

THE AERO PHILATELIST ANNALS



Vol. XVI, No. 3

January 1969

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THE AERO PHILATELIST ANNALS



Vol. XVI, No. 3
January 1969

Henry M. Goodkind, Editor
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Our First Airmail Stamp 50 Years Old

By HENRY M. GOODKIND

(Continued from Page 47)



Fig. 4. One of the most famous stamps, the inverted center, C3a.

Inverted Centers

There was one exception; the only sheet with a plate number is the inverted centers. Since the blue center plate on the second printing run was turned upside down, the blue plate number, 8493, appears reversed on the C3a sheet.

At this point, some probably are wondering why all these technical details have been set forth. For a very good reason. Time and again, when writing about the famous error, it is mistakably said that 4 sheets of C3a originally existed. One was sold to a collector at a Washington D. C. branch post office on the morning of May 14, 1918. The 3 others were later discovered in the Post Office Department's stock and destroyed. No record exists in Washington that this ever happened. Being a printing of 100-subjects, *there was only 1 sheet with the C3a errors.*

It is doubtful if anyone living has spent more time investigating the first airmail stamp with inverted center than I. In compiling the data for my book*, I interviewed government employees who had produced and printed this stamp. Also, I consulted records made available to me at the Bureau of Engraving & Printing and the U. S. Post Office Department in Washington, D. C. I learned that this printing mistake was most understandable. The war had taken away from the Bureau and the Department some of its most efficient and experienced workers. The man who printed the stamps told me that his helper in May, 1918 was an inexperienced, temporary young lady.

This error, No. C3a, now ranks as one of our country's best known stamps (Figure 4).

As previously mentioned, the stamp was placed on sale on May 13, 1918. Very few bought copies that day. The sale was at first confined to New York, Philadelphia and Washington, the 3 cities where the first flights took place on May 15th. Most people started buying the stamp on May 14th to prepare it on covers for the first flights the next day.

The error sheet was bought in Washington before noon on May 14, 1918. It became known at once, because the lucky buyer, as soon as he saw his sheet with the upside-down planes, asked the post office clerk for another. He later wrote that he was offered a normal C3 sheet, which he refused. Instead, he showed his error sheet to the clerk, asking for another one like this.

Quick as a flash, the clerk in the Washington D. C. branch post office told his superior and word was speeded to the Department. Within a few hours, the sale of the stamps in all post offices in New York, Philadelphia, and Washington was stopped while the stock was re-examined for any more error sheets. None

* "United States. The 24c Air Mail Inverted Center of 1918," By Henry M. Goodkind. Handbook #1 of the Theodore Steinway Memorial Publication Fund, The Collectors Club, 22 East 35 Street, New York, N. Y. 10016. Price \$1.



Fig. 5. The scarce SECOND PRINTING-SECOND CUTTING of a full sheet of 100 of C3 with only one "TOP" in the top sheet margin.

was found, according to the official records I have seen.

The Second Printing

Logically, all steps had to be taken to prevent a further printing mistake. The most practical way was to have the word "TOP" engraved in the top sheet margin. Consequently, when the sheet was being fed into the press on the second run to print the blue center, the operator would not turn it around to print another error sheet.

But now, the top sheet margin was important. A new method of cutting off the sheet margins had to be devised. The top margin, therefore, was not cut off; the left and bottom ones were (see Figure 5).

The Third Printing

Shortly after the word "TOP" in blue had been added, the government printers felt that this was still not a sufficient precaution. They advised making it more outstanding, so that the possibility of a printing error would be very remote. A new and third printing of C3 was done. This time the word "TOP" appears twice in the top sheet margin, once for the red plate and again with the blue (see Figure 6).

There is great philatelic significance to knowing about these 3 different

printings and cuttings of C3. It is advised that one consult the *United States Catalogue Specialized*, the Air Post Stamps under C3.

Most copies of C3 are from the third printing. A lesser amount came from the First Printing because this was on sale for less than a day. But the Second Printing is the most scarce. It was quickly replaced by the Third. Therefore, as the Catalogue prices indicate, some blocks are much more scarce than others. Notice the higher prices for blocks with only the word "TOP" once in blue and also with a margin block of 4 with the right arrow.

First Day Cover

Now, the first airmail stamp's postal history will be discussed. Collecting stamps on cover has become very popular. It is my opinion that the first airmail stamp had much to do with this. Many collectors in 1918 saw great possibilities with having a souvenir from the historic first flights with the first airmail stamp on May 15, 1918. Before that time, collectors were more interested in stamps than covers. Since then, as all know, cover collecting, especially first-days, has become very popular.

The first airmail stamp was placed on sale May 13, 1918. Although the catalogue listed and priced C3 first-day covers, for many years I and a number of other specialists never had seen one. Inquiries among the leading New York

