

THE AERO PHILATELIST ANNALS



Vol. XI, No. 2
OCT. 1963

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THE AERO PHILATELIST ANNALS



Vol. XI, No. 2
OCT. 1963

Henry M. Goodkind, Editor

Philip Silver, Assistant Editor

UNITED STATES

"Pacific Northwest" Airgram

By PHILIP SILVER

During the period of the late 1920's, a most unusual envelope for use in the air mail service was introduced in the United States. It is referred to as the "Pacific Northwest" airgram because of the legend printed on the reverse side of the envelope as well as on the inside at the top part of the message section which reads:

"Airgram

FROM THE PACIFIC NORTHWEST"

It would appear that these airgrams were used from the northwestern part of the United States but the writer is unable to fathom the reason why this should be so since, conceivably, such an airgram could have been used in other

parts of the country.

On the inside of the sealing flap is another printed legend which reads as follows:

“HOW TO USE AIRGRAMS

Write message inside - fold and seal. Deposit
in ANY mail box or mail chute. Ten cents in stamps

Writing Paper Manufacturers Association

*The Trade Association of U.S. Manufacturers of Business,
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122 East Forty-second Street, New York 17, N.Y.

March 13, 1963

Mr. Philip Silver
149 Clarkson Avenue
Brooklyn 26, New York

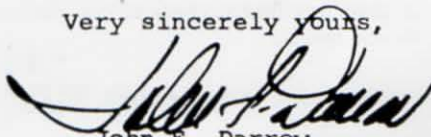
Dear Mr. Silver:

This is in reply to your letter of February 15th which has just been referred to us by Mr. Lagerloef of the American Paper and Pulp Association.

The only help we can give you is the information that we have in our files of the name, "Airgram", with an indication that the design is similar to, or the same as, the design on your photostat. It is listed as a name belonging to: Walter T. Verney, 903 Ashbury Street, San Francisco, Calif. This information indicates that this name was granted a Patent Office registration on March 19, 1929, to the above named gentleman. He also was granted another registration for this same name on February 28, 1928. We do not have any record of this registration having been renewed and, therefore, do not know whether the name is being used today.

The claimed date of first use was July 1, 1927.

Very sincerely yours,



John F. Darrow
Executive Secretary

Fig. 1. Letter determining the date of manufacture. (Photos by Boutrelle).

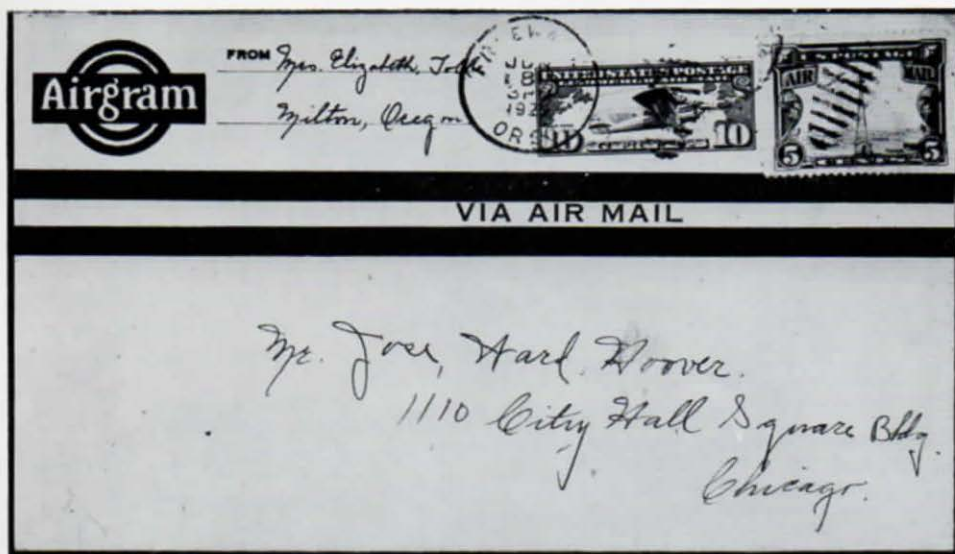


Fig. 2. From Freewater, Oregon June 8, 1929 with 15 cents air mail postage.

(any denomination) carries this airgram to ANY POINT in the U. S. via fastest air mail routes. For foreign countries add necessary foreign postage."

The clue which unlocks the puzzle is the 10c rate mentioned in the above quoted legend. It will be remembered that, effective February 1, 1927, a new air mail rate went into effect on both Government-operated air mail routes and contract air mail routes. The rate was ten cents a half-ounce, regardless of distance. Prior to that date, the rates were 8c an ounce for each zone or part zone on Government-operated routes and the following rates on contract routes:

up to 1,000 miles	10c an ounce
1,001 to 1,500 miles	15c an ounce
over 1,500 miles	20c an ounce

Obviously, then, the use of these airgrams must date from the period after February 1, 1927. Also, the airgram must weigh a half-ounce or under to qualify for the new 10c a half-ounce rate which became effective on that date.

