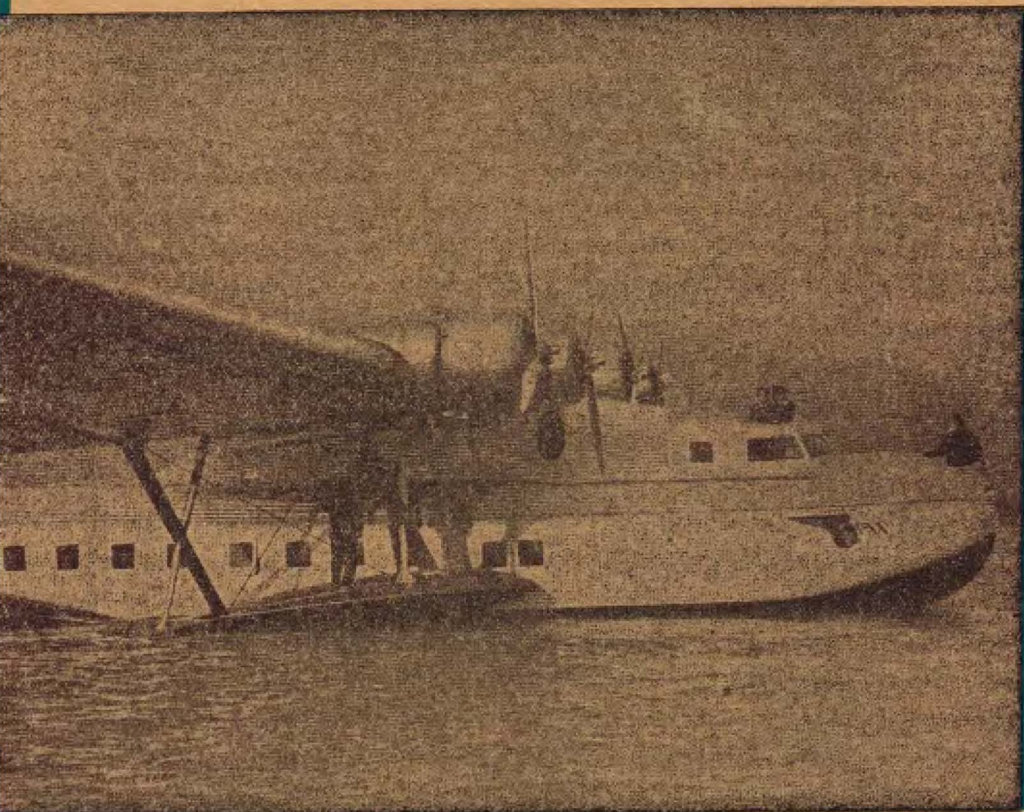
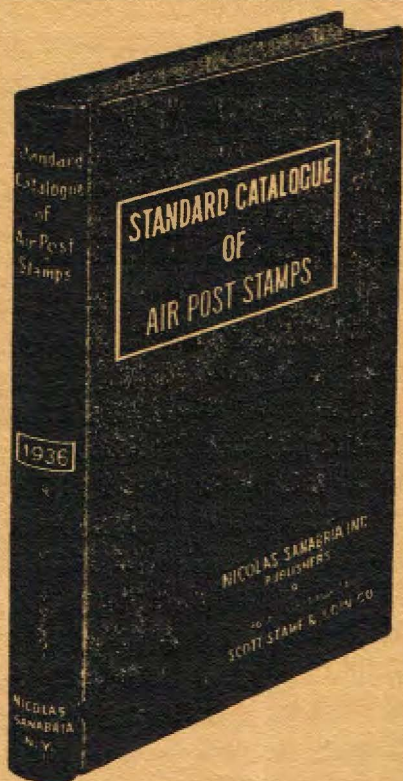


# THE AIRPOST JOURNAL



**DECEMBER**

**1 9 3 5**



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## *P.A.A. China Clipper Completes First* **Trans-Pacific Flight**

**F.A.M. 14 Covering 8,000 Miles Inaugurated November 22nd; Returns to Alameda December 6th**

**C**OMPLETING her initial round trip flight to Manila, Philippine Islands, Pan American Airways' China Clipper arrived at Alameda, California, Friday, December 6, at 10:36 A.M. Pacific Standard Time, seven hours ahead of schedule. The second regular flight, made by the Philippine Clipper, left the San Francisco air harbor the same day.

The inaugural flight, which left the California shores on the afternoon of November 22, came as the climax of several years of aggressive engineering and marked the official beginning of a new era in trans-oceanic scheduled aerial navigation. At the inauguration ceremonies Postmaster General James A. Farley quoted the following letter from President Franklin D. Roosevelt:

"Please convey to the people of the Pacific Coast the deep interest and

heartfelt congratulations of an air-minded sailor. Even at this distance I thrill to the wonder of it all.

They tell me that the inauguration of the trans-Pacific sky mail also celebrates the 100th anniversary of the arrival of the first clipper ship in San Francisco. The years between the two events mark a century of progress that is without parallel, and it is our just pride that America and Americans have played no minor part in the blazing of new trails. There can be no higher hope than that this heritage of courage, daring, initiative and enterprise will be conserved and intensified."

In his address the Postmaster General also indicated that it is planned to further improve the air mail services in the United States and Alaska and felt confident that within a year or eighteen months there would be a regularly operated trans-Atlantic service from the United States to Europe.

**THE AIRPOST JOURNAL**

- OFFICIAL PUBLICATION OF THE
- AMERICAN AIR MAIL SOCIETY
- DECEMBER, 1935. VOL. VII. NO. 3
- ISSUE 68 - 10c PER COPY.

## Master of Air Giant



**HONOLULU . . .** A most impressive reception was tendered Capt. Edwin Musick, master of the huge China Clipper, when he put the giant airmail craft down here on the history making first flight from the U. S. to the Far East.

### Stamp Sale Sets Record

The Post Office Department announced that first day sales of the new 25-cent trans-Pacific Air Mail postage stamp, which was placed on sale at the San Francisco, California and Washington, D. C., post offices on November 22 in connection with the inauguration of the trans-Pacific Air Mail Service, totalled \$69,432.00, a new first-day sales record.

This figure represents a sale of \$55,000.00 (220,000 stamps) at the San Francisco post office; \$11,670.00 (46,680 stamps) at the Philatelic Agency of the Post Office Department in Washington and \$2,762 (11,048 stamps) at the Washington, D. C. post office. The San Francisco sale includes fifty-eight pouches weighing 1,837 pounds or 110,000 covers, which were aboard the China Clipper as it roared out over San Francisco Bay on the first-leg of the inaugural flight of the trans-Pacific Air Mail Service.

The Washington, D. C. sales represent

10,910 first-day covers which were mailed out from the Washington city post office.

According to reports received from member Julius W. Hulff the first-day sale of trans-Pacific air mail stamps at San Francisco, exclusive of those used for trans-Pacific flight covers, was 15,000.

### Mail Load Heavy

Because of the fact that the mail load of the China Clipper for the first westbound flight weighed almost one ton, two crew members who were scheduled to make the flight were forced to remain at Alameda. According to Mr. Hulff the breakdown of mail addressed to the various points was as follows:

Total number dispatched .....	110,000
San Francisco-Hawaii (including covers addressed to Midway and Wake Islands) .....	46,200
San Francisco-Guam .....	19,800
San Francisco-Manila .....	44,000
The amount of the total postage receipts for the westward flight was recorded at .....	\$51,603.50

The net profit of the first westward flight for the government was estimated at about \$47,000. It is understood that three ships are being placed in this trans-Pacific service and a plane with mail will arrive and another depart every fortnight. The time saved in this new service is approximately four days between California and Hawaii and two weeks between California and Manila. Future plans, which will probably be adopted into a schedule within a year, provide for the cutting of approximately two days from the present schedule.

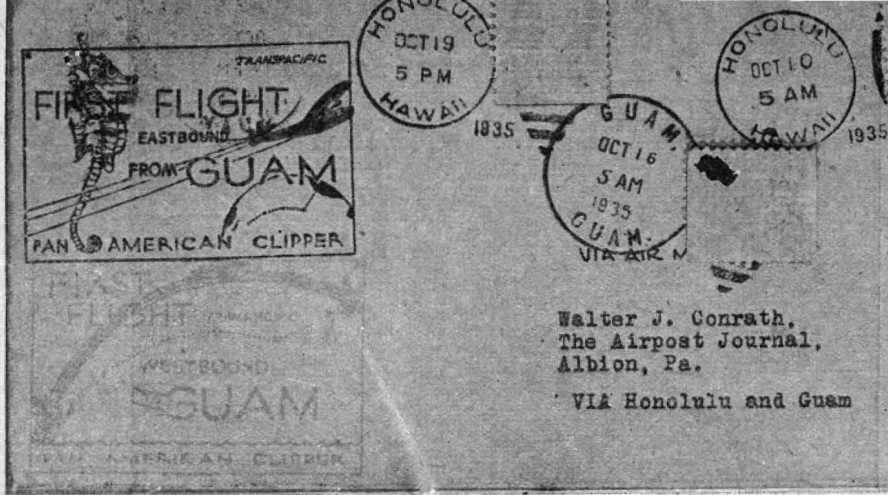
### Aero-Philatelic Markings

The first of the inaugural flight covers returned to this country were those addressed to Hawaii on the westbound flight, one of which is illustrated herewith. The covers are postmarked at San Francisco November 22, 1:00 P.M. and backstamped at Honolulu, November 23, 11:00 A.M. The cachet showing the China Clipper in flight over a clipper ship is applied in green.

