

THE AERO PHILATELIST ANNALS



Vol. XV, No. 3

January 1968

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THE AERO PHILATELIST ANNALS



Vol. XV, No. 3
January 1968

Henry M. Goodkind, Editor

Philip Silver, Assistant Editor

RUSSIA

Air Fleet Labels

A Revised Listing

By FRED W. SPEERS

Preface

One of the least known aspects of Russian aerophilately is that of the Air Fleet labels of the 1920s and 1930s. Because they were not valid for postage but were used for raising funds for aviation projects of clubs and other groups they have been stigmatized as "propaganda labels." For that matter, almost all regular postage stamps of the 20th Century contain some degree of propaganda.

Little has been written about these labels. In October, 1957, John H. Reynolds in cooperation with the late John Barry, then secretary of the British Society of Russian Philately, produced a 44-page listing of many of the labels. Although admittedly incomplete, the listing mentioned many varieties in color shades and kinds of paper. Unfortunately, very few copies of the typewritten manuscript were distributed.

A year later, in the *AERO PHILATELIST ANNALS* of October, 1958, John W. Nicklin, collaborating with Igor Rubach, published what was self-styled a "far from complete" listing of the labels. Although Nicklin and Rubach were unaware of the Reynolds-Barry work, they nevertheless were able to include a number of items absent from the latter. Nicklin's compilation also represented an advance over a "checklist" that had been compiled and published by H. L. Aronson in "The Russian-American Philatelist" in January, 1944. (Whole number 15).

In the April, 1963, issue of the *AERO PHILATELIST ANNALS* another article by Mr. Nicklin appeared. It dealt with two covers, both mailed at Tashkent and acquired by Henry M. Goodkind, which between them bore three Air Fleet labels. Covers with Air Fleet labels, it should be noted, are far from common.

The writer wishes to acknowledge with thanks his indebtedness to Mr. Henry M. Goodkind, editor of the *AERO PHILATELIST ANNALS*, for his assistance and advice in the preparation of this manuscript. As a student in this field, his help has been invaluable and his cooperation exhaustive in his effort to assist in presenting as thorough a study as possible to this magazine's readers.

The articles mentioned above constitute virtually all published material in this field. This compilation with the detailed listing following these prefatory comments is an effort to extend somewhat the range of information already available. The writer is indebted to Emile Marcovitch and Jacques Posell for much information. No pretense is made to assert this is a complete listing nor is any claim made to complete accuracy. This writer sincerely hopes future writers will not only expand the listing but also correct whatever errors may have inadvertently crept in.

The History

Some confusion and obscurity concerning this field stem from the manner in which aviation and defense clubs developed in the Soviet Union. In 1923, the year following construction of the first Soviet-built airplane, aviation and chemical defense clubs sprang up in various Russian cities. They were loosely federated with headquarters in Moscow under the name *Osoaviakhim* — a compression of several Russian words meaning Society for the Defense of the Soviet Union and for the Development of its Aviation and Chemical Industries. Further compression resulted in the initials "O.D.V.F." Such clubs or chapters in the various cities incorporated into their designation the city's name, e.g. "Pskov O.D.V.F.", or they used a region or district designation such as the "Crimean O.D.V.F." Actually, these labels, lacking postal validity, were used indiscriminately in any areas to decorate envelopes and thus to publicize the campaign to build the Red Air Fleet. At first, produced only in Moscow, subsequent labels were printed in other cities as well.

It was not until 1927 that the Soviet hierarchy, by then confident it had sufficiently consolidated its control of the country, took over the loose federation of these clubs. Operating under the same name of *Osoaviakhim*, the U.S.S.R. gave it a paramilitary mission and subsequently designated Robert Petrovich Eideman, head of the Frunze Military Academy, as chairman of the O.D.V.F.'s Central Executive Committee.

