plane of the Ecuadorian Air Force, was made on July 16th, with a special cachet reading "Islas Galapagos — Ier. Correo Aereo-Continente - Julio 15, 1957." in black in a double circle. Mail carried will be scarce, as Mr. Fuentes reported only 223 covers carried, all backstamped at Quito on July 18. The islands are about 600 miles west of Guayaquil, in the Pacific Ocean. (See also "Airs of the Month" column.)

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# Balloon Post Of The Siege Of Paris

## 1870-71

by **LOUIS A. CHAINTRIER**

Translated by

**DR. EVERETT E. THOMPSON and GEORGE W. ANGERS**

### CHAPTER 17

#### **MONTGOLFIER (Cont.)**

The pilot of the **Montgolfier** was later enrolled in the Army of the Loire as aeronaut under the orders of Messrs. Revilliod and Pourrier, air captains.

As written evidence, we give here-with the translation of a passage from the letter addressed to the "Cologne Gazette" by its correspondent at the military headquarters of Charny relative to the balloon **Montgolfier**.

"Today, October 25, 1870, our company, stationed at Nixeville (Dept. Meuse, Souilly canton), 2 kilometers (7½ miles) SW of Verdun (370 inhabitants) observed a balloon that was involuntarily coming down to the ground, according to all appearances.

"As we greeted it with rifle shots the aeronauts considered it prudent to sacrifice some of the treasures that had been confided to them in order to rise again and escape. There-upon they threw out seven packages of letters and other papers and the balloon that had descended to about 50 meters above the ground was able, thanks to this decreased weight, to throw itself again into the air.

"In all these packages, (letters and papers) which did not weigh less than 300 lbs. altogether, we found dispatches dated October 24 at Paris and addressed to the Government of Tours.

"They were sent to our military headquarters at Charny (Meuse, chief cantonal town) at seven kilometers to the north of Verdun (420 inhabitants) to be more closely inspected as to their source and destination."

Apparently the balloon came from

Paris and perhaps this new military postal carrier has already found its fate in the maze of "little" Verdun.

**Note of the Editor of the Journal.**  
As a matter of fact, a balloon did pass over Verdun, October 24, and the letters that were brought to Charny were all of private correspondence and were burned in the village square; their contents told of events in Paris and especially of the privations imposed by the blockade. This balloon was the one with the greatest rate of speed.

#### **VAUBAN**

(In memory of **Sebastien Le Prestre**, Marquis of Vauban, military engineer and economist, born at St. Leger de Fouchères — today known as St. Leger. Vauban, - Dept. Yonne, born in 1633, died in Paris in 1707.)

The eighteenth postal balloon was chartered by the Administration of Posts. It contained 2045 cubic meters and was piloted by Mr. Guillaume, sailor of the National Marine, detached from Fort de Bicetre.

The passengers were: (1) Mr. Fred-eric Reitlinger, advocate in the Court of appeals of Paris, one of the secretaries of Jules Favre; he was a native of Stuttgart and his perfect knowledge of the German language had earlier caused his appointment by the Government as envoy on a diplomatic mission to Vienna, Austria and later to London; (2) Mr. Edouard Cassiers, a Belgian, director of the pigeon lovers' service and president of the pigeon lovers' society "L'Esperance", to whom Gen. Trochu entrusted a message to Gen. Bourbaki, but the presence of the enemy in the region of the descent made it necessary for him to burn it.

The postal consignment was: (1)



STANDING (left to right) 1 Alfred Martin, 2 Philippe Bosc, 3 Theodore Mangin, 4 Mr. Delamarne, 5 Louis Surel de Montchamp, 6 Camille D'Artois, 7 Louis Lemoine Sr., 8 Gabriel Van, 9 Leopold Joseph Verrecke, 10 Paul Rohier  
SITTING (left to right) 1 Eugene Lemoine, Jr., 2 Edmond Turbiaux, 3 Charles Duvivier, 4 Francois Van Seymossier.

#### Some of the French Aeronauts of 1870-71

five sacks of dispatches weighing a total of 290 kilograms (638 lbs.); (2) five baskets containing 23 pigeons, of which 14 belonged to Mr. Balny, 3 to Mr. Cassiers, 4 to Mr. Taillet, and 2 to Mr. Prosper Derouard.

The departure took place from the Orleans station Wednesday, October 28, 1870, at 9 o'clock in the morning.

The date, October 28, is **absolutely official**, although for a long time it has been believed that this balloon left October 27 because many journals of the time so printed it **by error**. But the regular documents, as well as the account of it that Mr. F. Reitlinger has left us in his work "A Diplomatic Mission in October, 1870 from Paris to Vienna and London", **confirms this date of October 28**. Herewith is the resume of the passages in this book relating to the flight of the balloon **Vauban** on which the author was the principal passenger.

"Our departure was fixed for the OCTOBER, 1957

28th of October; it took place at 9 o'clock on a very beautiful morning, without a cloud and under a magnificent sun, but in a very cold wind.

"Before the departure of the **Vauban** a small trial balloon was launched to get information as to the direction of the wind. Only a west wind was blowing.

"When the **Vauban** left the ground it began to start spinning at a dizzy speed, rising all the time. At the bottom of the basket the sacks of dispatches were piled up. We had no compass and the only instrument that we did possess was a small barometric dial that gave the height at which the balloon was sailing. Let us add that the sailor who had been provided as a temporary aeronaut and who was directing our expedition, had no knowledge whatever of aerial navigation; you will thus have a correct idea of the manner in which our trip was conducted — we were flying at the mercy of the wind — and of

chance! While we were passing over the enemy lines, we heard some rifle bullets, but without damage to the balloon.

"At 10:30 we ate breakfast and at 11 o'clock we sent of some messages to Mr. Jules Favre by one of our pigeons. An hour later the weather changed abruptly and the storm increased. The balloon made fantastic bounds 200 meters high at 150 meters above the ground.

"Suddenly we went down like a stone; in spite of the bags of ballast that we kept throwing overboard the fall occurred — it was terrible! We landed on top of trees, followed by a frightful dragging over a forest. It was a dreadful struggle! The balloon tried to remount, the trees held us back, and then the basket was dragging over the trees, hitting, striking, breaking, smashing everything that it encountered in its unbridled course — finally it was thrown onto an oak tree where it was rent apart.

