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**Edited by
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SUPPLEMENT TO THE AIRPOST JOURNAL, JULY, 1978

ETHIOPIA: THE 1929 AIR MAIL ISSUE

By Raymond De Graeve, M.D., Brugge, Belgium

Ethiopia is one of those countries that hold no attraction for the aerophilatelist, and that for several reasons:

— At no philatelic or aerophilatelic show do we ever see a collection specialized at any level, of the airmails of that country.

— Few or no studies have been made of the subject, and publications are scarce.

— Price estimates, even in specialized catalogs, are incredibly low, considering the small issues.

Yet, the very first set alone has everything to please even the most blasé philatelist:

- Crude overprint cachets.
- Amharic lettering, as mysterious and exotic as one could wish.
- A very limited issue.
- Only occasional covers, surrounded by a highly romantic aura.

Let us note right away that this first issue was not intended for airmail use but to commemorate the arrival, at Addis Ababa, of the first airplane bought by the Ethiopian government. It was used on ordinary mail, sent by railway on the line Addis Ababa - Djibouti, from August 16 to December 25, 1929.

Only after that last date did it pay postage on letters flown on the first plane connecting the two named cities, the stamps thus becoming airmail provisionals. They served as such for almost a year and a half, until the definitive series arrived from Paris in May 1931.

These stamps were first sold at the main post office and on the airfield of Addis Ababa on August 16, 1929.

Contrary to expectations, the sale of the first printing of 1500 sets was a great success, primarily thanks to philatelic interest. The sets were overprinted with Type I-1 and Type I-2, used on 600 and 900 sets, respectively. (See below for description of the different types.) Starting the next day, August 17, more sets were overprinted with Type II-3. It is said that 10,000 sets of that last printing were prepared in six lots over a period of 22 months.

The basic stamps are those issued for the opening of the main post office at Addis Ababa and show the picture of Ras Tafari and Empress Zauditu, except for the ½ Mehalek, green and black, issued for the coronation of Haile Selassie II. The set contains the following values: ¼, ½, 1, 2, 4, and 8 Mehalek or Guerche; and 1, 2, and 3 Thaler. (The thalers, containing 16 mehalek, was later called the Ethiopian dollar.)

The basic 1928 postage stamps, issued in sheets of three panes of twenty-five stamps each, were overprinted manually with a cachet generally



The two basic types of overprints. Type I, at left, has colon at end of bottom line; Type II, right, does not.

believed to have been made of rubber. There are gutters between the first and second panes and between the second and third panes, each gutter bisected vertically by a heavy line. The overprint shows a central airplane with the propeller pointing upwards. That is surrounded on four sides by inscriptions in Amharic:

- above: 1921
- right: 10th Nahase
- left: Of the Gov(ernment) Eth(iopian)
- below: Aeroplane

The explanation is complicated but of great interest.

Left: Of the Gov(ernment) Eth(iopian); no comment needed.

Below: A-E-Ro-Pla-Ne: A transliteration of French to Ethiopian syllables and writing.

Above: Ethiopian year, in archaic writing. The "I" corresponds to 10. The second character is a 9. The third, like a question mark in mirror image, is 100. The fourth, like an "I" between two lines, is 20. And the last, like an inverted question mark between two lines, is 1. Result — 10, 9, 100, 20, 1, a transliteration of 1921 in syllables, like "Aeroplane."

Right: The first character is again "I", hence 10; then the month Nahase, the penultimate month of the Ethiopian year. Thus the date is 10 Nahase 1921, corresponding to August 16, 1929, on the Gregorian calendar. Here is the explanation of that:

The Ethiopian month always has 30 days, with a thirteenth supplement

tary month, Paguehem, of 5 or 6 days, if it is a leap year. The complete calendar is, therefore:

Maskaram	from 11 September to 10 October
Tekemt	11 October 9 November
Khadar	10 November 9 December
Takshash	10 December 8 January
Ter	9 January 7 February
Yahabib	8 February 9 March
Magabit	10 March 8 April
Myazya	9 April 8 May
Genbot	9 May 7 June
Sane	8 June 7 July
Hamle	8 July 6 August
Nahase	7 August 5 September
Paguehem	6 September 10 or 11 September

As for the year, if the Ethiopian month is between January 1 and September 10 of the Gregorian calendar, add 8 years to the Ethiopian year; between September 11 and December 31, add seven years. So, 10 Nahase 1921 = August 16, 1929.