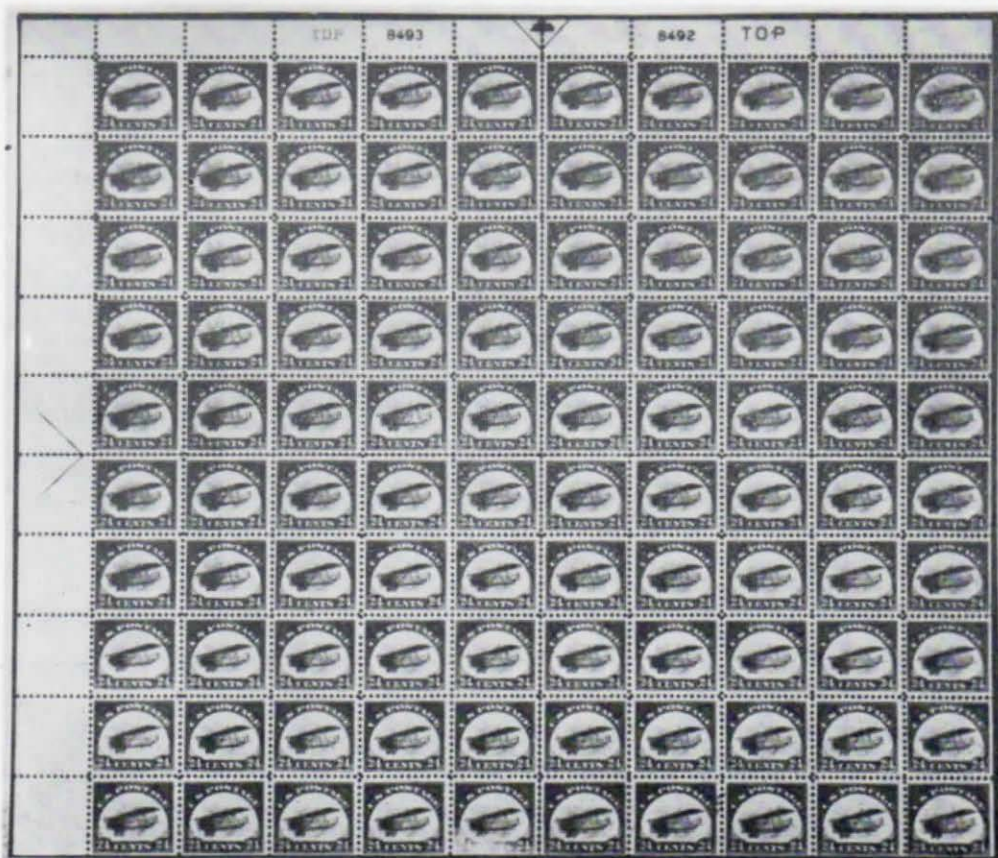


Fig. 6. THIRD PRINTING-THIRD CUTTING of the C3 sheet of 100.

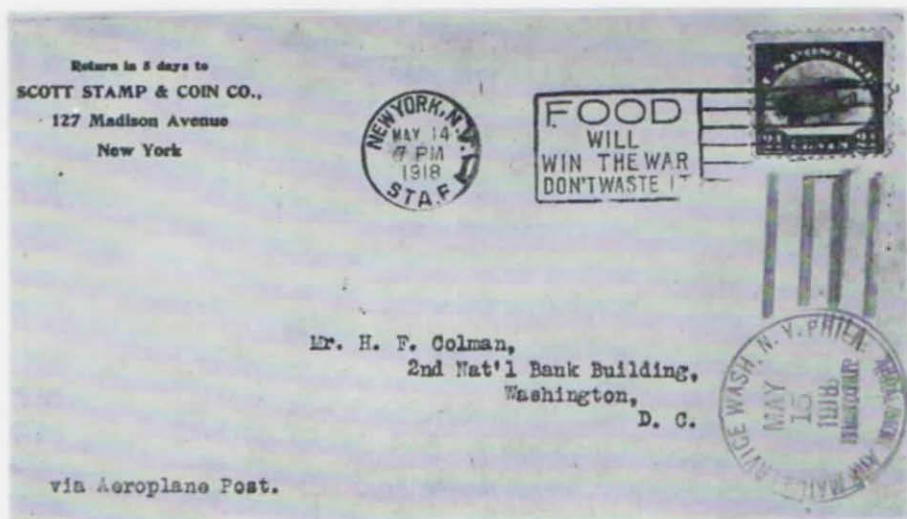


Fig. 7. The rare May 14, 1918 cancellation on a Scott Stamp & Coin Co. Cover.

and Philadelphia stamp dealers and auction houses were totally unproductive. It was frustrating. We became skeptics, believing that no first-day C3 covers existed.

12 years ago, an oldtimer's collection was offered for sale in a New York City auction. This was almost unbelievable; *there were 3 first-days in this sale*. One was a cover addressed to Senator Morris Sheppard (Figure 2) cancelled Washington, D. C. The two others were post cards, one from New York, the other from Philadelphia. The New York post card also was flown on the first flight of May 15, 1918. That is all, just these 3.

A few years later, I wrote about these in *Scott's Monthly Stamp Journal* of March, 1961 and illustrated the Senator Sheppard cover, which is in my collection.

Despite this wide publicity, not one more May 13, 1918 cover or card has appeared. 2 years ago, the May 13, 1918 Philadelphia post card was re-offered in a New York auction sale. The price realized caused the new catalogue price of \$2500 in italics.

One would think that by this time, if there were more than 3 first-days, their existence would have become known. On the other hand, this great rarity can be explained. First of all, in 1918, first-day cover collecting had few followers in this country. Secondly, those interested in covers, only wanted them on the first flights of May 15, 1918. 24 cents was a lot of money in 1918. Practically no one would spend this amount to get only a first-day postmark; everybody wanted the first flight covers.

May 14, 1918 Covers

May 14th is regarded as "the day of the find," when the C3a sheet was bought in Washington. Who would be that foolish to try to mail a cover with the 24-cent airmail stamp on that day? The obvious answer is very few.

Over the years, I've kept a record of May 14, 1918 covers with the first airmail stamp. It has stood for more than 15 years at 3, of which one is only on the front of a cover. The one in my collection illustrated (Figure 7) is of special interest to this journal's readers because it bears the *Scott Stamp & Coin Co.*

corner card. Under the stamp on the right is the special May 15, 1918 first flight postmark.

Very likely some enterprising person at the old Scott firm prepared and mailed a cover on May 14, 1918 to be sure it would not miss the first flight on the next day. Little did he know at the time the great rarity he had created with this first airmail stamp cover.

3 Different Cancels

A special circular cancellation was produced for the May 15, 1918 flights. There were, however, 3 types. In the bottom of the circle, there were the names of the 3 cities—New York, Philadelphia and Washington (see Figure 8). The name seen in the center of a particular cancellation indicates the point of mailing.

There are some varieties in these 3 types of cancellations. For example, the 4 bars cancelling the stamp vary. Also, in Washington, in a few instances, a date, 10 or 11 AM, was added. These are of great interest to the keen specialist, but a complete listing need not be included in this writing.

Special Delivery Included

The Postal Notice dated May 11th, 1918 is very important for collectors interested in the May 15th first flight covers. For this reason, it is included in this article. It read as follows:

"Aeroplane Mail Service.

Washington, D. C., May 11th, 1918.

"Aeroplane Mail Service will be established May 15th, 1918, between Washington, Philadelphia and New York, one round trip daily except Sundays. Letters and sealed parcels, the latter not exceeding 30 inches in length and girth combined may be mailed at Washington, Philadelphia and New York for any city in the United States, or its possessions or postal agencies.