"It burst, torn the whole length of its side and a thousand great strips were hanging on the ancient branches of the great oak that had destroyed it.

"In an instant all was over, the basket held fast, we were saved. My watch indicated one o'clock in the afternoon at the moment when I leaped down from the tree. It was raining torrents! We were in the Wood of Vignuelles at 3 kilometers from the village of Vignuelles Les Hattonchatel, situated at 17 km. (10½ miles) to the northeast of St. Mihiel (Dept. Meuse). The place of descent was 248 km. (154 miles) from Paris by bird flight. (The duration of the aerial flight was thus four hours and the average rate of speed 62 km. (39) miles an hour.)

"Some inhabitants of Vignuelles who had seen the fall of the balloon came to our aid; one of them, Mr. Julien Thiebeaux, clerk in charge of indirect taxes, guided us safe and sound to the Belgian border, assisted by his friend, Mr. Charles Jeannot.

"During the rest of the day and

the following night, we traveled by carriage. At 8 am. the next day, we arrived at Montmedy; an hour later we crossed the Belgian border to enter Virton, a little Belgian town crowded with French people. Here at Virton we took leave of Messrs. Thiebeaux and Jeannot and departed by the first coach for the nearest railroad station whence between 10 and 11 in the evening the train took us to Brussels, October 29.

"Mr. Cassiers, accompanied by Mr. Guillaume, arrived at Tours with the pigeons on November 2, by way of Lille which they passed on October 30 in the morning.

"The dispatches were forwarded by Messrs. Collignon and Varlot, natives of Vignuelles, in the following circumstances: three sacks to Mr. Parizot, postmaster at Fresnes en Woevre; two sacks to Mr. Dussourt, postmaster at Bar le Duc. Mr. Guillaume was later attached to the Army of the Loire as aeronaut and placed under the orders of the Tissandier brothers."

---

#### **HUNSAKER IS HONORED BY BRITISH AVIATION UNIT**

The New York Times recently reported that the gold medal of the Royal Aeronautical Society, given for outstanding work in aeronautics, has been awarded to Prof. Jerome Hunsaker of Boston.

The society said that the award had been made for "his contributions to aeronautical research and education, including his inspired chairmanship of the National Advisory Committee for Aeronautics, whose work has so greatly benefited aeronautical activities everywhere."

Professor Hunsaker was the designer of one of the first planes to fly the Atlantic, the U. S. Navy's NC-4 seaplane. A flight of four NC-4s crossed the Atlantic in 1919 by way of the Azores, landing at Plymouth, England.

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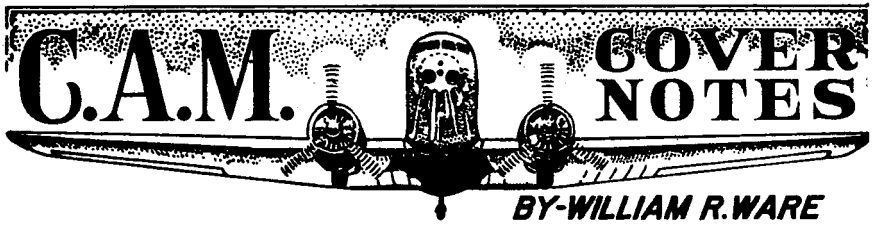
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# C.A.M. COVER NOTES



BY-WILLIAM R. WARE

P. O. Box 595, Malden, Mo.

## NEWS—

NORTH CENTRAL AIRLINES has been authorized by the CAB to provide service to Sault Ste. Marie via a new segment on AM #86 operating from Duluth-Superior via Ironwood, Hancock-Houghton and Marquette, Michigan. Sault Ste. Marie is new to this route and service over this segment, when inaugurated, will result in an extension to this point. - - The CAB continues to hold hearings in connection with the various cases now pending. Progress is being made in the SERVICE TO PUERTO RICO CASE. Capital Airlines is a strong contender for this route which will probably operate from New York City and Washington, D. C. to San Juan. - - In the GREAT LAKES SOUTHEAST SERVICE CASE, the CAB Examiner has completed his report, but no hearings have yet been held and a decision appears to be some months off. - - In the SOUTH CENTRAL SERVICE CASE, preliminary hearings have been held and progress is being made in this case. Trans-Texas is receiving strong support for this service which if awarded to this carrier will result in an extension of AM Route #82 in Louisiana and Mississippi. However, Southern Airways is also interested in this case. - - In the DALLAS-TO-THE-WEST CASE, Trans-Texas, Eastern, National, Delta, Braniff, Continental, Western, American and California Eastern, the latter presently a non-certificated carrier, are all interested. We predict that this ad-

PAGE 22

ditional service will go to one of the Trunk lines rather than one of the Local Feeder Lines. - - - SOUTH-EAST AIRLINES, a carrier operating passenger service out of Memphis, Tenn., has applied for Air Mail privileges between Memphis and Jackson, Union City and Dyersburg, Tenn. to which points this carrier is presently conducting passenger service. Their application is receiving strong support from the cities involved and it is possible that we may have a new Air Mail Carrier. - - - Although there is no official information, a news report says that Southern Airways has been authorized to extend their route from Atlanta, Ga., to Eglin Air Force Base at Crestview, Fla., with service to start in early September.

## CHRONICLE —

AM ROUTE #29, SEGMENT #6 — As originally awarded by the CAB this segment operated by Continental Air Lines, permitted an extension of this route from Kansas City to Chicago and from Denver to Los Angeles as this carrier had previously operated between Kansas City and Denver. However, on April 28, when the inaugural flights over this segment were made, the planes of this carrier serving Los Angeles and Chicago, operating via Denver, omitted Kansas City as a stop.

The inaugural Westbound flight from Chicago made via Trip #1, flown by Capt. R. L. Current handled 108 pcs of mail from Chicago General Post Office postmarked 6

THE AIRPOST JOURNAL

AM and 1247 pcs of mail from Chicago Midway AMF postmarked 8 AM. At Denver, crews were changed with Capt. A. P. Shelly going on to Los Angeles carrying 103 pcs of mail from Denver General Post Office postmarked 9:30 AM and 417 pcs of mail from Denver AMF postmarked same time.