The writer has several of these airgrams in his collection. One was weighed; it can be reported that it weighed slightly less than a half-ounce. Next, the dates of usage had to be determined. For this, recourse to the Writing Paper Manufacturers Association of 122 East 42nd Street, New York City was made. In answer to our query, a (Fig. 1) letter was received from Mr. John F. Darrow, Executive Secretary:

Thus, the answers fall neatly into place. The airgram weighed less than a half-ounce and was first used on July 1, 1927, five months after the effective date of the new 10c rate.

In Figure 2, there is shown a flown airgram, cancelled Freewater, Oregon, June 8, 1929, franked with the 10c Lindbergh and 5c Beacon air mail stamps. The total rate is, thus, 15 cents. Why, then, since the airgram legend called for "ten cents in stamps" was the 15c franking necessary? The answer is that new rates were again in effect.

On August 1, 1928, the air mail rate had been changed to 5 cents for the



Fig. 3. January 2, 1929 cover with Sea Post cancellation and 15 cents air mail postage.

first ounce and 10 cents for each additional ounce or fraction. Obviously, the total weight of the airgram plus enclosures, if any, must have weighed more than one ounce but less than two ounces. The message on the inside of the airgram states as follows:

"I am sending you the Will of Arthur H. Toll.
We had no property when Mr. Toll died, living with
our Uncle."

The will enclosed gave it the added weight to require additional air mail postage.

Another airgram is illustrated in Figure 3. This, too, has the same 15c franking as the one shown in Figure 2. It is cancelled January 2, 1929, U. S. T. P. SEA POST/S. S. PRES. TAFT. The word "WEST" appears above the date, probably indicating westward passage to San Francisco where air mail service was available. The message on the inside, dated January 1, 1929, Hong Kong Harbor, indicates the ship is to sail that day for arrival in Manila, Philippine Islands on the 3rd. The sender enclosed several covers for himself care of the addressee, thus, accounting for the added weight which required additional franking, as noted previously, since the period of use was after August 1, 1928 when the new air mail rates were in effect.

The use of these airgrams is part of the story of the development of air mail service in the United States. The writer would like to know if any of our readers have such airgrams with 10c rate usage during the period from February 1, 1927 to July 31, 1928, inclusive.

In case of change of address, please notify Secretary, Aero Philatelists
22 East 35 Street, New York 16, N. Y.

POLAND

The First Two Semi-Official Air Mail Stamps

By JEAN GRAVELAT

The first two Semi-Official air mail stamps of Poland (Sanabria #501-502) were issued in May 1921 by Tadeusz Bronislaw Mikolajczyk Society in honor of the Posen (Poznan) Fair. The inscription appearing on the bottom of the stamps, T. A. B. R. O. M. I. K., is taken from the first two letters of the Society first name and the first three letters of the last two names.



Fig. 1

These stamps have been collected by many aero-philatelists for a number of years and many articles in different languages have been written about them. It is surprising, therefore, to find that no one has written about some varieties



Fig. 2



Fig. 3

found on these two stamps.*

Furthermore, neither of the two specialized air post catalogues now used by many collectors — Sanabria and Silombra in France — list or mention any minor varieties outside of imperforate copies. The writer fails to understand this because the unlisted varieties are obvious to anyone viewing the stamps.

The following varieties have been noted:

The 25 m (Sanabria #501)

- Broken "O" in "AERO" causing the latter to read "AERC" (Fig. 1)
- "5" in the top of "25" has top horizontal stroke missing (Fig. 2)
- Horizontal pair imperforate vertically (Fig. 3)
- Vertical perforations missing (Fig. 4)
- No horizontal perforations at bottom (Fig. 5)

The 100 m. (Sanabria #502)

- No horizontal perforations on the bottom between the design and the initials T. A. B. R. O. M. I. K. (Fig. 6)

*The flights, cancellations and counterfeits of this 1921 Poland set were described in detail in the *Aero Philatelists' News*, Volume 4 (1949), Pages 83-84 in an article written by the late Eugene M. Arkhanguelsky. (Ed.)



Fig. 4



Fig. 5



Fig. 6

The writer does not know if many members of AERO PHILATELISTS in America are interested in the aforementioned information. If you are, please write to Mr. Jean Gravelat, 25 Place Jules Ferry, Montrouge (Seine), France. This is suggested because the other Semi-Official air mail stamps of Poland, those of the L. O. P. P. issues, also have some unlisted varieties that the writer would be pleased to describe in a future article for this magazine.

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AEROPHILA 63 BRUSSELS, BELGIUM

And The Third F. I. S. A. Congress

Truly international in every respect! This briefly but accurately describes the International Air Post Exhibition, named AEROPHILA 63, that was staged in Brussels, Belgium from August 31st to September 8th, 1963.