"The rate of postage will be 24 cents per ounce or fraction thereof, which includes special delivery service. Postage may be paid by affixing either the distinct aeroplane stamps or its equivalent in other postage stamps. When the latter are used, the mail should be endorsed 'By Aeroplane.' Mail by aeroplane may be registered by prepayment of 10 cent registry fee in addition to postage.

"Until further notice the aeroplanes will leave Belmont Park, N. Y., and Washington, D. C., at 11.30 A. M. Postmasters shall inform the public of the closing of the mails and the points from which aeroplane mail may be dispatched. Letters for the aerial service mailed too late for Aeroplane dispatch will be given the most expeditious dispatch by other means, including special delivery."

Thus, the 24-cent rate can be broken down into 10 cents for the special delivery service, leaving 14 cents for the airpost fee.



Fig. 8. The 3 different May 15, 1918 First Flight cancellations. The point of dispatch is the city name in the bottom center.



Fig. 9. The first airmail from New York to Washington leaving the Belmont Park racetrack on May 15, 1918.

If one possesses a May 15, 1918 cover, he should carefully study all the postmarks on the front and back. They disclose the service a cover performed.

Since there was so little aviation activity in 1918, obviously special fields for airplanes to take off and land were not in existence. A good, long flat surface was sought. In New York, the famous Belmont Field racetrack out on Long Island was used for the 1918 airmail (Figure 9). In Washington, the Polo Ground (Figure 10) was used. In Philadelphia, it was Bustleton.

New York First Flight Covers

For the collector, not all the May 15, 1918 covers are the same. Furthermore, some are far more valuable than others.

The first flight from New York to Washington with a stop at Philadelphia went off as scheduled. The mail was postmarked on the back upon receipt in Philadelphia but not in Washington. There are a few exceptions. Mail destined beyond Washington was backstamped before it was forwarded by first-class surface mail.

Washington First Flight

The May 15, 1918 flight from our nation's capital was entirely different from New York. First of all, it was witnessed by the President of the United States and the First Lady along with other prominent government officials (Figure 10).

But of greater interest to the collector, the flight of May 15, 1918 was not successful. It seems that the U. S. Army flyer assigned to fly from Washington to Philadelphia was not too experienced. First, he took off and flew south in the wrong direction. Then, after starting out the second time, he flew only a short distance, being forced down in Waldorf, Md.

The mail was returned to Washington. According to the May 11th Postal Order, it should have been dispatched the same day by fast train. But it was held over until the next day, May 16th. All the Washington mail was backstamped upon receipt in both New York and Philadelphia. All postmarks indicating receipt and delivery read "May 16th," proving that the mail from Washing-



Fig. 10. The plane with the first airmail taking off from the Polo Grounds, Washington, D.C. on May 15, 1918. Among the spectators at the left are President and Mrs. Woodrow Wilson.

ton was flown on that day, not sent by train on May 15th.

A study of the following tabulation, taken from official records released first in 1918 and believed reasonably accurate, shows that some first flight covers are much scarcer than others:

Washington-N. Y.	6,600
(May 16, 1918)	1,330
N. Y.-Washington	2,457
Phila.-N. Y.	350
Washington-Phila	300
Phila-Washington	293
N. Y.-Phila	136

May 16, 1918 First Trip

Since the first flight from Washington did not come off on May 15th, additional mail was carried on the 16th. As a post office clerk began cancelling the second day, May 16, 1918 covers, he made a mistake. He forgot to remove the words "First Trip." But he quickly checked and discovered his mistake. The words "First Trip" were removed. It is estimated that just about 12 covers have survived with the May 16, 1918 First Trip cancellation error (Figure 11). They are rare and desirable.

The regular May 16, 1918 cancellations are interesting. In the same position in the cancellation where the words, "First Trip" had been, a bar about 1 inch long is seen (Figure 11). This was caused by the removal of the words "First Trip." The metal was not sufficiently burnished so that it remained raised at that place to show in all May 16, 1918 cancellations.



Fig. 11. (Left): The rare May 16, 1918 FIRST TRIP cancellation error and (Right): the corrected normal May 16, 1918 cancellation.

May 15, 1918 To July 14, 1918

The 24-cent rate remained in force less than 2 months. The airmail rate was reduced to 16-cents effective July 15, 1918, when the green airmail stamp (C2) went into use.

For the philatelist, the 2-month period between May 15th and July 14th offers some very desirable covers. On June 6, 1918, Boston, Mass. was added to the airmail service. All Boston airmail covers are of interest, either those from Washington, Philadelphia and New York to Boston, but also all flown from this New England city.

Secondly, during this short-lived period, the cover collector should seek commercial covers, showing the limited public use of airmail when the rate was 24 cents.

Again, on December 15, 1918 the airmail rate was further reduced to 6 cents, creating C1. The rate reductions, however, did not make the use of the first airmail stamp obsolete. A Postal Order dated December 11, 1918 closed with this following paragraph:

"The 24-cent stamp will be available for aeroplane letters weighing in excess of three and not more than four ounces."

Used For Another 10 Years

As can be seen, the first airmail stamp did not have a great use. According to the *U. S. Specialized Catalogue*, the quantity of C3 issued was 2,134,888. Because of the big over-supply, the Post Office kept the stamp on sale for all postal uses, except for postage due, until August 1, 1928.

A number of U. S. collectors seek copies of C3 showing other than airmail use. It was used for parcel post, often with large multiple pieces. Also, it was precancelled (see Figure 13).

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Fig. 12. Philadelphia to New York May 15, 1918
First Flight covers are scarce. This one was sent to
the Scott Stamp & Coin Co.

A Noble Experiment

The Postmaster General's Annual Reports for 1918 and 1919 mention that our country's first attempts to conduct a regularly scheduled airmail service encountered a number of difficulties.

The time element was a big problem. There was only one flight a day except for Sundays. Of course, in 1918 there was no night flying. The chief hope with the first airmail service was to speed mail between the important eastcoast cities, Washington, Philadelphia, New York and Boston, to help the

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Fig. 13.

war effort. Commercial use, therefore, was anticipated. But it did not work out that way.

