

THE AERO PHILATELIST ANNALS



Vol. XVII, No. 3

January 1970

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THE AERO PHILATELIST ANNALS



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Henry M. Goodkind, Editor

Philip Silver, Assistant Editor

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In case of change of address, please notify Secretary, Aero Philatelists
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SWITZERLAND

The 1913 "Lugano" Pioneer Air Mail Stamp

By Henri Trachtenberg*

For many years, I have been very interested in the "Lugano" air mail stamp of 1913 and have made a detailed study of it. My two aero-philatelic friends and experts on air post, the editor of this magazine, Henry M. Goodkind, and Mr. Hans Hunziker of Basle, Switzerland have often requested that I record my information in writing. I am pleased now to do this in the sincere hope that interested collectors may profit by the information disclosed.

Issuance and Air Post Use

The stamp (Sanabria Switzerland No. 9) was issued on June 8, 1913 for use on a flight from Lugano to Mendrisio. Only 4,000 copies of the stamp were printed, of which 3,000 were used on six different types of specially printed post cards as follows:

1. The Flying Allegory
2. The Madonna of Saxe
3. Lugano and Mount Salvatore
4. Helvetia flying in an airplane over the Castle of Untervalden

*Mr. Trachtenberg of Paris, France is a member of the AIEP, the Association Internationale des Experts Philatéliques.



Figure 1. Genuine Lugano stamp on a genuinely flown post card.

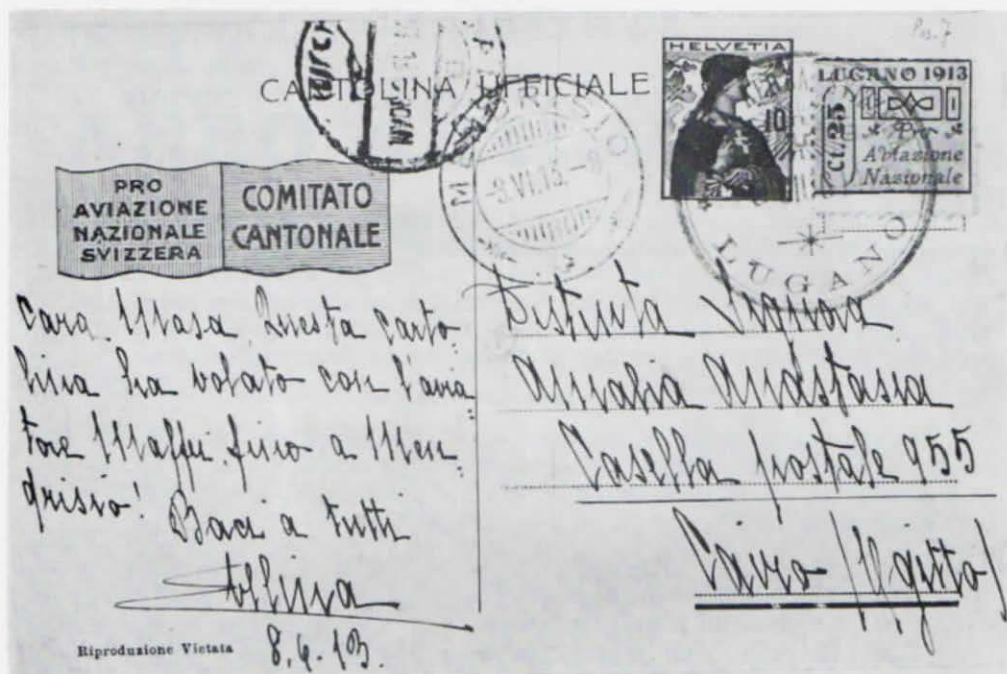


Figure 2. Another genuine Lugano air mail stamp on a genuine post card. Notice the different printing than in the Figure 1 post card.

5. National Subscription Fund for the Swiss Air Force
6. Portrait of the pilot, Attilio Maffei

Illustrated are the address side of two of these post cards with the Lugano stamps (Figures 1 and 2). One can see two of the different printings of these two post cards.

Also, 7,000 post cards and covers were flown from Lugano to Mendrisio without the Lugano stamp (Figure 3). I repeat that only 3,000 pieces of mail flown bore the special Lugano stamp. The Figure 3 illustration shows how the pieces of mail without the Lugano stamp appear. The 5 centimes Swiss postage stamp was hit with a special circular cancellation reading in three lines "Posta Aerea Svizzera/ the date 8 June 1913/ and Lugano" at the bottom. Notice to the left of this special cancellation the handwritten "25." All mail without the special Lugano stamp had to pay an extra 25 centimes.

The Printing

The Lugano stamp was printed by typography in small sheets of 10 (2 x 5). The printing was done in vertical strips of five. As there were three different colors, each sheet had to pass through the printing press six times. The first color printed was the gray, then the red and finally the green.

Fortunately for the philatelist, this printing process created some outstanding constant varieties that permit one to identify each position. One excellent point for plating is the long oval at the stamp's left that encloses the face value — Ct. 25. Figure 4 shows the ovals in a strip of five and points out the prominent differences in each of the five types.

Varieties and Errors

Because, as previously mentioned, the sheet had to pass through the press six times, there are some outstanding varieties and also a few printing errors. Figure 5 illustrates a complete sheet of ten that points out five of the most prominent varieties.

By mistake, one sheet went through the press twice when the red color was being printed, producing a very scarce error where there is a double red impression (Figure 6). In my opinion, this is one of the scarcest air mail errors and also one of the scarcest errors of any Swiss stamp.

There also was produced another scarce error where the denomination "Ct. 25" comes with double impression (Figure 7).

The Lugano stamp is catalogued in all the specialized air post catalogues, but for reasons unknown to me, the scarce double red impression is not catalogued in the "Sanabria Catalogue." The Swiss catalogue, Zumstein, and the German, Michel, also list the Lugano stamp.