The Overprints

There are three different overprints.

Type I: The bottom inscription ends with a colon; lettering

- 1 is 19½ mm high,
- 2 is 20 mm high.

Type II: No colon at the end of the bottom; lettering

- 3 is 19½ mm high.

In view of the similarity in heights of Type I-1 and Type II-3, it has been assumed that the latter is a cleaned version of the first. The fact that the third was used after the first supports that hypothesis; and perhaps the colon came off during cleaning.

It has also been suggested, but not proved, that these two overprints were used at the stamp office, while Type I-2 was used at the main post office, on the afternoon of August 16, to get another 900 sets ready quickly. That is because public enthusiasm had resulted in a sell-out of all original 600 sets in the morning. That is a nice explanation, but without any proof.

Also, upon comparing the lower line of Types I-1 and II-3, we find that the breaks in characters 1, 2, and 6 are on one line for the first but not for the last.

The first printing certainly comprised no more than 1500 sets. But it is only probable, not certain, that 600 were overprinted with Type I-1 and 900 with Type I-2.

This is obviously one of the limited issues, and yet the stamps are neither highly esteemed nor researched.

Color of Overprints

An overprint must be in a color contrasting with that of the basic stamp. Therefore the ink used is normally as different as possible from the color of the original stamp.

The commemorative set, used here as the basic stamp, presents a

happy variety of color. Hence it is impossible to use the same ink for overprinting all values.

After some trials, which must have had surprising results, it was decided to use two types of color:

- Violet for the ⅛, ¼, 1, and 4 Mehalek, and the 1 and 3 Thaler;
- Red-carmine for the ⅓ and 2 Mehalek and the 2 Thaler.

With mechanical printing, all would have gone without a hitch. But this overprint was done by hand. Although the proper colors were used for the first sets, colors were soon used almost indifferently for all values. That is why sets can be found with the wrong color overprint, complete sets overprinted in the same color, etc. These color errors, in shades of violet and carmine, are no rarer than regular overprints.

The Blue Overprint

It is rare. Actually, the conviction has been growing that it is an essay, because that is the color in which the proofs were presented to the postal department. Until recently, only the ½ M was known thus. But then a number of stamps were found, permitting formation of one or a few complete sets and even blocks of four.

The Black and Green Overprints

They are rare, though less so than the blue overprint. Still, they are worth 10 to 20 times the price of the regular overprint.

It has been claimed that these overprints are little jokes, perpetrated upon the request of certain "enlightened" collectors. But it seems that that



ERRORS AND VARIETIES. Upper row — left, two vertical pairs showing overprint misplaced in gutter between panes; center, horizontal pair showing 90° angle on stamps and sheet margin; right, pair with 135° angle overprint on upper stamp and reversed overprint on lower stamp. Bottom row — left, overprint straddling both stamps; center, double overprint in gutter, showing two angles; right, pair with no overprint on right stamp.

is not so, for the following reason: After a complaint about the matter, a detailed inquiry was made at Addis Ababa. 'God' knows how stiff the penalties could be! A detailed report, dated December 7, 1929, certifies that, when the reserves of red and violet inks had been used up in completing sets, green and black inks were used with permission of the postal authorities. That was done to allow finishing some of the sheets and correcting errors and omissions. Because the overprints were done by hand, this explanation appears to be valid, even if perhaps not probable or admissible.

Thus, we find color errors. For example, as one color gave out, say violet, red was substituted for it, resulting in a somewhat mauve shade. When a sheet was corrected, a stamp that had been overprinted by error might be stamped in yet a different shade. Thus one can also understand how a stamp, lightly overprinted because of ink drying up, received a second overprint in the same or a different color.