Most business firms do their mailing at the close of the business day at 5 pm. For instance, if a business firm in New York mailed a letter to Washington around 5 pm, it had to be held for the flight the next day.

Even with the special delivery service, it was not practical to pay 24 cents to send a letter via airmail. The postage rate in 1918 was 2 cents. A letter posted around 6 pm would make the fast train to Washington and arrive ahead of the airmail letter.

Weather was another unfavorable factor. From May to September, there were generally good flying conditions. But as the fall and winter months arrived, flying in 1918 was almost impossible.



Fig. 14. A mint block of four. Notice that the blue center with the airplane design is shifted to the right. Many copies have shifts, either to the left, the bottom, the right, or to the top.

The first airmail stamp served as a noble experiment, paving the way for airmail as we now have it, 50 years later. For the philatelist, it has offered a great challenge with so much material to collect—stamps, cancellations and covers.

As said at the outset, our first airmail stamp ranks among the finest the United States has issued. It has had a glamorous history, being of interest not only to the stamp collector, but also the students of our Post Office and postal history, and those interested in aviation.

First Commercial Transatlantic Flight

January 3, 1931

By DR. J. C. ARNELL

My specialty is the air mail of Bermuda. This is entirely aero-postal history because Bermuda never issued any special air post stamps, as true of Great Britain and most of her colonies.

At the start of 1931, two aviators, Mrs. Beryl Hart, the pilot, and Lt. William S. MacLaren, the navigator, attempted to fly the Atlantic with several hundred pounds of food products. The stated aim of this pioneer flight was to demonstrate that transatlantic flying could have a practical use.

Early in January, 1931, the flight began at a seaplane base out on Long Island, near New York City. Shortly after the take-off, the sextant was damaged, so that navigation was impossible; they could not find Bermuda.

An emergency landing was made at Norfolk, Va. After a stopover of sixteen hours, the plane, a Bellanca monoplane named "Tradewind," flew to Bermuda with a replacement sextant.

A few days later, the two flyers reached Bermuda. A 1-cent U. S. postal card with a special printed cachet was prepared by the well-known stamp dealer, A. C. Roessler (Fig. 1). This only paid for transportation from East Orange, N. J. to Bermuda.

A secondary mailing of this card for local delivery in Bermuda is quite interesting (Fig. 2), because it carried a message from Lt. MacLaren, the

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Fig. 1. The front of the 1931 postal card.

navigator, to Mr. Roessler.

What he wrote on the Figure 2 postal card turned out to be a bad and tragic prophecy. Two days after landing in Bermuda, the "Tradewind" took off. It encountered very violent storms out over the Atlantic. It was never heard from again.

A passing steamer reported seeing a floating object, resembling the wing of an airplane not far from the Azores towards the end of January.

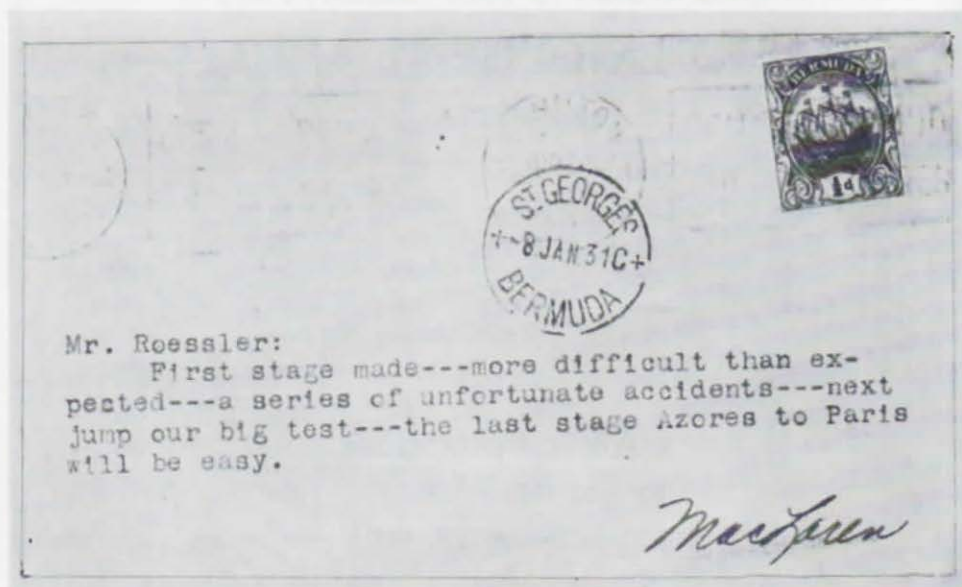


Fig. 2. The back of the Figure 1 postal card with the message. It has a 1/2d Bermuda postage stamp to prepay the local mailing.

AERO PHILATELISTS HANDBOOKS

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Because of requests from many members, it has been a longtime practice to bind some parts of our publications soon after they have been distributed. 50 copies of each number are bound together into an attractive handbook. Usually, three volumes of the magazine are bound and sold as a unit with an INDEX.

During 1968, the BLUE BOOK, the AERO PHILATELIST ANNALS Volumes 1 and 2, was sold out.

The BLACK BOOK, the AERO PHILATELIST'S NEWS, 1946-53, Vols. 1-8 Complete with a separate Index, no longer is available. The last copy was sold in January, 1969.

Furthermore, the stock of the RED BOOK, the AERO PHILATELIST ANNALS Volumes 3-4-5, now is only 7. At the rate that the books have been selling, the RED BOOK probably will be sold out within a year or so.

Listed below are the books that are available.

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AERO PHILATELISTS

22nd Annual Convention and Dinner

The 22nd annual convention of AERO PHILATELISTS was held on November 23, 1968 in the Stephen G. Rich memorial room of the Collectors Club, 22 East 35 Street, New York, N. Y. at 2 p. m.

The meeting began by President William N. Mead calling upon the Secretary, Harry A. Holman, to read the minutes of the 21st convention. The minutes were accepted as read with one slight change.