As for the listing of more than 220 labels, post cards, receipts and seals which appears below grouping in chronological order has been done by districts

GLOSSARY

С.С.С.Р.	--	U.S.S.R.
Р.С.Ф.С.Р.	--	R.S.F.S.R.
Б.С.С.Р.	--	BYELORUSSIAN S.S.R.
К.С.С.Р.	--	KAZAKH S.S.R.
Кь.С.С.Р.	--	KIRGHIZ S.S.R.
Т.С.С.Р.	--	TADZHIK S.S.R.
УК.Р.С.Р.	--	UKRAINIAN S.S.R.
УЗ.С.С.Р.	--	UZBEK S.S.R.
СЕВ. ЗАЛ. ОБЛАСТИ	--	NORTHWEST OBLAST
ЮГОВОСТБК	--	SOUTHEAST
О.Д.В.Ф.	--	O.D.V.F.
ЗОЛ	--	ZOL (ABBREV. FOR GOLD)
ВОЗДУШНЫЙ ФЛОТ	--	AIR FLEET
САМОЛЕТ	--	AEROPLANE
ДИРИЖАБЛЬ	--	AIRSHIP (DIRIGIBLE)
ОБОРОНИ ФОНД	--	DEFENSE FUND
КРЫМ	--	CRIMEA
КИЕВ	--	KIEV
ОДЕССА	--	ODESSA
ПСКОВ	--	PSKOV
УКРАИНА	--	UKRAINE
УРАЛ	--	URAL
ЧИТА	--	CHITA
СОЗИДАИТЕ	--	CREATE

with the cities they include rather than alphabetically. These districts or regions, incidentally, do not always coincide geographically with boundaries of republics, oblasts or other administrative areas. In addition to the accompanying illustrations (some labels, unfortunately, are not illustrated), word descriptions of the designs are given so as to lend depth of meaning to some aspects which might otherwise be overlooked, e.g. identification of Lenin's armored train and the Petrograd skyline. Although color is mentioned in every instance, only an occasional reference is made to shades. Attention has been paid to paper, size, perforation, gum and methods of printing. About a third of the illustrations used are those by Adrien Boutrelle which appeared in the first

Nicklin article. No watermarked labels are known.

The writer has also included brief references to dates of postmarks on covers, pieces bearing labels or single copies. In some instances, these indicate or help to establish approximate time of issuance and in others they point up the long periods over which the labels were in use. Labels with postmarks logically should be valued higher than those without.

The currency reforms of 1922-1924 and replacement of sovznaki rubles in 1924 by treasury notes, by law accepted for gold payments, also help establish approximate dates of issuance for some labels. The effects of those reforms on labels as well as on postage stamps of that period were quite marked.

Not all labels were issued under the aegis of Osoaviakhim. A few were issued by cooperatives, trade unions and factories. In the listing, note has been made of such instances wherever known. The listing also takes notice of Osoaviakhim seals and the organization's receipt forms for membership dues or contributions. Valuations given are estimates keyed to Nicklin's quantities and to recent auction prices.

Numbers of the labels, post cards, receipts and seals have been assigned on a geographic or district basis. A number followed by an "A" denotes a post card, one followed by a "B" denotes a receipt and one followed by a "C" a seal. Lower case letters following a number, e.g. "1a," denotes minor varieties.

Instead of pricing by dollars and cents, estimated valuations have been expressed in coded groups. The following schedule has been employed:

A — up to \$5	C-D — from \$20 to \$50
A-B — from \$5 to \$10	D-E — from \$50 to \$100
B-C — from \$10 to \$20	F — more than \$100

Moscow Emissions

Grouped in this section are the five issues of the Central Committee of Osoaviakhim, the Lenin labels, the Moscow Local Issues and the Osoaviakhim dirigible post cards. The Central Committee made its labels available to clubs in other localities. All are lithographed.

Osoaviakhim, which attained membership of about 12 million by 1939, endured under tightening military control until the attack on Russia by Germany in 1941.

