

THE AERO PHILATELIST ANNALS



Vol. XV, No. 1
July 1967

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THE AERO PHILATELIST ANNALS



Vol. XV, No. 1
July 1967

Henry M. Goodkind, Editor

Philip Silver, Assistant Editor

UNITED STATES

May 15, 1918 Forwarded Cover

By PHILIP SILVER

The May 15, 1918 first flight cover which is the subject of this article is of interest to United States air mail collectors for several reasons.

1. It is a "30-cent" cover.
2. It is overpaid 6 cents.
3. It is franked entirely with postage stamps.
4. It shows proof of arrival in Washington, D. C., something which is entirely lacking in most covers sent to Washington on the first flight of May 15, 1918.

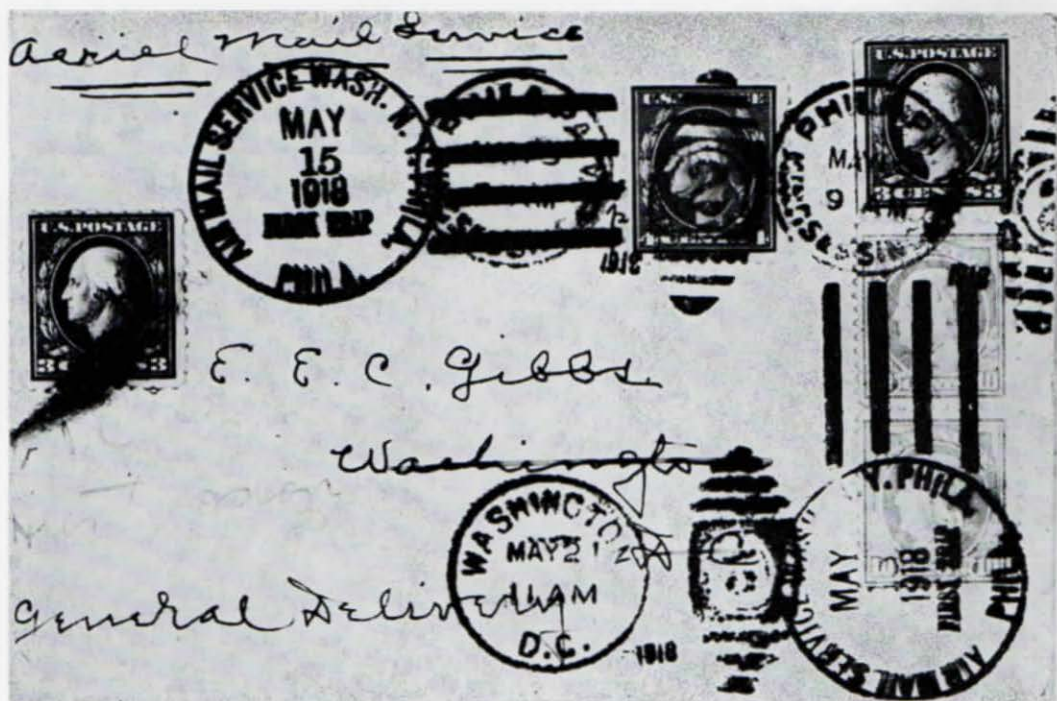


Fig. 1. The front of the 30-cent May 15, 1918 First Flight Philadelphia to Washington cover. (Photo by Boutrelle).

The 30-cent rate (Fig. 1) is made up with two 3-cent, one 4-cent and two 10-cent postage stamps. Two duplex Philadelphia handstamps, dated May 15, 1918 at 9:A.M., obliterate all the postage stamps except the 3-cent stamp at left. Sticklers for accuracy may insist the lower 10-cent stamp is not cancelled with duplex town circle and killer. Technically, that is so. But, since the 10-cent stamps are a vertical pair, the lower one is effectively tied when the handstamp cancels the upper one.

The cover bears, in addition, two strikes of the circular "May 15, 1918, FIRST TRIP, Philadelphia" air mail handstamp. Again, no attempt was made to strike the stamp at left, except it is possible the smudge cancellation was made by the same handstamp. Or it may have been applied separately.

Now, why did the sender use thirty cents in postage? Probably, because he believed the air mail rate was twenty seven cents. The reason for this misunderstanding concerning the new air mail rate was discussed previously by the writer. (See AERO PHILATELIST ANNALS July, 1964, Vol. XII No. 1, pp. 1-10.)

Why, then, was the additional three-cent stamp affixed at left? A glance at the enclosure (Fig. 2) gives a possible clue. The sender is also the addressee. He simply wanted a cover mailed on the first flight of May 15, 1918 from Philadelphia to Washington. To insure getting it returned, he sent it care of General Delivery. Probably, he had to notify the General Delivery section, subsequently, to forward the cover to him at Huntingdon, Pa. This would account for the six-day delay.

Note that the Washington duplex circle and killer handstamp used as a forwarding mark in dated May 21, 1918, 11:A.M. There was no fee for forwarding first-class mail then, nor is there any today. Perhaps, Mr. Gibbs be-

lieved there might be a forwarding fee for air mail. In any event, he compounded his rate error, so that the cover is overpaid six cents.

As noted previously, very few covers addressed to Washington on the May 15, 1918 first trip were backstamped, although special delivery regulations

(Continued on Page 6)

Phila., Pa.

May 15th 1918



This letter is mailed at Philadelphia for transmission to Washington, D.C. (for forwarding to Huntington Penna) on the first aerial mail service craft between the cities named

E. E. C. Gibbs
Huntington
Penna.

Fig. 2. The letter, the sender (and addressee) enclosed.

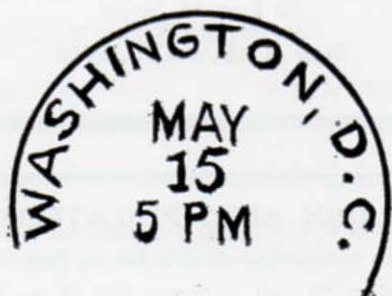


Fig. 3. Author's tracing of the Washington backstamp.

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U. S. 1918 COVER

(Continued from Page 3)

provided for it. Since, this cover was sent care of General Delivery, however, it was backstamped to show date of arrival. The backstamp is shown in the hand-drawn illustration (Fig. 3) since, being lightly struck in magenta, it was not believed it would photograph too clearly.