The Errors

Four types of errors are generally recognized:

- Reversed overprint
- Double overprint
- Overprint sideways

— Pair of stamps, one without overprint. Normally, such errors are considered to be favors. But that is not the case for Ethiopia.

A number of varieties exist other than the four basic error types noted above. Some of these may be mentioned as follows:

- overprints in the gutters between panes
- errors of angles: 45 degrees or 135 degrees, 90 degrees, 180 degrees, the last being entirely inverted
- stamps which bear only one-half of the overprint
- pairs overprinted with two different colors of ink
- overprints straddling two stamps

According to that same report of December 7, 1929, the errors always occur on whole sheets. That is understandable, considering that the overprints were done manually.

Also, errors generally occur after light overprints, i.e., when the ink on the surface of the stamping device had dried up. The operator then inked it again, put the stamp on, and could see only afterwards whether he had applied it properly, upside down, or with a $\frac{3}{4}$ turn. For the next overprint he then corrected his grip on the stamping device.

He might also, as mentioned, put two imprints on a stamp, where the first one had been too light. Or he might forget to overprint a stamp, having inked his device, just as he might simply continue and thus stamp between panes.

We illustrate some examples, which can be found for all three overprints as well as for different inks. They vary from rare to very rare. Strange as it may seem, the errors are relatively rarer for the last printings, when complaints were frequent.

This first issue of Ethiopian air mail stamps served until the first definitive stamps arrived. These were printed in Paris and delivered in Ethiopia in May 1931.



Left — Double overprint on upper left stamp of a left corner block of left or first pane, showing control numbers in margin to left of position 1 and 6. Right — Cover actually flown on first flight from Addis Ababa to Dire Dawa, December 9, 1929.

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If any of our members have attended recent judging seminars and critiques, they may have been struck, as I have been, by the inordinate emphasis on presentation as one of the bases used by some judges in awarding medals. Frankly, I think 30 points for presentation is completely unjustified, and I intend to discuss this matter in a future editorial. — P. S.

COLLECTING CRASH COVERS: A Fascinating Facet of Aerophilately

By Joseph L. Eisendrath

To begin with, this account of some of the interesting things that have happened during the writer's forty-eight years of crash cover collecting isn't intended to be an erudite exposition of spectacular information. However, reading about one collector's experiences in running down these elusive items may well whet your appetite to take an interest and try to put together such a collection. Furthermore, if your inclination is to go "gung ho" on the subject, the author invites your questions and will help you as much as possible.

The crash or interrupted cover section of the **American Air Mail Catalogue** was updated in the recent first volume of the Fifth Edition and, if you have that volume descriptions therein will add something to this narrative.

The first cover in my collection was carried on the first flight from Daytona Beach, Fla., to Tampa. The cover was addressed to the author. The inaugural plane failed in take-off and plunged into the Halifax River and submerged. Most all mail was watersoaked and taken to a laundry to be dried out. Since it was a first flight, the mail, all 500 pounds of it, has become about the most common of all listed crash covers. The reference in the catalogue is #29.6 (March 1, 1929).

Within a few days after receiving it, the writer happened to listen on a Sunday afternoon to Dave Elmans's "Hobby Lobby" on the radio. Among the participants was a chap named R. Lee Black of Des Moines, Iowa, lobbying for his hobby — collecting crash covers! One thing led to another and a close relationship of over forty years endured until his death. His collection was about the same size as mine, at the time of his death. We had each other's want lists and would pick up items the other needed. We exchanged clippings, letters, crash scene photos, and everything needed to update our



Cover from March 1, 1929 crash at Daytona Beach, Fla.



Left — The "lucky" four-leaf clover found imbedded in calendar insert in crash cover of December 16, 1960. Right — Cover from plane "clash" of December 21, 1955.

two collections. He started to break up his collection before his death, and I had first refusal on items needed for mine.

Picking up by purchase, gifts, wastebasket searching, and trading, the collection grew. Its first important addition was the purchase of the collection of Frank Constanzo, of Punxsutawney, Pa. — about 50 covers. Then followed the purchase of George Angers' collection, just before his death. Today, the collection has about 850 items, of which 200 are foreign or otherwise unlisted. There are some duplicates.

