



THE AERO PHILATELIST ANNALS

★ ★ A QUARTERLY MAGAZINE ON AERO-PHILATELY ★ ★

CONTENTS

UNITED NATIONS INVITATION	1
Air Mail Stationery First Day Ceremonies September 21st	
1959 AERO PHILATELIST'S CONVENTION PROGRAM	2
HONDURAS (Irving I. Green)	3
Scott C13, Sanabria No. 15	
CANAL ZONE (Philip Silver)	8
New Air Mail Official Overprint	
AUSTRIA (Alfred Maier, Translator)	11
World's First International Air Mail Service	
UNITED STATES (Fred J. Westerberg)	15
World War II Souvenir Cover	
UNITED STATES (Stanley R. Rice)	16
A Second World War II Cover	
FRANCE & COLONIES GROUP GILBERT MEMORIAL AWARD	17
Presented to Aero Philatelist's Editor	
AERO PHILATELIST'S OFFICERS & DIRECTORS	18
BOOK REVIEWS	19
PANAGRA	21
A 30 Years Philatelic History	
THE AIR MAIL BAG	26
A Letter to the Editor	
URUGUAY	26
Counterfeits of C93-101 and C133-36	
INDEX Vol. VI (1958-59)	27

DIRECTORY OF DEALER MEMBERS

BILLIG & RICH
55 West 42nd St.
New York 18, N. Y.

IRWIN HEIMAN
2 West 46th St.
New York 36, N. Y.

P. J. DROSSOS
1 St. Denys Place
Athens, Greece

F. W. KESSLER
500 Fifth Ave.
New York 36, N. Y.

FATOULLAH & LAZAR, Inc.
116 Nassau St.
New York 38, N. Y.

JOHN W. NICKLIN
110 West 42nd St.
New York 36, N. Y.

FRANCIS J. FIELD, Ltd.
Richmond Road
Sutton Coldfield, England

PENNY BLACK STAMP CO.
116 Nassau Street
New York 38, N. Y.

GIMBEL'S STAMP DEPT.
B'way & 33rd St.
New York 1, N. Y.

H. REICHENTHAL
("Mr. Aero-World")
P. O. Box 870
Miami 5, Florida

H. R. HARMER, Inc.
6 West 48 St.
New York 36, N. Y.

NICOLAS SANABRIA CO.,
Inc.
521 Fifth Ave.
New York 17, N. Y.

H. E. HARRIS & CO.
108 Mass. Ave.
Boston 17, Mass.

S. SERBRAKIAN, Inc.
P. O. Box 448
Monroe, N. Y.

Vol. VII



No. I

THE AERO PHILATELIST ANNALS

Henry M. Goodkind, Editor

THE AERO PHILATELISTS ANNALS published quarterly each year by Aero Philatelists, 22 East 35th St., New York 16, N. Y., a non-profit corporation, chartered in New York State.

Distributed free of charge to all members of Aero Philatelists, Inc.

Back numbers, when available, for sale at \$1.00 each.

UNITED NATIONS INVITATION FOR AERO PHILATELISTS 1959 CONVENTION

AERO PHILATELISTS has been invited by *Reidar Tvedt*, Chief, UNITED NATIONS Postal Administration to participate in the first day ceremonies to be held on September 21st, in connection with the issuance of the United Nations 5c air mail postal card and two 7c air mail envelopes, one normal and the other legal size.

While all plans are not final, tentative arrangements call for the first day ceremonies to take place in the General Assembly Building at 11 A.M., on Monday, September 21st. Following the ceremonies a luncheon for members of AERO PHILATELISTS and specially invited guests will be held in one of the dining rooms at the United Nations building.

Directly after the luncheon, arrangements have been made for those in attendance, if they so desire, to go on an extended tour of the United Nations buildings under the supervision of official U.N. guides.

Special souvenir brochures commemorating the first day of issue of the three air mail items will be sponsored by AERO PHILATELISTS.

The 1959 Convention of AERO PHILATELISTS will be held in New York, N.Y. from Saturday, September 19th through Monday September 21st.

The Annual Meeting will take place at the Collectors Club, 22 East 35th Street, New York, N.Y. at 2 P.M. Saturday, September 19th. The election of Officers for 1960 as well as the Directors for the Class of 1962 will be held as usual. Any other business pertaining to the welfare of AERO PHILATELISTS will be brought before the meeting.

A non-competitive exhibition by members under the directorship of Maurice Tripet will be on display in the Exhibition Hall of the Collectors Club. Since the new frames of the Collectors Club dedicated to the memory of Stephen G. Rich will be unveiled on September 16th, our exhibition will mark the first displayed in these new frames by any philatelic group other than the Collectors Club itself.

All members are urged to attend the 1959 Convention, which from all indication promises to be the finest ever held. (*Stanley R. Rice*, President).

1959 CONVENTION PROGRAM

Saturday, September 19th

- 10 A. M. Exhibition of Air Mails opens at 22 East 35th Street, New York, N. Y.
- 2 P. M. Annual Meeting, Main Meeting Room, The Collectors Club
- 6 P. M. Cocktails and Dinner, Brass Rail Restaurant, Fifth Avenue and 43rd Street, New York, N. Y.

Sunday, September 20th

Outing and Picnic at a Long Island State Park. (Tentative)

Monday, September 21st

- 11 A. M. First Day Sale and Ceremonies in connection with the new United Nations 7c Air Mail envelopes and the 5c Air Mail postal card at United Nations, N. Y.
- 12:30 P. M. Luncheon, United Nations restaurant
- 3 P. M. Guided Tour of the United Nations
- 9 P. M. Exhibition at 22 East 35th Street, New York, N. Y. closes.

AIR MAIL STAMP BOOKS

**"The Black Book": the AERO PHILATELIST'S NEWS,
Volumes 1 to 8 with Index.**

Price \$35.00



**"The Blue Book": the AERO PHILATELIST ANNALS,
Volumes 1 and 2.**

Price \$10.00



**"The Red Book": the AERO PHILATELIST ANNALS,
Volumes 3 to 5 with Cumulative Index for Vols. 1 to 5.**

Price \$15.00

A very limited printing of only fifty of each.

Send order and remittance to:

Stanley R. Rice
Room 818, 120 Broadway
New York 5, N. Y.

HONDURAS

Scott C13, Sanabria 15, and its Varieties.

By IRVING I. GREEN

A letter dated December 21, 1926 addressed to Raul Duron Membreno from Dr. T. C. Pounds, who operated the 1925 airmail service under contract to the government of the Republic of Honduras, states the number of airmail stamps prepared for that service. Quoting Dr. Pounds:

"There were two printings as follows:

First Printing: Black Surcharge

1000	1c to 25 centavos
100	1 peso
200	50 centavos
500	20 centavos
500	5 centavos *
500	10 centavos (I believe about 48 of these with black and the rest with red surcharge).

B1	B2	B3	B4	B5
S1	S2	S3	S4	S1+S4
B6	B7	B8	B9	B10
S5	S6	S7	S8	S5+S8
B11	B12	B13	B14	B15
S9	S10	S11	S12	S9+S12
B16	B17	B18	B19	B20
S1	S2	S3	S4	S1+S4
B21	B22	B23	B24	B25
S5	S6	S7	S8	S5+S8
B26	B27	B28	B29	B30
S9	S10	S11	S12	S9+S12
B31	B32	B33	B34	B35
S1	S2	S3	S4	S1+S4
B36	B37	B38	B39	B40
S5	S6	S7	S8	S5+S8
B41	B42	B43	B44	B45
S9	S10	S11	S12	S9+S12
B46	B47	B48	B49	B50
S1	S2	S3	S4	

Fig. 1.

* A block of twelve stamps (4x3), of the 5 centavos was surcharged in red during the first printing, thus accounting for Scott C3, Sanabria 5. Dr. Pounds never acknowledged this "Red Honduras", although it is undeniably genuine.