First Issue of Central Committee

1923

1. 1 Ruble. Red on thin white paper. Rectangular format. Size 3.5 x 26.5 mm. Design, surrounded by outer frameline, shows high-wing monoplane flying to left. Behind it at right is a balloon in vertical position with sun's rays in background. Initials "CCCP" stand out against cloud beneath plane. Numerals of the face value circled by wreaths enclosed in horizontal panel. Inscription between wreaths stands for "Society of Friends of Air Fleet." Perf. 11. Clear gum A-B
- 1a. Orange. No outer frameline A-B
2. 1 Ruble. Like No. 1 except color is brick red A-B
3. 2 Rubles. Blue on thick white paper. Design like No. 1. One letter added to word for rubles (plural). Perf. 11½ x 11. Clear gum (Fig. 1)* A-B
- 3a. No outer frameline A-B
4. 5 Rubles. Violet and dark orange on thin white paper. Design like No. 1. Perf. 11½ x 11 A-B
- 4a. No outer frameline A-B

*Those illustrations from the author's collection — about 60% of the total — were from photographs supplied by him. The balance from the Goodkind collection were taken by Adrien Boutrelle, Brooklyn, N. Y.

Second Issue of Central Committee

Similar to First Issue but design changes include shading of clouds, enlarging of sun's rays, tilting of balloon and "СССР" is in white. All have outer framelines and are perforated $11\frac{1}{4}$. Lithographed on white paper with no gum.

1923

5. 1 Ruble. Gray black. (Known on cover postmarked Moscow, 23 December 1923) A-B



Figs. 1 to 9.

6. 2 Rubles. Light green A
7. 3 Rubles. Light blue. (Fig. 2) A
8. 5 Rubles. Salmon pink. (Known on cover postmarked Tashkent, 13 July 1925) A-B
- 8a. Rose carmine A-B
9. 10 Rubles. Gray. Like No. 5, but redrawn with word for rubles placed beneath the numerals of face value, "СССР" letters more heavily outlined and more white patches in cloud above sun at right. Rough perf. $11\frac{1}{2}$.
A-B
10. 50 Rubles. Pale red. Like No. 9. Perf. $11\frac{1}{4}$ A-B

Overprinted by Typography in Black with Higher Denominations

11. 10 Rubles on 1 Ruble. Thin white paper. Clear gum. (Known in strip of six on piece postmarked Moscow 16 November 1923). (Fig. 3) B-C
- 11a. Imperf. (Known postmarked 3 October 1926) D-E
12. 25 Rubles on 3 Rubles. Thick white paper. No gum A-B
13. 50 Rubles on 5 Rubles (No. 8a) A-B

Third Issue of Central Committee

Face values in design changed to conform with monetary reforms which converted rubles of 1923 into new gold rubles at the rate of 50,000:1 and those of 1922 at the rate of 50 billion:1.

1924

14. 5 Kopecks. Bright green. Imperf. (Known on Tashkent-Berlin cover postmarked 22 July 1925) A-B
15. 10 Kopecks. Carmine. Imperf A-B

Fourth Issue of Central Committee

Face values in gold currency indicated by use of word "ЗОЛ" preceding abbreviation for kopeck in top panel. Each bears on reverse three-line inscription prohibiting compulsory sale. All lithographed on white paper with clear gum.

1924

16. 1 Kopeck. Blue. Size 32.5 x 23 mm. Design shows high-wing monoplane facing right in panel with numeral "1" centered above and below. Flanking each number are three lines of initials with "O.D.V.F." appearing at left in second line. Scroll designs flank center panel. Perf. $11\frac{1}{4}$. (Known with 2K, below, on Moscow-Vienna cover postmarked 6 June 1924 and on cover postmarked Novorossiysk 8 May 1928). (Fig. 4) A
17. 2 Kopecks. Like No. 16. Yellow green. Perf. $11\frac{1}{4}$ x 11 A
18. 3 Kopecks. Size 23 x 32.5 mm. Violet. Design shows biplane enclosed in square panel flying to upper right with numerals of face value in circles at each corner. Beneath is panel containing a five-pointed star with single propellor blade laid horizontally across it. Initials like those in the 1 and 2 kopeck designs (Nos. 16-17) fill out lower panel. Perf. $11\frac{1}{4}$. (Known on cover postmarked Tashkent 19 July 1925) A
19. 3 Kopecks. Like No. 18 except size is 22 x 31 mm. Perf. $10\frac{1}{4}$ A
20. 5 Kopecks. Like Nos. 16 and 17 except size is 31 x 22 mm. Dark red. Perf. $11\frac{1}{4}$ A
- 20a. Red. Perf. $10\frac{1}{2}$ x 11 A
- 20b. Brownish red. Size 30.5 x 22 mm. Perf. 11 A
21. 10 Kopecks. Blue. Design and size like No. 16. Perf. $10\frac{1}{2}$. (Known on cover postmarked Leningrad 24 May 1927). (Fig. 5) A-B