In the process, however, Mr. Gibbs got a backstamped cover for himself, showing proof of arrival on the day of the first flight, something few covers addressed to Washington can boast of, as previously mentioned.



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1967 and 1968 INTERNATIONAL AIR POST EXHIBITIONS

Under The Sponsorship of F.I.S.A.

The Federation International of Aerophilatelic Societies (F.I.S.A.) is continuing its policy, inaugurated in 1961, of holding an international air post exhibition annually in a different country. As most know, we were the host country in 1966 with AEROPEX at the Hotel Americana in New York City.

1967 Budapest, Hungary

At the 1966 F.I.S.A. Congress in New York City, sponsorship for the 1967 exhibition was given to AEROFILA '67 to be held in Budapest, Hungary from September 3rd to 10th. Elaborate preparations have been under way now for almost one year.

The United States Commissioner appointed is Mr. Herbert Rosen of New York City. He has 23 entries for this exhibition. Reports from Budapest say that there has been a large interest. Germany has made 30 entries and Russia 25. The U.S.A. is third with 23, followed by Great Britain with 16, Czechoslovakia 15, Poland 14, Belgium 10, Israel 8, Netherlands 7, France 4 and other European countries with less than 4 entries.

As usual, during AEROFILA '67, F.I.S.A. will hold its annual Congress. AERO PHILATELISTS' delegate will be our Treasurer, Mr. Bernard Fink of Hempstead, N. Y.

Two prospecti hav been issued by the AEROFILA '67 Organizing Commit-

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tee that outline an extensive program of entertainment and trips during the exhibition. Also, Mr. Rosen has planned a philatelic trip, which is scheduled to leave New York on August 28th by "Air France" and to return on September 11th. Any member interested in this should contact Mr. Herbert Rosen, 121 West 45 Street, New York, N. Y. 10036.

The head organizer of this Budapest exhibition is Dr. Lazlo Steiner, who is well-known to many members, because he visited New York in June, 1966 for AEROPEX and also served as one of the AEROPEX International Judges. It is hoped that when the time arrives for AEROFILA '67 to commence, the international situation will have returned to a more peaceful status to permit the expected participation from the democratic countries. Otherwise, it will be almost an exclusive Communist country affair.

Vienna, Austria in 1968

The 1968 F.I.S.A. International Air Post Exhibition and Annual Congress has been scheduled to be held in Vienna, Austria from May 30 to June 4. Its name is IFA 1968.

As most aerophilatelists know, Austria issued three provisional air mail stamps in March, 1918 for flights by military planes. IFA 1968 will celebrate the 50th anniversary of this early air mail issue. Italy was the first country to issue an air mail stamp in April, 1917. Austria was second in March, 1918 and our country, the United States was the third with its first flights using the 24c air mail stamp (Scott C3) on May 15, 1918. Incidentally, our 50th anniversary will be celebrated next year and a committee is already at work to stage many events for this. IFA 1968 is scheduled to begin on May 30, 1968 in order not to conflict with our own 50th anniversary of the first air mail stamp.

IFA 1968 promises to be an outstanding affair. Many recall with much pleasure the great WIPA '65. IFA 1968 will be staged in the same sumptuous Hofburg Palace where the 1965 international was held. Furthermore, many who had organized WIPA '65, will be again active with the 1968 air post show. Heading the exhibition committee will be Mr. Johann Anreitter, the President of WIPA '65.

The United States Commissioner for IFA 1968 is Mr. Herbert Rosen. As preparations proceed, further information about this 1968 exhibition will be released by Mr. Rosen.

IFA 1968 also will mark another event of interest to many aerophilatelists. 40 years ago, Mr. Schmiedl of Austria began his first flights in a balloon that later led to his famous pioneer rocket flights that transported mail. This 40th anniversary also will be celebrated during IFA 1968.

Future Plans

Hungary will be issuing air mail stamps for the 1967 exhibition. Austria, as yet, has made no announcement of plans of stamps, special cachets and covers for its 50th anniversary of the first air mail stamps. But it would be very surprising if Austria failed to have special commemoratives in 1968.

On May 14, 1967, while in Europe, as a member of the F.I.S.A. International Board of Directors, I attended a meeting of this board in Amsterdam, Holland. Plans for international air post exhibitions and F.I.S.A. Congresses were discussed for as far ahead as 1970.

For 1969, Switzerland has asked for F.I.S.A. sponsorship; in all probability it will be granted. The exhibition in Switzerland in 1969 will not be a large one. At present, the Swiss F.I.S.A. Director mentioned tentative plans for a smaller show with only invited exhibits.

1970 will see one of the great international philatelic exhibitions in London,

(Continued on Page 10)

COLOMBIA

Mancomun Air Mail Of SCADTA and The Pan American Airways

By DR. ROBERTO LEVI-CASTILLO*

In the article "Scadta Air Mail Etiquettes" by Kendall C. Sanford in the April 1967 number (Vol. XIV, No. 4), there is a reference to the word "MANCOMUN" on three of the air mail etiquettes. *Mancomun* was an air mail service operated by SCADTA, PANAGRA, and Pan American Airways.

On December 27, 1930, SCADTA discontinued all service in Ecuador, but kept its exclusive concession to fly the air mails in Colombia. SCADTA was considered in Colombia as a national airline and had an exclusive concession on the air mails of Colombia, by an Act of Congress, in which only Colombian



*Edited by Kendall C. Sanford.

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airlines could fly in or through Colombia.

The new airline PANAGRA made a special arrangement with SCADTA to use the hydroplane air base, located on the San Juan River in Buenaventura, in exchange for transportation of foreign air mail to Panama, Ecuador, Peru, Chile, and Argentina. Letters had to be delivered at the SCADTA hydroplane base, with Colombian stamps to pay the ordinary mail, and with the special surtax stamps of the SCADTA Company paying for the foreign transportation. Letters sent to Colombia from any of the above-named countries could only be delivered to SCADTA at the Buenaventura Airport.

Covers sent from Colombia by means of PANAGRA carried the etiquettes shown in Mr. Sanford's article as Figs. 7, 10, & 11, and on the back a rubber-stamped rectangle with the inscription in English: "Received from SCADTA/AT BUENAVENTURA/date rubberstamped/And REDISPACHED/VIA PANAGRA." This rubberstamp was applied in black, red, green, violet, or blue ink, depending on what was available.