HONDURAS

B 1 S1254	B 2 S1	B 3 S2	B 4 S3	B 5 S4
B 6 S5258	B 7 S5	B 8 S6	B 9 S7	B 10 S8
B 11 S92512	B 12 S9	B 13 S10	B 14 S11	B 15 S12
B 16 S1254	B 17 S1	B 18 S2	B 19 S3	B 20 S4
B 21 S5258	B 22 S5	B 23 S6	B 24 S7	B 25 S8
B 26 S92512	B 27 S9	B 28 S10	B 29 S11	B 30 S12
B 31 S1254	B 32 S1	B 33 S2	B 34 S3	B 35 S4
B 36 S5258	B 37 S5	B 38 S6	B 39 S7	B 40 S8
B 41 S92512	B 42 S9	B 43 S10	B 44 S11	B 45 S12
B 46 S1	B 47 S2	B 48 S3	B 49 S4	B 50 S5

Fig. 2.

B 44 S1	B 43 S2	B 42 S3	B 41 S4
B 39 S5	B 38 S6	B 37 S7	B 36 S8
B 34 S9	B 33 S10	B 32 S11	B 31 S12

Fig. 3.

Second Printing: Blue surcharge

250	5 centavos
250	5c to 25 centavos
250	20 centavos
250	20c to 25 centavos

This is the extent of the original and only issue to me."

Accepting the above quantities as correct, the subject of our inquiry, Scott C13 — Sanabria #15, the 20 centavos value of the regular 1915 issue (Scott #179) raised to 25 centavos, required five basic sheets consisting of fifty stamps each (5x10).**

** All the basic stamps of the first air mails belong to the definitive 1915 postage issue. The basic 1c, 5c, and 10c denominations were printed in sheets of 100 subjects each, (10x10), whereas the 20c, 50c, and 1 peso values each came in sheets of 50 subjects (5x10). For more complete information relative to the fragmentation of the basic sheets of all stamps prior to their overprinting, see, "The 1925 Airmail Stamps of Honduras", in the *Aero Philatelist's News*, January 1, 1953.

HONDURAS

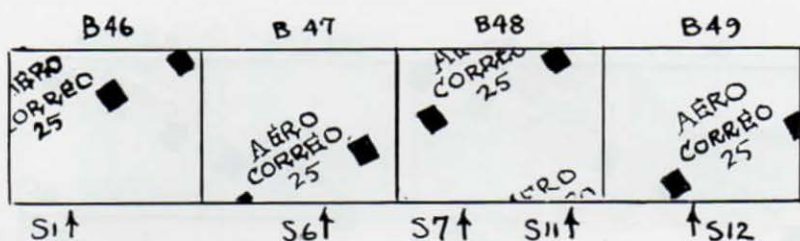


Fig. 4.

Mr. Karl Snow assisted by Dr. Pounds performed the overprinting with a Kelsey-Excelsior hand-press whose 3"x5" chase (printing space) accommodated at the most a block of twelve stamps (4x3). Each basic sheet provided three blocks of twelve with a left-over side margin of 1x10 and a bottom strip of 4x1. Four basic sheets were separated in the manner shown in Figure 1 and one sheet as Figure 2.

All the 20 centavos basic sheets are unusual, since they contain five inverted subjects located as positions 21, 23, 25, 48, and 50, making *tete-beche* pairs. The surcharge setting comprised twelve subjects (4x3), all in normal positions, and when overprinted on the basic blocks and strips there were created some inverted surcharges and occasional *tete-beche* pairs. The left-over vertical strip of 1x10, prior to being overprinted, was further reduced to three strips of 1x3 and a single stamp, usually Scott B50. The strips of three received either the extreme left or right row of the overprint depending upon the whim of the printer. The left-over bottom margin strip of 4x1 received the top line of the surcharge setting.

Time to Sell?

Then consider Auction as your method.

The benefit of more than 30 years experience in stamp dealing is yours — our clientele is world wide and actively interested in every field of collecting.

Specialist-prepared auction catalogues will present your holdings in a manner to assure you the maximum net result.

An immediate, *interest free*, cash advance can be made on suitable properties. Our commission is 20% of the gross realization; there is no other charge. Full settlement is made within 30 days after sale.

Early Fall dates are available now.

Private Sale: Some properties, because of their nature, are best sold privately. Our constant awareness of the Philatelic Market often enables us to effect a sale within a few days of receipt. We place many valuable properties each year in this manner.

IRWIN HEIMAN

INC.

Serving American Philately Since 1926

2 WEST 46th ST.



NEW YORK 36, N. Y.

HONDURAS

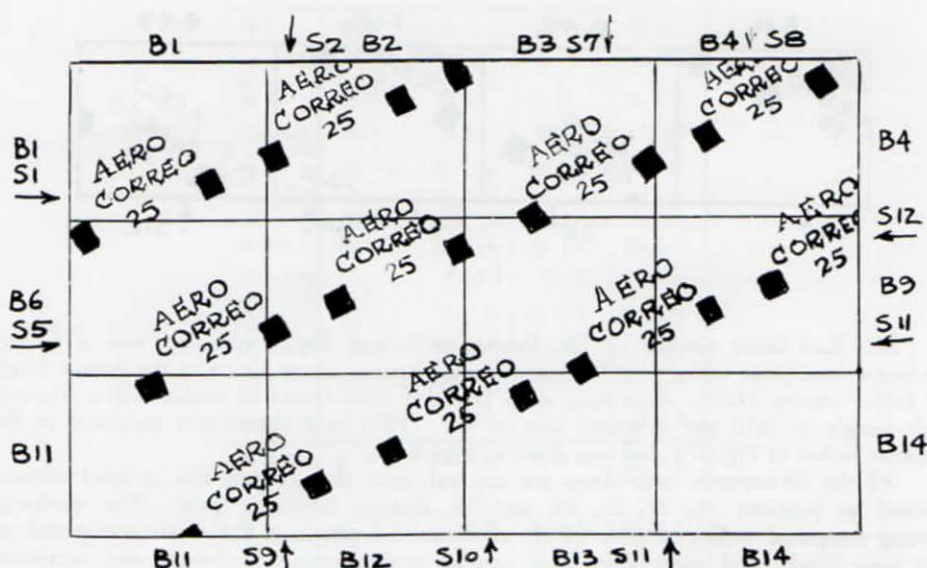


Fig. 6.

Inferior basic quality of the lithography makes plating of the sheets quite simple. The surcharge setting was also primitively composed, so that each of its twelve subjects is identifiable. The ability to plate both the basic and the surcharge setting provides one of the important checks in expertizing. To be adjudged a genuine stamp, certain surcharge positions (designated by the prefix S), should appear on certain basic positions (designated by the prefix B). In the event of a discrepancy, the stamp is either a counterfeit or it resulted from some abnormality of overprinting or basic sheet break-up, and additional investigation is required. Of course, some overprints are so obviously wrong that further study is not necessary. But there are overprints so close to the genuine that they must be subjected to every known test to prove them fraudulent.

Over a period of years, this writer has examined some one-hundred genuine C13's, a reasonable cross-section of the 250 made, and all but five met the "B and S" check of the preceding paragraph. A study of the five exceptions disclosed the following data:-

Stamp #1 . . . B26, S8 with inverted overprint resulted when a basic sheet had been separated as shown in Figure 2. The left-over vertical strip was further reduced to three strips of three and one single stamp. One of the strips of three comprising B21 (basically inverted) at the top, B26 in the middle, and B31 at the bottom, was overprinted upside down, B21 receiving a normal overprint S4, B26 the S8 inverted, and B31 and S12 inverted.

Stamps #2 and #3 . . . B43, S2 and B41, S4 respectively, both with inverted overprints resulted when a bottom block of twelve (Figure 1) was overprinted upside down, thus creating twelve inverted overprints (Figure 3).

Stamps #4 and #5 . . . B24, S7 and B29, S11 respectively, both with normal overprints, resulted when a basic middle block of twelve, separated as in Figure 2, was surcharged.

It is possible to quite accurately determine the total number of 20 centavos (Scott C13a, Sanabria 15a) with inverted overprints. Of the four basic sheets broken up as shown by Figure 1, three yielded a total of fifteen inverted overprints at the most; the other sheet, seventeen; while the one sheet separated as Figure 2 produced six, for a maxi-

HONDURAS



Fig. 5.

mum total of thirty-six. Probably thirty-three would be nearer the correct figure as B50, basically inverted, usually became a single stamp in the ultimate separation of the sheets and was overprinted normally. There is no accurate information regarding the number of tete-beche pairs, but hazarding a guess, eight to ten may still exist to-day.