Mail from all inaugural points of the eastbound flight was received at San Francisco and backstamped December 6, 12:30 P.M., being forwarded to other points throughout the country by the regular air mail routes. The Honolulu covers are postmarked December 5, 2:00 P. M., with same design cachet applied in magenta. The Guam covers bear the cancellation of December 3, 6:00 A.M., and usual cachet applied in green.

### Philippines Overprint Stamps

The covers dispatched from Manila, Philippine Islands bear the cancellation of December 2 and a black rectangular



● UNOFFICIAL EXPERIMENTAL cover of the last trans-Pacific pioneering flights. This P.A.A. souvenir was carried by the Clipper on the first extension to and from Guam.

map cachet mainland of Asia, the Pacific Ocean and North America, with the route of the Clipper Ship inscribed.

On the covers we have received to-date only two values of the stamps specially overprinted for the flight have been seen. These have been overprinted with gold ink on the early 1935 issue: 10c (#387 rose carmine (Ft. Santiago) and 30c (#392) orange red (Blood Compact). The overprint reads:

P. I. - U. S.  
 INITIAL FLIGHT  
 (line illustration of Clipper)  
 December - 1935

**GERMAN ROCKET INVENTOR IS ENGINEER FOR F. W. KESSLER'S ROCKET AIRPLANE FLIGHT**

Mr. Willy Ley, who is the inventor of the rocket and engineer for F. W. Kessler's forthcoming experimental rocket airplane flight between Greenwood Lake, N.Y. and Hewitt, N.J., is recognized as one of the most experienced rocket designers in the world.

Mr. Ley was born in Berlin, Germany, attended high school in Berlin and Koenigsberg, Pr. When in 1927 the German Rocket Society was founded, Mr. Ley became one of its officers. He wrote at this time, two books on rocketry, one of which inspired the German authoress, Thea von Harbou to write her novel "The Girl in the Moon" which was made into a moving picture by the U.F.A. Films, Inc. Prof. Herman Oberth and Mr. Ley supervised the photography of this film to insure scientific exactness. At this time actual rocket experimenta-

tion was begun and continued afterwards under the auspices of the German Rocket Society of which Mr. Ley was Vice-president. These experiments comprised of more than 500 ground tests and 97 actual rocket flights, none of which ever carried any mail as they were purely for scientific purposes. All rockets were constructed for liquid fuels and were brought back by parachute. These experiments perfected the rocket motor sufficiently so that it is now ready for its first practical application.

Mr. Ley has written a great number of books on rocket science and there are today five books on the market written by Mr. Ley. These are not pamphlets and some of these books have as many as 340 pages. Other books are now in their second edition. He is now writing a two volume book with over 400 pages on the history of rockets. All these books are written in German. Aside from this he is now writing the first scientific book in the English language which will be ready to be published shortly.

He is an honorary member of the American Rocket Society, Cleveland Rocket Society, British Interplanetary Society, Member of the Board of Directors of the Austrian Rocket Society, Vice-president of the German Rocket Society, and others.

Mr. Ley is or has been associate editor of the following scientific publications: Aircraft Engineering (British), L'Aerophile (France), Die Rakete (German), Astronautics (U.S.A.), Space (U.S.A.).

Mr. Ley is today the most advanced expert on rocket science, both theoretical as well as practical.

*Ancient Aerial Mythology for New*  
**GREEK AIR SET**





# 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.

**F**IRST PRIZE for the month's most attractive series will undoubtedly be awarded to Greece for her new air set. Guatemala promises to be a runner-up but lack of evidence may put her in January's competition. Ecuador seems to have fallen victim of the wiles of the Cuban Columbian Society.



• CHILE • Seven more values have appeared in the permanent set from this country. Of the 21 promised this leaves but three to appear. This month's chronicle notes the 10c. yellow-green, and the 15c. green, both showing the statue of Caupolican and a plane over the city of Santiago. The 60c. blackish green shows a condor with outspread wings. The 70c. light blue shows the shadow of a plane on a star with a cloud in the foreground. The 80c. deep green shows a condor on a mountain top and a statue in the foreground. A plane in flight over a rainbow is the common design of the 6 Pesos red-brown and 8 Pesos green. Denominations that have not yet appeared are the 20, 40, and 50 centavos.

The 50c stamp of the interior series has appeared on thicker paper and watermarked multiple shield.

• CUBA • An official communication from the Free Port of Matanzas states that there will be four airmail and an airmail special delivery stamp in the new set to appear. There will be 240,000 5c.; 300,000 10c.; 60,000 of the 20c and 50,000 of the 50c. There will also be a like number of the 15c special delivery airmail. Besides this quantity there will be 20,000 complete sets imperforate.

There will be shown views of the port, the airship "Macon", and the Spanish aviators Barberan and Collar and their plane "Cuatro Vientos". The series is to be printed in photogravure by Waterlow and Sons of London, England. After a 30 days sale in the Free Zone the stamps will be available throughout Cuba.

From all appearances this issue is strictly Cuban in nature, and a commemorative one at that, and will not merit a new classification such as accorded Danzig. Likewise one wonders if the set is being promoted by such an organization as recently sent sets to Panama and Ecuador.



• DANZIG • A large plane and inscriptions designating them as airmail, comprises the design of the set mentioned last month. Colors are: 10pf., vermilion; 15pf. yellow; 25pf. dark green; 50pf. dull ultramarine; and 1 gulden, violet. The design of the high value is the outline of an airplane with the city insignia inside and the word "Luftpost."

# THE AIRPOST JOURNAL



• **ECUADOR** • For Columbus Day, five stamps appeared all in the same design. The issue was valid until the 30th of the month, giving it a life of 18 days. One of Columbus' caravels riding the ocean waves comprises the central design. The sky in the background shows the outline maps of the Old and New Worlds with an airplane over North America. Colors are: 5c bright blue and red; 10c. brown and black; 50c. apple green and red; 1 S. carmine and blue; and 5 S. slate green and red.

This series is one of the issues supplied by the Columbian Society of Cuba, the proceeds of the sale of which were to be used to build a lighthouse "somewhere" in honor of Christopher Columbus. While they have been used on mail, their purpose is questionable and there is strong doubt that they will be listed in the catalogue.

**BULLETIN:** According to our correspondent, some action is expected from the government on the recent Columbus set, which officials discovered was a speculative move on the part of the "Sociedad Colombina Pan-Americana". It is understood, however, that remainders of the issue have not been returned to the Society, as provided in the contract of the Society with the Ecuadorean Government.

Bids have been solicited for producing the new regular issue, which will include nine air mail and nine official service air stamps. The entire series will be engraved and the uniform size is to be 21x27 mm. The design for all will show the mountain El Altar, with a condor flying overhead. The following quantities have been specified: 10c. 1,000,000; 20c. 500,000; 30c. 40c. 60c. 70c. 200,000 each; 90c. 1S and 2S, 100,000 each. Of the official airmails 300,000 of the 10c and 20c and 100,000 of each of the other seven values will be printed.

• **GUATEMALA** • I have had the good fortune to see a cover recently added to the collection of H. H. Griffin which bears several copies of the new 5c. de q. blue and green exterior airmail stamp. The design shows a quetzal bird in flight over the Plaza of Justo Rufino Barrios in Guatemala City. The stamps are long and narrow and are striking in shape. The design is by Jomez and the printing by Enschede of Haarlem in the Netherlands.



• **ITALY** • Instead of three, there are five values in the Vincenzo Bellini set mentioned last month. An angel playing a harp by the seaside, with a large star in the sky is the design common to the 25c. orange yellow; 50c. light brown; and 60c. carmine. The 1L plus 1L purple shows two angles playing violins and the 5L plus 2L green shows Pegasus in flight over what may be Bellini's homestead. All are inscribed "1er Centenario Belliniano—1935-1935."

They are produced in photogravure, perforated 14, and watermarked crown. Vincenzo Bellini was a famous composer.

• **MOZAMBIQUE COMPANY** • This country's first airmail series consists of 15 values all bearing as a central design the same vignette that appeared in the commemorative set of October. Instead of being triangular the stamps are small horizontal oblongs and bear the inscription "Correo Aereo." Colors and values are: 5c blue and black; 10c orange and black; 15c red and black; 20c. yellow-green and black; 30c green and black; and black and 10P light blue and black. and black; 50c. violet and black; 60c., crimson and brown; 80c rose carmine and black; 1E. blue and black; 2E. gray lilac and black; 5E bistre and blue; 10E. carmine and black, and 20E. emerald green and black.

The triangular set is all sold out and already obsolete.



# 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.

• SUDAN • Two high values have just been issued to take the place of the recent provisionals that appeared this Fall. They are the 7½P bright sea green and blackk and 10P light blue and black. The familiar statue of General Gordon type is used.

• UNITED STATES • The 25c. pale blue "Clipper" stamp made its appearance on the 22nd of November at both Washington, D. C. and San Francisco, California. The official government announcement bearing a description of the new stamp may be found on page 12 of the November issue, so there is no necessity of repeating it here. Suffice it to say that it is a mighty fine appearing stamp. Let us hope that the coming months will see 50. 75 cents and 1 dollar stamps added to the series and every bit as attractive.

• GREECE • Already described in the June issue this set comes as no surprise in subject matter. However it takes a person to see the stamps themselves to appreciate the fine engraving and coloring that has produced one of the handsomest yet from this country, newly returned to the ranks of royalty. The colors are: 1 dr. red; 2 dr. ultramarine; 5 dr. violet; 7 dr. dark blue; 10 dr. brown; 25 dr. carmine; 30 dr. green; 50 dr. bright violet; 100 dr. red brown.