Eastbound service was inaugurated via Trip #2 from Los Angeles flown by Capt. F. R. Gray and carried 1216 pcs of mail postmarked Los Angeles AMF at 8 AM. Mail forwarded to the Los Angeles Postmaster for this service was sent to Los Angeles AMF for dispatch, with no philatelic mail known from Los Angeles General Post Office. At Denver, Capt. E. H. Campbell took charge of Trip #2 and continued to Chicago with 66 pcs of mail from Denver General Post Office postmarked 11:30 AM and 583 pcs from Denver AMF postmarked same time.

No official cachets were furnished, but Continental Air Lines furnished an appropriate cachet, applied to most collector's covers.

AM ROUTE #86, SEGMENT #9 — Providing entry to Omaha by North Central Airlines, Segment #9 of AM Route #86 was inaugurated on June 1, 1957. This segment operates from Omaha, Nebr., to Grand Forks, N. D., via Norfolk, Nebr., Sioux City, Iowa, Sioux Falls, Brookings and Watertown, S. D., and Fargo, N. D.

The inaugural flight from Grand Forks to Omaha was made via Trip #784 in charge of Capt. R. M. Westergard and handled 287 pcs of mail from Grand Forks, 119 pcs from Fargo, 178 pcs from Watertown, 150 pcs from Brookings, 156 pcs from Sioux Falls, approximately 70 pcs from Sioux City and 278 pcs from Norfolk. The inaugural flight from Omaha to Grand Forks was made via Trip #787 flown by Capt. D. V. Waldoch with 125 pcs from Omaha, 106 pcs from Omaha AMF, 137 pcs from Norfolk, approximately 70 pcs from Sioux City, 116 pcs from Sioux Falls, 99 pcs from Brookings, 90 pcs from

Watertown and 51 pcs from Fargo.

No official cachets or other identifying markings were furnished by the Department at any of the stops. Watertown covers have been seen with an unofficial green cachet furnished by the Watertown Chamber of Commerce. For proper identification hours of postmark must be checked: Omaha 5 PM, Omaha AMF 5 PM, NORFOLK 6 PM Northbound, 10 AM Southbound; Sioux City 7:30 PM Northbound, 8:30 AM Southbound; Brookings 8 PM Northbound and Southbound; Watertown 8 PM Northbound, 7:30 AM Southbound; Fargo 10 PM Northbound, 7:30 AM Southbound; Grand Forks 7 AM.

AM ROUTE #97, ADDITION OF HAZLETON, PA. — Effective June 1, 1957, Hazleton, Pa. was added to this route by Allegheny Airlines. Served by the Newark-Pittsburgh segment the inaugural flights over this segment were made on very short notice with a very small dispatch of mail.

The inaugural Eastbound flight was made via Trip #602 flown by Capt. Nelbert Hooker with only 30 pcs of philatelic mail. The inaugural Westbound dispatch was made via Trip #603 in charge of Capt. Edward J. Burke with 75 pcs of philatelic mail. Due to the short notice involved, the Department was unable to prepare an official cachet for this first dispatch of air mail from Hazleton. However, a four line rubber stamp impression provided by Allegheny was applied to the First Flight mail to identify covers. This cachet was applied in magenta and reads: First Flight Airmail - Allegheny AM 97 - Hazleton, Pa. - June 1, 1957.



# Airs of the Month

Latest Information and Illustrations by Nicholas Sanabria Co., Inc.  
521 Fifth Avenue, New York 17, N. Y.

## ALGERIA

Beni-Bahdel Barracks are shown on 200F brick red released July 1. Engraved by Pheulpin and recessed by PTT, Paris. (No. 17)

## ARGENTINE

On August 16 a 2 pesos brown violet commemorating Inter-American Economic Conference was released. It depicts Map of the Americas. Printing, 3 million. (No. 78)

## BRAZIL

Commemorating centenary of birth of Lord Baden-Powell, founder of Boy Scouts, a 3.30 brown violet adhesive was issued. Printing, 5 million. Rotogravure. (No. 126)

## CHILE

The 100 pesos green, type 44 of 1955 was released unwatermarked on August 19th. (No. 251)

trayed on the 12c indigo released June 4th. Printing 500,000. (No. 185).

Mrs. Jeannette Ryder, founder of Cuba's SPCA is honored by a 12c brown. This stamp was printed set-tenant with 4c postage in sheets of 40, so that no blocks of either exist. Issue 600,000. (No. 186).

The famous poet Jose Maria Heredia Girard (1842-1905) is commemorated on an 8c dark violet blue. Printing, 600,000. (No. 187).

## DOMINICAN REPUBLIC

Commemorating winners of major events at the 16th Olympic Games held in Australia, three adhesives were released on July 18 11c green, blue and red portrays Robert Morrow (U.S.A.) champion of 100m and



## COLOMBIA

The 5 pesos yellow and black (No. 248) was recently overprinted "EXTRA RAPIDO". During the process, one stamp in some of the sheets appeared with an "F" instead of "E". (No. 335a).

A cyclist is shown on 2c brown and 5c blue publicizing cross-country races. (Issued on July 6. (342-343)

Fiftieth anniversary of founding of Cadet Military School is commemorated by set of two - 15c red and 20c brown. (No.344-345).

## CUBA

Joaquin de Agüero, patriot, is por-

trayed on the 12c indigo released June 4th. Printing 500,000. (No. 185).

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200m dash; 16c purple, red and blue, Chris Brasher (England) Steeplechase and 17c chocolate, green, blue and yellow, A. Ferreira da Silva, (Brazil), Hop, Step & Jump. Souvenir sheets contain both postage and airs; these were released perforate and imperforate and with two different center design. For each set of two sheets buyer had to acquire four regular sets of stamps. (Nos. 121-123; 124-127).

## ECUADOR

Three values comprise the Galapagos Islands set released on July 15. 1S blue shows Santa Cruz Island; 1.80S lavender, map of the islands

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and 4.20S gray black, a big turtle called galapago in Spanish from which the islands took their name. Stamps were heliogravured by State Printing Works at Vienna. (Nos. 392-394).