The Sanabria catalogue lists a diagonally overprinted variety. This error resulted in two instances: Instance #1, when a bottom margin strip of 4x1 was overprinted on the bias. Basic stamp positions, left to right were B46, B47, B48 (basically inverted) and B49. The biased overprinting produced four diagonal overprints, one of which was inverted, as reproduced by Figure 4. The tete-beche diagonal pair was used on cover as pictured in Figure 5. Instance #2, when a top block of twelve as in Figure 1 was overprinted on the bias. An examination of one stamp, B3 with diagonal S7, has enabled a graphic reconstruction of the entire block (Figure 6).

Both the Scott and Sanabria catalogues should increase their prices for a tete-beche pair as an owner of such a rare item could increase its catalog value by separating the two stamps, and selling them as two normal singles.

In conclusion, it should be restated that this study resulted from the examination of two-fifths of all the C13's that were made and which came from various parts of the world. This, therefore, seems to represent a reasonable cross-section of all the varieties. Yet, some genuine C13's may exist that do not conform to the regular pattern of the overprinting nor to the exceptions herein noted. Information concerning such items will be welcomed.

FOR BOOKS ON AIR MAILS

See Page 2

CANAL ZONE

A New Air Mail Official Overprint

By PHILIP SILVER



Fig. 1.

Both the *Sanabria Air Post Catalogue*¹ and *Scott United States Specialized Catalogue*² show three types of official overprints applied in 1941-48 on the Gaillard Cut issue of Canal Zone air mail stamps of 1931. (Additional denominations were issued on July 15, 1941, the 30c rose lake, and on February 15, 1946, the 6c brown). The three different types are clearly distinguishable by the measurements of the two-line overprint:

OFFICIAL PANAMA CANAL

	OFFICIAL	PANAMA CANAL
Type 1	11 mm. long	19½ mm. long
Type 2	10 mm. long	17 mm. long
Type 3	11 mm. long	19 mm. long*

The writer has long been intrigued with these stamps and, over the years, has managed to acquire a fair showing of these extremely scarce and elusive items. Recently, he was able to acquire a number of these stamps from an old-time collection. Included with the lot was one stamp showing an unlisted type of overprint on the 30c rose lake air mail stamp. (See Fig. 1). The dimensions of the overprint are like none ever seen by the writer nor described by the late L. W. Charlat, the well-known New York dealer, whose studies were published in our publications⁴. The size of this overprint is, as follows:

OFFICIAL	—	12 mm. long
PANAMA CANAL	—	20½ mm. long

In addition, the height of the letters in the overprint is slightly over 1½ mm., longer than Types 1, 2 and 3 overprints that measure exactly 1½ mm.

One may inquire, consequently, whether this is a hitherto unrecorded type. The stamp itself appears to be genuine; note the straight edge at the left. In color and perforation guaging it is in agreement with the basic air mail stamp. Also, the wavy line cancellation is similar to those seen on many postally used copies of these stamps. The only question we may then pose would be about the genuineness of the overprint.

In addition to the twenty listed air mail official stamps in the three types, (Scott CO1-20; Sanabria 32-51), there are also nine official postage stamps listed by Scott as Nos. O1-9. These official postage stamps are overprinted with three types of overprint, as follows:

* Scott points out a type 3 variation on CO14 (San. 45) the 6c brown; the overprint "PANAMA CANAL" varies from 19 to 19½mm.

CANAL ZONE

OFFICIAL
PANAMA
CANAL
Type 1 and 1A

OFFICIAL
PANAMA CANAL
Type 2

These overprints on the postage stamps measure as follows:

Type 1	PANAMA	10 mm. long
Type 1A	PANAMA	9 mm. long
Type 2	PANAMA CANAL	19½ mm. long

Type 2 is the only one of the above overprints bearing any similarity to the overprints used on the air mail officials. As noted above, the measurement in the Scott Catalogue for Type 2 is 19½ mm. for "PANAMA CANAL". It is unfortunate that the measurement of the word "OFFICIAL" is not given, as well. The writer has no copies in his possession which might give a clue to the length; however, it may be that this is 11 mm.

Thus, it would co-incide with Type 1 used on the air mail stamps, with an 11mm and a 19½mm. measurement. This type 2 overprint was applied to only one postage stamp, design A37, Scott No. 107, issued June 25, 1929. (Scott O3)²

In the writer's collection, however, is a copy of this basic postage stamp overprinted "OFFICIAL PANAMA CANAL" in two lines similar to the overprint noted on the 30c rose lake air mail. (See fig. 2)

The measurements are identical for both stamps; "OFFICIAL" is 12mm. long and "PANAMA CANAL" measures 20½mm. The stamp (Scott O3) is cancelled with a circular handstamp in the upper left portion. Distinguishing features of the cancellation are the numerals "41", probably part of the year 1941, and "Z.", no doubt from "C. Z." for Canal Zone. This would place the usage in 1941 since both type overprints were in use during that year and the 30c rose lake airmail was issued in 1941.

AIRMAIL

STAMP COLLECTING

We offer to collectors the world's most efficient service in forming outstanding collections of Airmails in every phase of Aerophilately:

NEW ISSUES: We maintain a complete New Issue Service of mint Airmail Stamps, including the scarce issues. By subscribing to this service you are assured of acquiring new items in the most economical way. Write for folder giving full particulars.

RARITIES: We handle rare airmail issues which are issued in very limited quantities and usually not obtainable in the open market.

ERRORS AND VARIETIES: Through our many connections all over the world, we are in a position to offer a large number of scarce errors and varieties to our clients. Most of these issues are submitted on our New Issue Service as they appeared, before prices increased.

AIR LETTER SHEETS: We also service new issues of air letter sheets—a new and very popular field of Aerophilately. Our service offers all new air letter sheets, including scarce issues. Write for further details.

AUCTION SALES: Our next sale now in preparation, dates soon to be announced. If you are not on our mailing list, please write for the catalog of the sale which will include mint, used airmail stamps, and many desirable covers.

We welcome your inquiries regarding any of the above services.

F. W. KESSLER

500 Fifth Avenue

New York 36, N. Y.

CANAL ZONE



Fig. 2.

The writer has tried to find points of similarity in the overprint on both the official postage and official air mail stamp. Some of the more striking similarities may be noted, as follows:

1. the first "I" of "OFFICIAL" is indented in the center at top,
2. the "L" of "CANAL" leans to the right,
3. the serif in the lower part of the "C" in OFFICIAL points inward to the left,
4. the space between the words "OFFICIAL" and "PANAMA CANAL" is 4mm,
5. the space between "PANAMA" and "CANAL" is 1mm.

The writer theorizes that this is a genuine but hitherto unrecorded overprint type on the air mail stamps. However, only one copy would not seem to be sufficient evidence for such a conclusion based upon what is known at the present time. As criteria for genuineness, we have two basic stamps which appear to be genuine in all respects and postally used cancellations on both stamps which compare favorably with those used during the period. Also, the overprints on both stamps bear striking points of similarity. Of course, both may very well be a bogus type made from the same setting. But why would a faker go to the trouble of applying such an unofficial overprint to a straight-edge copy? And if he went to the trouble and expense of making a bogus type setting, it would have been prudent to manufacture a quantity sufficient to afford him a profit. But the stamp shown by Fig. 1 seems to be so far unique.

Several years ago, an editorial appeared in this magazine³ entitled "Smoking Out Information". The point was made that many times an article will be printed which, it is hoped, will "smoke out" additional facts, even though said article could not reach a valid conclusion because of the lack of some of these looked-for facts. It is the writer's fond hope that the present article will have that desired effect.

Bibliography

1. "Sanabria's Air Post Catalogue, 1957 edition."
2. "Scott's Specialized Catalogue of United States Stamps, 1959 edition."
3. "Smoking Out Information", by Henry M. Goodkind, *The Aero Philatelist Annals*, April, 1957, Vol. 4, No. 4.
4. "Canal Zone, Official Air Mail Stamps, Type III" *The Aero Philatelist Annals*, October, 1953, Vol. 1, No. 2, "Canal Zone Official Air Mails", *The Aero Philatelist's News*, Vol. 2, Nos. 10-11 and Vol. 4, No. 8 by L. W. Charlat.

TO JOIN AERO PHILATELISTS

Simply fill in the membership Application on Page 28
and mail to:

AERO PHILATELISTS, Inc.
22 East 35 Street
New York 16, N. Y.