Color shades also are very interesting with the Lugano stamp. One should collect pairs or multiple pieces to show this. Also, pairs se-tenant exist, but these are not especially scarce.

Sometimes, copies of the Lugano stamp in the right vertical strip are found imperforated on the right, on the bottom, and even on both the right and left sides.

The left vertical strips come badly centered on the left side. The perforations cut into the design, making it difficult for those collectors who prefer well centered copies to secure one if from the left strip.

Counterfeit Stamps and Covers

Because of its scarcity and its high price, the Lugano stamp has tempted forgers to make fraudulent imitations of not only the stamp but also the stamp on post cards because many aero-philatelists prefer them like this. The counterfeits have deceived too many in the past. It is my purpose in this article to set forth helpful descriptions of both the genuine and the counterfeits to help collectors be informed, so that they will not buy a counterfeit in the mistaken

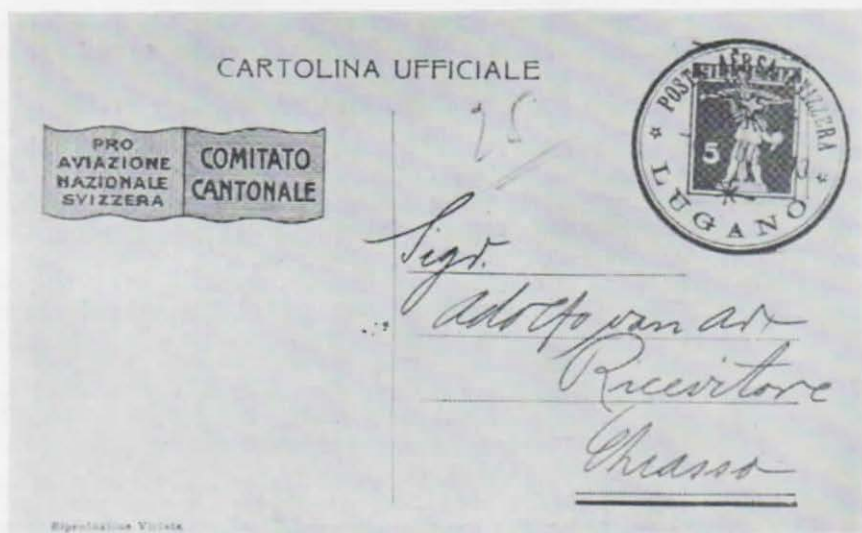


Figure 3. Post card flown without the special Lugano air mail stamp.

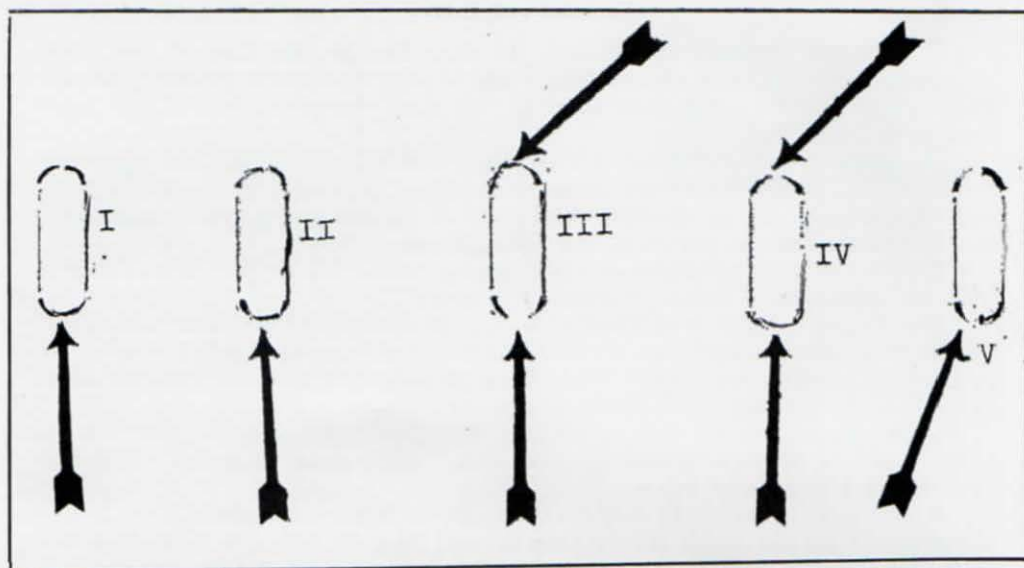


Figure 4. Type I, Positions 1-2. All four arcs, both the upper and lower ones, are uniformly thick.

Type II, Positions 3-4. The upper arcs are thick; the lower ones thin or pointed.

Type III, Positions 5-6. Both the upper and lower arcs are thin and pointed. Also, on this Type, the "3" in the rectangle with "1913" is much thicker than normal.

Type IV, Positions 7-8. As with the previous Type, both arcs come pointed.

Type V, Positions 9-10. Only the arcs on the left side are pointed.

belief it may be genuine. When one is offered a Lugano stamp, he should take out his magnifying glass and study it.

The three most essential varieties on the stamp to carefully examine are:

- 1) The oval frame that has the denomination (see Figure 4).
- 2) The ornamental rectangular design under the words "Lugano 1913."
- 3) The word "Nazionale" on the bottom and the date "1913" on top.

The counterfeiter used as his model the Position 2 copy, the one in the top row in the sheet of ten on the right side. He repeated this same Position 2 ten times in the sheet (Figure 8). If one identifies a copy as the Type I, Position 2, he must take precautions and examine such a copy carefully, because this is the one that has been counterfeited.

Also, it is advisable to compare, if possible, a Position 2 copy with some genuine. But it is advised that, when one not too familiar with the Lugano stamp, is interested in purchasing a copy that he first submit to a recognized Expert Committee or an expert.