This service began in January 1931 and continued until 1941, when SCADTA became AVIANCA. The only variation was that after July 18, 1937, the point of air mail shipment became Cali instead of Buenaventura, because service was started with Douglas DC-2's and DC-3's, and the seaport of Buenaventura was discontinued as the Colombian gateway.

Change In 1931

On May 1, 1931, the Pan American System (PANAGRA and Pan American Airways) changed their line of flight, flying directly from Miami to Havana, Cuba and Kingston, Jamaica making contact by special arrangement with SCADTA at the main base in Barranquilla, Colombia and from there continuing on to Cristobal, Canal Zone.

In order to obtain this arrangement, Mr. Juan Trippe of Pan American made a gentlemen's agreement with Mr. Peter Paul von Bauer, a Colombian citizen of Austrian origin, who at the time was the head manager of SCADTA. Thus, by this special arrangement, all outgoing air mail to New York, Miami, the Caribbean countries, or Europe, was carried by means of the aircraft of Pan American Airways. But all incoming air mail to Colombia from the countries served by the Pan American line was immediately sent to its destination in any city of Colombia by means of SCADTA airplanes.

This arrangement was subject to an air mail exchange account. Thus, outgoing mail from Colombia was paid in Colombian ordinary mail stamps and the special SCADTA surtax stamps. These covers carried air mail etiquettes Figs. 7, 8, 9, 10, or 11 (on pages 99 and 101 in the April, 1967 number). Upon arrival in either Buenaventura, later on in Cali, or in Barranquilla, letters to any part of Colombia had affixed, etiquettes Figs. 2, 3, 4, 5, & 6. Etiquette Fig. 1 is one of the oldest types originally used on all covers transported by SCADTA, both in Ecuador and in Colombia.

The "Mancomun" air mail existed as long SCADTA held the exclusive concession to carry air mail within and out of Colombia. After 1941, this ended. After World War II, Colombia liberalized her air mail contracts and allowed foreign airlines to carry the air mail in and out of the country.

EXHIBITIONS *(Continued from Page 8)*

England. While in England during June, 1967, I saw the plans for this show already getting under way. Many of the same energetic philatelists, who staged the wonderful 1960 London International Stamp Show, are working again for 1970. At this time, it seems very likely that the F.I.S.A. affairs in 1970 will be held in conjunction with the London show. There will not be a separate air post exhibition in 1970, from present indications. (*H. M. G.*)

SAN MARINO

Zeppelin Material Not Catalogued By "Sieger"

By SEBASTIAO AMARAL

It is my opinion that the well-known German "Sieger Zeppelin Post Catalogue" should list a number of San Marino Zeppelin items. The "Sieger Catalogue" is a book widely used by Zeppelin specialists, but for some unknown reason the nine San Marino items that I list and illustrate have not been listed up-to-date.*

These are as follows:

1. Essay 20 Lire on 1 Lire. The surcharge on Fig. 1 is reversed, in that the Graf Zeppelin is travelling from left to right. The normal surcharge has it in the opposite direction from right to left.



Fig. 1.

2. The complete set imperforate (Fig. 2). Some catalogues list these varieties as proofs. I do not agree. These imperforates are printed on the same paper as the regular stamps.

3. 1930 Graf Zeppelin South American Flight covers (Fig. 3).
4. 1931 Graf Zeppelin Iceland Flight covers (Fig. 4).
5. 1931 Schwabenfahrt of the Graf Zeppelin (Fig. 5).
6. 1931 Upper Silesia Graf Zeppelin Flight (Fig. 6).
7. 1931 Graf Zeppelin North Pole Flight (Fig. 7).
8. 1933 Graf Zeppelin mail dropped at Naples, Italy (Fig. 8).

*Mr. Bernard Fink, well-known Zeppelin collector, whose exhibits have won top awards in international competition, was consulted about Mr. Amaral's article before publication in this magazine. He commented as follows: "Mr. Amaral is right. But he's limiting his comments to San Marino. Actually, the 'Sieger Catalogue' falls down in the non-listing of many Zeppelin rarities of the early flights, such as the African covers of 1930, the South American flights (listed in Kummer) and the mixed franking of the 1930 United States Graf Zeppelin issue (Scott C13-15) with Central American stamps on Zeppelin flight covers, just to mention a few examples of Zeppelin material not catalogued in Sieger."

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Fig. 2. (All photos supplied by the author)



Fig. 3.



Fig. 4.



Fig. 5.

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Mr. H. E. Harris
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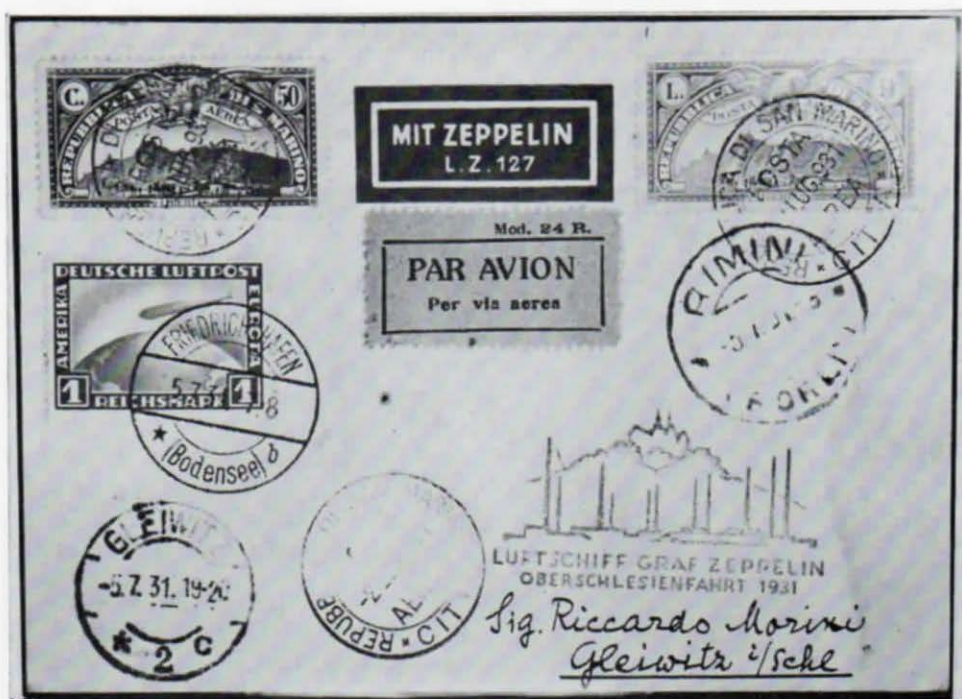


Fig. 6.