AUSTRIA

Forty Years Of Air Mail

World's First International Air Mail Service

During the spring of 1958, after years of enforced idleness, the Austrian air mail service was at last opened. For two reasons it would actually be more apt to call the event "a re-opening". In the first place, from 1923 to 1938 the "Austrian Lufverkehrs-AG" under the direction of air pioneer, Hofrat Deutmoser, flew over 7½ million km., carrying 12,000 passengers almost without accident, along with a great deal of air freight and well over 1600 tons of mail. Secondly, the resumption co-incided with the 40th anniversary of the day on which Austria, by starting an air service of her own, created the first general air mail service.

The chronicles of history are indisputable. On March 20, 1918, experimentally at first, and from April 1, 1918 on a regular basis, Austria began the operation of the air mail service Vienna-Cracow—Lwow-Proskurow (See Fig. 1). This was a full six weeks before inauguration of the United States air mail service between Washington, D. C. and Long Island, N. Y. claimed to have been the world's first official air mail.

At the time the Ukraine was an autonomous state with which since March 3, 1918 Austria had had peaceful relations. The airline, therefore, can rightfully be called the first international air mail service in the world.

It was for this service that the first official air stamps ever were issued (kr. 1.50, kr. 2.50, kr. 4.-). (Sanabria Nos. 1-3, Scott C1-3).

Neither the government departments nor any of the personalities connected with this first use of the airplane in regular public and international communications, could possibly have imagined that only 40 years later airlines of all nations would be crossing the oceans by air with a speed of sound and with uncanny precision, carrying millions of passengers and thousands of tons of mail as a matter of routine.



Photos by Boutrelle

Fig. 1. A first flight cover cancelled March 31, 1918 for the Vienna-Cracow route. Since much of the mail was philatelic with the complete set of three, a commercial cover with only one air stamp, the 2.50K (San. No. 2), is very scarce. (H. M. Goodkind collection).

AUSTRIA

Leading motive for the enterprise "Airmail Vienna-Kiew" was realization of the fact, still valid today, that Europe's vast agricultural eastern territories and Central Europe's highly industrialized countries must be in close contact with each other. Obviously a reliable and fast means of transportation were the prerequisites for trade and commerce to achieve this end. The men, who first devised the practical means to establish Vienna-Kiew, the airmail service were Minister of Commerce Wieser, Minister of Defense Stoecker-Steiner, Air Force Commander Uzelac with his Chief of Staff Major Czermak, and last but not least Postmaster General Hoheisel.

The airplane, invented only after the turn of the 20th century, had been considerably improved during World War I and the outcome of sporadic tests opened vistas for the future use of the "flying machine" as a new means of transportation. However, there was complete lack of previous experience for a regular and scheduled public service. Under the circumstances, great precautions had to be taken. Quietly and without any fanfare or advance publicity, experimentally at first, Vienna-Kiew the air mail service was put into operation. Captain Raft V. Marwil, a young flying officer with considerable combat experience as pilot, was appointed the organizer and leader of the enterprise.

A few weeks later—on April 1, 1918, the new airline could be opened for regular use by the public; after publication of its timetables, schedules and rates it officially became a public means of transportation.

Although operated upon a military basis due to conditions at the time, the handling of the mails came under the jurisdiction of the postal authorities. As a result, there were special instructions for the pilots governing the handling of mail. Strange as this may seem now, it was upon the shoulders of the non-commissioned pilot officers that the responsibility for the operation of the airline rested. Under primitive conditions, practically without any navigational or meteorological aid, the pilot was charged with getting "his kite" safely over long distances to its final destination. In the event of accidents or forced landings, it was his foremost duty to arrange for the mail bags to be carried further by other means of transportation. For this purpose, he was issued special credentials as a postal employee. As a rule the plane also had an "observer", who acted as navigator; appalling weather conditions and the monotony of flying over vast expanses very often made his job most arduous. It would be erroneous to believe that no passengers were carried on these mail flights. A loading capacity of approximately 200 kg. made it feasible for one passenger to be carried, although under extremely crowded conditions. Such passenger transportation was not officially provided for, but after the existence of the air route became generally known, requests for passenger participation in the flights were constantly received. Those permitted aboard, in the main members of the press, were most enthusiastic. It seemed quite apparent to them that they had experienced the beginnings of unlimited, new transportation possibilities.

The twenty-two planes used were 165 h. p. and 200 h. p. single-engine unarmed army biplanes. Air crews consisted of fourteen sergeant pilots and sixteen observers. In addition, a number of mechanics and other ground personnel were responsible for the airplanes' maintenance. Travelling at 120 km. per hour, each plane flew only one section of the route in both directions. In order to cover the entire distance of the 1200 km. between Vienna-Kiew or Kiew-Vienna from morning until night most careful planning was essential. As soon as the mail plane approached one of the intermediate section stops, the preheated engine of the waiting relay machine had already been started. The crew in heavy leather jackets, flying helmets and goggles was ready to continue. Out of the landed plane jumped the passenger (if one was on board) and he hurried into the waiting machine, whose pilot quickly signed receipts for the mailbags that had been stowed away in quick time. Within minutes the relay plane was airborne. The minimum of red tape in those pioneer days was quite in contrast to the excess of formalities often prevailing in air transport of our time.

Today traffic in the air is based on a comprehensive and efficient system that insures smooth working under all conditions. Advance information on weather, radio communications and many navigational aids such as radar and automatic pilots are provided in addition

AUSTRIA



Fig. 2. A commercial cover flown July 11, 1918 from Budapest, Hungary to Vienna franked with San. Nos. 1 and 3. Covers from this short-lived route are very scarce. (H. M. Goodkind collection).

to the highly perfected instruments on board of every plane. In 1918 nothing like this was known. The mail plane, starting in accordance with a fixed schedule depended upon the pilot's flying skill, on good weather, on the ability of the navigator and on a small number of somewhat primitive instruments aboard. Mail planes often had to find their way by flying close to the ground or up in heavy clouds without visibility. Yet, it hardly ever happened that they did not reach their destinations.

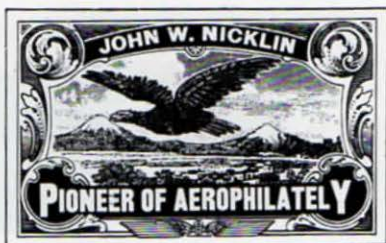
Looking back, it seems miraculous, how punctual the mail planes of the Vienna-Kiew Line managed to fly on schedule. The marvel was due in fact to the skill of the personnel and to their burning ambition to prove that scheduled, regular mail flying was possible.

The unexpected success of the venture caused demand for extension of the air mail system. Political considerations and nationalistic jealousies too played their part. As a result, on July 4, 1918 a second route was opened connecting Vienna with Budapest (See Fig. 2). Members of the government attend the inaugural ceremonies and delivered speeches. The Hungarian postal authorities issued their own air stamps for this occasion. (Hungary San. No. 1-2).

To insure "proper equality" the plane making the first Vienna-Budapest flight was piloted by (Austrian) Capt. F. P. Raft V. Marwil with (Hungarian) First Lt. F. P. Vargha as navigation officer. It was planned later to extend the air line via Ujvidek-Craiova-Braila to Odessa.

However, extreme shortages of material and manpower experienced during the fateful summer of 1918 coupled with technical and political difficulties due to World War I caused discontinuation of the route. When in November 1918 the Austro-Hungarian Monarchy was dissolved, the Vienna-Kiew route, too, which had been operating up to the last day also lost its purpose and meaning.

The above was released by the Austrian government for the first day of sale of the new 4S. air mail stamp on March 25, 1958. Written in German, we are indebted to Mr. Alfred Maier, Manager of Nicolas Sanabria Co. Inc., New York, N. Y., for his translation services rendered as his contribution to this quarterly magazine. (The Editor)



CASH or AUCTION

TO OWNERS, EXECUTORS OF ESTATES, AND THOSE
RESPONSIBLE FOR THE SALE OF STAMP PROPERTIES

The great collections are rightfully consigned to the leading Auction houses of the world for sale.

But what about the medium collection, and more particularly, the specialized property? Is it not fair to consider how much time and care can be given by the organization you employ in the preparation of these stamps for sale? For on that factor, more than any other, depends the net results of the sale, and the amount you will receive for your stamps.