The Treasurer, Philip Silver, was then called upon to render his report, which was as follows:

Treasurer's Report

This is a Financial Report for the year from December 1967 to November 1968 for Aero Philatelists, Inc. It is not in the best of financial form, perhaps, but it details the progress of our organization in what may be called a year of transition. I think that Aero Philatelists never realized the superb job done for us by the late Bernard Fink, our past Treasurer. It was only after the present incumbent took over that the truth became evident. When one thinks of the duties of a Treasurer, the thoughts revolve around keeping the financial records straight. There are many secretarial duties that the Treasurer performs, which are incident to said duties and which form an integral part of them.

It is unfortunate, of course, that Bernard Fink was not here to inform his successor about the accounts receivable. In some cases, it was necessary to "take the word" of our members or advertisers re overdue accounts. The kind

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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
158-65	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

PENNY BLACK STAMP CO.

P. O. Box 57

Dumont, N. J.

S. L. Bayer, Prop. Member Aero Philatelists, Collectors Club, ASDA.

of bookkeeping records normally kept for an organization such as ours do not entail double-entry with concomitant check on past due items.

Nevertheless, we went about the procedure of collection with the belief that honesty would prevail, and we are reasonably certain that it did. Thus, our income consists of dues and advertising revenue. Our expenses include costs for printing, photography and binding that relate to both present and prior fiscal years. It is a tribute to the resilience of Aero Philatelists that we ended the year in fine condition in view of all the problems.

An analysis of *Income and Disbursements* for the year from December 1967 to November 1968 is as follows:

Total income	\$3,719.23
Total disbursements	3,807.65
Net loss for year	(\$ 88.42)

Giving effect to the foregoing analysis, our cash in the Manufacturers Hanover Trust Company is as follows:

Opening balance 12-1-67	\$ 521.65
Income for year	3,719.23
	4,240.88
Disbursements for year	3,807.65
Balance 11-30-68	\$ 433.23

At this point, there are no outstanding obligations. We have published and paid for the July 1968 and October 1968 AERO PHILATELISTS ANNALS. Our future expenses will be payment for the January 1969 and April 1969 issues of the magazine. Obviously, the sum on deposit will not be sufficient.

There are several outstanding accounts at this writing, however, which are shown in the following balance sheet:

ASSETS

Cash in Bank (Man. Hanover Trust Co.)	\$ 433.23
Accounts Receivable:	
Membership dues	\$295.00
Advertising-earned	280.50
	575.50
TOTAL ASSETS	\$1,008.73

LIABILITIES

NONE

TOTAL LIABILITIES AND NET WORTH	\$1,008.73
--	-------------------

Thus, it would appear that we will have sufficient resources to finish the fiscal year.

President Mead thanked Mr. Silver for the very complete and detailed report. It was moved, seconded and unanimously passed that the Treasurer's 1968 report be accepted with thanks.

Those present were asked to stand for a minute of silence in memory of our Founder Member and Treasurer, Bernard Fink, who had passed away since our previous convention.

Our editor of the AERO PHILATELIST ANNALS, Henry M. Goodkind, next was asked to render a report of the publications for 1968. Mr. Goodkind said that at present there are no problems with material to publish, which is an agreeable change from the past few years. At present, we need more readers, not writers.

Then, the sale of the bound volumes of our publications was reported upon. (This is covered in the Editorial on page 82.)

President William N. Mead next rendered his report for the year 1968. He first mentioned AERO PHILATELISTS sponsorship of the new 20-cent air mail stamp of the United Nations at its headquarters in New York City on April 18, 1968. This has been reported in this magazine. The donation of \$300 to UNICEF from the proceeds of sale of our special brochure with the stamp and a first day cover is something very exceptional for a philatelic organization to do. For the success of this U. N. affair, President Mead thanked Mr. William H. Miller, Jr. for all his work, Herbert Rosen for his recommendations and suggestions, and Stanley R. Rice for his \$300 contribution.

Another highspot in 1968 for AERO PHILATELISTS was GAMA held in Washington, D. C. for the 50th anniversary of U. S. air mail last May 15th. There was a wonderful exhibition of invited exhibits of air post material in the National Aviation and Space Museum in the Smithsonian Institution. There were ten invited exhibits and *eight* were by members of AERO PHILATELISTS, including Mr. Henry C. Dupont, who came over from France especially for this occasion.

Also, on May 15, 1968 on the steps of the G. P. O. of New York City at Eighth Avenue and 33rd Street, a ceremony was held honoring the 50th anniversary of the first successful U. S. air mail service. New York took particular pride, because the New York to Washington first flight was successful, while the one from Washington was not. Some of the officers of AERO PHILATELISTS were invited by Postmaster Strachan to participate in this program and they did. This received much publicity with prominent mention of AERO PHILATELISTS. Also, the French magazine, "L'Echangiste Universel," had an illustrated article written by Mr. Henry C. Dupont. A copy sent by Mr. Dupont to Mr. Goodkind was shown to those in attendance.

President Mead concluded his remarks by saying that he believed 1968 had been a fine year for our organization. Our quarterly magazine continued with its high-standard articles; the membership was active in many philatelic events; and some of the members are rendering great service as officers of other prominent philatelic organizations, such as the Collectors Club and the Philatelic Foundation.

Elections

The Nominating Committee was called upon to submit the names of a slate of Directors for the Class of 1971 and also to nominate a Director to fill a vacancy in the Class of 1969 due to the death of Mr. Bernard Fink. The Nominating Committee presented the following names for the Class of 1971:

John J. Britt	Stanley R. Rice
Fred Keizer	Ira Seebacher
William H. Miller, Jr.	Louis N. Staub

For the vacancy in the Class of 1969, the following was proposed:

Robert L. Markovits

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 then left the room for a short intermission, while they elected the officers for the year 1969. Upon the return of the Directors, the Secretary read the following elections:

President William N. Mead
First Vice President William H. Miller, Jr.
Second Vice President Herbert Rosen
Secretary Harry A. Holman
Corresponding Secretary Jack Klein
Treasurer Philip Silver

President Mead then called for a discussion of any Old Business. There was none. He then called for New Business; no one spoke up.

There being no further business, the meeting was voted adjourned at 3:30 p. m.

Respectfully submitted
Harry A. Holman, Secretary

The Dinner

Because the dinner was fortunately timed to take place during the ASDA Show at the new Madison Square Garden, the attendance was not only good but a number of non-New York members and their wives were able to attend. We were glad to see Mr. & Mrs. Sheldon Friedman of Chicago, Ill.