Cooperators for the month include: P. J. Drossos\*\*, W. J. Conrath\*, J. Lehman, T. Ruppert, M. J. Harris, J. Schildhouse; H. H. Griffin\*, D. K. Grieve; E. Strasser and N. Franz.

**P.A.A. WILL ADD BARCELONA, VENEZUELA AS NEW STOP THIS MONTH**

Sometime in December, the P.A.A. is to inaugurate a new local stop at Barcelona, Venezuela. Barcelona is on the coast, or rather, just a very short distance inland, between LaGuaira and Maturin. The town is not a very important center in itself, but the P.A.A. has picked it as a convenient stop at which to load gasoline, since it is the coast. This will make it unnecessary to transport gas long distances overland to Maturin, and will enable them to carry a greater pay-load than is possible when gasoline for the whole trip from LaGuaira to Trinidad must be carried. There will be some passengers, mail and express service also, but the place is not an oil center as most of the stops in Venezuela are. The rate will be the regular 30c rate which applies to all P.A.A. point.—Rev. C. A. Phillips. Caracas.

PATRONIZE  
AIRPOST JOURNAL  
ADVERTISERS

**D**ALLAS, TEXAS dispatched three pounds of air mail via first direct flight to Houston, Tex. on October 20, 1935 via trip 11 over A.M. route 15. On return direct flight Houston dispatched thirteen pounds to or via Dallas via Trip 10. Richard William Pears was inaugural pilot for both trips 10 and 11 on October 20, 1935. Postmaster at Dallas is Walter Bruce Luna and Postmaster at Houston is J. S. Griffith. No official cachets furnished for these two flights.

Dunbar, W. Va. dispatched 41 pounds, 7 ozs. of air mail via first eastbound flight over A.M. Route 25 on November 1, 1935, the dispatch consisting of two pouches labelled for Washington, D. C. and for Elkins, W.Va. First flight westbound dispatch consisted of three pouches labelled Indianapolis, Ind., Cincinnati, Ohio and Chicago, Ill., with a total of 36 pounds 8 ozs. Inaugural pilots—eastbound Mr. Sussott and westbound, Mr. Hughen. Postmaster at Dunbar is Mr. Frank C. Ellis. Dunbar dispatches its outgoing air mail direct to Wertz Field, which may or may not be the same field used by Charleston, but receives its incoming air mail through Charleston. First flight Dunbar covers bear an official first flight cachet neatly applied in green.

It is interesting to note first flight cachets of the last few new additions to the air mail system have been very neatly applied, due without doubt to the stress by the P. O. Dept. for clear and legible postmarks and cachet impressions.

**FIRST BELGIAN THROUGH-SERVICE BRUSSELS - ELIZABETHVILLE (Congo) "LEOPOLD ROGER"**

A limited number of souvenir envelopes have been issued in connection with the new direct air service: BRUSSELS-ELIZABETHVILLE via Leopoldville-Banningville - Port -Franquier - Luebo -Luluabourg-Kamina. on November 15, 1935.

The envelope bears in the right-hand corner, 5 francs in Belgian stamps, and in the left-hand corner, 5 francs in Belgian Congo stamps, as well as a special Post-Office mark.

# THE AIRPOST JOURNAL



## The AIRPOST JOURNAL

Official Publication of the American Air Mail Society, Published Monthly at Albion, Pennsylvania, U.S.A.

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Pacific Coast Notes

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WITH the scheduled return of the China Clipper to Alameda on December 6th, completing the inaugural flight of the United States' new trans-Pacific service, the closing months of 1935 have, without doubt, marked one of the world's greatest advances in the scope and use of the air mail. In winding up the year we cannot help but stop and pay tribute to the organizations and the men who have, through long study and careful engineering, accomplished what was but a few years ago thought impractical.

WHILE the days and hours and minutes of this year 1935 are rapidly slipping, we also want to pay particular tribute to the Postoffice Department, both for their efforts in establishing the finest air mail service of the world for this country and, selfishly, for their unusually keen understanding and careful provision for the wants of aero-philatelists and philatelists in general.

UNJUSTLY criticised, censured and rebuffed by a few individuals who unfortunately have been permitted to inject political prejudices into what should be a non-partisan philatelic press, the Postoffice Department has emerged from the year 1935 with a record far more advantageous and interesting to the true philatelist than can be offered by any previous period.

FROM the President and the Postmaster General down to the postmaster and rural mail carrier at Podunk, the government and the Department have become stamp collector conscious. The first day cover collector and the first flight air mail collector are no longer curious necessary evils to the initial sale of a new stamp or the inauguration of a new air mail service. The collectors' wants are understood, investigated, anticipated and catered to. An efficient news service, a reorganized and enlarged Philatelic Agency, a set of philatelically alert and accommodating officials, and numerous staffs of specially trained clerks have not only placed stamp collecting on a better plane than ever before, but have multiplied the number of active collectors many times during the past two years. To this new philatelic organization we offer the thanks and greetings which are rightly due them. May their hours of philatelic service be more pleasant in 1936 and may their clients and critics be more representative of the true philatelic spirit of friendliness and co-operation.

TO our fellow A.A.M.S. members and subscribers and advertisers throughout the world we extend our most sincere greetings for a Merry Christmas and a Happy and Prosperous New Year. It has been a pleasure to work with you during the past year and we hope you will continue to give us your ever-welcome news and views and continue to make the AIRPOST JOURNAL your own favorite aero-philatelic magazine.

New Member of  
Zeppelin Corporation



**W**OLFGANG LAMBRECHT, one of the most enthusiastic exponents in the cause of the dirigible in the United States during the last seven years, has been appointed Publicity Manager of the newly founded "Deutsche Zeppelin-Reederei" (German Zeppelin Corporation), Berlin and Friedrichshafen, by the Reich Ministry of Aviation on November 1, 1935. The new company has taken over the operating end of the German Zeppelin activities, while the Luftschiffbau Zeppelin Company at Friedrichshafen is to limit itself in the future to the construction of dirigibles, by which it has attained world fame during the past thirty years.

A graduate of Berlin University, Mr. Lambrecht from 1929 to 1934, has been in charge of the Aeronautical Division of the Hamburg-American Line, New York, which acted as General Agents for the Luftschiffbau Zeppelin Company. Mr. Lambrecht has the distinction of having booked the first passenger in history to fly across the Atlantic, and since then hundreds of Zeppelin passengers passed through his hands, while he was in charge of Zeppelin passenger traffic and propaganda.

To popularize travel by airship, Mr. Lambrecht has published articles on transoceanic dirigible service in dozens of prominent American magazines and in hundreds of newspapers all over the country. He intensified his publicity activities upon his return from Friedrichshafen, where he obtained, during

the summer of 1933, first-hand information, aside from making, with Mrs. Lambrecht, a trip in the "Graf Zeppelin" at the invitation of Dr. Eckener.

Mr. Lambrecht's appointment to the responsible position of Publicity Manager of the German Zeppelin Corporation comes as a well deserved promotion, in recognition of his successful activities in the interest of lighter-than-air craft. The experience gained in this country will undoubtedly be most valuable to him in his new position, particularly when the contemplated North Atlantic service of the new airliner LZ-129, the flying hotel, materializes this coming Spring.

The AIRPOST JOURNAL, in its "Zeppelin Number" of June, 1934, published an article by Mr. Lambrecht on "Transoceanic Dirigible Service." In our September issue, we brought an article, "16,500 Miles in 19 Days"—the interesting story of an airmail cover (United States-Brazil-Germany-United States) the details of which were handled by Mr. Lambrecht.

General Motors passed over control of T. & W. Air, Inc., the old "Lindbergh Line" to Lehman Bros. and Atlas Corp. on November 5th.

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# THE AIRPOST JOURNAL



by **W. R. PATTON**

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

## CHERRY RED AIRLINE, LTD.

IF one will look over the Standard Airpost Catalogue for 1933, and refer to page 268, you will find the first flight listed as Prince Albert-Rottenstone Lake-Lac la Ronge as July 3rd, 1929. The year before this had been listed by myself as June 15th. Every editor of a catalogue immediately advised me June 15th was wrong, BUT none could give the correct date. Now my notes showed June 15th but where this came from I was not able to state definitely. The other day it was necessary to destroy some of my

old files and the following telegram came to light "Prince Albert, Sask., July 23rd, 1929 sent at 10:07 A.M., it reads as follows: "Patton, Winnipeg, Man. Carried first mail with stickers, Fifteenth of June to Lac la Ronge. Will go to Montreal Lake. He la Crosse soon. Have stickers on hand. Cherry Red Airline." Received at Winnipeg 11:09 A.M.

This definitely settles the date of first flight to Lac la Ronge as June 15th and the next Canadian catalogue coming out under my co-editorship will contain the date as of June 15th. This also proves definitely a fact that I have been aware of right along. Covers of Aug. 1929, many signed by Holmes, pilot, and marked first flight, are NOT FIRST FLIGHTS. Nor is any other date, other than June 15th, 1929.