If one has an identified genuine copy and then a Type I, Position 2 copy, when he compares them, he should note the following slight but obvious differences:

- 1) The "U" in "LUGANO."
- 2) The shape of the "t" in "Ct."
- 3) The colors on the genuine are not as dull as on the counterfeits.

Previously, the six different types of post cards were listed on which genuine

Lugano stamps were flown. To my knowledge, no counterfeit stamps are known on these six types of post cards. Illustrated (Figure 9) is the upper righthand portion of a counterfeit post card with a counterfeit Lugano stamp. The cancellations also are counterfeit. This is an ordinary postal card, not one of the six pictorial post cards on which the genuine stamps had been used.

Catalogue

If one consults the different catalogues that list and price the 1913 Lugano air mail stamp of Switzerland, he will see a wide variation in the pricings. It may be helpful if I now state my own ideas of the current prices of this pioneer air mail stamp.

Unused	\$600
Unused block of four	\$4,000
Used	\$300
On cover	\$400

Varieties

a) Different "z" in "Nazionale" Positions 3-4	\$700
b) Red color double	\$2,000
c) Red color shifted	\$700

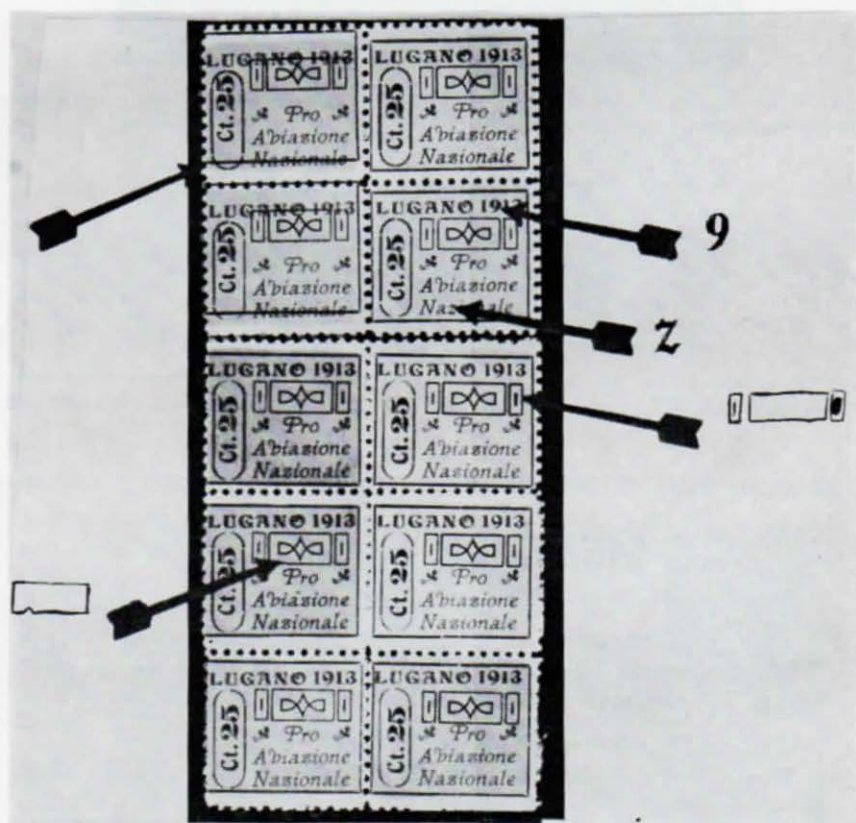


Figure 5. A reconstructed sheet of ten that shows the five most prominent varieties. Position 1 has the shifted frame. Position 4 has the different "9" in the date "1913" and the unusual "z" in "Nazionale." Position 6 has the rectangular ornaments with the heavy lines in the two small boxes on both the left and right sides. Position 7 has a nick in the frame of the longer ornament in the center near the lower lefthand bottom frameline.



Figure 6. A block of four with the vertical pair on the left having the red "LUGANO 1913" with double impression.



Figure 7. A horizontal pair with the righthand copy having a double impression of the face value in the long oval "Ct. 25."

MEETING NOTICES

Every month except July or August

Chapter No. 1 — New York, N. Y.

Meets second Thursday each month at 8:00 P. M. in the Collectors Club, 22 East 35th St., New York, N. Y.

Chapter No. 5 — Philadelphia, Pa.

Meets third Thursday each month at 8:00 P. M. in the West Philadelphia Federal Savings & Loan Assn., Cheltenham Shopping Center Office, 2231 Cheltenham Ave.

Members, friends, guests, and all interested collectors
are cordially welcome



Figure 8. The counterfeit stamp in a sheet of ten. All positions are copied from the genuine Position 2.



Figure 9. A complete counterfeit post card — the Lugano air mail stamp and the cancellations.

Conclusion

Most all of the material used for illustration in this article comes from my own personal collection. As I have already mentioned, I consider the Lugano pioneer air mail stamp of Switzerland such an interesting and scarce stamp that I hope all of the readers will profit by the information set forth. The assistance of preparing this article for publication in English by my good friend, Henry M. Goodkind, is greatly appreciated.



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See Pages 83 and 84
For List of Air Mail Handbooks On Sale

AERO PHILATELISTS

Minutes of the 23rd Annual Convention

The 23rd annual convention meeting of AERO PHILATELISTS was held on November 22, 1969 in the Stephen G. Rich Memorial Room at the Collectors Club, New York, N. Y. President William N. Mead called the meeting to order at 2:15 P. M. and welcomed the members and guests in attendance.

Secretary's Report

The Secretary, Mr. Harry A. Holman, was called upon to read the minutes of the 22nd annual convention held at the Collectors Club, New York. The minutes were approved as read and accepted with thanks.