The dinner was held for the first time at Rosoff's Restaurant in the heart of Times Square on West 43rd Street. 64 attended.

The toastmaster was, as usual, our first President, John J. Britt, now of Miami, Florida. As always done at all the past dinners, Mr. Britt with his flowery language, introduced a number of the guests present. Also, we all were glad to see our Director, Henry Kraemer, back for a short visit in New York from Los Angeles, California.

The feature of the dinner was, as announced, the presentation of the *Richard S. Bohn Memorial Award to Mr. Stanley R. Rice*. This was performed by the first recipient of the award, Editor Henry M. Goodkind. Editor Goodkind mentioned the long friendship between him and Mr. Rice. It started about thirty years ago because of a common interest in air mail stamps. Mr. Goodkind cited the great fund of aero-philatelic knowledge that Mr. Rice possessed, and that perhaps was known only to his friends. Mr. Rice always had "a nose for good stamps" and was "a first" with many issues that today have become valuable and expensive. Mr. Rice got in "on the ground floor" at new issue prices and also advised his friends to do so. He was keen on the Italian Balbo covers just after they came out. He saw possibilities in airgrams. The very first RF covers seen in New York City were two Mr. Rice had procured from a friend of his mother's.

The arrangements at Rosoff's seem satisfactory to most all who were at the dinner and a vote of thanks for this was given to Past President Louis N. Staub.

See Page 72
For List of Air Mail Handbooks On Sale

UNITED STATES

Second 1911 Vin Fiz Mint Copy Appears

By HERMAN HERST, JR.

A stamp which has been regarded for many years as unique, when mint, will lose its unusual status, with the news that after 58 years, a second mint example of the United States 1911 Vin Fiz stamp has been found. The stamp had been reposing, unrecognized as the rarity that it is, in a rather nondescript stamp collection which recently came into the possession of a collector in El Toro, California.

The label, for that is actually what it is, was submitted to me, who recognized it immediately, and advised the fortunate owner that he had on his hands one of the highest priced "Cinderella" items known to philately. Not recognized by Scott, since it is a private emission, the stamp is listed by the Sanabria Catalogue. A mint single is priced at \$7,500.00.

The only other mint example known of the stamp was sold by H. R. Harmer, Inc., of New York, on November 4, 1964, when the world-renowned collection of air mails of Thomas Matthews, of Springfield, Ohio was sold. It brought \$4,800.00.



Three used examples of the stamp are known, all used on the souvenir cards prepared at the time of issue by the Vin Fiz Co., manufacturers of a soft drink that was popular at the time. (The used example is priced in the Sanabria Catalogue at \$3,500.00.) One of the used cards, which were not actually carried on the flight, was sold by Robson Lowe, Ltd., of London, ten years ago. Unrecognized by the Lowe firm as the rarity, it was offered with a very modest estimate of £8. But American collectors readily recognized its rarity, and it sold for almost \$1,000.

A Brief History

The newspaper publisher, William Randolph Hearst, had offered a purse of \$50,000 to the pilot of the first airplane to fly Coast-to-Coast. Calbreath Perry

Rodgers, flying a Wright biplane, left Sheepshead Bay, Brooklyn on September 17, 1911, in an attempt to win the prize. After a series of mishaps and accidents, none of which fortunately were fatal, Rodgers and his plane reached their destination, Long Beach, Calif. on December 10, 1911. It was the first successful transcontinental trip. For some reason, the American Air Mail Society's Catalogue shows that the termination of the flight was November 5, 1911, giving Los Angeles as the final point reached.

Although it has been established that mail was not actually carried on the flight, the A.A.M.S. catalogue states that cards were aboard the plane, and that they are known postmarked Dallas, Tex. (Oct. 10), Waco, Tex. (Oct. 20), San Antonio, Tex. (Oct. 22), Imperial Junction, Calif. (Nov. 4) and Pasadena, Cal. (Nov. 8). Other authorities claim a knowledge of only three of the postally used stamps on card as existing*.

Rodgers was killed shortly after the trip ended, on April 3, 1912, in a crash of his machine.

The stamp will be offered in my auction, to take place at the Hotel Americana in New York on the evening of February 26, 1969. The stamp is illustrated on the cover of the catalog, which is available to those requesting it, who address me at Shrub Oak, N. Y. 10588.

*"Pat" Herst makes reference to a used post card sold at auction in London, England. This was in the famous "Marquis of Bute" collection sold by Robson Lowe on March 25, 1959. The post card was described in the auction catalogue as addressed to Germany. The place of mailing in the United States was not mentioned in the description, nor the date.

Along with the three post cards from Texas, this makes a total of four Vin Fiz known on cards, and now two mint copies. (H. M. G.)

TWO UNITED NATIONS AIR MAIL STAMP BROCHURES STILL AVAILABLE

In conjunction with their co-sponsorship of the new United Nations 20 cent air mail stamp, issued on April 18, 1968, AERO PHILATELISTS has again produced an attractive brochure to honor the occasion. Limited to an edition of 300, the 8½" by 11" brochure contains both a first day cover of the new stamp and a mint single. Pertinent information as to the design and production are included in the text. The brochure is available for \$2.00, with all net proceeds being donated to UNICEF.

Still available are a small quantity of the 1959 United Nations brochures containing examples of three air mail postal stationery items issued on September 21 of that year. Price: \$2.00.

Remit to:

Aero Philatelists
22 East 35 Street
New York, N. Y. 10016

TO JOIN AERO PHILATELISTS

Simply fill in the Membership Application on Page 82 and mail to:

Aero Philatelists, 22 East 35 Street, New York, N. Y. 10016.

Book And Catalogue Review

Sieger Zeppelin Post Katalog 19th Edition. 288 pages (4" x 8"), illustrated, paper cover. Edited and published by Sieger Verlag, 7073 Lorch, Württemberg, W. Germany. Price DM26 (\$6.50 U. S.).

This is the first Sieger catalogue this Zeppelin collector has had the privilege of reviewing, and I must admit it was some experience.

In looking through the details in this catalogue, I came to the conclusion, that the 19th edition of Sieger is now the most complete Zeppelin Post catalogue in existence. I noticed a number of Zeppelin covers listed, that previously were missing from all other catalogues.