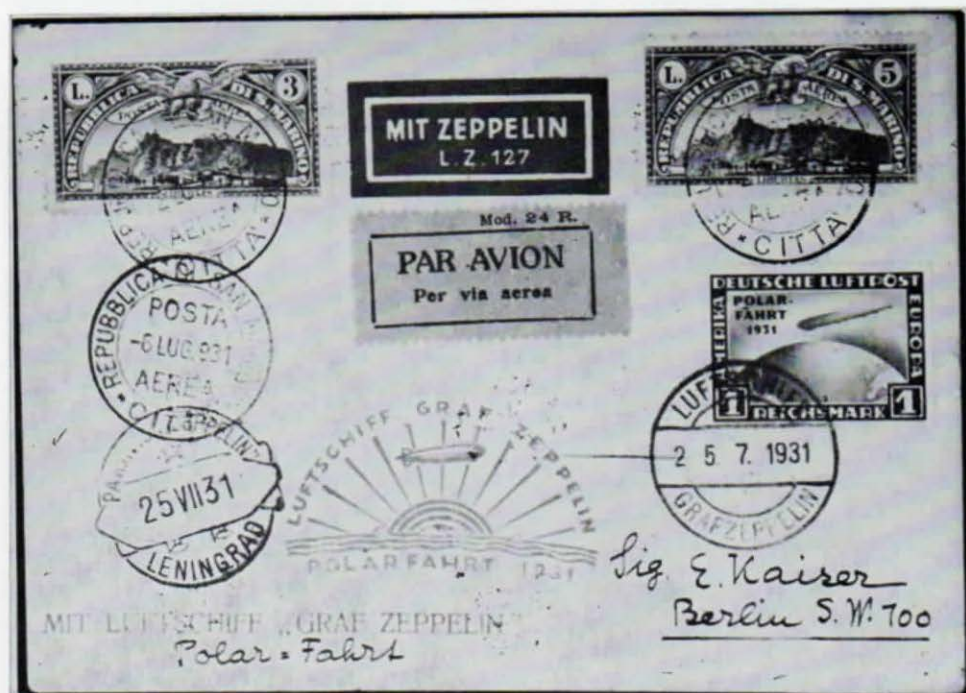


Fig. 7.

9. 1933 Graf Zeppelin Second South American Flight covers (Fig. 9).

Furthermore, it is my opinion that the present "Sieger Zeppelin Post Catalogue" listing of the Graf Zeppelin 1932 Flight to South America should be deleted. I have never seen any San Marino covers and have consulted with other Zeppelin specialists, who confirm that they, too, have never seen a 1932 Graf Zeppelin South American Flight cover from San Marino.

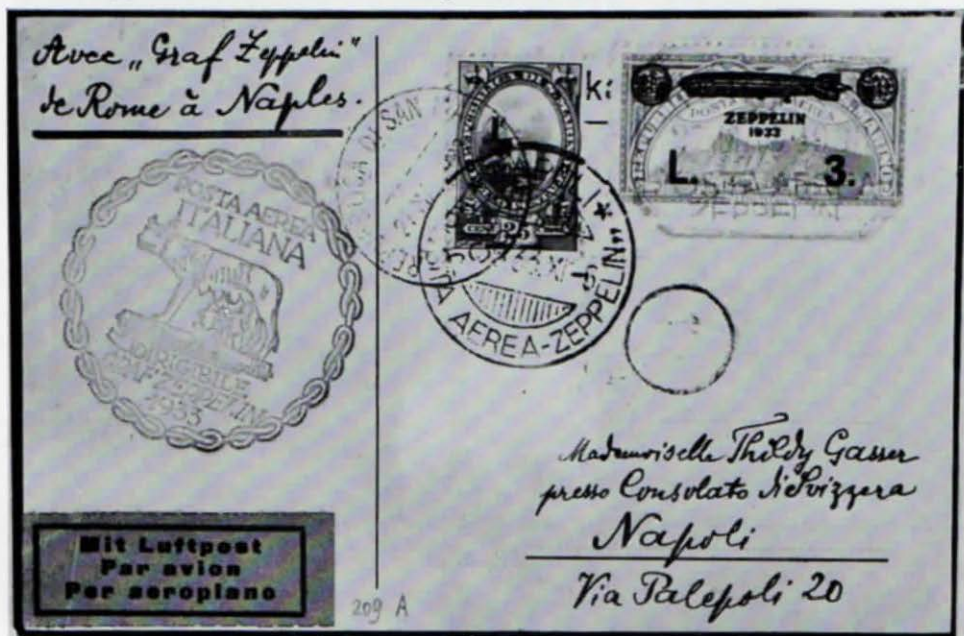


Fig. 8.



Fig. 9.

UNITED STATES

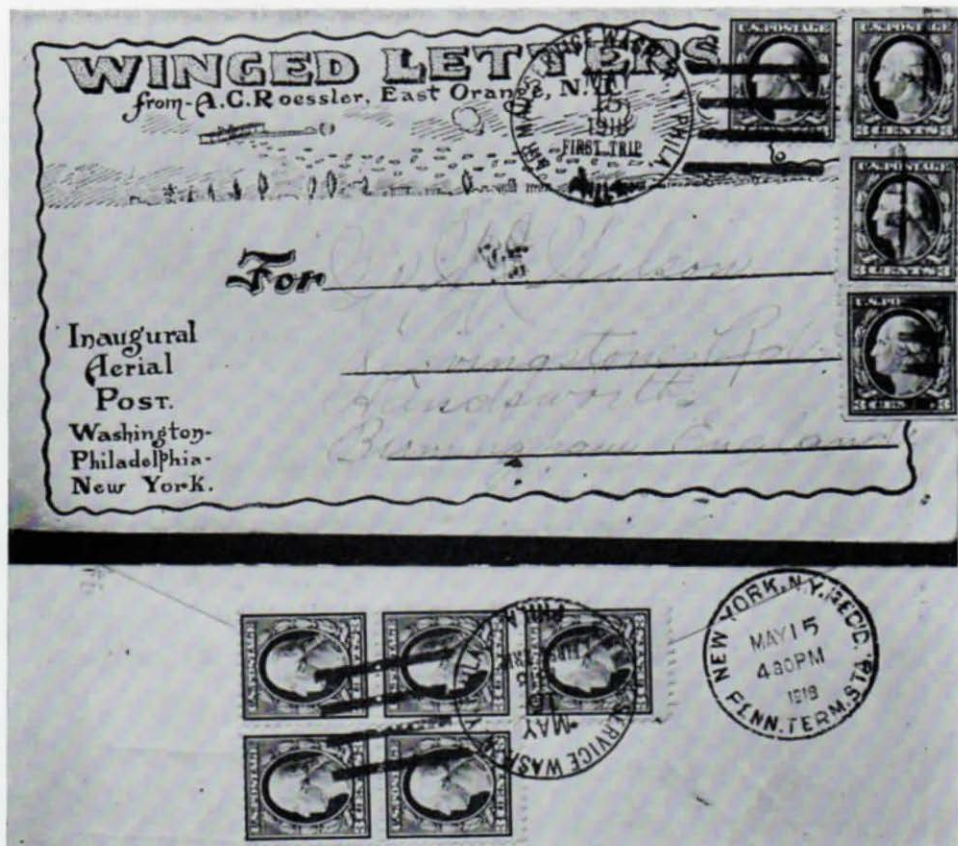
Special Covers For The May 15, 1918 First Flights