Also on Saturday September 7th, the Third Annual Congress of the Federation of Air Mail Societies, FISA, convened with delegates from 14 countries and a large attendance from Europe.

This report is written primarily for the American members of AERO PHILATELISTS.

The Exhibition

AEROPHILA 63 was held in the Central Railroad Station of Brussels. One can aptly compare this locale with New York's Grand Central Station or Chicago's Union Station.

A total of 137 exhibits required about 500 frames. In addition, there were 21 entries from 9 different countries in the Literature section.

The United States led with 28 exhibitors, taking 110 frames or about 20% of the entire show. Germany was a close second with 27 exhibits, followed by Great Britain with 22 and 17 from Belgium. The balance came from 14 other countries — Austria, Brazil, Czechoslovakia, Ecuador, Finland, France, Holland,



AEROPHILA 63 Board of International Judges. (Left to right) R. Hubinont, Belgium; Dr. Ernst Raab, West Berlin; H. R. Holmes, England; Frank Muller, France; Henry M. Goodkind, U.S.A., President of the Board; Robert Van Compernelle, Belgium; Baron Six van Oterleek, Holland and Hermann E. Sieger, West Germany, Secretary of the Jury.

Hungary, Italy, Luxembourg, Poland, Portugal, Switzerland and the Union of South Africa. Thus, 18 different countries participated, entries coming from Europe, North America, South America and Africa.

The Judges

Eight prominent philatelists were appointed to the International Board of Judges, commonly called in Europe "Le Jury." They were as follows:

Messrs. H. R. Holmes of England, President of the Royal Philatelic Society, London and former Philatelic Curator of the British Museum; Raoul Hubinont of Belgium, author of the book on the Belgian Pioneer Flights; Frank Muller of Paris, France, editor of the French Air Mail Catalogue; Dr. Ernst Raab of West Berlin, Germany, Chairman of LUPOSTA 62; Baron Six van Oterleek of Netherlands, Secretary of CURIOSA 61 and Robert Van Compernelle of Belgium. Hermann E. Sieger of West Germany, publisher and editor of the famed Sieger Catalogs, was appointed the Secretary, and Henry M. Goodkind was the judge from the U. S. A.

The Judges at their first session were instructed to elect a President and the editor of this magazine was unanimously chosen for this position.

Due to the severe competition, four meetings were necessary to do the judging. Furthermore, the exhibition was so crowded with viewers the opening day that these sessions had to be scheduled before the exhibition opened in the morning or after it closed at night.

The Grand Award

The finest showing in the exhibition — in fact, one of the greatest air mail stamp collections ever assembled — was by a Brussels, Belgium collector, Mr. Elie Cozac, who incidentally, exhibited for the first time. This exhibit that gained the Grand Award, the special medallion presented to AEROPHILA 63 by the King of Belgium, attempts to have every stamp in both mint condition and also used on cover. The selected pages of Chile, Colombia, Honduras and Newfoundland were outstanding. The writer told Mr. Cozac that his collection should be shown in the United States and invited him to exhibit in New York in 1966.

Only 10 Gold Medals

Only 10 gold medals were awarded. The reason for this was that in international competition such as AEROPHILA 63, a gold medal signifies just about the best in the world. Therefore, only those exhibits that warranted this rating received the top awards.

Two gold medals went to the U. S. A. *Semi-Official Stamps of the World* shown by Dr. R. H. Shrady of Englewood, N. J. turned out to be the best American exhibit. *Uruguay* by Philip Silver, Brooklyn, N. Y. also won a gold, due to a great extent to the philatelic knowledge and research.

Silver-Gilt Awards

In the other classes — Silver-Gilt, Silver and Bronze — a few exhibits were selected for Special Prizes of Honor, which were medallions donated by various Societies and prominent people. The reason for this was that a collection receiving a Prize of Honor was better than the average in this class. For instance, a Silver-Gilt Prize of Honor indicated the exhibit was just short of a Gold but a leader in the Silver-Gilt class.

AERO PHILATELISTS donated a gold medal to AEROPHILA 63 and this was won by the *Pioneer Flights and Stamps* of Mr. Jean Gravelat of France.

These were the 4 Silver-Gilt Prizes of Honor to the U. S. A.:



All of the 28 AEROPHILA 63 awards gained by the United States exhibitors that were on display in the main meeting room of the Collectors Club, New York, N. Y. before they were presented to each individual exhibitor on October 10, 1963. (Photo by Boutrelle).

Zeppelin and Italian Air Mail Covers of Bernard Fink, West Hempstead, N. Y. won the Mayor of Evere medallion.

German and Zeppelin Pioneers by Max Gold, New Rochelle, N. Y. received the Mayor of St. Joseph-ten-Noode medallion.

Honduras 1925 Issue of Irving I. Green, Newton, Mass. won the Mayor of Schaerbeek medallion.

Air Mail Stamps On Cover of Stanley R. Rice, Greenwich, Conn. received the Mayor of St. Giles medallion.