One way of acquiring items was to advertise in newspapers of cities where the plane would have stopped. Such ads were placed about a week after the crash. An offer to purchase the envelopes (not the contents) met with varying results. Two examples — an ad in the Miami Herald after the crash of the plane at Jacksonville, Florida, bound from New York to Miami, resulted in the all-time high acquisition of 37 covers! (#55-9) — December 21, 1955). This was almost all Christmas mail. One variety found in these purchases indicated "Damaged in Plane Clash." A few days before, another crash at Hollywood, S.C. (#55.8 — December 17, 1955), was also heavy with Christmas mail. I saw one cover from the Hollywood crash that was enclosed in an envelope from the Jacksonville crash — a double crash cover — but it got away from me. It's the only double crash item that I ever heard of.

The other example of advertising was inserted in the Kansas City Star personal column on a Sunday. Coming home from work the next day, friend wife said the F.B.I. had called and wanted to know if the writer had placed the ad. She didn't know, but said the F.B.I. would be at my office on Tuesday morning. Sure enough, they were there. They wanted to know why the ad had been placed. Showing them the catalogue, I explained our hobby and disclaimed any idea of wanting to destroy the plane. They said it had exploded, with a bomb probably having gone off, and wanted to see any mail I might get. (Got nary an answer to that ad.) I said it was a simple matter to determine if a bomb had been used, because all the paper in the letter and

envelope would have been shredded. I asked why the inspectors who recovered the mail hadn't thought of that, a question to which they replied by saying it simply hadn't occurred to them! No mail is known to exist and the item has not been listed in the catalogue.

An irony of fate — this involves the two planes crashing into each other over New York City (#60.4 — December 16, 1960). I own mail recovered from each plane, one a United coming from Chicago and the other a TWA from Columbus, Ohio. In the Chicago mail to New York was a Christmas card containing a celluloid pocket calendar, burnt around the edges. There was a four-leaf clover imbedded in the calendar. Lucky?

A personal experience — in the early thirties, when the mail came in at Midway Airport (before O'Hare) in Chicago, most of the pilots stayed overnight at a hotel on Chicago's Southside, near where the writer then lived. A plane had crashed at Toledo, Ohio (#33.4 on February 25, 1933). The pilot was only slightly injured and returned to work in a few weeks. Walking in a park near the hotel, I recognized the pilot walking towards me, remembered his picture and greeted him by name. To say he was surprised, not only that I recognized him, but knew of his crash and had mail from it was to put it mildly. We talked for over an hour before we parted.

The Hindenburg crash (#37.3 — May 6, 1937) — Playing golf on a public course about two years after this accident, I established that one of our foursome, hitherto a stranger, had been a Marine sergeant whose assignment had been to head up a crew of marines who were to catch the mooring lines at Lakehurst, New Jersey, when the dirigible came in for mooring to a special mooring mast. He described the horror and rescue attempts when the airship exploded. Later, he presented me with a piece of the outer covering of the Hindenburg he had picked up and had been permitted to keep. Incidentally, I was acquainted with one of the passengers who was badly burned, but survived the crash. He lived in Homewood, Ill.

Pilot's letter — In one of the collections I purchased was item 30.6 — April 26, 1930, near Clearfield, Pa. The pilot, Henry J. Brown, parachuted from the plane when his motor failed, and was injured on landing. With my cover is a letter from Brown in the hospital to the recipient of the cover, thanking him for writing and for his good wishes. He expressed a keen desire to get back to flying as soon as he could.

Our "Morgue" — Since I first began collecting, I have maintained a huge file of news items about crashes, as well as photos (not printed newspaper illustrations, but originals by the news services). Most of these clippings are from crashes on which it has yet to be learned if mail was carried. If I obtain a cover, I write it up on an album page, with news items, photos, maps and anything pertaining to it and, when I acquire an old cover, I look in the "morgue" for data, which goes back to 1918. I maintain a section in the catalogue listing places and dates of crashes which **may** have carried mail. Two or three years ago I obtained a crash cover, later authenticated, which was on this list. In the latest catalogue, I now list this as #35.4a (Gilmer, Texas, August 14, 1935). The thrill of finding this item — the only one so far known to still exist — was matched by the thrill of having clippings with all the details of the crash.