President Mead read letters from our Directors, Mr. Stanley R. Rice and Dr. R. Hasbrouck Shradly, expressing their regret at being unable to attend. A letter was also read from Mrs. Sylvia Fink, now Mrs. Irving Kleinman, widow of Mr. Bernard Fink who served as Director and Treasurer from the time of our incorporation until his untimely death two years ago, offering her good wishes for a successful convention. President Mead also conveyed the regards of Editor, Henry M. Goodkind, who was unable to attend because of his doctor's orders.

Congratulations were extended to Mr. Joseph L. Eisendrath on his selection as the recipient of the Richard S. Bohn Memorial Award for 1969.

Treasurer's Report

Treasurer Philip Silver was called upon to render his report on the financial

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condition of the organization. He submitted a detailed report which is summarized as follows, covering the period November 23, 1968 to November 21, 1969.

Total Income	\$2,633.02
Total Disbursements	2,587.99
Net Income for Period	\$ 45.03

Our balance sheet as of November 21, 1969 shows as follows:

ASSETS

Cash in Bank — Mfrs. Hanover Trust Co.	\$478.76
Accounts Receivable — Advertising	171.00
TOTAL ASSETS	\$649.76

LIABILITIES

NONE

TOTAL LIABILITIES AND NET WORTH	\$649.76
--	-----------------

Mr. Silver stated that a projection of expenses and income for the balance of the membership year which will include the April 1970 issue of the "Annals" indicates that we will probably finish the year at an approximate break-even

VATICAN CITY COVERS

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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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Photograph taken by A. Boutrelle at the Collectors Club, 22 East 35 Street, New York, N.Y. on November 22, 1969 just before the Board of Directors met in advance of the 23rd Annual Convention. Reading from left to right: (Front row) Past President Louis N. Staub, Treasurer, Philip Silver, President William N. Mead and Secretary, Harry A. Holman. (Second row) Edward Lettich, Herbert Rosen and Ira Seebacher. (Third row) Robert Seebacher, Dr. Albert C. Baugh, Fred Keiser, Irving Weinberg and John J. Britt.

point. He stressed that our expenses, especially in printing costs, are increasing while our income from membership dues remains about the same from year to year.

President Mead thanked Mr. Silver for his comprehensive report. It was moved, seconded and unanimously passed that the Treasurer's report for 1969 be accepted with thanks.

Editor's Report

On behalf of Editor Goodkind, President Mead reported that there was sufficient material on hand for publication in the *AERO PHILATELIST ANNALS* for the next year or two, including some very fine articles from some of our overseas members that should prove to be of great interest. However, short articles would be welcome.

The bound volumes of the quarterly magazine sold well during the year, although all except the Blue Book are still available. The last copy of the Black Book, *the Aero Philatelist's News* Vols. 1-8, was sold in January 1969. A rebinding of the Black Book is under consideration, if there are available complete runs of back numbers. A few of our two United Nations brochures are available to interested members.

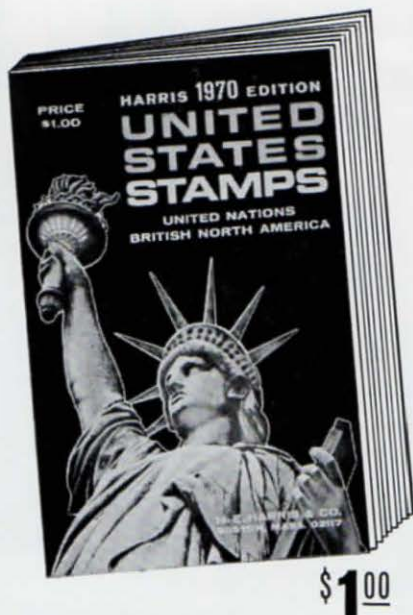
President's Report

President Mead remarked that while 1969 had not had such an event as GAMA in 1968, in which *AERO PHILATELISTS* participated, many of our members entered and received high awards in exhibitions during the year. He also mentioned that the Board of Directors had been active in working toward changes in the Constitution and By-Laws, through the State of New York in

1970

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which we are incorporated, that might permit us to secure recognition as an organization that could receive tax exempt gifts and contributions. He further discussed the donation auction sale that is expected to be held in the near future and again requested contributions of desirable material that could be sold for the benefit of our treasury. He then reminded all members of our banquet to be held at the Chambertin Restaurant at which time the presentation of the Richard S. Bohn Memorial Award would be made to Mr. Joseph L. Eisendrath.

Elections

The Nominating Committee was then called upon to submit the names of a slate of Directors for the Class of 1972. The following names were proposed as Directors for the Class of 1972:

<i>Henry M. Goodkind</i>	<i>Robert L. Markovits</i>
<i>Harry A. Holman</i>	<i>Herbert Rosen</i>
<i>Jack Klein</i>	<i>Gerhard Wolff</i>

Further nominations were requested from the floor. There being none, a motion was made, seconded and unanimously passed that the nominations be closed and the Secretary be directed to cast one vote for the nominees.

The Directors present then left the room for the purpose of electing officers for the year 1970. Upon their return the Secretary reported the election results as follows:

<i>President</i>	William N. Mead
<i>First Vice President</i>	William H. Miller, Jr.
<i>Executive Vice President</i> ..	Herbert Rosen
<i>Secretary</i>	Harry A. Holman
<i>Corresponding Secretary</i> ...	Jack Klein
<i>Treasurer</i>	Philip Silver

Old and New Business

President Mead then called for a discussion of Old Business. Mr. Herbert Rosen suggested that the Aero Philatelist donation auction sale be held in conjunction with the Interpex Show at which time the material to be offered could be displayed, not only to our members but to others who might be interested. Mr. Ira Seebacher spoke on the importance of sale. Mr. Louis N. Staub, to whom all contributed material is to be sent, expressed some disappointment in the response to date, but said that more material had been promised. He stated that each lot would be carefully written up and a listing mailed to our membership.

Mr. John J. Britt stressed the past success of the sale of bound volumes of the AERO PHILATELIST ANNALS and suggested that additional volumes might be bound as needed. He further suggested that any missing numbers be reproduced to complete any volumes as required.