5 Silver-Gilt medals went to:

Great Britain 1911 Coronation Flight, Albert P. Cohen, New York, N. Y.

Estonia, Clifford H. Adams, USIS, Karachi, Pakistan.

Australia, Frank E. Adams, Philadelphia, Pa.

Salvador, Sam Rodvien, New York, N. Y.

Proofs & Essays, John J. Britt, New York, N. Y.

Silver Awards

The United States gained 8 Silvers, 4 of them Prizes of Honor as follows:

Canary Islands, Herbert Bernstein, Vineland, N. J.

Italy & Colonies, Louis N. Staub, Jericho, N. Y.

Papua, Harry A. Holman, Astoria, N. Y.

Sports, Ira Seebacher, Roslyn, N. Y.

The 4 American exhibits receiving Silver medals were:

Zeppelins, Hans Nothman, Philadelphia, Pa.

India Rockets, John R. Dilworth, Philadelphia, Pa.

U. S. A. 1918-35, Edward P. Bender, Woodside, N. Y.

Venezuela Proofs, Henry Kraemer, New York, N. Y.

Bronze Medals

Five U.S. exhibits won Bronze medals. *Graf Zeppelin Flights*, Mrs. Florence O. Brown, New York, N. Y.; *Netherlands & Colonies*, Fred Keizer, Brooklyn, N. Y.; *Rooseveltiana*, Jan Bart, Belle Harbor, N. Y.; *Italy's Pegasus Stamp*, William N. Mead, Philadelphia, Penna. and *Liberia*, Raymond Young, Philadelphia, Penna.

Two of the United States exhibits were shown Not-For-Competition. Both the Philatelic Foundation's *Costa Rica, Guatemala and Mexico* and Henry M. Goodkind's *Nicaragua* received AEROPHILA 63 Gold medals.

Consequently, there were 28 United States entries, 26 being in competition. 26 won awards — 4 Gold and 9 Prizes of Honor — a total of 13 top honors.

Literature Grand Award

There were 27 entries in the Literature section. A Grand Prize for the best Literature entry was donated by Dr. J. Boesman of Holland, the President of FISA. This was a large handmade Delft china plate.

Since the President of the Board of Judges was the editor of this magazine and one of the entries was a bound volume of the AERO PHILATELIST ANNALS, the writer declared himself ineligible for any judging in the Literature Class. Mr. H. R. Holmes of England acted as President for the Literature Awards.

The Literature Grand Award by the unanimous vote of the 7 other judges was chosen for this magazine, the AERO PHILATELIST ANNALS. May we with a spirit of both humility and pride state that this is the highest honor ever accorded any air mail publication. As a matter of fact, in most all past international philatelic exhibitions, not only those aero-philatelic, philatelic literature had no special Grand Award. Often, the regulations stipulated that a silver medal is the highest rating for the best in the Literature section.

A Silver medal for Literature was awarded to Irving I. Green for his book-



Part of the AEROPHILA 63 award presentation ceremony in New York, N. Y. on October 10, 1963. (Left to right): John J. Britt, Bernard Fink, Henry M. Goodkind and Louis N. Staub. These four were from the group of the original Founder Members of AERO PHILATELISTS that began in 1946. (Photo by Boutrelle).

let on the world's rarest and most valuable air mail stamp, "The Black Honduras" published by the Collectors Club, New York, N. Y. The original version of this story was published in the AERO PHILATELIST ANNALS in 1954.

This report on the exhibition of AEROPHILA 63 can be summarized with the statement that it was the most competitive air mail show staged in Europe since the end of World War II. These FISA-sponsored Shows have generated wide interest, especially in Europe. Consequently, each one sees better quality material shown. This is substantiated by the Brussels, Belgium Grand Award exhibit, an outstanding collection of air mail stamps of the world that never had been shown before. Furthermore, AEROPHILA 63 had a total of 49 entries from Great Britain and West Germany, a vast improvement over the Shows in past years.

Third FISA Congress

There will be a written report rendered in the near future by the Secretary of FISA, Mr. M. Kaptein of Belgium. This will be used later in this magazine on the activities of the 3rd FISA Congress.

Events

One, who has been afforded the privilege of visiting these exhibitions and congresses in Europe, can anticipate a full program with entertainment and interesting sightseeing. AEROPHILA 63 faithfully followed this pattern. Visitors received invitations to the following:

1) The inaugural ceremonies with refreshments being served. Also this event was broadcast over radio and TV; 2) a reception and tea for the wives of the foreign members of the Jury and the Commissioners; 3) two dinners for the judges and commissioners — one tendered by the AEROPHILA Chairman,