First mid-air crash of two mail planes (to our knowledge) (#56.2, June



Cover from first mid-air crash, June 30, 1956.

30, 1956) — A TWA and a United plane, both on different flight paths, converged over the Grand Canyon of Arizona and crashed. The TWA plane fell on a rocky ledge below the canyon. Helicopters found 148 letters from this plane and they were processed and sent on. A front page story in a St. Louis paper listed the names and addresses of seven people who received mail. Bob Murch, who lived there, was able to get one of them. We wrote to the other six. One responded and sent the cover, with her compliments. We wanted to pay for it, however, and sent her a check. She soon replied that she had taken the check and given it to her church to celebrate mass for the poor souls who lost their lives in the collision. We don't know where the other 141 covers are.

Gold bricks? Yes, indeed; like the Spanish galleons, gold bricks have been transported by plane. I refer to the crash at Anchorage, Alaska (#38.3 — May 2, 1938). My first cover came from an Anchorage aerophilatelist who sent me the front page story of the crash on Lake Spenard. A star route plane had broken through the ice on the lake and submerged. Cargo was one gold brick and a pouch of eight letters. Cover was properly authenticated. Four months later, a dealer in Texas sent me a similar cover. So, I owned 25% of the mail cargo (but not the gold brick). The pilot was a mine owner delivering his product to market.

My collection includes covers showing no damage (otherwise identified by postmarks), damage by water, oil, grease, fire, and explosives (shredded envelopes), and with dirt, blood stains and mold.

Crash cover collecting fascinating? You bet!

The "First Aerial Parcel Post Service" flight from Boston to New York (January 13, 1913, U.S. Pioneer Flight No. 65) intrigues me. This was the first flight for which an aviator, Harry M. Jones, was officially sworn in as the first "Aerial Parcel Post Carrier." It is known he carried a number of packages containing fruit, laundry and baked beans. Has anyone ever seen a postmarked wrapper from one of the parcels carried on the flight?

— P. S.

THE POLAND-PALESTINE AIR LINK

By Fred F. Blau

"LOT," the Polish Airlines (Polskie Linie Lotnicze), opened commercial air service between Poland and Palestine almost 50 years ago. The first air mail from Poland arrived in Palestine in April 1930. Mail carried from Poland to Karachi via Gaza (Palestine) was a combined operation between "LOT" and Imperial Airways. The cover shown in **Figure 1** is unfortunately not in my collection. It belongs to a friend in Rotterdam, Holland.

Six years passed before "LOT" initiated air mail service directly to Palestine. A trial flight took place on October 27, 1936 between Warsaw and Haifa on which 1500 lbs of mail was flown. Mail from this flight included pieces from a number of towns in Poland. Commemorative postmarks were applied in Warsaw and Lwow reading: Warszawa 19 / 27-X-1936 Port Lotniczy and Lwow 2 / 27-x-1936 Port Lotniczy. **Figure 2** shows a letter from Lwow.

During a stop-over in Bucharest, Rumania, a mailbag containing 18 registered letters was placed aboard the plane and these are very scarce. (See **Fig. 3**) The Bucharest Post Office used a special postmark in French reading: First Postal Flight Bucaresti - Haifa P.L.L. "LOT" 27 Oct. 1936. Use Air Mails." Another postmark appears on this cover: "Bucaresti par avion 26 Oct. 1936." On arrival in Palestine, every piece of mail, with the exception of the 18 covers from Rumania, received a commemorative cachet in Hebrew (all in violet ink) which translates to: "First flight Poland-Eretz Israel 27-X-1936." No mail was carried on the return flight.