By HENRY C. DUPONT

The first aerial service of May 15, 1918 between Washington, Philadelphia and New York gave the United States its first air mail stamp, its first air mail etiquette and its *First Special Cover for a First Flight*.

This specially printed cover was issued by A. C. Roessler of East Orange, New Jersey, an active stamp dealer of the time, later to become notorious for his philatelic stunts such as his private Graf Zeppelin overprint of 1928, for which he ran into trouble with the U.S. Government.

The special covers were chiefly used by Roessler on later flights between June and December, 1918. Philatelists of the period had very little advance notice of the first flights of May 15, 1918. Roessler, among them, had little time to design and print these special covers. It would appear they were received from the



The front and back of one of the A. C. Roessler May 15, 1918 covers from Philadelphia to New York. The front is franked with four 3-cent postage stamps, while the back has five more, a total of 27 cents, or a 3-cent overpayment.

Of course, this cover, addressed to England, went there via ship, only flying from Philadelphia to New York.

printer rather late, possibly on the morning of May 15th.

Such special covers are usually found franked with twenty-four cents in ordinary postage, the likelihood being Roessler had few of the twenty-four cent air mail stamps available. Thus, Roessler special flight covers of May 15, 1918 with the twenty-four cent air mail stamp are quite scarce.

The special covers printed in brown have the following characteristics (see illustration):

1. a wavy line running around the face of the cover on all four sides,
2. two lines of bold type at the top:

“WINGED LETTERS

from A. C. Roessler, East Orange, N. J.

3. under the printing, a picture of an old vintage aeroplane leaving a trail of strewn covers,
4. in the upper right corner a small box made of wavy lines for affixing the postage stamp,
5. three lines for the name and address, the first line preceded by the word “For,”
6. an inscription in six lines in the lower left corner as follows:

Inaugural
Aerial
POST.
Washington-
Philadelphia-
New York.

These special flight covers with ordinary postage stamps *used on May 15, 1918* now have become quite scarce. Used on the first flights with the twenty-four cent air mail stamps on that date, they are rare.

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The Liga Obrony Powietrznej Panswa (L.O.P.P.) Vignettes

By JEAN GRAVELAT

The "Sanabria Catalogue" in the United States and the French "Silombra" are the only more recent air post catalogues that I know of with listings of these Polish aviation vignettes. One has to have much patience and be prepared to do a lot of hunting, if he is interested in collecting these aviation labels, and, in the end, be able to form a reasonably complete collection of them.

The purpose of this article is not to try to record the last word about these Polish vignettes, but rather a hope that this writing will simulate others, who may possess some knowledge of these issues, to record what they know about them.

Information From Poland Not Forthcoming

At the 1963 AEROPHILA Air Post Exhibition held in Brussels, Belgium, a collector from Poland exhibited a very fine showing of covers, which had on them, in addition to the regular stamps of Poland, a number of L.O.P.P. ad-



Figure 1. The seven unidentified L.O.P.P. vignettes.



Figure 2. A cover with the eighth unidentified vignette.

hesives that I knew were not listed in the aforementioned two catalogues.

After the Belgian exhibition, I wrote to this collector in Poland. At first, my letters came back unanswered. But afterwards, much to my surprise, I received from this collector in Poland some covers with some very colorful new Polish stamps on them. But there was nothing inside of the envelopes. To this day, I never have received from this collector one piece of information in response to my polite inquiries. I did think it important for aerophilatelists to know about the information I sought but could not obtain.

A Specialized Polish Catalogue

Following this frustrating experience to obtain information directly from a Polish philatelist, I was fortunate to secure an official catalogue of the stamps of Poland, edited by *Varsonic* and sold by an official agency called "*Ruch*." There is a section in this catalogue with much detailed information about the history of all the flights and about the aeronautical or other events connected with these issues.

Not one L.O.P.P. vignette is illustrated, and it seems that in Poland these issues are not recognized as regular stamps. However, I have seen many covers with these L.O.P.P. vignettes that have the regular Polish cancellations hit on both the national postage stamps and the aviation labels. Also, in this Polish stamp catalogue, one finds listed other semi-official stamps that were issued for special days or events.

From information in this specialized Polish catalogue, there seem to be a few mistakes in the descriptions of some of L.O.P.P. vignettes in both the Sanabria and Silombra catalogues. I now point these out, according to the Sanabria Catalogue numbers. They are not serious mistakes and are excusable. By Sanabria number, they are as follows:

San. S30 was issued for a special Rome-Tokyo flight by Captain Orlinsky.
San. S33 was issued for a balloon meeting at Thorn on October 17, 1926.
San. S50 was issued on September 30, 1928 for a balloon race at Kulistych.