A call for New Business received no response, whereupon the meeting was voted adjourned at 3:40 P. M.

William N. Mead, President

Harry A. Holman, Secretary

In case of change of address, please notify Secretary, Aero Philatelists
22 East 35 Street, New York, N. Y. 10016.

Donation Auction Sale A Second Appeal

Dear Fellow Member:

Aero Philatelists has managed over the years to survive with no more financial travail than most philatelic societies experience. But, of course, as a non-profit undertaking, needless to say we have not exactly "struck it rich."

In the years of our existence, printing costs have climbed as have mailing costs. We have managed, however, to stretch each dollar of income but it has taken a certain amount of doing.

Still, we are now in need of some financial help and your Directors have deemed it most acceptable and least onerous to members that we run a donation auction. In this way, those of you who can find it in your hearts and in the best interests of the continuation of Aero Philatelists, can help us in eresting this latest financial crisis by sending along unneeded or duplicate material for the auction.

Please do this at once if you so intend. Your material should be directed to the Committee Chairman in charge of this project, Louis Staub, c/o Merchandiser Press, Inc., 127 Seventh Avenue, N. Y., N. Y. 10011. The auction will be held sometime early this year and you will be sent a list of the items offered and a bid sheet.

May your Board of Directors take this opportunity to extend Season's Greetings and Best Wishes to all for a Happy and Prosperous New Year.

Sincerely,

William N. Mead, President

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UNITED STATES
Counterfeit Postmarks
May 15, 1918 Philadelphia-New York
First Flight Covers

By Henry M. Goodkind

Those specializing in the first air mail stamp of the United States, especially the May 15, 1918 first flight covers (the ranks are constantly growing year by year) know that the number of pieces of mail carried have been recorded. The quantity transported on the Washington-Philadelphia-New York leg amounted to a total of 7,900.

But of this total of 7,900, *only 350 were flown from Philadelphia to New York*, making this leg one of the scarcest of all the covers flown with the first U. S. air mail stamp.

On The Trail Of A Sleeper

Early in June of 1969, I really thought that I had spotted a "sleeper" in a London, England auction sale. When the June 16-18, 1969 auction catalogue of Harmer's of Bond Street, London arrived, lot 747 was described as follows:

UNITED STATES. 1918 (May 15) Washington to New York flight cover bearing 1918 Air 24c, tied by "AIRMAIL SERVICE WASH.N.Y.PHILA/PHILA/ MAY/15/1918 FIRST TRIP" pmk., fine. A.A.M.C. \$150 (see photo - plate VI) (1 item) . . . Estimated £15 to £20. (U. S. Currency \$36.50 to \$48).

Turning to the photograph of lot 747 on plate VI, the cancellation "hit me right between my eyes." It was the scarcest — "Philadelphia/ May 15, 1918/ First Trip" and addressed to New York. But the New York May 15,

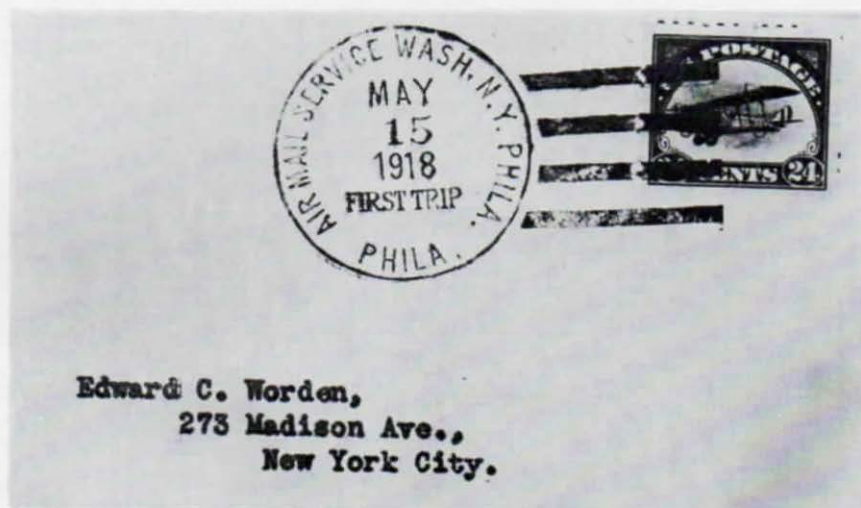


Figure 1. Front of the Philadelphia-New York/ May 15, 1918/ First Trip cover with the counterfeit cancellation. (Photos by Boutrelle)

1918 backstamp was not illustrated; this is important to have on the Philadelphia to New York May 15, 1918 first flight covers.

In my *AERO PHILATELIST ANNALS* April, 1969 article, on Figure 8 (incidentally, the printer had switched by mistake the Figure 8 caption with that of Figure 10 on page 101) I had mounted the New York May 15, 1918 backstamp in the upper righthand corner. All of these scarce Philadelphia to New York covers should have this postmark on the back.

To find out if the aforementioned lot 747 cover had this New York backstamp, a letter of inquiry was written to my friend, Cyril Harmer, the head of the London auction firm, asking him if I could possibly get a description, but preferably a photostat of the backstamp on the lot 747 cover, because I was interested in bidding on this item.

A prompt reply came from London; it contained surprising news. The well-known, veteran British air mail professional, Mr. Francis J. Field of Sutton Coldfield, England, had examined the lot 747 cover and thought that it was a fake. Cyril Harmer wrote me that under such circumstances, lot 747 would not be sold but withdrawn from the June 16-18, 1969 auction sale.

It was my belief that I could assist in determining whether this Philadelphia-New York first flight cover was genuine or not. Fortunately, I had some extra prints of the cover illustrated in my April, 1969 article as Figure 8. I sent one to London, England.