The regular service by "LOT" between Poland and Palestine started on April 5, 1937, and the leading English newspaper in the Middle East, "The Palestine Post" in Jerusalem, reported: "AIR MAIL POLAND-PALESTINE". The General Post Office in Jerusalem issued a special notice on March 16, 1937 under the heading "AIR MAILS TO EUROPE," in the three official languages. The English version was as follows: "Notice is given that, commencing on the 5th of April 1937, airmails from Palestine for countries in Eastern and Northern Europe will be dispatched from Palestine three times weekly, on Monday, Wednesday and Friday by machines of the "LOT" company. The countries to be served by this new route will be Rhodes, Greece, Bulgaria, Yugoslavia, Turkey, Rumania, Poland, Danzig, U.S.S.R., and the Baltic Countries. The machines are due to reach Warsaw on the following day of departure from Lydda. Particulars of the rates of postage and air fee as well as the latest time of posting are obtainable at any post office." These thrice-weekly flights were reduced to one flight a week during the winter.

Figure 4 shows a cover flown on the first regular airmail flight on April 5, 1937. It is from the stage Lwow - Tel Aviv (Lydda). A similar postmark was applied on covers and cards in Warsaw. Again, on arrival in Palestine, all mail received a commemorative cachet, slightly different from the one on the trial flight which reads: "First REGULAR airmail flight POLAND - ERETZ ISRAEL 5.IV.1937." It is not known how many pieces of

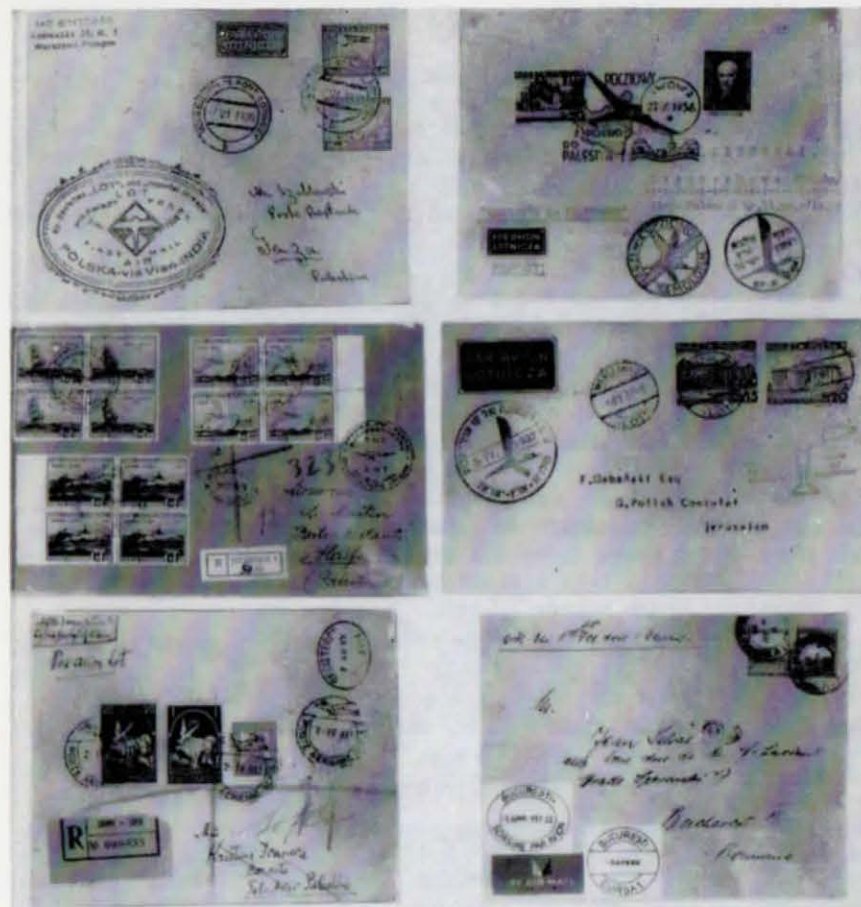


Fig. 1 (top left). Cover from Warsaw to Gaza on combined lines of LOT and Imperial Airways

Fig. 2 (top right). Cover flown from Lwow, Poland, to Haifa, Oct. 27, 1936.

Fig. 3. One of 18 registered covers taken aboard at Bucharest with a Haifa destination for this flight.