#### FRENCH EQUATORIAL AFRICA

and

#### FRENCH WEST AFRICA

Two stamps of similar design were released simultaneously in the colonies commemorating the centenary of the creation of African troops. Design depicts flag, soldier, anchor and portrait of General Faidherbe.

15F FEA brown and red (No. 62).

15F FWA indigo and blue (No. 21).

#### HUNGARY

Commemorating 70th anniversary of Esperanto a set of 2 was released on June 8th. 60f orange brown shows map of World, two female faces and word Esperanto in center. Dr. Zamenhof, inventor of the international language, is portrayed on IF green. (No. 303-304).

Rer Cross Commemoratives were issued on June 30th. Designs: 60f+30f, letterbox, globe and letters; 1F+50f, Railway Post Office; 2F+1F, telegraph pole; 3F+1.50f, radio mast;

5F+2.50F, telephone and on larger sized (46x31mm) 10F+5F, posthorn. (Nos. 305-310).

Supplementing the 1950 Industry, Commerce & Agriculture set a 20F green was released on July 18. It depicts landed plane near airport. (No. 311- also received imperforate, No. 312).

#### IRELAND (EIRE)

John Redmond, great orator and parliamentarian is portrayed on 1sh3d brownish purple, released June 11th. This value represents air rate. No. 7.).

#### LAOS

The attractive three values comprising the musicians set issued on March 25th has been released imperforate. (No. 26a-28a).

#### LEBANON

The conference of Kings and Heads of State of the Arab countries is being publicized by a set of five 15p, one 25p and a 100p. (Nos. 355-361). A Souvenir sheet comprising six low values was also issued on card with appropriate inscriptions at top and bottom in Arabic and French. (No. 362).





## NICARAGUA

The smiling face of newly elected President Luis A. Somoza (son of the late "Tacho") appears on 20c blue, 25c red, 30c brown, 40c aquamarine and 2 Cordobas purple. Portraits are in brown. Set appeared July 2. (Nos. 523-527).

A special issue released July 18 pays homage to country's Catholicism. Verticals: 30c green and greenish, Archbishop of Managua; 75c blue and gray, Bishop of Nicaragua. Horizontals: 60c purple brown & bistre, Managua Cathedral; 90c red and brown, Leon Cathedral; 1.50 Cordobas deep green and greenish, La Merced Church at Granada. (Nos. 528-533).

## PANAMA

To publicize Seventh Highway Congress three stamps were released on Aug. 1st: 10c black, road under construction; 20c blue and black, Darien forest and 1B green, map of the Americas. (Nos. 205-207).

Remainders of Municipalities' Congress Souvenir sheets were overprinted for the Highway Congress. Quantity only 3,480. (No. 208).

On Aug. 13 200,000 of the Remon Commemorative (No. 169) 6c violet and black were overprinted 10c. The "c" sign does not appear on positions 27 and 34 of the sheet, making it an interesting variety. (Nos. 209 and 209a).

## PARAGUAY

Heroes of the Chaco Wars of 1930 are commemorated by a lilliputian series, poorly offset by Delrieu of Paris. These appeared on June 12;

the six verticals (10c 15c, 20c, 25c, 50c and 1G) show a soldier standing in front of two flags. There are seven horizontals (1.30G, 1.50G, 2G, 4.10 G, 5G, 10G and 25G), these portray a soldier being blessed by the allegorical figure of the Republic. (Nos. 267-279).

## PERU

The definitive 40c value depicting gunboat "Maranon" has been re-issued in blue green. (No. 122).

## RYUKYUS

In the new beautifully recessed set of five the Goddess is now shown playing a flute and flying towards left. The set was released on August 1st. Denominations: 15Y, blue green; 20Y red; 35Y emerald; 45Y brown and 60Y gray. (Nos. 9-13).

(Numbers in parenthesis are the numbers assigned by the Sanabria Airpost Catalogue).

## ON VACATION

The Smiths — President John and Secretary-Treasurer Ruth — will be away from Philadelphia on vacation from October 9th to November 13th (years of service earned a vacation that long!) If you receive no reply to your correspondence during that period, you'll know why! They'll catch up when they return home.

**USED FOREIGN AIRMAILS - USED SETS, SINGLES, COVERS. NEW ISSUE AND WANT LIST SERVICE. WHAT DO YOU NEED?**

GEORGE HERZOG INC.  
68 Nassau St., New York City 38



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# TIPS BY JULIUS

by Julius Weiss

3417 E. 147th St., Cleveland, Ohio

Ye old sage begins writing for The Holyland and Middle East Philatelic Magazine soon. This is one of the finest mid-east philatelic magazines to hit the States in a long time. The June issue shows the latest in flight covers such as special flights in Sinai, Israel Official Airletter (military) used in Gaza, mail on plane which carried Israeli Olympic Players. Each issue is full of new issues and postal facts. If you want a specimen copy send a note (reply coupon if possible) to Mr. E. Moshi, Editor, Holy Land & Middle East Philatelic Magazine, Queens House, Leicester Square, London-WC2, England. Tell him we mentioned the publication in our column and a free sample will be sent you.

Many people are receiving the Israel Bezael stamps with tabs and a portion of the top stamp torn or cut off. They seem to have been machine-cut but why? Collectors of Israel material who pay post office fantastic prices for tabs would like to know why good stamps are destroyed to

make way for tabs. This goes for airmail collectors as well as the general collector. See photo.

While on Israel we must mention the high prices for special cancels on special flights. Contact Walter Nussbaum 8 Imber St., Tel-Aviv, Israel, who has promised our readers the best at the lowest prices. Tell him we mentioned his service and enclose an international reply coupon so that he can reply pronto.

We never did mention short-wave radio to our readers. Look for an article on this soon. It is a good way to make contacts and obtain flight material. There are many mail-bag programs and also, many "ham" radio operators collect airmails and flight covers. Some of rough stations being heard on the 14MC and 21MC bands are: ZD1LQ, Sierra Leone, KX6AF, Kwajalein, ET2US, Eritrea also, and several Antarctica stations are active at the present time. If your radio receives short-wave, tune in for some of these remote stations. Mention you collect stamps and cov-





ers and perhaps you will have yourself a true international adventure. More about this later, but if any AAMS members are "hams", please send along a QSL and perhaps we will publish it in a future issue to show others what verification cards are.