A second letter from London arrived containing photocopies of the front and back of the Philadelphia-New York lot 747 cover. Yes, my good friend, Francis J. Field, again had demonstrated his fine knowledge of aero-philately. He was correct; the cover was a fake. The postmarks on the lot 747 cover were so different from the known genuine covers here, which the illustrations in this article show.

The Illustrations

Figure 1 shows the cover as it was illustrated in the Harmer June 16-18, 1969 auction catalogue as lot 747 on plate VI. The addressee, Edward C. Worden, is well known for first day early U. S. air mail covers, but he seems to start with Scott C4-6. I cannot recall having seen his name on any 1918 first flight covers. Cyril Harmer also sent me a photostat of a letter from Francis J. Field that independently confirms my opinion of the chronological appearance of the name, Edward C. Worden. It commences with the 1923 issue (Scott C4-6).

For comparison, the Figure 2 cover is the same one that was illustrated as Figure 8 in the April, 1969 article.

Figure 3 shows at the right the genuine "Philadelphia-New York/ May 15, 1918/ First Trip" postmark. At the left is the counterfeit cancellation that was hit on the Figure 1 cover. One actually does not need a magnifying glass to see that practically nothing is the same in the Figure 3 two postmarks. Only a few of the more obvious differences are being pointed out as follows:

- 1) The "1" and the "5" of "15" in the "May 15, 1918" date.
- 2) The wider spacing between the "P" and "H" in "PHILA" on the counterfeit as compared to the genuine.
- 3) The taller, narrower letters in "FIRST TRIP" on the genuine, which are much wider and different in the counterfeit postmark.
- 4) The shape, length and spacing between the four bars on the right that cancel the stamp.

Figure 4 illustrates both the genuine and the counterfeit New York backstamps. The genuine is on the left, the counterfeit on the right. As with the Figure 3 markings, practically everything is different. But again, only the more obvious variations will be described as follows:



Figure 2. One of the genuine Philadelphia-New York/ May 15, 1918 / First Trip covers.

- 1) The letter "F" is entirely different in the genuine from the counterfeit.
- 2) All the numerals — 1, 4, 5, 8, 9 — are not the same.
- 3) The thicker and slightly larger outside circle on the counterfeit.

Never Known Before

This magazine in past articles by both its editor and assistant editor — Henry M. Goodkind and Philip Silver — have written extensively on the genuine and counterfeit cancellations appearing on U. S. 1918 first day and first flight covers (see the bibliography at the end of this article). Recently, the well-known Nyack, N. Y. philatelic professional, Ezra D. Cole, paid us some very complimentary and unsolicited remarks. He said that the Goodkind and Silver articles on the U. S. 1918 air mails had done for this popular issue what the Stanley B. Ashbrook and Dr. Carroll Chase's studies had achieved for the early U. S. classic stamps.

But with all of these past articles, not one mentioned a counterfeit "Philadelphia-New York/ May 15, 1918/ First Trip" cover. When the 50th anniversary of the first United States air mail was being celebrated in May, 1968, I wrote an article for this quarterly magazine describing my 50 years of experience with the first air post stamp of the United States. During this span of a half a century, I never knew or even heard of a counterfeit "Philadelphia-New York/ May 15, 1918/ First Trip" cover with the 24c air mail stamp. The only fakes known were those from New York to Washington that our assistant editor, Philip Silver, had described in Vol. XII, No. 4 of the AERO PHILATELIST ANNALS.

Could it possibly be that these counterfeit Philadelphia-New York covers had been made overseas and no specimens had ever been sent to the United States? Or were the fakes made in this country and then shipped abroad, where they probably could be passed off easier as genuine than in America?



Figure 3. (Left) The genuine May 15, 1918 Philadelphia cancellation and (right) the counterfeit.

These questions cannot be answered at this time. Perhaps in the future, similar fake Philadelphia-New York covers will show up on the American stamp market. But should this happen, actually what will it prove?

Fine Cooperation

As previously mentioned, Harmer's of London withdrew lot 747 from the June 16-18, 1969 auction sale. Also, as soon as doubt was cast upon the genuineness of this lot 747 cover, Cyril Harmer had been so cooperative in sending me photocopies of the postmarks on the front and back of the cover.

But the best way to determine the status of this cover would not be with photocopies but through the study of the cover itself. Consequently, I again wrote to Cyril Harmer inquiring if it would be possible to purchase this fake Philadelphia-New York cover for a nominal price as a reference piece. He replied that he would try and would contact the owner, to whom the fake cover had been returned, if he would be willing to sell this for a nominal price.

Early in August another letter arrived from Cyril Harmer saying that he was pleased to have been able to procure the fake cover for a nominal price and was enclosing it in his letter.

Now, having the actual cover before me, I could see that not only most all of the letters and numerals in the postmarks differed greatly from those in the genuine, but the ink varied from that on genuine covers. The fake cover's ink was a more dull gray black than seen on the genuine.

So far, this fake "Philadelphia-New York/ May 15, 1918/ First Trip" cover remains unique. But this is very difficult to believe. There should be more. It seems so unlikely that only one counterfeit was made.

But in general, with the growing popularity of first flight 1918 United States air mail covers and, of course, the steady sharp increases in prices, the temptation for the counterfeiter becomes greater and greater. As so often said: "When there's money involved, the crooks will move in." Today's collectors, therefore, must be very careful before they buy first flight covers with the first air post stamps of the United States. Fortunately, there are Expert Committees like that of the Philatelic Foundation, New York, N. Y., whose services are available.

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2. "First U. S. Air Mail 50 Years Old," by Henry M. Goodkind. Vol. XVI, Nos. 2-3.



Figure 4. (Left) The genuine New York backstamp and (right) the counterfeit.