Unlisted Issues

But to return to the original intention of this article, now follows a list of eight L.O.P.P. vignettes that I have not found catalogued. I do not know the year of their issue nor exactly for what purpose. I give their face value, their colors, and what the inscription says. The first seven are numbered on Figure 1 as follows:

1. 50 Groszy, white and blue; the letters "L.O.P.P." and the denomination is in red.
2. 20 Groszy, blue and white. The inscription reads: "Committee of Solecz for the construction of a School of Civil Defense against Poisonous Gas."
3. 10 Groszy, blue and white. Inscribed: "Departmental Committee of Wolyn."
4. 1 Zloty, brownish green and white. Inscribed: "Departmental Committee of Wolyn for the construction of an airdrome and hangers in Wolyn."
5. 5 Groszy, olive green and white. Inscribed: "Departmental Committee of Wolyn."
6. No value, red and white. The inscription is unclear to me.
7. No value, blue and red brown. Also, I do not understand the inscription.
8. 10 Groszy on a cover (Fig.2) from a balloon meeting at Thorn on May 17, 1936. This is on the left with a special italicized cancellation.

(Continued on Page 27)

WE WILL PAY FULL CATALOG FOR YOUR "SPAIN"

Naturally, not for every single stamp, but—believe it or not, there are quite a few!

**We are especially interested in: U. S. Constitution (585c, d)
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Please offer or mail us other Spanish sheets, better singles or sets, covers, collections, wholesale lots, etc. (also unlisted proofs, errors, etc.)

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MEMBERSHIP APPLICATION



....., 19.....

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22 EAST 35th STREET, NEW YORK, N. Y. 10016

I hereby apply for admission to membership in AERO PHILATELISTS. Annual dues of \$5.00 are remitted herewith and are to be returned to me if my application is not accepted.

NAME

ADDRESS

Street

.....

City, Town or Village

Zone

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OCCUPATION

SPECIALIZING IN

APPLICANT'S SIGNATURE

REFERENCES

Each applicant is requested to furnish two references preferably philatelic.

References:

1. NAME

ADDRESS

2. NAME

ADDRESS

EXTRACTS FROM BY-LAWS, ARTICLE III—MEMBERSHIP

Any person of good character interested in aero-philately, over the age of twenty-one, and who will be an asset to the Society, may become a member. Application for membership shall be in writing, and shall be accompanied by annual dues of \$5.00

UNITED STATES

1918 First Trip Cover Enclosures

Although the interest of philatelists in the 1918 First Flight covers has grown enormously in the last decade, too few of the newer specialists know about some of the other material connected with the first United States air mail, outside of the covers themselves.

Collectors are indebted to two sources for these First Flight covers of 1918. One is philatelic, because many of the active stamp dealers of that period in New York, Philadelphia and Washington serviced covers. The other is the *Aerial League of America*, an organization headed by prominent Americans, to further aviation and the use of air mail by the public. . .

The *Aerial League of America* used the 1918 First Flights as a medium to solicit membership and support. Typical of this are the covers flown on the First New York to Chicago Flight of September 5, 1918 (Fig. 1). The league used the large legal-size cover (Fig. 1 is reduced for illustration). The larger envelopes were used to hold the promotional enclosures of the *Aerial League of America*.

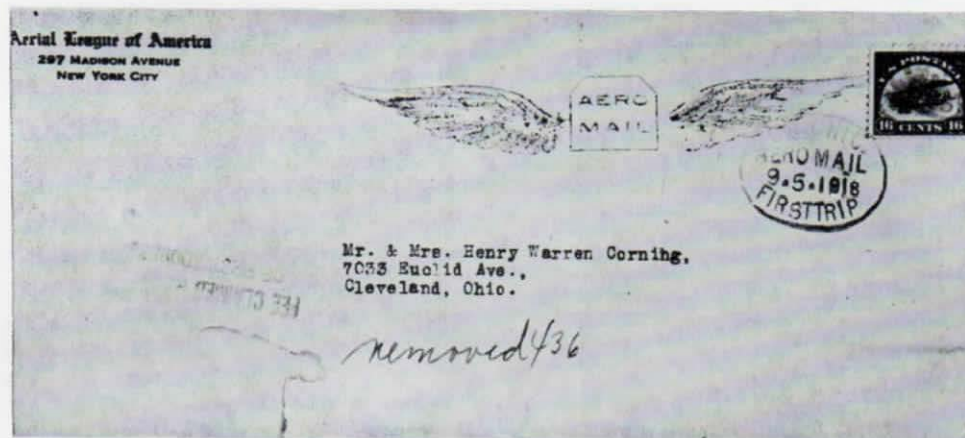


Fig. 1. (Photo by Boutrelle)

The New York-Chicago First Flight covers had four enclosures. All but one are illustrated. The one not shown is the return envelope with the printed address of the Secretary Treasurer of the *Aerial League of America*, 297 Madison Avenue, New York City.

Now for the three illustrated enclosures. It is advised that each one be read for historical interest. Fig. 2 shows the letterhead with the names of the Officers, Directors, and Honorary Members. The third paragraph in the Fig. 2 enclosure is of special interest to aero-philatelists, because it says that three First Trip covers recently were sold at auction for \$10,000. History has not repeated itself. Philatelists certainly are buying "bargains" today, judging by the 1918 prices.

Another enclosure is a large folded page which has been separated into two sections for illustrative purposes (Figs. 3 and 4). At the bottom of this folded

(Continued on Page 26)

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September 5th, 1918.

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Vice-Presidents
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My dear Mr. & Mrs. Henry Warren Corning:

We take advantage of the opportunity afforded by the first trip of the New York-Cleveland-Chicago aerial mail line to invite you to join the AERIAL LEAGUE OF AMERICA. By sending you this invitation by aerial mail, the LEAGUE is making you a present which will soon be worth more than the cost of a Life Membership.

The envelope is stamped with the special aerial mail stamp, and being carried on this first trip will soon be valuable for collection purposes.

Recently at Oyster Bay, New York, three envelopes sent by aerial mail on the first experimental trip, by the AERIAL LEAGUE OF AMERICA, were sold at auction for Ten Thousand Dollars.

By becoming a member you will share in the important national work being done by the LEAGUE, and you will receive monthly a copy of "FLYING", which is the largest and most authoritative magazine in the world. You will also receive the LEAGUE'S button, which is a badge of patriotism.

Looking forward with pleasure to welcoming you as one of our members already numbering nearly four thousand, I beg to remain,

Yours very sincerely,

Mr. & Mrs. Henry Warren Corning,
 Cleveland, Ohio.

Augustus Post
 Executive Secretary

Aeronautics will decide the War in the air and will be the strongest factor in the reconstruction that will follow the War.

Fig. 2.

Winning the War in the Air

It is conceded by the leading strategists that the war will be decided in the air, in favor of the side which is supreme in the air, just as the battles of Mons, of the Marne, of the Somme and Verdun were decided in favor of the Allies by their command of the air.