Fig. 4. Cover flown on first regular flight of April 5, 1937 from Lwow to Jerusalem.

Fig. 5. Registered cover from Sofia, Bulgaria for flight on Poland-Palestine line, postmarked April 2, 1937.

Fig. 6. Cover postmarked in Tel Aviv on April 4, 1937 for return flight to Bucharest.

mail were carried on this flight; definitively much less than on the trial flight.

Covers from different stages are practically unknown. Recently, I was fortunate to find such a scarce piece, which is illustrated in **Figure 5**. It is from the stage Sofia - Tel Aviv, with registration label NO.SOFIA 000853 and the special postmark: "Poste Aerienne Sofia 2.IV.1937." In the upper right corner appears the arrival postmark: "Registered Tel Aviv 7 AP 37." In the upper left corner in manuscript: "Par Avion LOT." I have never seen

(Continued on page 16)

More on 1918 Chicago-St. Louis Mystery Covers

By Philip Silver

In the April 1970 issue of The Aero Philatelist Annals, Volume 17, Number 4, Mr. William H. Miller, Jr. authored an article entitled UNITED STATES / MYSTERY COVERS OF JUNE-JULY 1918. The article refers to a flight that may have been proposed for the route between Chicago and St. Louis.

Illustrated were two covers, each emanating from Chicago with a St. Louis destination. The one shown as figure 1 is of special interest at this point because it is postmarked Chicago, Illinois, July 3, 1918. In the lower left portion of the envelope, there is a manuscript marking which reads: Via Aero Mail / First Trip.

The author's concluding remarks bear repeating:

In conclusion, I think we must unfortunately say that the origin of these unusual covers has yet to become apparent. They were not flown. Yet, they, and others like them, undoubtedly were prepared upon some perfectly valid but mistaken assumption that I have been unable to track down. Certainly the establishment of an air route, or even a single flight to St. Louis was far from imminent in the summer of 1918.

Recently, I thumbed through the auction catalogue prepared by Harmer, Rooke and Co., Inc. for the May 19-22, 1941 sale of "The Norman Serphos Collection of Pioneer Airmail Covers and Aviation Material." The description for lot number 1419 caught my eye and is worthy of being repeated here:

1419 July 3, 1918. Intended Flight, Chicago to St. Louis. Cover was returned by post office department as flight was abandoned.

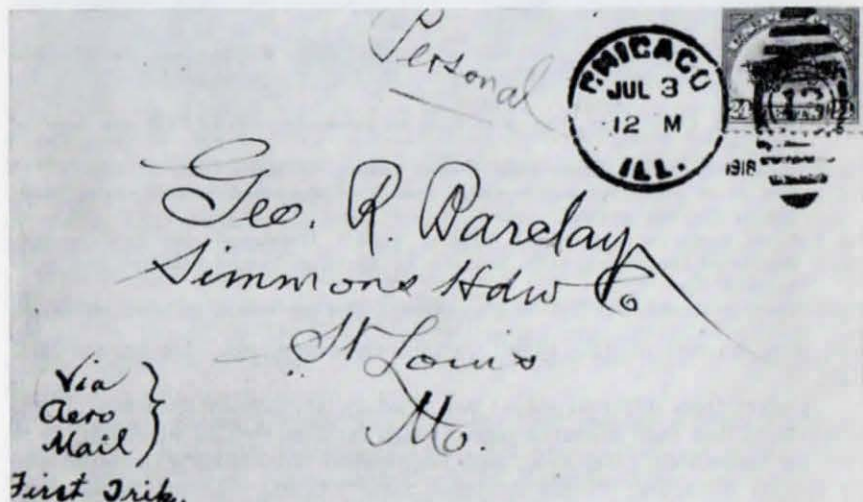


Figure 1. Cover postmarked July 3, 1918 at Chicago, Illinois intended for the contemplated flight to St. Louis on that day.