The West German Glider Flight came off all o.k. on Aug. 1. The Glider carried about 4500 covers and cards, and flew from Gelanausen to Wasserkuppe. Covers are postmarked Poppenhause or Gersfeld/Rhoengebirge or Dietges/Rhoengebirge, post-offices near the top of Wasserkuppe. We managed to get a scarce cover sent on a USA 2c reply card (plus a 3c commem to make for the 4c rate). This is a good way to obtain odd foreign flights, and cachets. Send your contacts reply cards. They do the trick.

For readers interested in Polar items, we received a flight cover cancelled at Bear Island - Norway Antarctica. This cover is cancelled "Bjornoya - 74 degrees - 81' N - 19 degrees - 09' - E", and was a tough one to get.

Many readers have the Egyptian "Svenska-FN-Bataljonen" cancel on cover. This item although now common here is getting harder to obtain; however, the true gem from Egypt (UNEF) is as follows: Sweden issues 2 airletter sheets per week to its men in Egypt. Several covers have made their way from Stockholm with the stamp cut from these AL sheets and sent to Egypt. This airletter stamp is blue and is merely a square marked "Sverige - Faltpost - Svarsmarke." We understand the UN in Egypt now will not pass anything which looks commercial along philatelic lines. Obtain this material while it can still be had at low prices. It's time the UNEF begins to use UNEF (United Nations) stamps in this area. Why print them if they cannot so be used?

The RYUKYU philatelic agency has a new type order blank, simple to use, but with a minimum order of 120 yen (1.00) now mentioned on the

blank. For the latest Ryukyu issues contact Joe Bush, 143 Garrett Street, Chula Vista, California, telling him that Julius mentioned his 1 cent yen deal. At 1 cent per yen for current issues one can do as well as writing the agency as one cent is 1.2 yen. For the other airs see August APJ. Since our article in The Philatelic Magazine, London, a great interest is starting for Ryukyu issues in England and the British Colonies.

There is much news from the Philippines with the new Magsaysay issues just out. We have received a long list of young collectors on the Islands who desire to exchange stamps and covers sent out by the largest exchange group on the Island. There are also some members mentioned in Aden, Angola, and Falklands. Specialists in Asian material can get details by sending a reply coupon to Mr. Alex Uy, 265-267 Sanciango St., Cebu City, Philippines. Tell Mr. Uy that Julius Weiss of Cleveland mentioned his group and Mr. Uy will do the rest.

On Aug. 21 the First Day of the new Australian 7D stamp a special flight was made on "Flying Doctor Aircraft" and covers were carried to Brisbane and posted for onward transmission. Try to obtain these 7D stamps on airletter sheet. Tell your contacts to put a pair (Australian ALS takes 10d) on an ALS and you will have an interesting item.

Thanks to several readers who sent us covers. Since we write all over the globe some of these items are scarce in some countries and we send them onward to photograph. Thanks to Sol Whitman for the duplicate airletter sheets. We can always use material which will aid others in better collecting.

We close with the tip of the month. Aug. 31 was Independence of Malaya and a new "Merdeka Stamp" was issued at that time. Try to obtain it on cover, but if you have difficulty, drop us a line for a source to get one at a bit over face. That's it for now.

# AAMS Donation Mail Auction

The next auction of the American Air Mail Society will be a donation mail sale, with bids closing on Tuesday, November 26, 1957. There will be no floor bidding at this sale. All lots are unreserved and will be sold to the highest mail bidder at a slight advance over the second highest bid. In case of duplicate bids, the first bid received will be awarded the lot. The auction manager reserves the right to withdraw any lot on which the highest bid received is unreasonably low.

All catalogue listings are from volume 1 and 2 of the American Air Mail Catalogue.

The condition of all covers may be considered as desirable and collectible items (unless otherwise specified). Any lot not properly described may be returned within three days after receipt.

No charge is made for executing bids, but each successful bidder will be charged a small fee (minimum 25c) to cover postage, handling, wrapping, etc. In most instances, lots will be mailed out via first class certified or registered mail, or insured parcel post. Successful bidders if known, will have their lots sent to them. Others will be expected to remit before their lots are mailed. **ALL LOTS MUST BE PAID FOR WITHIN 7 DAYS AFTER RECEIVING THEM.**

All bids received will be treated confidentially.

All usual Auction rules will prevail.

We wish to thank the following members who donated material which is included in this sale: S. Barrett, H. Brandner, H. Boesmann, G. Angers, G. Chapman, W. Feeney, S. Goldsticker, H. Gordon, W. Guthrie, G. Lancaster, L. LaVesque, T. Light, L. Markovich, R. Milian, R. Murch, R. Oriol, J. Smith, B. Rowe, and V. White.

Use a post card or any sheet of paper to mail in your bids. Send them to:

SAMUEL S. GOLDSTICKER, JR.

AAMS AUCTION MGR.

70-D FREMONT STREET

BLOOMFIELD, NEW JERSEY

Remember the deadline, Tuesday, November 26th. Get your bids in early.

## AIRMAIL STAMPS AND ENVELOPES

LOT	CAT. NO.	DESCRIPTION	VALUE
1	USA C-4	8c green (1923). VG unused block-4. Slight hinge mark near top.	7.00
2	USA C-35	15c green (1947) Mint plate# block-4. Lower right #24585. Very good.	2.00+
3	USA UC2	5c Airmail Stamped Envelope ALBINO. Good imprint of stamp, but no inking. Very good.	est. 2.50
4	CUBA	2c Rotary Convention (1940). Set of 4 items: (a) Block-4 mounted on special first day card and postmarked with first day postmark, (b) single on special invitation card with special Rotary postmark, (c), Special Sheet of single Rotary Stamp issued for Convention with special postmark, and (d) a similar sheet, unused. 4 ideal items.	Est. 3.50
5	CUBA C-38	Special menu of AAMS Convention at Havana Yacht Club, with good copy of this airmail stamp tied on with special AAMS Convention cancellation. Very good.	est. 2.00
<b>UNITED STATES FIRST DAY COVERS</b>			
6	C-35	15c green airmail postmarked Aug. 20, 1947, New York, N. Y., with special New York Post Office cachet. Neat.	est. .75
7	C-37	5c Coil (small) postmarked Washington, D. C. Jan. 15, 1948. 3 un-addressed covers on Artcraft envelopes. VG	est. 1.50
8		8 singles and 2 blocks-4 various commemorative first day covers. Not all cacheted. A nice lot. Easily worth over	1.00
9		6c Blue Air Force. An unaddressed FDC from Washington (8/1/57. On Fluegel envelope. VG.	.50
<b>HELICOPTER FLOWN COVERS</b>			
10		Brookfield, Illinois. April 1, 1950. First dispatch via AM-96. No cachet. B/S AMF CGO. Very nice.	est. 3.50