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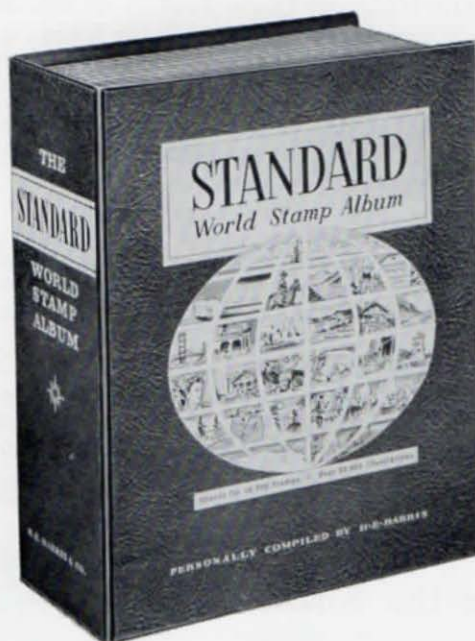
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The Grand Award for Literature presented by Dr. J. Boesman of Holland, the President of F.I.S.A., that was voted to the AERO PHILATELIST ANNALS. A bound volume of Volumes 6-8 is beneath the specially made Delft China Plate. (Photo by Boutrelle).

Mr. I. Braunstein, and another by the President of FISA; 4) the wives of the judges and commissioners were invited to dinner at an excellent Brussels restaurant by Mrs. Braunstein on the night of Mr. Braunstein's dinner; 5) reception and cocktail party in the Terrace Room of the Martini Building, Brussels tallest skyscraper, 33-stories high, given by the SAB (Society Aerophilateliq Belge), 6) the final banquet announcing the awards in the Banquet Hall of the new Westbury Hotel. Also there were excursions arranged — to Waterloo, a tour of Brussels, visit to the Belgian Postal Museum, Erasmus' home, a day's trip to Ghent and Bruges.

Upon arrival, each visitor found a large envelope containing information, invitations, the program of events, tickets to the exhibition and also a list of all the foreign visitors giving their hotel and its telephone number, a most convenient idea.

People

In this part it is our desire to mention everyone we met. But we are sure that our memory has failed us, because some names may have been unintentionally forgotten. Since the judges were already named, their names will not be repeated.

There was a large delegation from Great Britain — Mr. and Mrs. Cyril H. Harmer, John C. W. Field, the British Commissioner, Mrs. C. M. Gray, Secretary of the British Air Mail Society, Robson Lowe, Mr. and Mrs. H. Eric Scott,

Mr. and Mrs. Max Weldon, Stuart A. Robertson, G. L. Solomon and Miss Solomon and James Wotherspoon of Scotland, President of the BAMS.

Germany, too, was well represented by Mr. and Mrs. Kurt Dahmann, both leading aero-philatelists in West Berlin, Mr. and Mrs. Hermann Sieger, Mr. and Mrs. H. Aisslinger and Dr. R. Atanassoff.

From France came the Henri Trachtenbergs, our longtime member and a well-known Parisian air mail dealer. Mr. Trachtenberg helped with the mounting and dismounting of every one of the American exhibits. Mr. Jean Gravelat of Paris and Mr. Henry Dupont of Le Coteau, both members of AERO PHILATELISTS. Mr. Dupont is a very proud French aero-philatelist. He collects United States air mails and his exhibit won a Silver medal (See Page 47).

Others very much in evidence were Mr. Sebastiao Amaral of Brazil, the Commissioner for South America, who also helped greatly with the mounting of the U. S. exhibits, Captain Lemos de Silveria and family of Lisbon, Portugal; the Jon Boesmans of Holland, Mrs. Boesman is one of the world's champion balloonists. Other friends from CURIOSA 61 were Mr. and Mrs. J. Bouma of The Hague, Mr. Andre Houweling, who won a Gold medal and Mr. Vermeers. Mr. Kosel of Vienna, Austria and Mr. Staehli of Lucerne, Switzerland.

Visitors from the U. S. A. included Mr. and Mrs. Roland Kohl, no doubt well remembered by many in the New York Chapter; they now reside in West Germany; Mr. and Mrs. Robert Baughman of Liberal, Kansas and Ernest A. Kehr, New York, N. Y.

Workers

The prime credit for the operation of AEROPHILA 63 and all the other events in conjunction with it goes to Mr. Ilia Braunstein of Brussels, who was the Chairman. He made the arrangements for practically everything previously mentioned. He had two capable helpers, his wife, Mrs. Braunstein, and his very efficient Secretary, Madame De Luyck, who, to the great convenience of this writer, writes and speaks a fine English.

Mr. Robert De Medts of Sabena Airlines is also a member of SAB. As a result, he arranged for the handling of the U. S. exhibits through the Belgian Customs and their safekeeping. His services to the U. S. Commissioner were most helpful. Other SAB members who worked hard for AEROPHILA 63 were Messrs. Robert Van Compernelle, Jean Weddingen, Raymond Marler, Jose Henin and Philippe Weinberg.

One of Belgium's great philatelists, General Jean Du Four, was very active and the hospitality of Mr. and Mrs. Raoul Hubinont, particularly to the judges must not be forgotten.