Though I am a specialist in Airpost Stamps, a glance at my catalogue will show you a few of the fascinating specialized groups of stamps handled by Nicklin Auctions.

I take a keen personal satisfaction in obtaining the very best results possible in the sale of a client's property. My Experience is quite at your disposal if and when you wish to sell.

Collections may be sent to me for examination and an analysis of their sales possibilities.

Cash offer will be made if you prefer. If I believe your collection would realize more if sold at Auction, I will tell you so.

At all events the decision will be up to you, and your property returned if we do not reach an agreement as to its sale.

FORMAL APPRAISALS PREPARED FOR
ESTATES OR INDIVIDUALS

JOHN W. NICKLIN

PIONEER OF AEROPHILATELY

110 WEST 42nd STREET

NEW YORK 36, N. Y.

Telephone: WIsconsin 7-3834

UNITED STATES

A World War II Souvenir Cover

By FRED J. WESTERBERG



Fig. 1. (Photo by L. W. Giles).

The highest price



ever paid for a single airmail stamp, \$11,500, was paid in a 1957 Harmer Rooke auction for the 25c on 10c "Black Honduras" (Scott #C12, cataloguing \$17,500). The previous record price of \$5,300 was paid in 1939 for this very stamp.

Let us sell your finest airmails for top prices, too! Consult us now.

HARMER, ROOKE & CO., Inc.

560 Fifth Ave. (at 46th), New York 36.

International Auctioneers of Fine Stamps

WORLD WAR II AIR MAIL

The U. S. air mail cover herewith illustrated (Fig. 1) has a most interesting story connected with it. Notice that it is postmarked "San Francisco, Calif. Dec. 6, 1941". This signifies that this cover was on the last Clipper plane leaving the United States for the Orient at the time of Pearl Harbor.

The plane with this letter was scheduled to arrive first in Honolulu, Hawaii. The cover is postmarked "3 P. M." at San Francisco. One report says that this plane had already left Honolulu before the attack on Pearl Harbor of December 7, 1941. Another report has it that the plane with this mail could not land in Hawaii because the Japanese had already attacked Pearl Harbor.

Because of the outbreak of hostilities the plane could not land in the Philippines, and obviously the letter could not be delivered. The plane had to proceed further, eventually circling its way around the world from west to east. Finally the letter was returned to the sender as marked by the Post Office. The only backstamp on this cover reads "Via Air Mail". There is no indication of when the cover was received back in California or returned to the sender.



Fig. 2. (Photo by Boutrelle).

A Second World War II Air Mail Cover

By STANLEY R. RICE

The first part of this article touches upon the handling of air mail going west when the United States entered World War II after the Japanese attack on Pearl Harbor, Hawaii in December 1941. Now we can show what happened to air mail going in the other direction to Europe. Illustrated is a cover (Fig. 2) mailed from Baltimore, Md. on December 5, 1941 via air to Hamburg, Germany. It was never delivered as seen in the notation rubberstamped at the bottom of the envelope "Return to Sender/Service Suspended" with the New York, N. Y. marking of July 26, 1942. No markings show how far it travelled nor where the mail had been held for that period of time from December 1941 until the end of July 1942.

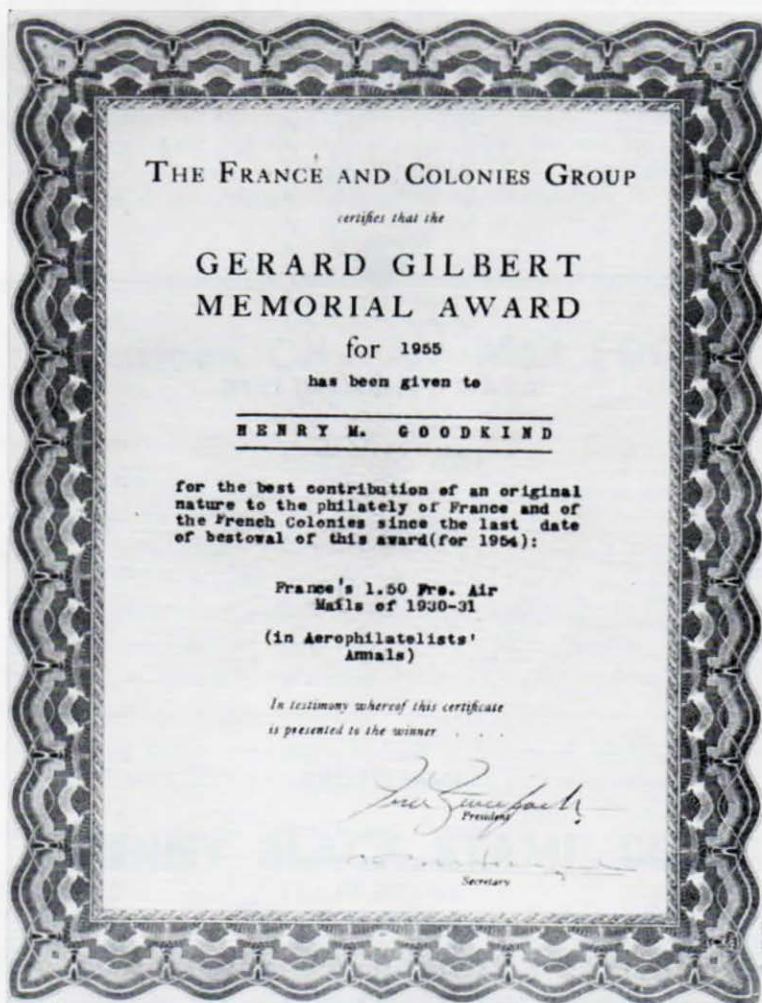
TO JOIN AERO PHILATELISTS

See Page 28

This Magazine and Its Editor Honored By the France & Colonies Group

When a specialty society creates an award for philatelic achievement, it is customary to confine the giving of such awards to the members of the particular society. Therefore, it was an unusual philatelic event when the well-known FRANCE & COLONIES GROUP presented the *General Gilbert Memorial Award* to the Editor of the AERO PHILATELIST ANNALS. Shown is the handsome certificate presented on the occasion of the 1959 Annual Convention and Dinner of the FRANCE & COLONIES GROUP.

The name, Gerald Gilbert, may not be familiar to many AERO PHILATELISTS, especially the younger members. The late Mr. Gilbert was a famous French philatelist, who was in charge of the disposal of the fabulous Ferrari collections in Paris, France back in the early 1920's. A decade later he came to the United States and settled in New York City. It had been the pleasure and privilege of your editor to have many talks with this great French philatelist. We often would meet him more than twenty years ago when visiting on a Saturday afternoon the offices of air mail dealers like the late Nicolas Sanabria and Fred W. Kessler here in New York. Mr. Gilbert was bubbling over with philatelic



AERO PHILATELISTS

knowledge. A session of listening to him always resulted with one coming away knowing a lot more about stamps.

Mr. Gilbert, when a resident in France, had had first-hand contact with many of the first European air mails. He would supply us with facts and tell some personal anecdotes about them. This knowledge is still firmly implanted in our memory. Much of the information later written in articles by your editor stems from those times when we were listening to the late "Nic" Sanabria and Gerald Gilbert talk air mail stamps.

Consequently, this award has a double significance. First of all, it is a boon to all philately when one specialty group pays honor to another as the FRANCE & COLONIES GROUP did to the AERO PHILATELIST ANNALS. In the second place, the presentation of this certificate to your editor was all the more pleasing because it carried the name of one whom he had respected so greatly. And finally, to round out a memorable evening, the FRANCE & COLONIES dinner was exceptional with fine French food and wines. After such hospitality, all should have seen how the recipient's face glowed when this *Gerald Gilbert Memorial Award* was presented.