11	USS BURTON ISLAND. Feb. 10, 1952. Special helicopter flight from USS Burton Island in Arctic Region. Printed cachet. Lot also includes cover from USS Burton Island Feb. 14th, with printed cachet, also typed inscription "Flown via Helicopter". VG. Worth at least	2.00
12	New York, N. Y. Dec. 17, 1954. Special "Early Bird" card flown by Helicopter over Dedication of Early Bird Monument at Governor's Island. Autographed by Capt. John Beler and Early Bird flyer Sydney G. Steiker. A neat item. Worth over	2.50
<b>JET FLOWN COVERS</b>		
13	Yuma, Arizona, April 26, 1956. Flown by F-89H Scorpion Jet carrying "Falcon" missile on special mission. Cacheted and autographed by Pilot Lt. Birge. Very good. Worth over	5.00
14	Fort Worth, Texas, Nov. 30, 1956. First Flight of America's Supersonic Jet Bomber B-58 Hustler. Autographed by Pilot. VG.	5.00
15	November 24, 1955. First direct flight, Teheran to Rome, by Air France. Neatly cacheted and backstamped.	4.50
<b>ZEPPELIN FLOWN COVERS</b>		
16 Z-170z	First 1931 South American Flight of Graf Zeppelin. Originally postmarked Amsterdam, Netherlands; cacheted with special magenta Berlin cachet; flown via connecting flight from Berlin, regular cachet applied at Friedrichshafen, and backstamped at St. Vincent. Very scarce. On specially printed card	12.50+
17 Z-173	Second 1931 South American Flight of Graf Zeppelin. Special 2 Reichsmark Zeppelin stamps used for postage. Cover appears to have been postmarked on board. Properly cacheted and backstamped. Very good.	3.00+
18 Z-404b	First North American Flight of Hindenburg. Flown from New York to Frankfurt. Properly cacheted and backstamped. Good.	3.00
19 Z510& Z511	Set of two. USS AKRON (a) Coast-To-Coast Trip (5/6/32) and (b) Tactical Training Flights (8/1/32). Both properly cacheted and backstamped.	1.50
<b>CANADIAN COVERS</b>		
20 216- 216f	Toronto, Ont., August 29, 1928. Set of 7 covers flown from Canadian National Exhibition to: Kingston, Ottawa, Montreal, Quebec, Hamilton, London, and Windsor. Neat.	3.50
21 227&	Six special flown covers in connection with Kingston and Hamilton Airport Dedications. Covers are: Kingston-Montreal, Kingston-Toronto, Montreal-Kingston, Toronto-Kingston, Hamilton-Toronto, and Toronto-Hamilton. All properly cacheted and backstamped.	2.25
<b>NEWFOUNDLAND FLIGHT COVERS</b>		
22 1f	January 29, 1931. Experimental flight, St. Johns to St. Anthony. Properly cacheted. A very good copy of 15c Airmail stamp (C6) used for postage.	2.50+
<b>AIRPORT DEDICATION COVERS</b>		
23 B236	Coshocton, Ohio, July 25, 1929. Cacheted.	.25
24 L47	Griffin, Ga., June 18, 1939. Cacheted.	1.00
25 N76	Pellston, Mich., June 20, 1941. Scarce.	4.50
26 N102	Lakeport, California, July 6, 1941. Cacheted.	3.00
27 N10f	Quonset Point, R. I., July 12, 1941. Postmarked at East Greenwich, R. I. Rare.	4.50
28 O4	Bakersfield, Calif., Feb. 7, 1942. Good, cacheted.	4.50
29 O44	Battle Creek, Mich., Aug. 6, 1942. Cacheted.	3.00
30 P77	Huntington, Indiana, Sept. 6, 1943. Autographed by Mayor.	3.00
<b>UNITED STATES CAM COVERS</b>		
31 1N21f	10/1/34. Newark, N. J. AMF into New Haven, Conn. VG.	3.00
32 7W1	2/15/26. Detroit to Chicago. Cacheted. Neat.	1.00
33 7E3	2/15/26. Chicago to Detroit. Two cachets, no backstamp. Good.	1.50
34 9W1 & 9E4	6/7/26. Two covers (a) Chicago to Minneapolis and (b) St. Paul eastbound. Properly cacheted. Good.	1.00