## FIRST FLIGHT AIRMAIL, BRISBANE TO TOWNSVILLE, AUSTRALIA

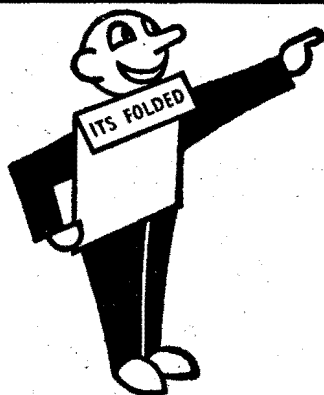
The New England Airways Ltd. of Australia sponsored the First Flight over the new route, Brisbane, Rockampton, Mackay to Townsville on September 15, 1935, while the return flight took place September 17th. The company issued specially printed souvenir envelopes bearing in the upper left hand space the badge of the company and the following wording: "Brisbane-Townsville Air Mail Service via Rockampton and Mackay, First Day Official Cover 15.9.1935. City of Grafton—Pilot K. A. Virtue." The postmark of Brisbane shows date of September 15th. The return flight took place September 17th and the postmark of Townsville shows that date, while the backstamp reads Brisbane September 17th, 1935.—Julius B. Brock.

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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.

**C**OMING: Coudersport, Pa., probably not till spring...Biddleford, Main, CofC writes has been NO dedication and none soon...Lewiston, Me., P.M. holding covers, but not soon...No prospects at Conway, Ark., Lisbon, N. H., or Raymond, Wash.... Cachet by Cleveland Air Mail Society for take off of Prosser and Stoll on non-stop record attempt flight to South America, date indefinite. Covers to Mark C. Emsley, 9200 Euclid Ave., Cleveland, O....

**PAST DEDICATIONS:** Kamiah, Idaho, mentioned, apparently mean nothing... Portland, Ark., No. 3, purple cachet by CofC. 648 air mail, 56 ordinary...Jackson, Tenn., Nov. 11, red cachet by CofC for Municipal. 375 mailed...Phoenix, Ariz. Nov. 11, rededication of Sky Harbor as Municipal...Thunderbird cachet by Philatelic Society on 690 air and 27 ordinary covers. About 500 were printed and the remainder (late ones) were rubber stamped with same design of different size. Also 35 with stamped cachet flown by Capt. Scharf to and pmkd. at Prescott, Ariz....Idabel, Okla., November 21, with CofC inscription. 48 mailed....In D. E. Dickason's auction of Dec. 5 we see two covers of October 14, 1930, Austin, Tex. with cachet by University Aerial Service Corp. Something new to me....W. A. Siegrist reports both dates of May 25 and 26 pmkd. Center, Ala....Appleton, Wisc. CofC typed the cachet signed by PM on 75 covers, Oct. 6th for dedication.....Stambaugh, Mich. Legion Adjutant estimated 100 covers mailed on July 4th, but can account for only 32....DuBois, Pa., Aug. 18 was a re-dedication of same airport dedicated July 18, 1929. Gossip says 43 mailed; PM says about 75....L. W. Dedell says the ten flown covers from Watertown, N.Y. Aug. 28 are pmkd. at Military Sta., Great Bend, N. Y., also one known pmkd. at Watertown....Atlanta, Mich. newspaper writes that Hillman, Mich. airport was NOT dedicated June 29th....Rex Copp reports two covers with typed cachet from Fulton, N. Y. June 1st....Who knows what are covers of San Diego, Tex., Nov. 3. or Sudance, Wyo., Oct. 22....Mr. Lowande reports he mailed only four covers at Newport, Wash. Aug. 25th. Four others of 24th now reported.

**OTHER RECENT COVERS:** Compton, Calif. No. 2; nice cachet for P.O. dedication and special flight to Los Angeles Air Mail Field, where cancelled...Kansas City, Nov. 15, nice cachet for sixth anniversary daily flights of Dr. J. D. Brock, flown to and postmarked at Oklahoma City, Okla....Have just discovered that my cover of Oct. 14, last flight in open cockpit plane from Chicago is postmarked Chicago, October 14, 1932, but backstamped, Miami, Oct. 14, 1935. The 1932 date is on a 1933 Century of Progress stamp.

**CHECK LIST** of dedications not listed in any catalogue is begun in this issue. If enough collectors desire, it will be continued until brought up to date. Immediately on reading this, send me a post card saying "Yes," or "No", and also vote on three methods of continuing this check list as follows: 1. As per this issue. 2. One listing for one city on one day, combining all varieties of markings into one list number and one price, in other words, no varieties of markings separated. 3. Listing as per this issue, but no items priced, but a suggested schedule of approximate prices based on quantity, to be used in connection therewith. It should be noted that quantity is by no means the sole criterion in listing or pricing. To continue in January Journal, we must hear from every dedication collector within 24 hours from the time he reads this.

Cooperators who have earned our thanks this month are: Fred W. Budde, H. M. Calkins, Rex. O. Copp, J.R.F. Danzinger, L. W. Dedell, M. C. Emsley, M. Ehrlich, Ben Guzo, John Haag, H. H. Hudson, C. A. Hunter, J. Lowande, John F. Pendergast, Sgt. Paul Grossman, W. A. Siegrist, Harry Sweet, H. L. Waha, W. T. Wynn, Jr., and thanks for covers from Fred W. Budde and John C. Horn.

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# 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.

## November 1933

5	F175	TERRY. MONT.—Municipal. No cachet. Flown by pilots Straith or Hale or Timmerman to and pmkd. Billings, Mont. (About 15).....	\$9.75
11	F178	LAS VEGAS. N.M.—Municipal. Green P.O.D. first flight cachet, AM. 12.	
		a. Southbound .....	.75
		b. Northbound .....	.35
		c. Inbound from the north .....	1.20
		d. Inbound from the south .....	1.20
11	F180	NATICK. MASS.—Natick-Wellesley. Printed cachet by ?? (13 to 20) Data incomplete .....	??
		(Note: Dedication also 12th. but no covers known).	

## February, 1934

9	G 15	NEW ORLEANS. LA.—Shushan. Cachet by A. of C. and Stamp Club. Pmkd. Air Mail Field (2770) .....	.25
		a. Same. but with city postmark (20) .....	.25
		b. No cachet. Typed inscription signed Act. P.M. Pmkd. Air Mail Field .....	.25

## March, 1934

25	G 20	NEVADA. MO.—Municipal. No cachet. town name on some. (200 - 250) .....	4.00
		a. Typed cachet by P.M. (1 known) .....	—

## April, 1934

2	.....	READING. PA.—Maderia. Stamp Club cachet applied to 169 covers flown over field, but no dedication took place .....	—
11	G 25	VICKSBURG. MISS.—Typed cachet by Sec. CofC. (3).....	10.00
		a. No cachet. but P.M. autograph (3) .....	10.00
15	G 27	VANCOUVER. WASH.—Basil's. Cachet by owner (1140) .....	.35
21	G 30	GAMBIER. OHIO—Port Kenyon. Cachet by College. Added typing has no added value). (300-500) .....	2.25
25	G 32	DE LEON SPRINGS. FLA.—Landing Field. Sicker and typing by manager. (About 100) .....	7.00
28	G 34	RANDBURG. CAL.—CofC cachet (98) .....	7.00
		a. No cachet. P.M. inscription (1 known) .....	—
29	G 35	RANDBURG. CAL.—Same (85) .....	7.25
		a. No cachet. P.M. inscription (1 known).....	—

## May, 1934

6	G 38	COOKEVILLE. TENN.—Municipal. Lions' Club cachet. All air covers (2185) flown over field by Pilot Williams and dropped in parachute. ....	.25
8	G 40	PITTSBURG. KANS.—Atkinson Municipal. Legion cachet (158).....	5.50
		a. No markings .....	4.00
		b. Typed cachet by P.M. (1 known) .....	—
18	G 42	MACON. MISS.—Municipal. Typed or written by P.M. (25 or 30 per day) .....	8.50
		a. No markings .....	6.25
19	G 43	MACON. MISS.—Same .....	8.50
		a. No markings .....	6.25
20	G 44	MACON. MISS.—Same .....	8.50
		a. No markings .....	6.25
20	G 45	CENTER. TEX.—Municipal. Printed cachet by Mgr. (50).....	8.25
25	G 48	LAURENS. S. C.—Barksdale. No cachet. (21) .....	9.00
		(Note: Dedication also 26th and 27th. but no covers known.)	
27	G 53	NEW PHILADELPHIA. OHIO—Municipal. Typed cachet by local officials. (About 10) .....	10.00
28	G 54	NEW YORK. N.Y.—Seaplane Base at 155th St. and Hudson River. Nine line printed cachets (25) .....	4.75