AERO PHILATELISTS

1959 OFFICERS

<i>President</i>	STANLEY R. RICE
<i>Executive Vice President</i>	SAM RODVIEN
<i>First Vice President</i>	LOUIS N. STAUB
<i>Secretary</i>	PHILIP SILVER
<i>Assistant Secretary</i>	FRANK GLANZ
<i>Treasurer</i>	BERNARD FINK

DIRECTORS

<i>Class of 1959</i>	<i>Class of 1960</i>	<i>Class of 1961</i>
RICHARD W. CANMAN	JOHN J. BRITT	BERNARD FINK
JOHN R. DILWORTH	FRANK GLANZ	H. M. GOODKIND
JACOB S. GLASER	STANLEY R. RICE	SAM RODVIEN
THOMAS A. MATTHEWS	ANTHONY SCALA	MAURICE TRIPET
R. H. SHRADY, M.D.	IRA SEEBACHER	JULES L. WACHT
PHILIP SILVER	LOUIS N. STAUB	SOL WHITMAN

BOOK REVIEWS

Sanabria's Air Post Catalogue, 1959-60 Edition. Published by Nicolas Sanabria Co. Inc., 521 Fifth Avenue, New York 17, N. Y. 627pp., cloth bound and indexed. Price \$12.50 with Supplements, available from the publisher.

The appearance of a new edition of the Sanabria catalogue always excites us. We have worked with this catalogue ever since the first edition appeared in 1936 and have relied upon the information in it. We are so pleased that the latest edition appeared just about two and one-half years after the last one. Considering the vast output of new issues over this period an increase in the size of the book has been kept to a reasonable 58 pages. As a matter of fact, for a highly specialized air mail catalogue, we find the information too condensed. However, with present day costs, the publisher must watch this or he will issue a catalogue that will have to be priced so high that few can afford to buy it. Actually, considering the thousands of illustrations, the paper, the quality of printing and binding, the \$12.50 price is most reasonable according to today's book market.

It is axiomatic that no specialty in philately will flourish without a catalogue. Thus every aero-philatelist needs Sanabria and should buy a copy. This is the only air post stamp catalogue in the English-language and the only one to survive in America.

There was not one page where we did not find a mistake either in the text notes or with a price. But this is not as bad as it sounds, because one must regard these mistakes relatively. Thus the percentage of errors is not great and mentioning each mistake found would be not only captious but unfair.

The most serious fault with the Sanabria catalogue are the highly inflated prices, especially with errors and minor varieties. This tends to undermine collectors' confidence. If one owns a variety priced in Sanabria for several hundred dollars, he logically expects to

Vatican City Air Mail FDC

SPECIAL OFFER

#C1-8	Flown to France regist. RR	\$22.00
C9-15	2nd air mail set	5.75
C16-17	Tobias (30,000 sets issued)	65.00
C18-19	U. P. U. (40,000 sets issued)	32.00
C20-21	Gratianus on cacheted FDC	40.00
C22-23	Dome 1st issue, regist.	18.50
C24-32	Now Obsolete on 3 cach FDC	7.00
C33-34	Dome 2nd issue on cach. FDC	5.25

We have the finest assortment of First and Special Flights, Zeppelin, JET, VATICAN CITY, Approvals. References please if unknown to us.

PENNY BLACK STAMP CO.

Est. 1912

S. L. Bayer, Prop.



116 Nassau Street, New York 38, N. Y.



BOOK REVIEWS

sell it for a good price. But when he can find no buyers or at best a dealer, who will pay only a very small fraction of the catalogue price, he will understandably dismiss this reference book as unreliable. The prices for major numbers are far more accurate and this is the more important factor.

Unfortunately, many on cover prices still are badly confused. For instance, it is ludicrous to price Honduras No. 11 for \$3000, while letting Nos. 10 and 11 remain at \$300 and \$250 respectively. Also the comparative prices of the Balbo Flight covers still have not been corrected from the last edition. Why are the 1948 Indonesia pictorials prices for used copies still left in? This indicates that used copies are as plentiful as the unused, which definitely is not the case.

Summarizing our views on the latest edition, it is a valuable reference book. It still needs improvement and this should be incorporated in the catalogue because all necessary information is freely available. This refers solely to the text portion and not the pricings.

(H. M. G.)

World's First Air Stamp. Italy 1917 by L. H. Harris. 15 pages with 18 illustrations. Paper cover. Available from J. C. Crimlisk, 9 Victoria Ave., Filey, Yorkshire, England. Price 50 cents (3/6).

This inexpensive booklet should be read by everyone interested in air mail stamps, because it treats the official NUMBER ONE of our specialty. Italy (Scott C1) is a relatively low-priced stamp, freely available. Since many First Flight post cards were sent by philatelists, these too are to be had without much difficulty. They are only a few scarce First Flight cards, which logically command premium prices. Mr. Harris describes and illustrates the common and some of the scarce post cards. The latter in American collections unfortunately have been overlooked.

Mr. Harris does a most competent job in detailing and showing the various cancellations, giving a clear indication of relative scarcity. Thus a collector will know what to look for after studying this work, and he may be fortunate in securing a scarce marking that the seller does not recognize.

A booklet such as this adds to one's interest in the stamp and flown cards. There is much more to Italy C1 than just a catalog number and price. Unfortunately, many's knowledge ends here. Consequently, this study offers an opportunity to expand one's knowledge for his own enjoyment. The drama and thrills connected with early air mail stamps is not widely appreciated today. By reading the account of the aviator, who flew this first air mail, an appreciation of such conditions evolves. Mr. Harris quotes this in full.

Transpolar Air Mail Flights (30c); *Date Line Covers* (25c) and *Balloon Leaflets of Siege of Paris 1870-71* (20c); publisher, Francis J. Field, Sutton Coldfield, Warwickshire, England. Postage extra.

Francis J. Field's "Aero Field" was one of the first air mail periodicals and it is still going strong today, creating an unrivalled record for both longevity and service. It has been a custom to reprint certain articles from this magazine in leaflet form, the above three being the latest to be issued.

The Paris Balloon leaflet was particularly impressive because of the careful research. Previous articles were not just quoted but they were checked against the originals, making sure that the translation from French to English was correct. A two-page chart of all 1870-71 balloon flights will prove to be an excellent reference piece for those interested in this French specialty. Unfortunately some of the type is so small that it proved difficult to read.

All three leaflets are generously illustrated. Those interested in aero-postal history rather than air mail stamps will find much useful information in each of these three leaflets.

PANAGRA (Pan American - Grace Airways)

A philatelic history of thirty years as reflected by postage stamps and first-flight covers

Not one of today's philatelists in a hundred would be expected to recognize the name, Harold R. Harris. And yet, this former U.S. Army Air Corps captain's pioneer exploits and visionary dreams ultimately led to the preparation of numerous postage stamps.

It all began more than three decades ago, when Harris went to Peru as General Manager (chief pilot, mechanic and purchasing agent, too) for Huff-Daland Dusters, an United States enterprise which offered to spray cotton fields with insecticides from flying crates that optimistically were called aeroplanes.

While put-putting across the acreages of Peruvian cotton fields, Harris saw more than the weevil-threatened bolls. He looked to the future and envisioned the tomorrow when planes would link the isolated cities and settlements with each other and neighbor nations. He dreamed of passenger, mail and cargo service that would operate on minute and hour schedules instead of months-long journeys. Harris surveyed the entire west coast of South America, then returned to New York just after Lindbergh had soloed to Paris and zoomed



PANAGRA

the world's thinking to the skies.

Conferring with veteran trading and transportation experts at W. R. Grace Company, and fledgling officers of the newly organized Pan American Airways, he convinced them that an international airline was feasible and that they ought to approve his theories and put them into operation.

They did, and PANAGRA was born.

It was logical as it was inevitable that W. R. Grace & Co. and Pan American should contribute their special skills and known-how to such a venture. For three-quarters of a century Grace had been developing trade, industry and transportation between the United States and the West-coast nations of South America.

Had it not been for the Grace organization in each of the countries along the proposed routes, and long experience in international trade and travel, Harris' dreams might have become nightmares. Along the shortest route from North America to practically all Latin American nations, Grace had agencies with trained personnel and well-established connections, ready to do the fundamental groundwork; negotiate franchises and contracts, and to construct airports and other facilities so necessary to the pioneering of an international airline.

Pan American, already on the wing in the Caribbean, provided its still earthbound partner with confidence and the technical experience in the solution of innumerable problems to be faced in getting Panagra off the ground and into the unfamiliar, but welcoming South American skies.

In August, 1928, the new airline—then known as Peruvian Airways Corporation—acquired a single-engine Fairchild, and on Sept. 13, 1928, began operations. That flight took off from a race track in Lima, and landed in a soccer field at Talara, 600 miles away to mark the inauguration of a scheduled U. S. Airline service on the west coast of South America. Various touch downs were made on open streets, beaches and fields for fuel and rest. But that was only the beginning.