35 R9E24	9/1/30. Chicago to Beloit. Unofficial cachet. Not backstamped.	1.00
36 9NE64	9/15/35. Missoula, Mont., to Helena. Scarce.	2.00
37 12S2	5/31/26. Denver to Colorado Springs. Cacheted.	1.50
38 16S1f	8/1/28. AMF Cleveland to Akron. Green cachet.	1.00
39 25E9e	3/1/29. Tampa to Orlando. Rare violet cachet.	2.50
40 26S2a	8/1/28. Helena South to Butte. Supplemental cachet on back.	.75
41 27NW22f	4/1/29. AMF Cleveland to Toledo. Autographed by R. R. DeVore, Pilot. Cacheted.	.75
42 28E3f	5/1/29. AMF Omaha South. No backstamp. VG anyway.	2.00
43 R34N25	3/16/32. San Francisco to Oakland. Unofficial cachet.	3.50
44 52N1-52S4	6/12/42. Complete set of 6 inaugural covers. All properly cacheted (except Lethbridge).	2.50
45 53S1-53N3	6/12/41. Complete set of 4 inaugural covers, all cacheted and backstamped.	2.65
46 68E1-68W4f	4/1/46. Set of 7 covers on inauguration of this Trans-Rocky Mountain route (AMF Los Angeles East-#68E1f missing). Neatly cacheted and backstamped.	2.20
47 P49A11S&P49A11N	5/7/41. West Newton, Pa., addition to pickup route AM-49. Unofficial cachets and backstamped. VG.	3.25
<b>UNITED STATES FOREIGN AIRMAIL FLIGHTS (FAM's)</b>		
48 F1-2	10/8/28. Albany to Montreal. Autographed by Pilot Paul E. Reeder. In addition to cachet, cover has embossed gold official seal of Albany, and autographed by Mayor. Very unique.	.50+
49 F5-1	2/6/29. Miami to Cristobal. Cacheted. VG.	1.00
50 F5-44 & F-5-55	4/26/30. An attractive combination cover. Flown via first flight of FAM-5 from Miami to Cristobal, then held there and flown on first flight from Cristobal to Maracaibo on May 5. Has unofficial Miami cachet (flown by Lindbergh) and official Cristobal cachet. Backstamped at Cristobal and Maracaibo. Autographed by Fred V. Clark, pilot on Second Leg. Very good.	3.25+
51 F5-115 F5-115a	12/4/31. Two covers (a) Miami to Puerto Barrios, and (b) Miami to Merida. Puerto Barrios cover autographed by Pilot (C. D. Swenison). VG.	1.25+
52 F5-75 & F5-76	12/2/30. Two covers: Miami-LaGuaira and Cristobal-LaGuaira. Both properly cacheted and backstamped.	1.75+
53 FAM-5	2/21/57. New York AMF to Nassau. An attractive Air Letter Sheet. Cacheted and backstamped.	.50
54 F6-6C	12/1/30. Rio de Janeiro to San Juan. Properly cacheted. A large size envelope with variety of Brazilian stamps. VG.	5.00
55 F7-1	1/2/29. Miami to Nassau. Autographed by Pilot Harry Rogers. Cacheted and backstamped. VG.	1.00+
56 F8-1 & F8-4	3/9 & 10/29. Two covers (a) Brownsville to Mexico City and (b) Mexico City to Brownsville. Both properly backstamped and cacheted. VG.	2.00
57 F9-2	5/17/29. Cristobal to Mollendo. Cacheted, backstamped, and autographed by Pilot Frank E. Ormsbee. Has pair Canal Zone C1 for postage. Stamps worth almost \$2.00 alone. VG.	2.00+
58 F9-26	5/17/29. Cristobal to Guayaquil. Cacheted and backstamped. Has plate # single of Canal Zone C1. VG.	1.50
59 F9-2e	5/17/29. Cristobal to Lima. Cacheted, backstamped and autographed by Pilot Frank E. Ormsbee. Has pair of Canal Zone C1 for postage. Neat.	1.50+
60 F9-5b	5/23/29. Panama City to Guyaquil. Cacheted and BS. VG.	2.50
61 F9-12	5/18/29. Guayaquil to Cristobal. Cacheted, backstamped, and autographed by Pilot Frank E. Ormsbee. VG.	2.00+
62 F14-10 & F14-10a	4/21/37 Two covers. San Francisco to Hong Kong and San Francisco to Macao. Very good.	5.50
63 F14-14 F14-15, & F14-16	4/28 & 29/37. Three TransPacific Covers. Macao to Hong Kong, Macao to San Francisco, and Hong Kong to San Francisco. All Cacheted and Backstamped. VG.	

64 F14-32 F14-38b (15 covers)	6/47. 15 covers flown on PAA San Francisco to Calcutta. Two covers lacking to make this a complete set: F14-32f (San Francisco AMF to Calcutta) and F14-35 (Manila to Calcutta). A very good set. All cacheted and backstamped.	17.75
65 F14-45 & F14-46	9/25 & 26/47. Two covers. San Francisco to Tokio, and Honolulu to Tokio. Cacheted and backstamped. VG.	2.50
66 F18-16	6/29/39. England to USA. Postmarked at "Goring-By-Sea" and properly backstamped at NYC. Odd.	1.00+
67 F18-70 & F18-75	6/27/47. Two covers. New York to Calcutta and Calcutta to New York. Cacheted and backstamped. Very good.	2.75
68 F18-80 & F18-80f	6/27/47. Two covers. New York via Calcutta to San Francisco and AMF New York via Calcutta to San Francisco. Both "Around The World" covers. Properly cacheted and backstamped. Neat.	2.75
69 F18-83 & F18-85	7/23/47. Two covers: New York to Damas, Syria; and Damas, Syria, to New York. Both cacheted and backstamped. Return cover is registered. VG.	2.75
70 F18-94	5/1/48. Frankfort to New York. Cacheted and BS. VG.	1.50
71 F18-106	11/8/48 Boston to Barcelona. Cacheted and B.S. Good.	1.00
72 F19-1	7/12/40. San Francisco to Auckland, New Zealand. Cacheted and backstamped. Very good.	1.50
73 F19-3	7/14/40. Honolulu to Auckland. Cacheted and BS. VG.	2.00
74 F19-5	7/15/40. Canton Island to Auckland. Cacheted and BS. VG.	2.50
75 F19-7	7/18/40. Noumea, New Caledonia, to Auckland. Cacheted and backstamped. Very neat.	2.00
76 F19-9	7/19/40. Auckland, New Zealand, to San Francisco. Cacheted and backstamped. Very good.	1.50
77 FAM-29	6/3/50. Minneapolis Airmail Field to Tianam, Formosa. Neatly cacheted and backstamped. On APJ envelope.	2.50
78 F5-2	2/10/29. Cristobal to Miami. An off-size envelope on which is imprinted a map of the West Indies. Cover is neatly cacheted, backstamped, autographed by Basil Rowe, and has a good copy of Canal Zone C2 for postage. A very unique item. Worth at least 1.50	

#### TRANS-OCEANIC FLIGHTS

79 1217a	10/34. MacRobertson England-Australia Air Race. Cover flown by Parmentier and Moll. Properly postmarked, cacheted, and backstamped, at Batavia 10/22/34 (apparently not carried thru to Australia.) On special KLM Air Race Envelope. NOTE: There is a tear at the bottom of this cover, but still is a nice item.	25.00
80 1220	12/34. Holland to Curacao via Dutch plane "SNIP". Very neatly cacheted, backstamped, and has a variety of Dutch stamps. A very good item.	30.00
81 1373	6/46. First Flight Amsterdam to Curacao. On special KLM envelope. Very good.	3.00
82	10/52. First Flight, KLM, Mexico City to Amsterdam. Properly cacheted and backstamped. On special KLM envelope. Very attractive.	est. 3.50