The United States must win supremacy in the air for the Allies—by supplying the thousands of aviators and aeroplanes needed to maintain our supremacy.

Every day of war means the loss of about 5,000 lives and 500 million dollars in expenditures and wreckage to the Allies.

Therefore, whatever is done to win this war must be done with the utmost expediency. The possible waste involved through speed will be nothing compared with the loss that will be sustained through not going fast enough.

It is generally believed that the quickest and most economic way of achieving decisive victories over Germany is to conduct major aerial operations against the German fleet and U-boat bases at sea and against the German military centers, bases and railroads.

To do that may require fifty thousand well-trained and equipped aviators. Our Allies can contribute about half of that number, though they may not be able to contribute the warplanes to equip them. So, it is up to the United States to supply from 20,000 to 25,000 army and naval aviators and about one hundred thousand warplanes of different types.

To carry out this plan will require country-wide support of this substantial aerial program—since in a democratic country like the United States prompt action on important measures can only be had when there is country-wide approval of the measure.

Congress recently made an appropriation of \$640,000,000 for army aeronautics, and it is anticipated that the Navy will be allowed as much before twelve months have gone by.

The complete personnel of the Army Air Service, assuming that there will be ten thousand aviators, will comprise about 150,000 men, there being needed approximately ten mechanics and assistants to each flying officer, not including the instructors and assistants and administration personnel.

The bulk of these aviators and personnel still has to be recruited, and the Aerial League of America will, by spreading the aeronautic knowledge throughout the country, succeed in interesting the hundreds of thousands of men of military age, so that when they are selected for the Air Service they will already have an elementary knowledge of aeronautics, thereby saving invaluable time and facilitating the work of organizing our Air Forces.

Every day gained in defeating Germany through the air means the saving of about 5,000 lives and \$500,000,000 to the Allies—and the Aerial League of America's Mission is to gain as many days as possible.

Every member can help the League in its important mission, and thereby share in this patriotic work.

The Aerial League of America's button is a Badge of Patriotism.

Fig. 3.

leaflet is a box, which has been re-assembled so that it can be shown as Fig. 5. In other words, Figs. 3, 4, and 5 are one enclosure.

Also, there was enclosed a small Membership Card for the recipient to fill out and return in the self-addressed envelope. This card is illustrated as the bottom portion in Fig. 5 (See Page 27). As previously mentioned, the return envelope is not shown.

Thanks to Mr. Ezra D. Cole of Nyack, N. Y. for loaning us this interesting historical early U. S. air mail material. (H. M. G.)

Extract from the By-Laws of the Aerial League of America

ARTICLE II—OBJECTS

The objects of the League are:

Section 1. (a) To be a national organization, through which patriotic men, women, boys and girls can assist in the work of securing the aerial supremacy which is necessary for the maintenance and protection of our national institutions, by assisting in educating the Nation to its aeronautic task and, in the words of President Wilson: "Stimulating recruiting and patriotic interest in the war to the end that the utmost co-operation of all citizens in the successful prosecution of the war be secured";

(b) To make known generally that the war is to be decided in the air; and that after the war, Aerial Transportation, through eliminating frontiers and bringing people of different nations into closer contact—as fast transportation always has done—promises to become the most important factor in the reconstruction that will follow the war;

(c) To evolve plans for the employment of aircraft for civil and commercial purposes so that our aviators may have employment after the war;

(d) To co-operate in establishing airways and air routes, and promote and encourage in all ways the construction of aerodromes, stations and aircraft landing places, and other facilities for air travelers;

(e) To co-operate in securing national and international legislation and the formation of proper rules and regulations to govern aerial navigation and to protect the interests of owners and users of aircraft against unjust and unreasonable legislation, and to maintain the lawful rights and privileges of owners and users of all forms of aircraft whenever and wherever such rights and privileges are menaced;

(f) To promote original investigation and development of every branch of the science and art of aeronautics;

(g) To hold conferences, meets and events intended to create public interest in aeronautics;

(h) To do everything necessary, suitable and proper for the accomplishment of any of the purposes or the furtherance of any of the powers hereinbefore set forth, and to every other act or acts incidental or appurtenant to or connected with the aforesaid powers or parts thereof.

Sec. 2. The Aerial League of America shall be essentially a members' organization, supported by members' subscriptions, and not carried on for profit.

ARTICLE III—MEMBERSHIP AND DUES

Section 1. The League shall consist of Associate (Junior) Members; Members; Army and Navy; Fellows; Supporting Members; Life Members and Patrons.

Sec. 2. Associate (Junior) Members shall be persons of either sex or who are under 18 years of age. They shall pay annual dues of \$5.00. They shall not vote or hold office.

Sec. 3. Members shall be persons of either sex who are over 18 years of age, who are interested in the objects of the League. They shall pay annual dues of \$5.00 or \$75.00 for life membership.

Sec. 4. Army and Navy Members shall be officers of the United States Army and Navy, National and Reserve Forces. They shall pay annual dues of \$5.00 or \$75.00 for life membership.

Sec. 5. Fellows shall be persons of either sex, engaged in scientific work pertaining to aeronautics and allied sciences and commissioned officers of the U. S. Army, Navy and National and Reserve Forces. They shall pay annual dues of \$10.00 or \$75.00 for life membership.

Sec. 6. Supporting Members shall be persons of either sex who have contributed Two Hundred and Fifty Dollars (\$250.00) to the objects of the League. They shall be entitled to all the privileges of membership for life.

Sec. 7. Patrons shall be persons of either sex who have contributed One Thousand Dollars (\$1,000.00) to the objects of the League. They shall be entitled to all the privileges of membership for life.

Sec. 8. Honorary Members shall be persons of either sex who have attained eminence through the promotion of aeronautics or who hold office in Federal, State, City or Civil Organizations, whose officers are so honored by the League. They shall not vote or hold office.

Fig. 4. This is the second page of the folded leaflet. The first is Fig. 3.