3. "My 50 Years With The First U. S. Air Mail Stamp," by Henry M. Goodkind. Vol. XV, No. 4.
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UNITED STATES

Effective Date of the Zone Air Mail Rates on the Transcontinental Government Route

By Philip Silver

First day cover collecting has achieved a status in recent years that is phenomenal. This area of philately has attracted many thousands of adherents and, it is to the credit of the society, to which many such collectors belong, that it has given birth to several extremely fine research philatelists. Witness the work of Mr. Richard H. Thompson of Lutherville, Maryland, a past president of the American First Day Cover Society. His researches have helped to establish a new date — June 30, 1934, now listed by Scott — as the first day of issue of the six cent orange air mail stamp of 1934 (Scott C19). Prior to his studies in connection with that stamp, it was believed the first day of issue was July 1, 1934.

Air Mail Rate Covers

For the United States air mail specialist as, indeed, for those who also collect foreign air mail stamps, there is an interest somewhat akin to first day covers. This is the collecting of covers flown on the first day of an air mail rate. As a corollary, some collect last day of rate covers. In the field of United States air mails, there have been a sufficient number of rate changes in the slightly more than fifty-one year history of regular air mail service to make this field an attractive specialty for many collectors.

Exactly ten years prior to the June 30, 1934 date established by Mr. Thompson, there was an historic event in United States air mail service. This was the opening of regular, transcontinental, air mail service between New York and San Francisco. Stress is placed on the word "regular" because many other flights had been completed in the years prior to 1924. These were of an experimental nature in an attempt to establish the necessary legs for the eventual coast to coast route.

On July 1, 1924, flights were made from New York to Chicago, Chicago to Cheyenne, Wyoming and Cheyenne to San Francisco. On that date, airplanes of the governmental service also flew in the opposite direction: San Francisco to Cheyenne, Cheyenne to Chicago, Chicago to New York.

Rates for the various legs of this new, government, transcontinental service had been established as follows:

between New York and Chicago	— 8 cents an ounce
between New York and Cheyenne	— 16 cents an ounce
between New York and San Francisco	— 24 cents an ounce

Provision for these rates is contained in an official order of the Post Office Department:

"Order No. 713, June 30, 1924:

Mail carried by airplane shall be fully prepaid with postage at the rate of 8 cents an ounce or fraction thereof for each zone or part zone in which mail is carried by plane, . . . and for rating of postage is divided into three zones: (1) New York to Chicago, (2) Chicago to Cheyenne, and (3) Cheyenne to San Francisco."

Conflicting Information

The above is taken from pp. 75, 76, POD Publication 15, published by the United States Post Office Department and entitled "United States, Domestic Postage Rates 1789-1956."

On page 25 of this same publication, there appears a table of domestic postage rates. The pertinent information, which refers to the subject matter of this article, is excerpted as follows:

"Table III — DOMESTIC AIRMAIL

1918-1955

<i>Date</i>	<i>Rates</i>
July 1, 1924	8 cents per ounce, per zone

Thus, in the official government publication, there appears to be a variance. Order No. 713, quoted previously, is dated June 30, 1924, but it does not establish an effective date. Table III, on the other hand, establishes the effective date as July 1, 1924.

Other sources of information were consulted. "The Dworak Specialized Catalog of U. S. and Canadian Air Mail Covers" states the following in the section on Rate Change Covers on page 185:

"First Day Three Zone Rate — July 1, 1924"

Delf Norona, in his "Cyclopedia of United States Postmarks and Postal History," notes the P. O. D. order of *June 30, 1924*, excerpts part of the information given therein and then concludes:

"First flight of the 8 cent zone rate (July, 1924): The inaugural flight of the continuous (day and night) transcontinental air mail service, under the 8c zone rate, took place on July 1, 1924."

The confusion, therefore, is traceable to the date of the first flight, July 1, 1924. No one questions the fact that the first flight at the 8c per zone rate took place on that date. But, was it the effective date of the new rate as well? This writer thinks not.

Examination of a 1924 calendar indicates that June 30, 1924 was a Monday. July 1, 1924, accordingly, was a Tuesday. Thus, one can reason that the rate took effect on Monday, the beginning of the work week. This, of course, is simply educated conjecture.

Effective Dates Important

Examination of prior and later Post Office Department orders affecting the mail service, indicates that effective dates for several rates are given as follows:

<i>Rate</i>	<i>Order No.</i>	<i>Date of Order</i>	<i>Effective Date</i>
24c	1443	May 11, 1918	May 15, 1918
16c	1617	June 26, 1918	July 15, 1918
6c	2415	Nov. 30, 1918	Dec. 15, 1918
2c	3336	July 18, 1919	July 18, 1919
Contract	3817	Jan. 19, 1926	None ¹
5c	7773	June 7, 1928	Aug. 1, 1928
8c	2564	June 7, 1932	July 6, 1932
6c	Act of Congress, 48 Stat. 933	June 12, 1934	July 1, 1934

(1) No effective date given. The first contract air mail flight took place on February 15, 1926.

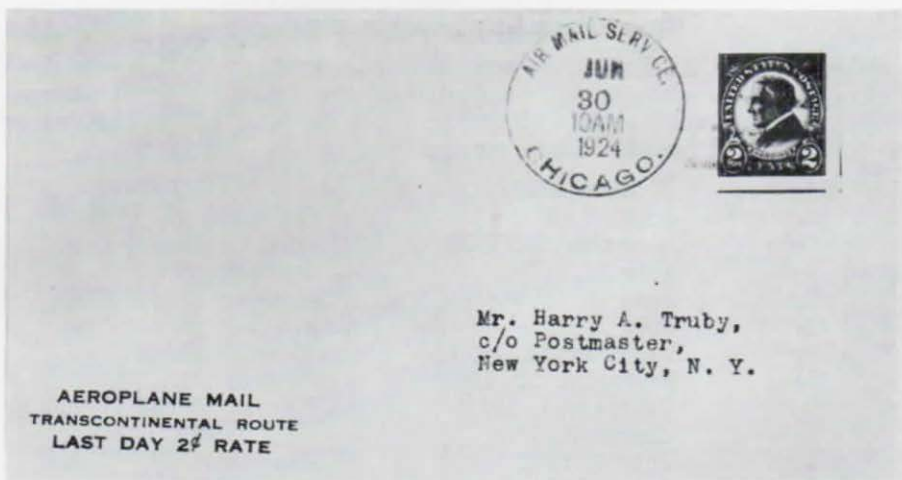


Figure 1. Cover postmarked Chicago, June 30, 1924, franked with 2c Harding Memorial postage stamp. Mr. Truby, who prepared this cover, believed this was the last date of the two-cent air mail rate.