# DECEMBER 1935

	a. Typed cachet signed by Pen Edgar, Oper. Mgr. (21) .....	4.75
	b. Two different printed on same cover by Brooklyn College Phil- athletic Society. Flown from dedication to North Beach Airport and pmkd. Long Island City. 29th. (23) .....	4.75
	c. Five line mimeographed cachet (100) .....	4.75
	d. Circular cachet naming Cossi and Rodos (18) .....	4.75
	(Note: All markings listed above believed privately applied.)	
30	G 56 WILMINGTON, N.C.—Re-dedication Bleuthenthal. CofC and Legion cachet. (About 4.000) .....	.25
 June, 1934		
2	G 58 CLARKSVILLE, ARK.—Municipal. Printed Legion sticker (70) .....	7.75
	a. No sticker or markings. (80) .....	5.75
2	G 59 PENDLETON, ORE.—Municipal. Blue P.O.D. cachet for first flight on A.M. 12 .....	.75
	a. Flown on Pendleton-Seattle spur .....	.50
	b. Flown on Pendleton-Spokane spur .....	1.50
	c. Inbound from any direction .....	1.00
	d. Same cachet on specially printed envelope showing delivery by Stage Coach (2200) Direction prices same as above.	
	e. Same as "d" except delivered by Pony Express rider with chang- ed wording on envelope (66) Any directional or inbound flight.....	10.00
	f. No cachets or markings. Directional prices same as first above.	
3	G 61 HEAVENER, OKLA.—No markings. Unable to verify .....	???
12	G 64 ATOKA, OKLA.—Atoka Field. No cachet (About 160) .....	5.50
12	G 65 HUGO, OKLA.—Weddington. No markings. (Few) .....	9.00
14	G 67 HOT SPRINGS, ARK.—Municipal. Mimeo CofC cachet .....	5.00
	a. With only typed cachet by P.M. (5 known) .....	—
16	G 69 BARTLESVILLE, OKLA.—Phillips Municipal. CofC cachet (359).....	2.25
20	G 71 DETROIT, MICH.—Formal opening. Shoemaker, Printed cachet by Spitz Flying Service. Flown to and pmkd. Air Mail Field (100).....	7.00
	a. Late covers. no cachet. pmkd. AMF. (25).....	5.25
21	G 72 CORDOVA, ALASKA.—Government Field. Typed by Mayor (15)....	9.50
	a. No markings (4) .....	7.00
24	G 74 RUTLAND, VT.—Municipal. Legion sticker. (About 359) .....	2.25
26	G 76 OWENSBORO, KY.—No cachet. CofC typed on some (Over 50).....	7.50
	(Note: Some covers flown from Louisville to dedication on air tour, but too difficult to identify to permit separate listing.)	
27	G 77 MADISONVILLE, KY.—Hancock Field. Marked with name of field. By CofC (115) .....	6.50
	a. Written cachet by P.M. ....	6.50
	(Note: covers of 26th are "too early". Owensboro note also applicable.)	
27	G 78 PADUCAH, KY.—Municipal. With or without Board of Trade stamp, or embossed seal, or ink inscription. (338) .....	2.50
	(Owensboro note also applicable.)	
28	G 79 MAYFIELD, KY.—Otto Burnett. Typed or written inscription by Jr. CofC. ....	7.50
	a. No markings .....	5.50
	(Owensboro note also applicable.)	
29	G 80 MURRAY, KY.—Cachet by Young Business Mens Club (203) .....	4.25
	(Owensboro note also applicable.)	
29	G 81 PASO ROBLES, CALIF.—Typed cachet by CofC. (13) .....	9.75
30	G 83 DALLAS, TEX.—Hensley Field. 3-line and plane cachet by CofC (137)	6.00
	a. Eight line type set cachet by Stamp Club (33) .....	6.00
	b. CofC cachet, pmkd. Grand Prairie, Tex., P.O. nearest airport (5)	6.00
	c. Four line printed cachet—(private—30) .....	4.50
	d. No markings .....	4.50
30	G 85 OZARK, ARK.—Municipal. Whitman Field. Mailed by CofC without cachets (some have town typed on) (175) .....	5.00
	a. Typed cachet by Rotary Club (65) .....	5.00
	b. Typed cachet by Postmaster—(120 including "c") .....	5.00
	c. Typed cachet by Fort Smith Airways .....	5.00
 July, 1934		
1	G 84 DALLAS, TEX.—Similar to G 83 (35) .....	8.50
	a. Similar to G83a (33) .....	8.50
	b. Similar to G83b (5) .....	8.50
	c. Similar to G83c (29) .....	6.25
	d. No markings .....	6.25
1	G 86 OZARK, ARK.—Similar to G 85 (384) .....	2.00
	a. Typed by Rotary Club (50) .....	2.00
	b. Typed by Postmaster (115 including "c") .....	2.00
	c. Typed by Fort Smith Airways .....	2.00
1	G 88 CROSSVILLE, TENN.—Municipal. Printed cachet by Exchange Club (1100 air) .....	.35

(Continued on Page 22)

## Random Notes

by ALTON J. BLANK  
East Cleveland, Ohio

**D**OES the appearance of the United States 25 cents "Clipper" stamp foreshadow a series of similar stamps from this as well as other nations?

Word comes from New Zealand that air service is to be extended northward toward Fiji and the Pacific Islands as well as westward beyond Australia to connect with the Dutch airlines. They in turn are planning the extension of their services so as to tie up with the Philippines. Macao as well as Canton are to be added to the route from our end of the line.

There is little doubt that with the inauguration of regular service across the Pacific the Postoffice will issue other denominations for a regular air series. The opportunity is too good for the Philippines to overlook so we will expect a set from there any day now. And with all her northern troubles, China might take time to issue something novel in the way of trans-oceanic airmail. Who

knows but what Macao, and New Zealand will add their bit. When all is done a few years from now we may have a list of quite large proportions to show for today's adventure.

\* \* \*

A bulletin states that Italy will commemorate the recapture of Aduwa as well as other territories on the Somali and Eritrean fronts. No doubt there will be some air mail included in the series.

And the sanctions? Will all of Italy's future issues be prohibited among stamp collectors of the sanction-enforcing lands?

Truly the philatelist is between the devil and the deep blue sea with this Italian situation. If he takes all of the issues that come along—sanction or no sanction—he may lose all because of the fall of the lire; and if he waits for future events to clarify the situation he will undoubtedly be left in the cold on the "good" items and have to pay plenty as compared to new issue service.

\* \* \*

The Clipper stamp can easily be added to the Famous Flights series of stamps which we listed some time ago in this magazine. (Jan. '34).

\* \* \*

If you will look closely enough on the right hand side of the Michigan Centenary stamp, you can see a tiny air-

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GERARD A. G. THOOLEN  
s'Gravenhage, Holland

plane in flight over the tall buildings of the city pictured thereon. Suffice it to add that this fact undoubtedly qualifies it to be placed in the list of stamps bearing airplanes in the design and collected as a side line by certain rabid air enthusiasts.

\* \* \*

The Greeks certainly have produced an artistic series with their latest air set. The engravers have been most painstaking and have surpassed themselves in the fineness of the lines that make up the stamps.

\* \* \*

Not to be overlooked is the current Chilean air set. Have you put all the stamps together on one page and looked at them closely? While the artistic treatment is entirely different than the Greek they are truly beautiful in their own right.

\* \* \*

If all of the rest of the set of the new Guatemala series comes thru in as small a format as the 5 centavos which the writer has seen, they will make an attractive page of diminutive stamps as one can find anywhere. In height they

appear about that of the 100 reis tax stamp of Brazil, but they are half again as long.

\* \* \*

Uruguay plans to issue a special series of stamps to sell solely to collectors in an attempt to raise funds for aviation purposes. It would be nice if all philatelists were to get together the world over as that courageous group did in Panama and decide to boycott the issue. We could do well with a set of sanctions ourselves.

28 Minutes from Grand Central Station

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602.....01	615.....02	629.....04	643)cov'r
603.....07	616.....07	630.....03	644) 10.00
604.....07	617.....03	631.....04	648.....03
605.....04	618.....04	632.....10	649.....06
606.....07	620.....04	633.....25	650.....08
607.....07	621.....07	636.....03	651.....12
608.....02	622.....08	637.1.25	652.....15
609.....02	623.....10	638.2.25	653.....18
610.....02	624.....16	639.1.75	654.....25
611.....02	625.....30	640.3.75	655.....40
612.....02	626.....60	641.....60	656.....45

647 slightly imperfect 1.75

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A. A. M. S. #211



# A Check List of U.S. C.A.M. Inaugural Pilots

Compiled by  
**RICHARD L. SINGLEY**  
and  
**HARRY B. IMHOFF**

**EDITOR'S NOTE**—The following alphabetical list of inaugural flight Contract Air Mail pilots will undoubtedly be found invaluable to collectors in checking their covers or securing supplementary pilot autographs to complete their collections. For the convenience of subscribers who wish separate copies of this listing, individual reprints may be secured from the AIRPOST JOURNAL, Albion, Pa., by sending a self-addressed and stamped return envelope.

As this is the initial list of this nature which has been published, the compilers are anxious to make it as correct and complete as is possible. In using the list collectors are invited to send any corrections or additions found to member Harry B. Imhoff, 3rd, 623 S. West End Ave., Lancaster, Penn'a.

(†) Preceding the name indicates the pilot is deceased.

(2) Figures referred to are old route numbers.

## A—

†Allen, Geo. W.—8.  
Allison, E. M.—18.  
Anderson, Milton H.—1.  
Andre, F.—30.  
Andrews, H. G.—34.  
Andrews, L. S.—22.  
Apitz, George—1.  
Armstrong, J. K.—19, 25.  
†Arnold, Ross—16.  
Askew, D. A.—3.

## B—

Baker, R. L.—11.  
Ballough, E. E.—25.  
Banks, A. M.—19.  
Barker, Hugh—18.  
Bartles, H. S.—34.  
Barwick, James—18.  
Bean, Hazen R.—1.  
†Biffle, Ira O.—18.  
Becker, Albert—9.  
Bishop, L. F.—27.  
Black, Nimmo—9.  
†Bontranger, C. W.—30.  
Bookwalter, Vernon—3.  
Bowman, C. R.—8.  
†Brady, H. J.—10.  
Brankman, C. L.—12.  
Brandon, I. L.—17.  
Branson, Geo. W.—19.  
Breese, Vance—8.

Brewster, Hugh—21, 22.  
Brill, George C.—34.  
Brown, Eugene R.—19.  
†Brook, William S.—9  
Brooks, Eddie—12, 8.  
Bryan, O. F.—34.  
Buck, G. H.—32.  
Buckman, H. F.—25.  
Bullock, Walter R.—9.  
Burford, D. W.—7.  
Burke, A. J.—22.  
Burns, J. H.—20.  
Burnside, Frank H.—17.