This part of the report cannot conclude without a few words of appreciation to some of the officers of Pan American Airways, who gave their time and personal attention to the handling of the U. S. exhibits in transit and the work of the U. S. Commissioner. Bringing in philatelic exhibits to a foreign country and taking them out entails many problems. Most of them were solved because of the personal interest of Mr. Harold L. Graham, Jr., Vice President — Cargo Sales, Mr. Archer Smith, of the Pan Am Postal Services, Mr. Ladislav Skaloud, the Pan Am representative at New York's International airport and Mr. J. Kusters, Manager of Pan Am's Brussels office.

A Special Stamp

The Belgian Government honored AEROPHILA 63 by issuing a special commemorative stamp that had its first day of sale at the exhibition's opening. Appropriately, it is a beautiful stamp honoring the 40th Anniversary of Belgium's Airlines, Sabena. Large crowds attended on Sunday September 1 when the stamp was placed on sale. Mr. Braunstein informed us that the attendance



(Top) First Day cover with the 3 fr. SABENA 40th Anniversary commemorative stamp mailed from the AEROPHILA 63 Exhibition with special cancellation and cachet. (Bottom) The AEROPHILA 63 Souvenir Sheet with four different 10 frs. multicolored stamps.

during the entire exhibition was one of the largest of any Belgian stamp show. The count showed that 24,180 tickets of admission were issued.

AEROPHILA also issued an attractive Miniature Sheet that the Belgian Post Office permitted to be used in conjunction with the new Sabena stamp. Furthermore, there were special cachets and postmarks. The special Post Office counter at AEROPHILA always was busy with all these. (H. M. G.)



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Victor de Keyserling
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Director of Information Services

UNITED STATES COMMITTEE FOR UNICEF

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August 26, 1963

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To: 1528 Pitkin Avenue
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U. S. COMMITTEE FOR UNICEF

Harvey J. Gold

UNITED STATES

6c Orange Air Mail Stamp Of 1918

Sulphurated Copies

By HENRY DUPONT

(*Editor's note.* The author is from France and he specializes in the early air mail stamps of the United States.)

In the *AERO PHILATELIST ANNALS* of April, 1959 (Vol. VI, No. 4), there is an excellent article on the third air mail stamp of the United States, Scott C1, Sanabria No. 3 of 1918. Mr. Henry M. Goodkind on page 92 wrote the following:

"This 6c stamp offers practically no shade variations, except a brown color on many copies due to oxidation. These brown (oxidized) copies are a natural phenomenon and were not caused by any chemical treatment to create some philatelic variety. This color change probably can be attributed to a poorer grade of ink being used in wartime, although other 20th century orange stamps also have oxidized. The writer has never seen a browned copy of the 6c orange air mail of 1918 restored to its original orange color by treatment."

Mr. Goodkind's fine studies and articles on the 1918 U. S. air mail stamps have been most helpful and instructive. But in this instance, the writer wishes to correct the aforementioned statement.

First of all, the word "Oxidized" is not quite exact. The writer, who has studied chemistry, has ascertained that the browning of C3 copies is due to "sulphuration" and not "oxidation."

The Chemical Causes

The inks used by the U. S. Post Office Department prior to World War II were not synthetic but natural. The orange color was obtained by a mixture of lead peroxide (a red tint) and lead chromate (a yellow tint). An action of hydrogen sulphide gas transforms these two elements into lead and chromium sulphide, both having a black color. This transformation is progressive, so that the orange shade will deepen to a brown and then to a metallic black. This latter is the true color of both of these sulphides in their pure states.

Now hydrogen sulphide gas appears constantly in the atmosphere due to the burning of coal, gasoline, fuel oil and gas. These all contain sulphur and their combustion produces hydrogen sulphide.

Therefore, to prevent copies of this 6c orange air mail from turning brown, one must take precautions not to have them exposed to the air we breathe but keep them in airtight containers. This is not only difficult for any stamp collector to do, but practically impossible.

Restoration

One can return a browned copy of C1 to its normal orange color by a simple chemical process without any damage to the stamp. Ordinary hydrogen peroxide (a bottle bought from any drugstore) will do the trick. The following suggestions are recommended.

1. For copies cancelled off cover, dip the stamp into a cup full of hydrogen peroxide until the original orange color reappears. This will take from one to twenty minutes. Dry afterwards between two clean, white blotters.

2. Copies on cover. Apply hydrogen peroxide to the stamp with clean absorbent cotton until the original color is restored. Also dry with a clean white blotter.

3. Mint copies are the most difficult because of the gum on the back. Don't immerse mint copies in hydrogen peroxide. Instead hold the stamps with tongs and lightly apply the peroxide to its surface. Do only a little at one time and touch the stamp very lightly. Allow the stamp to dry. One needs patience and must exercise caution with mint copies because if he applies too much hydrogen peroxide to gummed copies, the stamp will curl and the gum will soften and commence to run.