It will be noted that in all cases effective dates are given. In the matter under discussion, however, only the order of June 30, 1924 sets no effective date.

I believe we may reason, accordingly, that the effective date of the new rates is also the date of the order itself, June 30, 1924. If another effective date had been intended, the order would have stated it. The confusion stems from the fact that the first flights began one day later, on July 1, 1924, but this simply means that *the first day on which the rate was actually used was July 1, 1924.*

Apparently, this conflict in the dates confused so eminent an air mail collector as Mr. Harry A. Truby, a past president of the American Air Mail Society. The cover he had prepared (see Fig. 1) is postmarked June 30, 1924, franked with the 2c imperforate Harding stamp (Scott 611) and bears a printed legend in the lower left corner as follows:

"AEROPLANE MAIL
TRANSCONTINENTAL ROUTE
LAST DAY 2c RATE"

Actually, if the writer's reasoning is correct, the rate on that date was eight cents and the cover, which flew from Chicago to New York, should have been rated six cents postage due.

Another cover (Fig. 2) is illustrated. This is also postmarked June 30, 1924 and is franked with the eight-cent air mail stamp (Scott C4). This was the proper rate from New York to Chicago. The cover also has a July 1, 1924 postmark at upper left. This was applied to show the date on which the mail was flown on the first trip from New York to Chicago of the new transcontinental service.

This, then, is the writer's thesis: the effective date of the eight-cent per zone rate should be listed in the air mail catalogues as June 30, 1924. As a corollary, of course, the last day of the two-cent rate should be June 29, 1924.

First And Last Day Air Mail Rates

Since many U. S. air mail collectors are concerned with effective dates of the several rates in effect since the inception of the air mail service on May 15, 1918, there is appended a table of first and last days of the various domestic rates of the United States air mail service:

24c ¹	May 15, 1918	July 14, 1918 ²
16c ¹	July 15, 1918	December 14, 1918
6c ³	December 15, 1918	July 17, 1919
2c ⁴	July 18, 1919	June 29, 1924
8c ⁵	June 30, 1924	January 31, 1927
10c ⁶	July 1, 1925	January 31, 1927
10c ⁷	February 15, 1926	January 31, 1927
15c ⁸	September 15, 1926	January 31, 1927
10c ⁹	February 1, 1927	July 31, 1928
5c ¹⁰	August 1, 1928	July 5, 1932
8c ¹¹	July 6, 1932	June 30, 1934
6c	July 1, 1934	March 25, 1944
8c ¹²	March 26, 1944	September 30, 1946
5c	October 1, 1946	December 31, 1948
6c	January 1, 1949	July 31, 1958
7c	August 1, 1958	January 6, 1963
8c	January 7, 1963	January 6, 1968
10c	January 7, 1968	still in effect

POSTAL CARDS¹³

4c	January 1, 1949	July 31, 1958
5c	August 1, 1958	January 6, 1963
6c	January 7, 1963	January 6, 1968
8c	January 7, 1968	still in effect

- (1) Per ounce or fraction thereof. Special delivery service was included in the 24c and 16c stamps.
- (2) July 14, 1918 was a Sunday on which no flights were scheduled. Thus, a last day of *flown use* of the 24c stamp would be July 13, 1918.
- (3) December 15, 1918 was a Sunday. Since no flights were made on Sundays during this period, the first day of *flown use* was Monday, December 16, 1918.
- (4) This was not strictly an air mail rate. The order of July 18, 1919 discontinued formal air mail service. Mail was carried at the first class rate of two cents an ounce if space was available on the planes which continued to fly in order to establish the planned transcontinental route.
- (5) Eight cents an ounce per zone.
- (6) This was the rate on the overnight service of the government route between New York and Chicago.
- (7) The contract rate, as noted above, was effective on January 19, 1926. Since the first contract flight took place on February 15, 1926 between the cities of Chicago, Cleveland and Detroit, first flown contract covers must bear that latter date.
- (8) There was only one contract route that exceeded 1,099 miles in length. This was the route between Seattle and Los Angeles (1,000 miles) first flown on September 15, 1926.
- (9) Ten cents for a half-ounce regardless of distance and whether flown on a government or contract route. The twenty-cent air mail stamp (Scott C9) was issued on January 25, 1927 to pay for a one-ounce letter and not, as has been erroneously stated, to pay for a contract route in excess of 1,500 miles.
- (10) The rate was five cents for the first ounce or fraction plus ten cents for each additional ounce or fraction. This was the first instance where the rate for each additional ounce was greater than for the first ounce.
- (11) The rate was eight cents for the first ounce or fraction plus thirteen cents for each additional ounce or fraction.
- (12) This increase did not affect the rate of six cents per *half-ounce* established as of Decem-



Figure 2. Cover postmarked New York June 30, 1924, franked with the eight-cent air mail stamp (Scott C4) to pay the zone rate between New York and Chicago. Note additional postmark of New York, N. Y. in upper left. This date, July 1, 1924, was the date on which the first flights were made on the newly established government transcontinental route.

ber 23, 1941 for air mail matter to or from personnel of the armed forces stationed outside the continental United States.

- (13) Prior to January 1, 1949, there was no air mail rate for postal cards. Postal cards, if used, paid the same air mail rate as for letters.

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