The route was extended south, to Mollendo, a seaport about 500 miles from Lima. Then it stretched northward to Guayaquil, to link Peru and Ecuador.

By December, another Fairchild was in Panagra service. And to operate a proposed route further north, two amphibians were ordered to negotiate the over-water distances between Panama, Colombia, Ecuador and Peru.

Appreciating the tremendous effect of swifter communications service to Latin America, the United States Government certificated Panagra to carry airmail to its southern neighbors. On May 17, 1929, the first flight left Cristobal, in the Canal Zone, to inaugurate what is officially called Foreign Air Mail Route 9—one of the most important and popular of all "FAM's" in aero-philatelic collections.

The Post Office Department authorized the use of special cachets to mark all mail carried on this initial trip. Actually Panagra's terminal was at the Canal Zone, but technically, it was designated as "United States". (Connections were made in Cristobal, to link FAM 9 with FAM 5, established by Pan American only a few weeks before. FAM 5, flew Miami, Havana, Belize, Tela, Managua and Canal Zone).

The cachet approved for use on mail dispatched from Miami is as curious as it is historic. Because he was under the impression that Panagra's service would operate all the way to Santiago, the Florida postmaster designed a rubber handstamp that is inscribed, "First Flight/U. S. A./Air Mail/Canal Zone-Chile/Route F. A. M. 9". The design depicts a Fairchild flying over mountains and the sea.

The Canal Zone cachet shows a map of the countries served by the new route. Postal officials in Ecuador and Peru also applied distinctive markings to all mail carried on the inaugural flight. Although stops also were made in Buenaventura and Tumaco, in Colombia, the mail contracts had not been completed with Panagra, so no letters were carried until May 24, at which time these cities properly marked first-flight letters.

By July 1, 1929, Panagra was ready to extend its service southward as far as Santiago.

Again the U. S. P. O. D. authorized cachets, the design of which shows a scene of Mt. Osorno, Chile's spectacular peak that long has been a favorite with tourists and vacationists.

PANAGRA

For improved service, the terminal at Mollendo was discontinued, and a new one, at Arica, opened in southern Peru. A station also was opened at Chanaral, in Chile. On this flight Arica used a special cachet, but by mistake, inscribed it "22 de Junio" instead of the correct, "22 de Julio". On all northbound mail, the Santiago postal administration applied a cachet appropriately inscribed and depicting a primitive monoplane.

Panagra's greatest challenge still lay ahead. Looking at a plain map, it looks deceptively simple. It's only a straight line, 795 miles long, to link Santiago and Buenos Aires, second largest city in the Western Hemisphere. Actually it is a formidable trip over the most rugged terrain in the world. As long as man could remember, the massive granite of the towering Andes—four miles high—had been an impenetrable barrier arresting the political, economic and social development of South America. For centuries the trip between the two cities involved a long, hazardous journey around the Horn. More recently a single-track railroad was spiked to the precipitous peaks, to cut travel time from a month to three days when landslides, blizzards and avalanches didn't cut service.

But despite difficulties, Panagra was determined to conquer the distance and dangers by air. On Oct. 5, the first Buenos Aires-bound mail was dispatched at Miami, and marked with a cachet depicting "El Cristo de los Andes," the immortal monument to international peace which stands atop Uspallata Pass between Argentina and Chile. Again, because no mail contract has been signed between Chile and Argentina, letters could not be flown from Santiago to Buenos Aires.

The first return flight left Buenos Aires on Oct. 12. The importance of the new route may be gauged by the fact that when the tri-motored Ford left the Argentine capital, it was laden with 3,897 letters, each of them marked with a special *machine* cancellation inscribed, "12 Octubre/Inauguracion Linea Aeropostal/via Pacifico/Buenos Aires-Nueva York". This one, incidently, is the first mechanical marking applied to air-mail inaugurals. Until then (and almost exclusively since), first-flight cachets have been rubber handstamps.

Panagra's route was extended to Montevideo, on Nov. 30, when the Uruguay government authorized the use of a triangular cachet inscribed, "Primer Vuelo Postal/Uruguay-Estados

Errors, Varieties and Airmails

For 30 years we have been specializing in all unusual items: Errors, Varieties, etc., regardless as to whether they are or are not listed.

Now we have on hand a very large selection of Airmails U. P. U., U. N., Inverted Centers, Sports, Topicals, Miniature Sheets, De Luxe Sheets, Proofs, Die Proofs, Rotary, etc., etc.

We have oddities and unusual items from many different countries as:—

Albania Abyssinia, Belgium, Brazil, Canary Islands, Colombia, Congo, Croatia, Czechoslovakia, Danzig, Ecuador, Epirus, Far East, France & Colonies, Greece, Georgia, Honduras, Iceland, Ifni, Iran, Italy & Colonies, Latvia, Liberia, Lithuania, Monaco, Nicaragua, Paraguay, Poland, Romania, Russia, Saar, Salvador, Scadta, Spain & Colonies, Tangier, Tanna Touva, Uruguay, Venezuela.

We will gladly make up special offers or selections on approval.

Please write countries, price range and specialties. (Usual references, please).

We are also always buyers of similar material.

S. SEREBRAKIAN, Inc.

P. O. Box 448

Monroe, N. Y.

PANAGRA

Unidos". The first southbound mail to Uruguay was carried from the Canal Zone on Jan. 14, 1930, and it is cacheted with a design featuring the Uruguay coat of arms.

On May 20, 1932, Panagra stretched a leg from Arequipa, Peru, inland to La Paz, in Bolivia, an important event in communications which was observed by the United States' authorization of yet another distinctive, diamond-shaped cachet.

While the Bolivian postal administration accepted mail flown into the country by the new route, it did not dispatch any. The first contract to avail itself of Paragra service was made three years later, when the first mail left La Paz, marked "La Paz-Nueva York-Primer Vuelo via Panagra-Junio 2 de 1935". This one, like that applied in Buenos Aires, is not technically correct. The new service provided facilities to the entire *United States*, via connections through the Canal Zone and Miami, terminals of Panagra and Pan American, respectively.

On Dec. 4, 1936, a direct dawn-to-dusk service was initiated from Cristobal to Lima. Cristobal itself did not specially mark mail carried on this inaugural, but neighboring Colon did. Then, on July 18, 1937, an extra stop was added at Cali, Colombia.

Effective with the extension of this route to Montevideo, the United States Postal Administration and other countries regarded F. A. M. 9 complete.

Thereafter postal administrations failed to provide notices of changes affecting it. Since then Panagra has effected hundreds of improvements in its service. There were the addition of additional cities along existing routes; the scheduling of swifter non-stop flights between the major cities as faster and longer-range aircraft was added to the Panagra fleet, and the lopping of precious hours from time-tables. In some cases, local postmasters took it upon themselves to apply markings to identify first-flight covers; in some few instances Panagra dispatched souvenirs to its officers, clients and travel agents. Most of the time, however, such mail as was dispatched was placed aboard and handled as a matter of course. Aero-philatelists who have any idea of making a collection of such items must search for covers postmarked on the dates of such inaugurals; but then they can be only fairly sure that they are indeed "first flights" since they are not distinctly identified.

Panagra's history, moreover, was written by a number of adhesive postage stamps issued in its honor. When a national airline—one predominantly owned and subsidized by a government—flies new airplanes, it is reasonable for such a government to issue stamps as advertising (K. L. M. stamps issued by the Netherlands; L. I. A. stamps, by Liberia; G. I. A., by Ghana; Quantas, by Australia, etc.)

When, however, a government prepares and issues special postage stamps for an airline whose only connection is represented by the service it offers the nation, those stamps reflect the government's high regard for the airline. Panagra has been so honored several times.

In 1945, for instance, Bolivia issued a set of five different stamps (10 centavo, carmine; 50c, orange; 90c, green; 5 bolivianos, blue, and 20b, brown) to commemorate a decade of Panagra service which, in 1935, linked land-locked La Paz with the main Panagra route.

These stamps depict a 1935 Panagra DC-3, flying over a map of the country, with a line showing the La Paz-Arequipa route. All stamps of this set were normally perforated, however, imperforates of the first three denominations also are known to exist and presently are quoted by the "Sanabria Airpost Catalogue" at \$50.