#### SPECIAL ITEM

83	CUPEX, 1955. A special Souvenir booklet issued on the occasion of the Centenary of the Cuban Postage Stamp and the 32nd Convention of The American Airmail Society. This Souvenir Booklet was presented by Richard Milian Cantero, Honorary Past President of the Club Filatelico de la Republica de Cuba, and contains a souvenir sheet of the Airmail stamps issued to commemorate these events. A complete set of mint airmail stamps issued November 12, 1955, and a complete set of mint postage stamps issued April 24, 1955. A very attractive item. Worth at least	10.00
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REMEMBER: The deadline for bids is November 26, 1957. Don't delay. Mail your bids today.

# APJ ADS

## AAMS EXCHANGE DEPARTMENT BUY — SELL — WANT LISTS

### RATES:

THREE CENTS PER WORD per insertion. Minimum charge 50 cents. Re-mittance must accompany order and copy. The AIRPOST JOURNAL, APJ Ads., All-mion, Penn'a.

WANTED — United States covers with fancy cancels before 1877. Fair and Ex-position advertising covers and postals before 1916. Pictorial advertising covers before 1911. 19th Century United States postal cards wanted. First Flights with Lindbergh CIO stamp and booklets wanted. United States used air mails C1 to C31 wanted in quantity. Charles J. Molnar, 1246 Summit Drive, Cleveland 24, Ohio. 321-12t\*

SOURCES OF SUPPLY for Air Mail Collectors! Directory listing 125 Philatelic Agencies throughout World, \$1.00. BED-ARD PUBLICATIONS, Box 637-K, Detroit 31, Mich. 326-12t\*

WANTED — Old US - foreign covers and postal history material, including airmail, and transocean. Lt. Jerome Jarnick, 79th Air Rescue Sq., APO 334, San Francisco, California.

RARE Arctic, Antarctic Covers for sale; Expeditions, Flights, Helicopters, Antarctic Jatos (Jet ass.) Send 10c for list of several hundred Polar items. Belham Exchange, Box 119, Ridgewood 27, N. Y. 330-5tx

COLLECTION of 150 first flights \$25.00. Used stamps catalogue over \$45.00. Request details. John Ewin, 519 E. Rio Grande, El Paso, Texas. 1t\*

WANTED — Used Foreign Airmails Job-Lots-Mixtures, Collections, Sets. Send with your Best Price or for my offer. Joseph J. Figuccio, 8705-19th Ave., Brooklyn 14, New York.

### AAMS EXCHANGE ADS

WANTED — Gov't Flights #166 Chicago to Rawlins, Salt Lake, Elko, San Francisco. Also to San Francisco from Iowa City, North Platte, Rawlins, Salt Lake, Elko and Salt Lake to New York. Send for inspection with price. J. J. Klemann, 2315 Richmond Hill Road, Augusta, Ga 327-3t\*

FOREIGN Covers Wanted — First Day - First Flight - Special Events - No Commercial - in Wholesale Lots. Will exchange US covers. Write. Walter Brooke, Boyertown, Pa. Ex330-4t

WANTED — Precancels; will trade first day or first flight covers. Write first. Martin M. Held, Box 14037, Encanto Station, San Diego 14, Calif.

WILL Exchange complete mint Greece Airmail collection (Catalog \$80.00) for accumulation of U.S. mint airmails or commemoratives. Captain Flint, USAF, USNA, Annapolis, Maryland.

WANTED — US C11, C16, C17 on FDC. Offer wide selection US pl. blks. or what do you need? John Kornfeind, 9116 Newcastle, Morton Grove, Ill.

EXCHANGE transoceanic mail from flown, attempted or intended flights. Krinsky, 230 E. 96th St., Brooklyn, N. Y. Ex330-4t

EXCHANGE Mint United States Commem-oratives, 1945 to 1955, at face value for Air Letter Sheets mint. Write to: Richard Heffner, 2012 Spring Street, West Lawn, Penna.

HAVE U. S. & Foreign stamps on envel-opes, first day covers, U. S. and some fore-ign. U. N. mint, and covers, Exchange, for souvenir sheets Mr. Fred Hecht, 1308 W. 11th St., Los Angeles 15, Calif.

SEND ME fifty your duplicate airmail stamps. I'll send you fifty mine. Equal value. Better sent, better received. Her-man Geiger, 711 Myrtle Ave., Albany, N.Y.

### SHE DID IT AGAIN!

It was our pleasure last year at this time to record the generosity of Miss Mary E. Pearce, of Lafayette, R. I., who added substantially to her re-mittance when paying her dues. This year, with the increased dues, Miss Pearce has been most thoughtful again, and has exceeded her previous donations. Aren't there some really swell people in this world?

### REVISED HARRIS CATALOGUE IS NOW AVAILABLE

H. E. Harris & Co. has sent us the second 1957 edition of their United States, U. S. Possessions and British North American Catalogue. We re-viewed the first 1957 edition earlier in the year. This edition has several hundred price changes, mostly be-fore 1930.

Among increases in air mail stamps we note the Zeppelin stamps (C13-15) increasing from \$99.75 to \$110.00. The unused 1952 (solid numeral) 6c overprint on 5c Tipex entire (UC23) went from \$117.50 to \$150.00.

You can obtain a copy for only 25c from H. E. Harris & Co., Catalogue Dept., 108 Massachusetts Ave., Bos-ton 17, Mass.



# Errors, Varieties, & Airmails

For 30 years we have been specializing in all UNUSUAL Items, ERRORS, VARIETIES, etc., regardless if they are or are not listed. Now we have on hand a very large selection of Airmails, U. P. U., U. N., F. D. R., Rotary, Inverted Centers, Sports, Topicals, Miniature Sheets, De Luxe Sheets, Proofs, etc., etc. We have oddities and unusual items from many different countries as . . .

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