## C—

Cabana, A. E.—12.  
Caldwell, A. A.—27.  
Campbell, Earl M.—12.  
Cann, Fred B.—25.  
Carpenter, B. A.—20, 23, 29.  
Carson, Sam A.—9.  
Catlin, Benjamin J.—2.  
Chandler, E. W.—19.  
†Chandler, Harry A.—17.  
Chew, Robert G.—19, 30.  
Chidlaw, C. A.—12.  
Claney, L. C.—20.  
Claude, Laurens—20.  
†Cohn, Hanley G.—12.  
Collings, J. A.—34.  
†Collinson, H. A.—18.  
Cordner, J. H.—12.  
Craine, Richard P.—18.  
Cross, Elmer G.—25.  
Cuddebach, Leon D.—5, 32.  
Curtis, E. L.—12.  
Cushing, G. R.—25.

## D—

†Davis, D.—25.  
DeLong, L. S.—9.  
D. by A. E.—17.  
DeVore, R. R.—27.  
DeWitt, A. H.—27.  
†DeWald, W. N.—23, 29.  
Dice, Don—33.  
Dodson, Ralph—20.  
Dobie, R. L.—3.  
Doerflinger, Joseph—9.  
Dolson, C. H.—33.  
Doty, David E.—4.  
Dowling, W. H.—34.

## E—

Eerhart, Amelia—27.  
†Eielson, Carl Ben—10.  
Elliott, Charles I—New 33.  
Elsmore, R. T.—26.

## F—

Fatt, R. H.—3.  
Faulkner, C. J.—25.  
Fey, Howard—5.  
Fleet, E. W.—34.  
Flo, Leonard S.—10.  
Fortner, R. O.—33.  
Freeburg, Mal. B.—9.

Freeman, T. O.—1.  
 Freng, Ragner T.—10.  
 Fricks, E. B.—30.  
 Fritz, L. G.—6.  
 Fry, W. J.—2.

G—

Gallup, H. H.—34.  
 Gardner, Geo.—25.  
 †Garrison, T. H.—3.  
 †George, Hal.—34.  
 Gilhousen, A. S.—5.  
 Glass, Joe—22, 33.  
 †Gleason, R. F.—5.  
 Goldtrap, Charles—33.  
 †Graham, Maurice—4.  
 Groen, William, Jr.—18.  
 Grove, O. M.—34.  
 Guglielmetti, John—8.  
 †Gurney, T. W.—19, 25.  
 Gurney, H. A.—2.

H—

Haaas, Charles—17.  
 Hale, E.—9.  
 Hall, H. E.—34.  
 Happ, R. L.—29.  
 Hart, J. E.—16.  
 †Henries, Raymond—20.  
 Hewitt, Robert P.—19.  
 †Hill, G. H.—27.  
 †Hill, John D.—13.  
 Hissong, J. David—12.  
 Hohag, R. J.—9.  
 Holloway, H. H.—34.  
 †Holman, C. W.—9.  
 †Hopson, W. C.—17.  
 Howe, T. R.—2, 33.  
 Huber, J. L.—27.  
 Huffman, Stanley C.—20, 24.  
 Hughen, W. G.—24.  
 Hunter, W. J.—23.  
 Hutchinson, J. D.—18.

J—

Jacob, S. T.—19.  
 James, Jimmie—4.  
 Jaster, Al. L.—18.  
 Jarvis, A. E.—9.  
 Jerdone, F. H.—25.  
 Johannpeter, J. W.—16.  
 Johnson, C. E.—18.  
 Johnson, D. B.—19.  
 Johnson, Paul E.—3.  
 Johnston, Don—25.  
 †Johnston, J. C.—8.  
 Jones, F. A.—27.  
 †Jones, Vivian M.—23.

K—

Kanuit, Paul J.—5.  
 Kaufman, S. T.—18.  
 Kelch, F. E.—9.  
 Keller, H. C.—9.  
 Kerr, A. P.—25.  
 Kiessig, Edward F.—8.  
 Kindred, H. L.—3, 16.  
 †Kirkpatrick, Ross—7.  
 Kiser, Daniel—9.  
 Knight, Jack H.—18.  
 Kuhn, J. B.—34.  
 †Kytile, John S.—19.

L—

Laird, E. M.—9.  
 Larned, W. E.—17.  
 Lee, T. J.—1.



PILOTS TAFF and CRAINE

Lewis, L. L.—3.  
 Lindbergh, Charles—2.  
 Lindsay, Daniel E.—17.  
 Little, H. P.—17.  
 Little, F. P.—20.  
 Litzenberger, A.—34.  
 Love, P. R.—2.  
 Lovejoy, Kenneth F.—11.  
 †Lucas, Al.—12.  
 Luethi, Carl F.—9.  
 M—  
 Maguire, Richard C.—20.  
 †Malloy, R. S.—19.  
 Mangham, J. H.—22, 33.  
 Maris, C. W.—1, 20.  
 Marsh, C. W.—27.  
 Marshall, V. G.—33.  
 Marshall, Gerald—22.  
 Martin, J. W.—33.  
 Martin, Emery J.—3.  
 Matucha, Edmund—3.  
 McAllister, W. B.—22.  
 McClaffin, J. V.—27.  
 McConaughey, Ira M.—2, 33.

# THE AIRPOST JOURNAL

McConnell, Wm. M.—20, 16.  
 McGehee, Leo R.—12, 33.  
 †McGinn, Leo.—17.  
 McLaughlin, L. E.—25.  
 McNown, Russell J.—9.  
 Merrill, Henry T. (Dick)—19, 23.  
 Mensing, A. R.—9.  
 Miller, H. C.—8.  
 Mills, Arthur—3.  
 Mitchell, R. L.—16, 20.  
 Moltrup, Merle A.—11, 19, 20.  
 Mooney, Burt—26 (West Yellowstone)  
 Montague, H. H.—30.  
 †Montee, Ralph—34.  
 Moore, B. C.—27.  
 Moore, W. H.—20, 24.  
 †Morrisey, E. J.—19.  
 Mossman, R. C.—25.  
 Myers, G. L.—30.  
 Munson, Homer—18.

## N—

Neese, K. W.—32.  
 Nelson, F. S.—26.  
 †Nelson, Thos. P.—2.  
 Nelson, L.—34.  
 †Neville, W. G.—3.  
 †Newton, R. D.—33.  
 Niswander, F. E.—12.  
 †Noyes, Dewey L.—11.

## O—

O'Conner, Owen J.—1.  
 Ohrbeck, J. E.—9.  
 Owen, Russell—32.

## P—

Parker, Alton N.—13, 15.  
 †Partridge, Elmer—9.  
 Patterson, R. A.—27.  
 †Patterson, R. B.—8.  
 Payne, Bledsoe—33.  
 Pears, Richard W.—21.  
 Pedley, Chas. F.—21, 22, 33.  
 Perkins, A. R.—20, 23.  
 Pickering, Roy E.—9.  
 Pickup, C. V.—27.  
 †Potter, N. W.—10.  
 Potts, C. E.—19, 29.  
 Powers, V. I.—3.  
 Preston, E. L.—27.  
 Proctor, Willis Heath—20.

## R—

Rach, C. W.—34.  
 Rader, H. J.—22, 24, 33.  
 †Radoll, R. W.—9. (or Randall)  
 Ray, James—25.  
 Redfield, Ben—5.  
 Remelin, E. L.—8.  
 Rice, George K.—34.  
 Riddle, J. P.—24.  
 †Robey, Waldo—16.  
 Rockwood, Earl E.—3.  
 Rose, Franklin—5.  
 Rose, John A.—18.  
 †Roush, C. W.—28.  
 Ruschenberg, Hugh—9.  
 Russell, Harold B.—4, 33.  
 Rutledge, J. L.—27.

## S—

Sanford, R. W.—33.  
 Sater, M. L.—29.  
 Schier, Tip—33.  
 †Scott, Paul P.—5.  
 Scroggins, L. V.—11.

Schwaemmle, F. J.—25.  
 Sebree, Trow—3.  
 Shaffer, Walter J. (G.)—23, 19.  
 Shannon, W. G.—1.  
 Shank, Gene—18.  
 †Sharpnack, J. W.—18.  
 †Shields, C. H.—30.  
 †Short, S. S.—17.  
 Siever, W. A.—25.  
 Skoning, John—24.  
 Sloniger, Eyer L.—2, 24.  
 Smalling, Ira—31.  
 †Smith, Chadwick B.—9.  
 Smith, Joseph R.—8.  
 Smith, Les.—9.  
 Smith, R. K.—1.  
 Sparboe, J. H.—9.  
 †Starbuck, Arthur W.—8.  
 Stephen, L.—24.  
 Stephenson, A. W.—26.  
 Stewart, E. A.—17.  
 Stone, F. A.—25.  
 Straith, William A.—9.  
 Sullivan, C. F.—8.  
 Sullivan, R. O. D.—1.  
 Susott, H. W.—24.  
 †Swanson, A. R.—28.

## T—

Tanner, William R.—1.  
 Taff, J. W.—32.  
 Tefft, G. L.—New 33.  
 †Thompson, LeRoy—1.  
 Thornton, Richard—18.  
 Treat, Verne E.—19.  
 Turner, Samuel H.—10.  
 Tyler, Grover—8.

## V—

VanMeter, L. R.—2.  
 Veblen, E. H.—1.  
 Vaughan, Virgil—18.