BENEFITS DERIVED FROM MEMBERSHIP

1. Members are privileged to call upon the League for advice and information pertaining to aeronautics, along military, commercial and scientific lines. These inquiries are answered by experts.
2. As the aeronautic movement expands there will be things of great importance to be done in which the members can participate, such as in the establishment of aeronautic stations; preparing aeronautic maps; establishing air lines; holding meetings, and, in general, aiding in the directing of the aeronautic work in their own communities.
3. A member who desires to join a particular branch of the aeronautic movement and who is looking for an opportunity to enter the service will be informed of the proper procedure and will be aided as far as possible by the League.
4. Members will receive monthly the League's official organ, "Flying," which is a cyclopedia of the broad developments of aeronautics and which will keep them abreast of the progress in aeronautics; our Government's aerial plans; scientific discoveries or developments of importance pertaining to aeronautics all over the world, etc.

Plans are now being made for a series of illustrated lectures on aeronautics to be delivered to gatherings of members in the various centers throughout the country in the near future. A number of eminent aeronautic authorities will be engaged to deliver these lectures and as soon as practicable other plans will be formulated by the Board of Directors to bring the members into closer bond with the aeronautic movement in this country.

Aerial League of America															
297 MADISON AVENUE, NEW YORK															
I desire to be enrolled as a member of the League in the class which I have designated below with a cross-mark X, and I enclose my check payable to the Aerial League of America for \$.....in payment for dues.															
MEMBERSHIP	<table> <tr> <td>* PATRON.....</td> <td>\$1,000.00</td> </tr> <tr> <td>* SUPPORTING.....</td> <td>\$250.00</td> </tr> <tr> <td>* LIFE.....</td> <td>\$75.00</td> </tr> <tr> <td>..FELLOW.....</td> <td>\$10.00</td> </tr> <tr> <td>..ARMY & NAVY.....</td> <td>\$5.00</td> </tr> <tr> <td>..MEMBER.....</td> <td>\$5.00</td> </tr> <tr> <td>..ASSOCIATE (JUNIOR)....</td> <td>\$5.00</td> </tr> </table>	* PATRON.....	\$1,000.00	* SUPPORTING.....	\$250.00	* LIFE.....	\$75.00	..FELLOW.....	\$10.00	..ARMY & NAVY.....	\$5.00	..MEMBER.....	\$5.00	..ASSOCIATE (JUNIOR)....	\$5.00
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(Indicate class of membership desired.)															
Name..... (Please write name and address with particular care.)															
Address { City..... Street.....															
Dated.....191..... State.....															
PLUS 10% U. S. GOVERNMENT WAR TAX.															

Fig. 5. The top portion appears at the bottom of the folded leaflet (Figs. 3 and 4). The bottom is a separate enclosure, being a Membership Card.

POLAND

(Continued from Page 21)

It is my hope that other members of AERO PHILATELISTS and readers of this magazine may be able to supply some of the information I have listed in this writing. Also, in conclusion, I wish to express my sincere thanks to the editor of the AERO PHILATELIST ANNALS, my friend, Henry M. Goodkind, for translating my French writing into English and for preparing this work for publication.

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Bolaffi's Prices in ()

#14	Provisional on First flt. cover		50.00
47-54	Catholic Press	(120.00)	95.00
55-60	on reg. letter Arch. Cong.	(65.00)	60.00
61-67	fl. to France Interregnum	(20.00)	14.00
72-76	Medallions	(12.00)	10.00
122-131	E11-12 Basilicas-Exp.	(270.00)	P. O. R.
132-139	Holy Year	(90.00)	50.00
140-42	— Palatine Guard	(80.00)	45.00
143-44	— Dogma of Assumption	(75.00)	40.00
145-48	— Pope Pius X	(175.00)	90.00
149-53	Calchedon	(160.00)	90.00
155	— Roman States	(27.00)	20.00
155A	— Roman States souvenir sheet	(90.00)	60.00
156-57	Maria Goretti	(27.00)	17.50
158-68	E13-14 Popes & Basilicas - Exp.	(30.00)	25.00
239-42	— Brussels Fair	(25.00)	18.00
242A	— Brussels Fair souvenir sheet	(20.00)	22.50
C9-15	2nd Airmail	(40.00)	35.00
C16-17	— Tobias	(1000.00)	P. O. R.
C18-19	UPU	(400.00)	P. O. R.
C20-21	registered with cachet	(400.00)	P. O. R.
C22-23	— Dome I	(160.00)	80.00
C24-32	— Angels	(32.00)	30.00
C33-34	Dome II (high values)	(50.00)	35.00
C45-46	Archangel (high values)		25.00
C45-46	Archangel with designer autograph		45.00

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THE 1966-67 SEASON

While the 1966-67 auction Season has not been concluded at the time of writing this advertisement, there is little doubt that it will be a new record for Harmers.

Equally we believe that the New Season, which commences September 12 will prove just as successful in view of the many fine properties on which we have already received instructions to sell.

HOWEVER, to quash any ill-founded rumors, we would point out that we are amply prepared, both as to time and personnel, to receive further important collections for inclusion in New Season's sales.

May we send you a booklet "Modern Methods of Philatelic Selling" detailing our many facilities or, if you are still interested in collecting, our auction catalogues.

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Sanabria 1966

The World Airmail Catalogue

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The new World Airmail Catalogue is now ready. This, the most informative catalogue in the world, has been completely revised and updated. Extras that you will get in the new Sanabria include:

- Illustrations of all face different stamps . . . a help to all collectors and a necessity for Topical collectors.
- Souvenir sheets illustrated and priced.
- Covers listed — of great importance; a stamp on cover can be worth many times more than the same stamp off cover.
- Quantities of stamps issued are given when known.
- Proofs, essays and specimen are listed.
- Many major listings in Sanabria do not appear until much later in other catalogues. Knowing these stamps from the outset can save many times the cost of the catalogue. Examples:

The Italian Colonies 'Servicio di Stato' overprints were listed and priced at \$17.50 each by Sanabria in the 1936 edition of the catalogue. These stamps, now worth \$500.00 each, were not listed by Scott until 1953.

The Scadta surcharges of Ecuador were listed in Sanabria back in 1936; Scott first listed them in 1958.

Chile #1-5, listed in Sanabria in 1936, appeared in Scott in 1948.

The famous Earhart & Sarabia issues of Mexico were first included by Scott in 1956 . . . some twenty years after Sanabria had listed them.

The Air Fund issues of Turkey, in Sanabria since 1937, appeared in Scott for the first time in 1965.

There are more than 750 listings in Colombia alone which are not found in other catalogues. These facts speak for themselves . . . be informed . . . know your stamps.

Order now PRICE \$15.00

Sanabria

Ridgefield, Conn. 06877

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