The writer has never failed to restore the original orange color to copies of the 6c orange air mail of 1918(C1) unless one has turned to a very dark (almost black) color. In this case, the restoration did not return to the original orange shade but to a slightly browned one. Such very dark copies were greatly improved, but these were the only ones on which the true and original orange color could not be restored.



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UNITED STATES

RF (French) Overprints

On page 60 of his book "United States, RF (French) Overprints 1944-45 on Air Mail Stamps and Stationery," Mr. Henry M. Goodkind lists under Appendix A the naval bases and French naval vessels from which RF covers have been seen.

Recently, the writer purchased a group of covers most of them addressed to Mr. George A. Mary which includes French Naval vessels not on the above-mentioned listing. Mr. Mary had been connected with the Vatel Club, an organization of restaurant chefs of French extraction. During the course of the war, Mr. Mary had become acquainted with many French naval personnel when their ships were in New York City for repairs. Mr. Mary apparently continued corresponding with his French friends and, after V-E day, prevailed upon them to mail back to him from their ships self-addressed envelopes which he had obviously prepared and franked in advance. Most of these covers are franked with various United States stamps such as the "Towards United Nations" stamp of 1945 and the "Overrun Countries" issue of 1943-1944 in combination with different 1c stamps, including the 1938 "Presidential," the "National Defense" stamp of 1940, various "Famous Americans" series of 1940 and the "Four Freedoms" stamp of 1943.

Various types of cancellations are found on the covers returned to Mr. Mary which he had prepared and sent to his friends. Some of these are:

1. Hexagonal handstamp with name of vessel — Fig. 1,
2. Oval handstamp with name of vessel — Fig. 2,
3. Straight line handstamps with name of vessel — Fig. 3,
4. Poste Naval cancellation (most common) — Fig. 4,
5. Frequently, covers were received with the stamps completely uncanceled — as seen as Fig. 3.

These covers, although philatelically prepared, are almost always censored



Fig. 1. (All photos by A. Boutrelle)

by French and/or American censors. Some have the familiar red backstamp "CPNY" with wavy lines. So, there appears to be no doubt that these covers went through the mails.

None of these covers addressed to Mr. Mary, unlike Figs. 36 and 37 of Mr. Goodkind's book, bear RF markings. They are, nevertheless, especially useful to the student of RF material, because they show that after the war had ended in Europe, most mail from French naval personnel was not franked with RF handstamped air mail stamps. This is not always true; examples of RF mail from the Toulon naval base in southeastern France have been noted as late as August 21, 1945.

Of more particular interest to the writer, however, are the names of many additional French naval vessels, not listed in Mr. Goodkind's book under Appendix A, which appear on these covers. A list of such additional naval vessels is as follows:

Cruisers
 "Duquesne"
 "Suffren"
 "Tourville"
Escort Boats
 "Algerien"
 "Carabinier"
 "Lansquenet"
 "Somali"
Torpedo Boats
 "L'Aleçon"
 "Basque"
 "Simoun"
 "Trombe"
Miscellaneous vessels
 Corvette "Lobelia"
 Cuirasse "Lorraine"
 FS "Le Triomphant"
 Submarine "Curie"
 ? "De Hova"



Fig. 2



Fig. 3

Also, from these covers, the writer was able to determine that the "Bearn" and "Duguay Trouin" listed in Appendix A. are identified as an airplane carrier and a cruiser, respectively, and that the spelling of the Escort Boat is "Javelot" not "Gavelot".

It might be in order to add an additional naval base to those listed — Bône, Algeria. This was illustrated in the July, 1960 issue of the AERO PHILATELIST ANNALS, Vol. VIII, No. 1, Page 3 in the writer's article on the discovery copy of the small RF with serifs, now listed in Scott's "Specialized Catalog of United States Stamps" as CM 10.

It will be interesting, now that these additional names of French naval vessels have come to our attention, if RF covers emanating from them will be found in the future. (P.S.)



Fig. 4

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South Korea Has No Air Mail

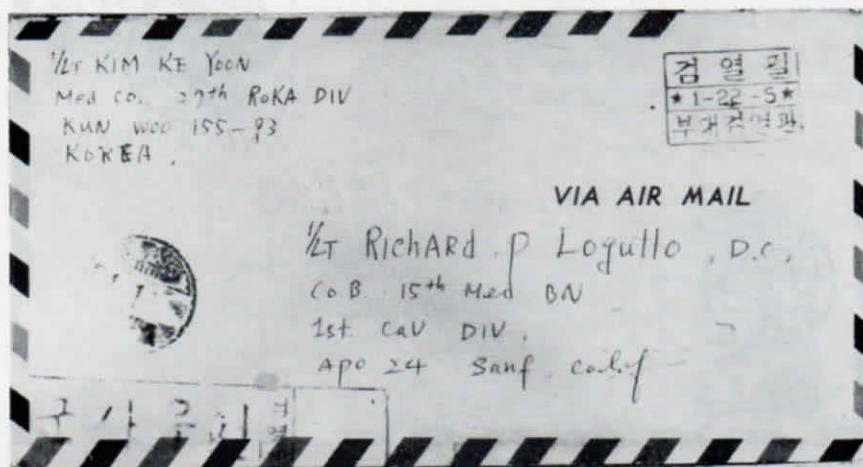


Fig. 1. (Photos by Boutrelle)