## W—

Wade, F. D.—34.  
 Warner, Byron S.—20.  
 Wagner, R. L.—18.  
 Walker, J. H.—29.  
 Wallace, Lee A.—33.  
 Walsh, J. G.—34.  
 Walters, Arthur L.—5.  
 Ward, Earl—30.  
 Webster, Jack O.—19.  
 Wells, E. P.—(Seattle-Vancouver).  
 Wells, Huestis I.—1, 19.  
 Welsh, S. D.—34.  
 West, H. H.—27.  
 †Wheatley, P. V.—26.  
 Wheatley, William B.—20.  
 Whittemore, F.—9.  
 Whittier, George W.—20.  
 Wieblen, Charles—9.  
 Wilkins, A. M.—34.  
 Willard, Sherman—33.  
 Willey, Lee L.—12, 33.  
 Williams, L. L.—33.  
 Williams, Warren D.—17.  
 Willingham, George—18.  
 Winslow, Bun H.—18.  
 Wonsey, Ray D.—1, 20.  
 Woodall, H.—33.

## Y—

Yager, Frank—18.  
 Young, C. D.—24.

## Z—

†Zimmerman, H. J.—34.

# CRASH COVER NEWS

By FRANK A COSTANZO

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

## NEW METHOD OF REPORTING

Thanks to Hon. C. P. Graddick!

**B**EGINNING with this issue we report all future air mail mishaps with data supplied to us direct from the scene of the mishap by the Assistant Supt., in charge of the crash investigation. As stated in the last issue, this is made possible through the fine co-operation of our loyal friend, Hon. Charles P. Graddick, Supt. of the Air Mail Service. An Honorary member of the AAMS, Mr. Graddick is a real gentleman, true and sincere, always willing to co-operate with the air mail collector. We are very grateful to him, and thank him on behalf of all accident and crash collectors, every member of the AAMS and all the readers of the Airpost Journal. We are proud of a real friend!

## OFFICIAL REPORT OF RECENT AIR MAIL MISHAPS

September 1st, 1935

Burbank, Calif. A.M. 13, 11:05 p.m., eastbound, Los Angeles to Salt Lake City. Western Air Express. Pilot George C. Sherwood, co-pilot Fred Burlew and stewardess killed. 118 pounds of mail, 57 pounds recovered intact and mailed without markings. 450 pieces recovered in charred condition and forwarded from AMF, Los Angeles, Calif., September 2nd, 2:25 a.m. Damaged mail forwarded in penalty envelope with cachet reading: "DELAY DUE TO AIR MAIL INTERRUPTION AT LOS ANGELES, CALIF. SEPT. 1, 1935." No letters of explanation mailed with damaged pieces.

Taking off from Union Air Terminal for Saugus, thirty-five miles to the north, to pick up passengers sent there to escape the danger of a fog cloaking the airport section, the giant twin-motored Boeing passed over the administration building in a circuit of the field with motors missing. A few minutes later the plane was seen to waver and turn for the field. Fighting adverse winds with failing power, the ship lost altitude quickly and struck high tension wires, crashing into a dairy barn in flames.

Pilot Sherwood was one of the veterans of Western Air Express, having joined the organization shortly after it was formed in 1924, and remaining almost continuously in its services.

October 7th, 1935

Cheyenne, Wyo., (8 miles west) A.M.1, Trip 4, 2:17 a.m., eastbound, Cheyenne to Omaha. United Air Lines. Pilot H.

A. Collison, co-pilot Harold Batty, stewardess and nine passengers killed. 113 pounds of mail all recovered. 175 pieces recovered in damaged condition and forwarded from Cheyenne the same day with cachet reading, "DAMAGED IN TRANSIT. OCT. 7, 1935."

Making his last radio report at 2:17 that he was flying at an altitude of 11,000 feet and that his plane and the weather were o.k., the plane was lost until found early in the morning by a ground searching party in the rugged, hilly Silver Crown country. The plane was a mass of wreckage, strewn over an area of a quarter of a mile. Both motors of the plane were ripped loose and were found twenty feet apart. The condition of the wings led investigators to believe sudden motor trouble caused the plane to plunge to the ground.

The mishap was the first in the last 28,000,000 miles of flying by United, the equivalent of 150,000,000 passenger miles since the last accident on the United Air Lines.

## Crash News Clippings Wanted

Collectors and readers are requested to supply us with news clippings and any other data concerning air mail mishaps occurring in their localities. It is important that we receive these clippings and we sincerely urge everyone to keep us posted on all mishaps in their localities.

Sincere appreciation this month to C. P. Graddick, A. O. Willoughby, C. E. Pollard, Harry Imhoff and Maurice Petty for clippings and data on the above reported mishaps.

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# THE AIRPOST JOURNAL

## A.A.M.S. PRICED CHECK LIST OF AIRPORT DEDICATIONS

(Continued from Page 15)

	a. Late covers (not all air) had rubber stamp cachet of same design. (about 20) .....	.35
2	G 90 MACKINAC ISLAND, MICH.—Box stamped cachet. (497).....	1.00
	a. Small printed envelopes (19) .....	1.00
	b. Different design large printed envelopes (40) .....	1.00
	c. Printed sticker on small envelopes (17) and on large ones (11)....	1.00
	(Note: All above believed of private origin, the stamped cachet having been available to collectors in advance).	
3	G 91 ABERDEEN, S. D.—P.O.D. cachet (black) for first flight on (C)AM 26. Northwest bound .....	1.50
	a. Southeast bound .....	.40
3	G 92 PRESTON, IDAHO.—Typed cachet (8 or 10) .....	10.00
3	G 94 SIKESTON, MO.—Municipal. Cachet by City Board of Aeronautics. (About 250) .....	3.25
	a. Without cachet .....	2.50
4	G 95 SIKESTON, MO.—Same (Over 250) .....	3.00
	a. Without cachet .....	2.25
3	G 96 GLASGOW, MONT.—Municipal. Sticker by CofC (About 100) .....	7.00
	a. Ink inscription by P.M. ....	5.25
	b. No sticker or markings .....	5.25
4	G 97 GLASGOW, MONT.—Same (About 200) .....	4.50
	a. No sticker or markings .....	3.25
5	G 98 GLASGOW, MONT.—Same (About 150) .....	5.75
	a. No sticker or markings .....	4.25
4	G100 BAINBRIDGE, GA.—Commodore Decatur Airport. Map cachet by Airport Corp., plus three line one. flown to and pmkd. Atlanta Air Mail Field. (1122 including about 25 ordinary) .....	.35
	a. Same without the three-line cachet .....	1.00
4	G101 MODESTO, CALIF.—Municipal. Large cachet by CofC, (492 air, 247 ordinary). Air covers only .....	1.50
4	G102 OLA, ARK.—Norman Field. Written inscription. (145) .....	5.75
4	G103 POLSON, MONT.—Municipal. CofC cachet. 695 air, 70 ordinary) Air covers only .....	.75
13	G106 WARREN, ARK.—Municipal. Written or stamped (or both) in- scription (78) .....	7.50
14	G107 WARREN, ARK.—Same (98) .....	7.00
	a. No markings .....	5.25
15	G109 CHILLICOTHE, OHIO—McCallister. Typed. Mailed late after last mail of day and pmkd. 16th (6) .....	10.00
18	G111 KOSHKONONG, MO.—Brookfield. No markings (100 or more).....	7.00
19	G112 KOSHKONONG, MO.—Same .....	7.50
20	G113 KOSHKONONG, MO.—Same .....	9.00
	a. Flown from dedication on state air tour by Dr. J. D. Brock, typed and signed inscription. pmkd. Kansas City, Mo., July 21 (25)....	9.00
20	G114 CAMP PERRY, OHIO—National Guard Airport. No cachet, but some have two line typed by ?? Pmkd. Port Clinton, "Camp Perry Br." except 4 pmkd. at Port Clinton proper. (155 to 200) .....	5.00
	a. With circular Hq. O.N.G. stamp .....	5.00
	b. Two line bi-color stamped cachet by Camp Hq. (16) .....	5.00
	c. With both stamps as per "a" and "b" above (9) .....	5.00
	d. Typed inscription and imitation postmark cachet by Columbus Post American Legion, flown from Columbus to Camp Perry by Governor White. (17 including 6 with state seal) .....	9.50
22	G116 SPEARFISH, S. D.—Black Hills Airport, owned by Lawrence County and serving four other cities, all of which helped finance it. Box cachet by Aviation Comm. of Black Hills Aero Club (About 500)....	1.50
	a. Without cachet .....	1.00
	(Note: Dedication also 21st. but no covers known).	
22	G118 DEADWOOD, S. D.—Same airport. Typed by CofC (About 25).....	9.00
22	G120 LEAD, S. D.—Same airport. Typed by P.M. (17) .....	9.50
22	G122 ST. ONGE, S. D.—Same airport. With or without typed by P. M. (10 to 12) .....	9.75
22	G124 WHITEWOOD, S. D.—Same airport. Various inscriptions or P. M. signature. (About 10) .....	9.75
23	G126 NAHMA, MICH.—Penned cachet by P.M. (About 10) .....	????
	a. No markings .....	????
	(Note: There is no conclusive evidence of an actual dedication).	
26	G128 HESSEL, MICH.—Hessel Airport, state owned. Typed by P.M. (175)....	5.00
	(Note: Kalkaska, Mich. dedicated airport July 27th, but all covers seen are postmarked 28th.)	
28	G130 WAYNESBORO, PA.—Municipal. CofC cachet (65 - 100) .....	7.50



# ANOTHER FORGOTTEN MAN

by FRED H. WILDE

Late in 1933 we read in a local newspaper that the first airplane mechanic was still alive, promised ourselves a visit and made an appointment with this gentleman. On June 23 and 24 we made the trip, to visit with Mr. C. E. Taylor, located out in the desert, and found him to be a most hospitable and interesting host.