Most of the prices seem to be somewhat higher than the current market values — about 10-20%. However, the world monetary situation being what it is today, the new Sieger prices could conceivably be accurate in a short period of time. While there is still room for improvement, it lists most of the Zeppelin covers that are known to exist. For instance, I have seen covers, which I shall list alphabetically according to the country of origin, that are still not catalogued in Sieger's great book. These are:

1. Bahrain Island (India) 4th South America Flight 1933, mixed franking.
2. Canada: Round-the-world flight 1929.
3. Costa Rica. 1st North American Flight Hindenburg 1936, mixed franking.
4. Dominican Republic. Same as No. 3.
5. Guatemala, same as No. 3.
6. Haiti, same as No. 3.
- 6a. Haiti, same as No. 3, but Haiti stamps.
7. Italian Somaliland, 1st South America Flight 1933.
8. Lebanon, several flights.
9. Mexico, Round-the-world flight, Lakehurst-Friedrichshafen 1929.
10. Netherlands-India, 1936 Olympic Games Flight.
11. Nicaragua. Chicago, Ill., World's Fair flight 1933, (U. S. Scott C18 and Nicaragua stamps).
- 11a. 1st North American flight 1936 Hindenburg. Mixed franking.
12. San Marino. 1939 Flight by the Graf Zeppelin (L-Z 130) to Eger. Mixed franking with German and San Marino stamps.

Possibly there are other Zeppelin Flight covers still unlisted in the latest edition of Sieger. It is stated in the catalogue that if anyone possesses such an unlisted item, he should please send it to Sieger for his examination, and possible listing in the planned next edition.

Argentina's first Graf Zeppelin stamp issue, the one with blue overprints, (Scott C20-C24), has two stamps (Scott C21 and C22) listed in the Scott Catalogue with inverted overprint. This reviewer also possesses a copy of Scott C20 with the overprint inverted. (I believe the latter to be the scarcest variety of the three). Sieger lists this error of overprint but does not price it.

(Joseph Kocheisen).

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

Air Mail Stamps With Inverted Centers (Part 2)

By R. HASBROUCK SHRADY, M.D.

In the previous number of the AERO PHILATELIST ANNALS (Vol. XVI, No. 2), I ended my article on "Air Mail Inverted Centers" as follows:

"This concludes my list. Did I miss any air mail stamp with an inverted center? If so, let me know what I missed."

Two letters from members did come to me, mentioning some items that I did not list. Seven more items were suggested to be added. Actually, they are not true inverted centers. But since a part of the design is inverted, they should be recorded just for the sake of completeness.

Canada. Sanabria No. S11e.

The words "Air Service" in the center of the design come inverted. This variety was called to my attention by *Mr. Jean Gravelat of France.*

France. Sanabria Nos. S8-S12, S13c.

This is the set issued in 1922 for the Rouen Aviation Meeting. In the design, there is a small airplane near the top. Each denomination comes with this airplane inverted. These varieties are not listed in the "Sanabria Catalogue."

Also, the three inverted centers of France that I described in my previous article on pages 32-33, the 1922 Montpellier Aviation Meeting Issue (Sanabria Nos. France S25d, S26b, and S27c), are known used together on a cover. These inverted centers are not catalogued "on cover." This information is also supplied by *Mr. Jean Gravelat.*

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
Liberty Federal Savings & Loan Assn., 202 North Broad
St., Philadelphia, Pa.**

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

FOR BOOKS ON AIR MAILS

See Page 72

BERMUDA - UNITED STATES

Solving The Mystery

By L. N. & M. WILLIAMS

In the October, 1968 *AERO PHILATELIST ANNALS* an article, titled — A Real Mystery Cover — appearing on Pages 55 and 56 intrigues us. As eternal searchers after philatelic truth and lovers of a good mystery, we offer a solution about the Bermuda-U. S. A. cover. Although we have only the two illustrations to go by, we might have to alter our opinion, if we were to examine the actual cover. (*Editor's Note:* After writing this, the Williams brothers did examine this Bermuda-U. S. A. cover, because it was sent to them for study. Now follow their comments before the examination of the cover. *H. M. G.*)

The Solution

The cover came from Bermuda about 1938 or 1939, possibly even a little later. Its more precise date depends upon the color shades of the Bermuda George VI 3 penny stamp at the extreme left. If the colors are carmine and black (Scott No. 121), the date is probably as we say. If the colors are bright ultramarine and black (Scott No. 121Ac), the date could be several years later.

We assume the Bermuda stamp is Scott No. 121 and that the cover was mailed as addressed. It arrived in New York City a day or two afterwards. Inside was a letter enclosing four U. S. air mail stamps and asking the addressee (possibly the sender herself) to stick the stamps on the cover and mail it back to Bermuda.

Whoever opened the envelope affixed the stamps and promptly posted the letter — forgetting to readdress it back to Bermuda. The United States Post Office accepts air mail stamps only for air mail postage. So perhaps the U. S. P. O. did not even redeliver the cover to the Ranger Bar at the address in New York City.

The "Received without contents" cachet shown on Page 55 as Figure 2 was applied by the U. S. Post Office. The reason why there were no contents was because the opener of the letter removed the sheet of paper and the four U. S. air mail stamps, did as the writer had asked, and therefore thought there was no need to enclose a message.

After Examination

(As previously explained, the Figure 1 cover in the October, 1968 article was sent to London for the examination by the Williams brothers. With its return, now follows what they wrote. *H. M. G.*):

The Bermuda-U. S. cover has been examined and we can see nothing to cause us to revise the opinion previously given. As was expected the Bermuda 3p stamp is the black and red (Scott No. 121) that was issued on January 20, 1938. It was replaced on July 16, 1941 by a stamp with the same design but changed colors. Unfortunately, as explained in the original article, the date in the Bermuda postmark is utterly illegible. But we believe that it is reasonably safe in allotting the cover to the 1938-40 period.

One additional clue, gleaned from examination of the actual cover, simply confirms our original diagnosis. It is a vertical crease across the entire height of the cover (between the 20-cent and the 15-cent U. S. Map air mail stamps). This suggests — almost proves — that the cover was folded so as to fit in another envelope. The fact that this cover is now sealed also adds to our suggestion that it was simply stuck down and returned to the addressee.