Five years later Bolivia again marked—this time, the fifteenth—anniversary of the first La Paz service. Examples of the first stamps were locally overprinted, "XV Aniversario Panagra 1935-1950". The 10c stamp of 1945 was surcharged to give it a four-boliviano value; the 20b was changed to make it a 10b stamp. The latter exists with an inverted overprint, valued today at \$35.

On July 26, 1951, the Ecuadorian Postal Administration issued a pair of stamps (three sucres, orange, and five sucres, brown) to commemorate the 20,000th time Panagra planes crossed the equator, after which the land was named.

This duo, consists of regular air-mail stamps originally issued in 1944 (and depicting the Government Palace in Quito), overprinted, "20,000 Cruce Linea Ecuatorial PANAGRA 26 Julio 1951". Philatelically these stamps are especially interesting since there are two minor varieties in every sheet. On very stamp in the third and seventh vertical row, the

PANAGRA

"Linea" appears without the accent over the "i"; on the 20th and 40th stamp of each sheet, the "i" in Ecuatorial" appears without the dot over it.

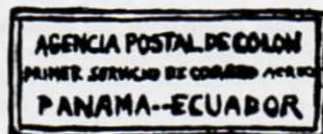
Ecuador again honored Panagra in 1954. This time, a million 20-centavo stamps of the regular stamp (depicting the main postoffice in Quito), and overprinted them, "Panagra-1929-1954", to mark the twenty-fifth anniversary of the line's operation through Ecuador. Half of them had a value of 80 centavos; the other half, one sucre.



ECUADORIAN AIRWAYS
FIRST FLIGHT
GUAYAQUIL-NEW YORK
PAN-AMERICAN GRACE AIRWAYS INC



12 OCTUBRE
INAUGURACION LINEA AEROPOSTAL
VIA PACIFICO
BUENOS AIRES-NUOVA-YORK



When Harris left Lima's suburban, dusty race track on Sept. 13, 1928, he had visions. He has lived to see it do much more than just see them all come true. He has seen Panagra become an honored name in aviation service and progress, linking the entire Western Hemisphere with reliable, dependable and comfortable schedules and the latest aircraft. He has seen it internationally honored by postal administrations, universally recognized by aero-philatelists and stamp collectors.

And so great an impact has it had upon the economic and commercial progress; the social improvement of the nine nations it serves, that when a multi-engined liner speeds through South American skies, the natives refer to it, not as "an airplane", but "Panagra"!

Yes, the vocabulary of those people prefers "Panagra" to the ordinary "Avion", whether the plane seen is one of this line's or another's.

THE AIR MAIL BAG

(Under this heading correspondence is published. Full names will be used unless a contrary request is specified; then a correspondence will be identified by initials only. Nothing unsigned will be used).

May I offer a few corrections on the Brazil ETA Co. air mail stamps article by Mr. Zoran Ninitch that was published in "the AERO PHILATELIST ANNALS", Vol. VI No. 1 (July 1958). Incidentally Mr. Ninitch died in 1958.

The quantities printed were:

First Printing. 200,1000,2000 and 5000 Reis . . . 2,600 each Printed in miniature sheets of 16(4x4). 300 Reis . . . 2000(500 miniature sheets).

Second Printing. No records known, but reliable reports claim quantities about the same as First Printing.

The 300 Reis, both printings, was rouletted first. But because this did not prove satisfactory, they later were comb perforated. Thus all stamps come both rouletted and perforated on two sides only.

The first legislation was March 17 (not 27th), 1927.

Werner Ahrens
Sao Paulo, Brazil.

Watch Out For URUGUAY C93-101 and C133-136

Those who maintain that stamps should be printed by the more expensive processes like line-engraving or rotogravure have good examples to use when one sees what is happening to lithographed stamps. These are being imitated. The most recent reports reaching here from abroad state that counterfeits are appearing of the 1939-44 *Oxcart issues* (Scott C93-101; *Sanabria* 109-121) and the 1949 *National Airpost Issue* (Scott C133-36, *San.* 146-49) of Uruguay. The counterfeits cannot be described because we have not seen them. But since these reports have reached us from reliable foreign sources, we believe that our readers should be cautioned.

From studying the photographs sent us of these counterfeited Uruguay air mails, it is apparent that the genuine have a much sharper impression than the imitations. Of course, one often wonders what purpose counterfeit descriptions are, when many find themselves deceived by buying counterfeits. Had they known the genuine, then the poorer work of the counterfeits would not have fooled them.

Therefore, if you are planning to add either of these issues to your collection, it would be prudent, unless you know the genuine stamps, to have your purchase passed upon by a recognized Expert Committee such as the Philatelic Foundation, 22 East 35 Street, New York 16, N. Y. (H. M. G.)

THE AERO PHILATELIST ANNALS

INDEX

Volume VI 1958-59

Aero Philatelists, 1958 Convention and Exhibition	5, 83
Officers and Directors	70
Aero Philatelist Annals, Cumulative Index Vols. I-V incl.	58
Many Reasons For Satisfaction (Editorial)	30
This Special Number (Editorial)	33
Bermuda, Air Mail Booklets (Ira Seebacher)	38
Brazil, ETA Company Stamps (Zoran Ninitch)	3
Charlat, L. W. (Obituary)	87
Counterfeits (see Paraguay)	
Editorials	30, 33
France, 1870-71 Air Post Stationery (Emmett Peter, Jr.)	61
RF Overprints (see United States)	
Index to Volume V	31
Cumulative of Vols. I-V Incl.	58
Liberia, Pioneer Aerogrammes (Emmett Peter, Jr.)	114
Mongolia, Its Air Mail History (James Negus)	71
New Caledonia, 1939 First Flight Handstamps (Henry M. Goodkind)	51
Paraguay, 1935 Graf Zeppelin Issue Counterfeits	113
RF Overprints (see United States)	
Reviews, Books and Catalogues	85, 112
Russia, 1923-24 Air Fleet Stamps (John W. Nicklin)	39
United States, 24c of 1918, New Cancel Found (Philip Silver)	53
Third Air Mail Stamp, C1, San. #3 (Henry M. Goodkind)	89
The Buffalo Balloon Stamp (Winthrop S. Boggs)	34
RF Overprints, Part III (Henry M. Goodkind)	7
Venezuela, 2 Bs. of 1937 with Triple Overprint (Henry Kraemer)	6
<i>Aero Philatelist Annals</i>	27

MEMBERSHIP APPLICATION



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

AERO PHILATELISTS, Inc.
22 EAST 35th STREET, NEW YORK 16, N. Y.

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

NAME

ADDRESS

Street

.....
City, Town or Village

.....
Zone

.....
State

OCCUPATION

SPECIALIZING IN

APPLICANT'S SIGNATURE

REFERENCES

Each applicant is requested to furnish two references preferably philatelic.

References:

1. NAME

ADDRESS

2. NAME

ADDRESS

EXTRACTS FROM BY-LAWS, ARTICLE III—MEMBERSHIP

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



AN IMPORTANT AIR POST SECTION

Our first sale of the New Season, commencing September 14th, will include the major portion of

THE "L. W. CHARLAT" COLLECTION AND STOCK

offered without reserve by order of the Executrix, Mrs. Bertha Charlat.

*Send your request for the auction catalogue now
to ensure not overlooking this interesting auction.*

From the East Coast Aero-Philatelist whose collection was
auctioned by Harmer's on March 31, April 1:

"I wish to compliment you on a job well done, to thank you for
the courteous and friendly manner in which you handled it; and the
efficiency of your organization."

H. R. HARMER, Inc.

The World's Leading Stamp Auctioneers

6 West 48th Street, New York 36, N. Y.

PLaza 7-4460

You can't collect airstamps without —

THE NEW SANABRIA CATALOGUE

NOW ON SALE

**SINCE 1935 THE COMPLETE GUIDE
FOR THE AIRPOST COLLECTOR**

This latest edition contains MORE cover listings, MORE specialized items, MORE varieties, PLUS the only comprehensive listing of essays, proofs, and specimens; also the very latest up-to-date air letter section.

Price \$12.50

Available only from the publishers —

NICOLAS SANABRIA CO., Inc.

A. Medawar, Pres.

521 FIFTH AVENUE, NEW YORK 17, N. Y.