Well on in year, but brown as a berry, and active as many a man of forty, he lives eighteen miles from the nearest Post Office, his nearest neighbor being the section foreman on the railroad, a half-mile away.

Arriving around supper time, we unloaded a box of groceries, and together prepared a meal, afterward getting down to the subject of mutual interest—pioneer aviation events.

He spoke so familiarly of the days of the Wrights, both in the U.S., France and England, of Walter Brookings and Missouri, of Lincoln Beachy in various states, of Clifford Turpin and Kentucky, of Walsh, Johnson, Coffin, Hoxsey, Knabenshue and others, and of his experiences with the different types of planes and engines, that we had a hard time to get even a few recollections, much less write a record of the incidents he related.

As mechanic for Cal Rodgers, recounting of incidents during their association, and especially of the first completed transcontinental flight, seemed to bring back his youth again, yet through it all there was the twice expressed feeling that nobody seemed to remember that, but for him largely, many of the flights of which we have rather accurate record today would never have been made. The patching up of broken planes, making new parts for motors—for he is a skilled machinist—and the building of new planes, was C. E. Taylor's life. Preferring to stay around the planes and workshops when the Wright Bros. would send the rest of the boys, as he called them, out on a spree, liberally handing them money for the purpose, and yet, said he "I don't believe any of the crowd that is left know that I am alive."

The following morning, after breakfast, we had the pleasure of looking through his souvenirs of those days, fondly hoping to get a glimpse of such flown items as collectors are now intensely interested in. We were somewhat disappointed in this, as his ideas of souvenirs of those days were such as yours and mine would be if we were not collectors of flown cards and covers. Bundles of postcards, which of course, we looked through carefully, souvenir books of the Detroit flood, the Columbian Exposition, newspapers telling of the various events in pioneer aviation, photographs of airmeets, planes and aviators, unused cards of the Cal Rodgers flights, pennants, official badges, passes, and other items, which belong in a perma-

nent museum, devoted to aviation, and which will probably go to some such institution later, from the way he spoke, but not a sign of a flown items, either card or cover.

From our point of view, what an opportunity he passed up. And yet, this collection of souvenirs stirred in him thoughts of the days when people little thought that aviation would become the enormous industry it is today, and each time he goes over them, brings back sweet thoughts of the past, and un-sweet thoughts of the fact that he is apparently "forgotten".

He explained that years ago his collection of souvenirs was picked over by one of the Wright Brothers; he, Taylor, being glad to give him anything he wished, so that many items of interest had left his possession. In all that we saw, there were only duplicate items of three unflown cards of the Cal Rodgers transcontinental flight, and our host was pleased to make us a present of these three items.

Asked if he were acquainted with Earle Ovington, he replied, "No, cannot say that I have any recollection of him," which seemed strange to us, considering the familiarity he evidently enjoyed with so many of the pioneers of the early days.

In return for this question he asked what had become of Roy, Knabenshue, and if any of my readers can send me this information, it will be much appreciated.

We concluded our visit with mutual promises to meet again, and we hope, some day soon, to keep that promise, and obtain a more detailed and coherent account of the exploits of those early days.

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## The Treasurer's Report

### NEW MEMBERS

- 1683 Johl, Max G., Torrence Place, Scarsdale, New York.  
1684 Wig, Christian C., Oxford, Penna.  
J1685 Cummins, Joe L., 398 S. Main Street, Homer City, Penna.  
1686 Guthrie, Walter R., 40-49 Ithaca Street, Elmhurst, L.I., N. Y.  
1687 Lyon, Robert J., 41-43 Ithaca St. Elmhurst, L.I., N. Y.  
1688 Schoendort, Robert, 5732 Catalpa Ave., Ridgewood, N. Y.  
1689 Alley, John L., M.D., 261 Broadway, New York City.  
1690 Goudket, Herbert E., 707 Jackson Ave., New York, N.Y.  
1691 Rider, Lynton C., School for the Deaf, Malone, N.Y.  
1692 Backenstoe, Gerald S., 500 Chestnut St., Emaus, Penna.  
1693 Rowe, J. E., 75 Varick St., New York, N.Y.

### APPLICATIONS POSTED

- Following have made application for membership in the Society. If no objection is received and references are found in order, they will be admitted on Dec. 15th, 1935.
- Schlandt, A. F., 1551 Fargo Ave., Apt. 3, Chicago, Ill. Age 28. Petroleum Specialty salesman. Air mail stamps and covers. By Walter J. Conrath.
- Schecker, Cleveland A., P.O. Box 181, Balboa Heights, Canal Zone. Age 38. Chief of Section. Air mail stamps of the Western Hemisphere, including semi-official issues and Scadtas. By Geo. W. Angers.
- Asplund, Rupert R., 4419 Luverne St., Duluth, Minnesota. Age 46. Printer. Air mail stamps. By Harlow Ross.
- Berdanier, Paul F. Jr., 3327-80th Street, Jackson Heights, N. Y. Age 32. Art director. Air mail stamps. By Nicolas Sanabria.
- Flower, Robert E., 1417 Elm Street, Lebanon, Penna. Owner Lebanon Business College. Air mail stamps and flown covers. By Richard Singley.
- Haines, Mrs. I. T., Fogelsville, Penna. Route #2. Age 54. Housewife. Air mail stamps and flown covers. By A. W. Barrus.

### ADDRESS CHANGES—New address shown below:

- 21 Hard, A. M., 319 Elm Avenue, Long Beach, California.  
1193 Bradley, Frank, Box 92, Ovid, N. Y.  
1404 Porter, Geo. H., 3192 W. 82nd Street, Cleveland, Ohio.

# DECEMBER 1935

- 1432 Charmatz. Chas. B., 3315 N. Marshfield Ave., North Town, Sta., Chicago, Ill.  
1446 Visel. Joseph H., 2235 Johnston Street, Los Angeles, Calif.

## RESIGNED

- 376 Frank. Albert. 22-27 124th St., College Point. N.Y.  
J1407 Boulier. George A., Box 181 Fort Fairfield, Maine.  
J1454 Henderson. Robert D., 918 California Ave., Avalon, Pgh., Penna.  
J1579 Klukec. Sylvester, 2231 Iowa, Chicago, Ill.

## CANCELLED—Non-payment of dues

- 153 Kunz. John G., Guaro, Oriente, Cuba.  
186 Klinge. Richard A., 301 Columbia St., Pasco, Wash.  
265 Hall. G. Burnley, P. O. Box 372, Lock Haven, Penna.  
314 Gobble. R. B., Fairfield, Iowa.  
443 Pepperberg. Leon E., Route 7, Dallas, Texas.  
520 Peer. Dr. Walter D., 535 Majestic Th. Bldg., Columbus, Ohio.  
641 Smith. M. L., Orange, California.  
1474 Gauvin. M., 17 Bis Rue Jeannette Troyes (Aube) France.

## PLEASE CHECK A.A.M.S. RECEIPTS

Before reading any more of this report, I would like to ask all A.A.M.S. members to check their dues receipts. At this time of the year, a very large majority of dues are payable. Many of us carelessly lay our notices aside and we fail to make payments when due. This places an extra burden on the Society as well as your humble servant who must re-mail notices. If you will check your receipt at this time, I am sure it will be to our mutual advantage.

Respectfully submitted.

FRANK A. COSTANZO, Treasurer.

## LOS ANGELES 'CAMEL EXPRESS'

The Los Angeles Philatelic Club, in celebration of National Philatelic week, had four pouches of mail delivered to collectors by "Camel Express" on Nov. 5th. Postmaster Briggs of Los Angeles first dispatched the covers to Fort Tejon, Cal., 75 miles away. Three camels carried the mail from Fort Tejon over the old post route which, in 1856 relied on camel mail from the Fort to Los Angeles. The sticker cachets were of three different colors, as were the Fort Tejon cancellations, dated No. 4, 1935. Arrival cancellations by the Los Angeles postoffice were in green, dated No. 5th.—Julius W. Hulff.

## L. Z. 129 NEW GERMAN ZEPPELIN

According to recent notices in the German press, the new Zeppelin will be christened "Hindenburg" some day in December. Although this report is unofficial, it is very believable.—Julius B. Bock.

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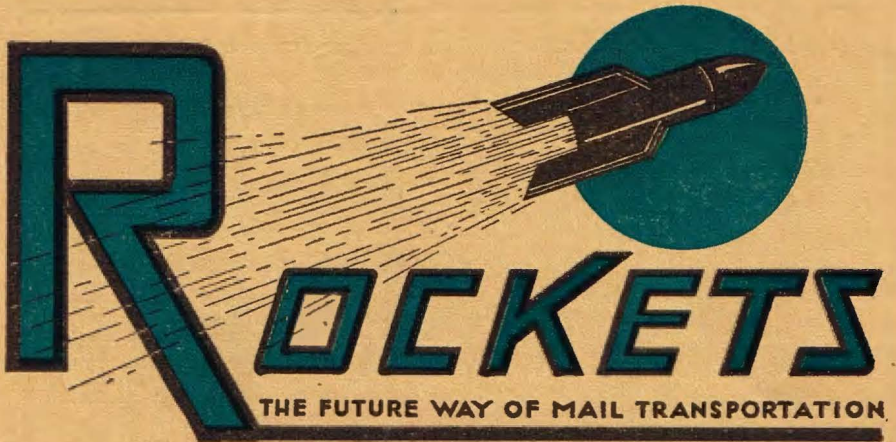
Same as above, Dunedin canc. Jan. 16th, 1935, dep. of the S. S. Jacob  
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