MEMBERSHIP APPLICATION



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

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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.

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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

Editorial

Unsolicited Testimonial To Our Publications

Elsewhere in this number, you will find a page announcement about the sale of the bound books of our past periodicals—the *Aero Philatelists News* 1946-53 and the AERO PHILATELIST ANNALS 1953-67.

In 1950, because of many requests from our membership, the first five volumes of the *Aero Philatelists News* were bound in one book and sold for \$25 a copy. The demand proved so great that within a few years, the entire stock of 75 had been sold out.

In 1954, when the AERO PHILATELIST ANNALS, this quarterly magazine, had replaced the bi-weekly four-page *Aero Philatelist News*, the entire run of the latter with eight volumes was made into one book (called the Black Book) and offered for sale at \$35 a copy. In an attempt to avoid a quick sellout, as happened with the first book, the number of books bound was doubled to 150.

Now, fifteen years later, the last copy of the Black Book in stock has been sold. There is a possibility that the printer of the *Aero Philatelist News*, Past President Louis N. Staub's Merchandiser Press, may have some remaining stock in his warehouse. If this is complete for all of the numbers in the eight volumes, a second binding of the Black Book will be made. If this materializes, an announcement will be made in future numbers of this quarterly magazine.

Because of the success with the books of the *Aero Philatelists News*, bindings also have been made of the past numbers of this magazine, the AERO PHILATELIST ANNALS. Usually, three volumes are bound into one book.

The first was the Blue Book that had Volumes 1 and 2 of the AERO PHILATELIST ANNALS and sold for \$10. This was sold out last year. Checking our stock of back numbers, it was found that several numbers of Volumes 1 and 2 are missing. Unfortunately, a second binding of the Blue Book cannot be done at this time.

It is planned in a future number of this magazine to list the missing numbers in Volumes 1 and 2 in the hopes that some members may have these. Then, we would request them, hoping to receive a sufficient quantity to make a second binding of the Blue Book.

Our third bound book is that of the AERO PHILATELIST ANNALS Volumes 3-4-5, called the Red Book. This sells for \$15. Our stock of this book is very low. Only seven copies are still available and at the rate of past demand, this small stock may be exhausted in a year or so.

It so happens that the writer of this editorial has been, starting in June, 1946, the editor, first of the *Aero Philatelists News* and then the successor, this quarterly magazine, without interruption up to now. This is a twenty-three year record which affords him great satisfaction.

The fact, that our first two bound books now are sold out and that the third one almost is, represents, in our opinion, a very great tribute to the accomplishments of AERO PHILATELISTS. It is said and it is true that "the written word lives." Consequently, the foremost contribution an organization can make to philately is through its publications that record accurate information and knowledge for present-day and future philatelists.

In this connection, it seems proper to repeat what the editor related in a portion of his report during our most recent, 22nd annual convention. It is known that the Collectors Club in New York City has the largest philatelic library in the Western Hemisphere and perhaps the largest in the world. Taking an active interest in this great library, we mentioned to the Collectors

Club librarian that the Black and Blue Books were sold out, so that proper security measures could be taken with the library's copies.

Hearing this, the librarian told us that the bound volume of the *Aero Philatelists News*, the Black Book, is among the books most in demand in this outstanding philatelic library. It seems that the research as well as the information contained in the Black Book on Latin America is considered so authoritative that this book has gained this high reputation, not only among aero-philatelists but many other philatelists.

This is said here not in a sense of bombast nor conceit. To hear it told was "music to our ears." Surely, every member will share our pride over the high reputation gained by our past publications.

The fine record made by our publications confirms an opinion that has been held for many years, namely, that "bigness is not an accurate measure of success." (H. M. G.)



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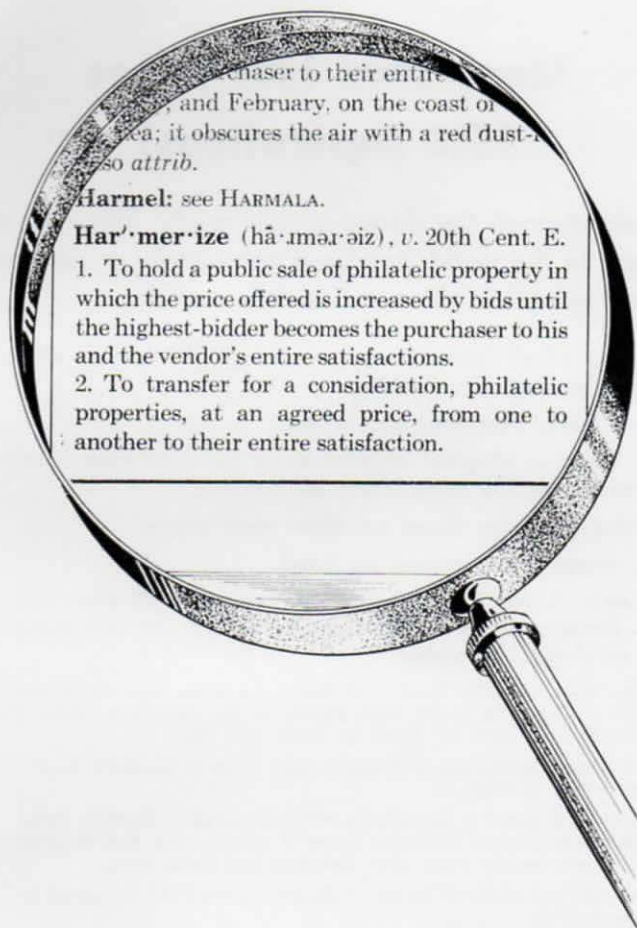
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	PHILIP SILVER	FRED KEIZER

See Page 72
For List of Air Mail Handbooks On Sale

HRH

NEW YORK



chaser to their entire
and February, on the coast of
sea; it obscures the air with a red dust-
so attrib.

Harmel: see HARMALA.

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1. To hold a public sale of philatelic property in which the price offered is increased by bids until the highest-bidder becomes the purchaser to his and the vendor's entire satisfactions.
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Sanabria 1966

The World Airmail Catalogue

More than 1300 pages
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- 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.

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