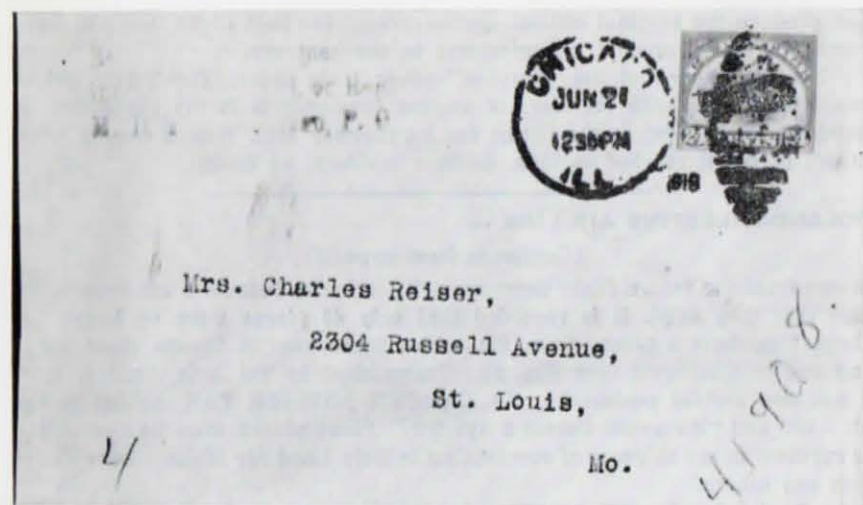


Figure 2. An earlier cover postmarked at Chicago on June 21, 1918 and addressed to St. Louis, as well. The enclosure in the cover mentions the contemplated flight between the two cities.

Official Post Office notice, "In compliance with instructions from the Post Office Department the enclosed letter bearing aeroplane postage is returned as the contemplated trip by aeroplane to St. Louis, Mo. will not be made for the present."

It is unfortunate that the Post Office Department notice mentioned is not available for our inspection. We have no reason, however, to doubt the accuracy of the catalogue description.

Another reference to that contemplated flight was found in Roessler's "Stamp News, Dealers' Edition." This is in volume 2, number 1, no date given or page reference:

"Good Profits

First trips are in vogue. We refer to the airplane covers. The N.Y.-Wash. brings \$2.50 (we sold it for 30c. May 15). The N.Y.-Bos. is bringing \$1.50 (we sold it for 30c. June 3). This shows a much better profit than money in the bank at 4% interest, doesn't it?

By the way, don't ask us for any first trips. We haven't any. We tried to buy everywhere at 25c. less than the prices quoted above, but with no success.

Orders booked now for the St. Louis-Chicago trip. Sent direct to you on first trip. Sure to be worth as much as the two mentioned above. Will be mailed by our special representative right on the field, first day of service. It's the first day that counts. We can't bother to keep books so send cash with order. 30c. per cover. As many as you want."

So, this should answer Mr. Miller's doubts about the imminence of a flight from Chicago to St. Louis in the summer of 1918. Now, if only someone

can produce the original official announcement for that flight, we will have come full circle, doubts or conjectures to the contrary.

A footnote about the "Serphos" cover is in order. The list of prices realized included with the Harmer auction catalogue is in my possession. It indicates "out" next to the listing for lot number 1419. Was it simply withdrawn or did it receive no bids. Another mystery, no doubt!

POLAND-PALESTINE AIR LINK —

(Continued from page 13)

covers from the return flight flown from Palestine to Poland. I am reasonably sure that they exist. It is recorded that only 40 pieces were on board the plane. I do have 2 pieces from the return flight, one to Vienna (post card) and one to Bucharest (see Fig. 6). Postmarked in Tel Aviv April 4, 1937, it has two arrival postmarks: "BUCARESTI SORSIRE PAR AVION 5 Apr 937 - 22" and "Bucaresti Cursai 5 Apr 937." These pieces must be considered as rarities; in my 35 years of specializing in Holy Land Air Mails, I have never seen any others.

On April 30th, 1937, "LOT" extended the route to the north of Europe to Helsinki, Finland. Letters and cards were carried from Helsinki via Warsaw to Tel Aviv, all having the postmark: "Helsinki-Helsingfors 29.IV.37" and a special rubber cachet: "Finlande - Pologne - Palestine 30.4.1937 Premier tour."

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