A young dentist, who is a very good friend of the editor but knows nothing about stamp collecting, was stationed in South Korea while serving with the U. S. Army in 1961-62. Since he was corresponding regularly with the editor and his family, some questions about air mail were put to this Captain in the

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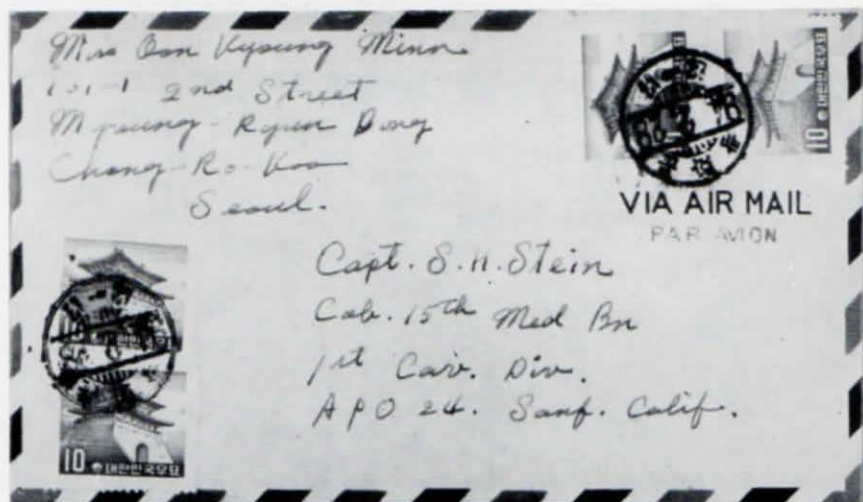


Fig. 2

U. S. Army.

His advice was that his A. P. O. letters were transported by air mail. But there is no air mail service in South Korea even though letters are marked "air mail" or enclosed in air mail envelopes. He sent two examples to show this. The Fig. 1 cover is from an officer in the Republic of Korea Army sent to a friend of his in the United States. The Military Censor marking is in the lower left corner. The letter did not go by air mail.

The Fig. 2 cover was sent to this U. S. Army Captain, while he was in the United States on furlough, by a civilian in South Korea. The recipient said that this cover did not go by air post, although it was mailed in an air mail envelope. He stressed that there was no air mail in the Republic of Korea for civilians, while he was there in 1961-62.

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Book And Catalogue Reviews

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The above 3 catalogues are publications of the famous German aerophilatelic firm of Hermann Sieger. Certainly, the Sieger Zeppelin Catalog has over the years gained a top standing for reliability, accurate information and useful price guides. A 17th edition proves a continuing and popular demand for this fine reference work.

The two latter catalogues are newer and may not be known to many American air mail collectors. Both start when commercial aviation was resumed in West Germany and Austria after World War II. Until this reviewer studied these two catalogues, he had no idea that so many flights had been made.

Although all the Sieger Catalogs are in German and priced in German Marks, no interested American aero-philatelist should be confused by the contents. Many illustrations help greatly to overcome the language barrier.

If interested, orders and remittances should be sent to Hermann E. Sieger, P. O. Box 69, Lorch, Wurttemberg, W. Germany.

(Continued on Page 56)

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Les Vols De Gand 1913 by Raoul Hubinont. 73 pp. Illustrated. Paper cover. Society Aero-philatelie Belgium, Publisher. Order from "La Revue Postale," Galerie du Centre, Bureau 329, Brussels, Belgium. Price 90 Frs. (U. S. \$1.80)

Well-known and interesting pioneer flights from the pre-World War I period are a series made in Belgium in connection with the 1913 Ghent Exhibition.

The author of this booklet, Mr. Hubinont, is a veteran aero-philatelist who has been active in Europe for many years. He was the founder and then the first President of the SAB (Société Aerophilatelique Belge) from 1940 until 1960. No one now living is more familiar with the history of these Ghent 1913 flights and the surviving aero-philatelic material than Mr. Hubinont. He has placed his knowledge on the record.

This book is both well organized and complete in that it includes pricings along with valuations of the worth of various post cards and covers. At the end, 6 pages have been added about a few of the later Belgian flights from 1918 to 1923.

Although written in French, this fine work is indexed and has over 50 illustrations, which will help greatly one who does not read French. Anyone interested in early European flights will receive much useful information from Mr. Hubinont's studies and the booklet makes a fine addition to an air mail library.

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