22. 25 Kopecks. Red and black. Size 32.5 x 23.5 mm. Design shows biplane flying to right with background of sun's rays emanating from sun in lower right corner. Panel enclosing this scene is surrounded on outside by set of initials like those in 1 and 2 kopeck (Nos. 16-17). Face value in numeral squares in lower corners. Between them are abbreviations for "gold kopecks" in Russian, Ukrainian and Georgian. Perf. 10½. (Fig. 6) A-B
23. 50 Kopecks. Red and black. Size 38 x 41 mm. Design shows four airplanes in circle in square panel over denomination. Perf. 10½. A-B
24. 1 Ruble. Rectangular format size 32.5 x 23.5 mm. Red, green, yellow and black. Design shows monoplane flying over red buildings with yellow sun's rays in background. Face value numerals in circles at each corner. Between these are initials like those on 1 and 2 kopecks (Nos. 16-17). (Known with Moscow postmark of ? March 1932). (Fig. 7) B-C

Fifth Issue of Central Committee

25. No face value stated. Rectangular format size 30 x 50 mm. Lithographed in red and black on coarse white paper. Design shows biplane flying to upper right in front of seventeen red rays emanating from sun below it. Three black birds flying below plane. Upper panel reads "C.C.C.P." and lower one, "Create!" Perf. 10¾. No gum. (Fig. 8) B-C

Lenin Labels

1923

1. 10 Kopecks. Lithographed green on white paper. Size 39 x 49 mm. Design shows Lenin faced right and speaking while three high-wing mono-

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- planes fly overhead. Face value in small panel at lower left. Imperf. No gum. Inscription urges building squadron for Ilyich (Lenin). (Fig. 9) A-B
2. 15 Kopecks. Red. Size 38 x 46 mm. Design shows Lenin faced left speaking in front of cockpit of airplane in which is an aviator pointing to a line of arriving planes. Imperf. No gum. Inscription worded like No. 1. (Fig. 10) A-B
3. 25 Kopecks. Yellowish brown. Size 38 x 45 mm. Design shows Lenin standing by corner of building as he looks at factories across street. Fleet of planes is flying overhead. Imperf. No gum. Inscription worded like Nos. 1 and 2. (Fig. 11) B-C
Note: Existence of a 5 Kopecks blue in this series has been reported.
4. No face value stated. Typographed on heavy green paper colored through. Size 63 x 40 mm. Design shows pair of wings behind five-pointed star, one letter each of CCCP in each point, and crossed propeller blades. Two-line inscription beneath urges construction of an aerial squadron named "Ilyich" (Lenin). Imperf. (Fig. 11A) A
- 4a. Black on rose A
- 4b. Black on carmine A
- 4c. Black on orange A

Moscow Local Issues

Face values in gold currency. Lithographed on thick white paper perforated 11 and all have clear gum.

1924

1. 1 Kopeck. Blue violet. Size 32.5 x 23.5 mm. Design shows high-wing monoplane facing right in white panel centered between scroll-like decorations. Above panel are letters "ODVF-CCCP" and, beneath it, is face value numeral centered between "ZOL" and "KOP." (Known postmarked Moscow 18 June 1924). (Fig. 12) A
2. 2 Kopecks. Red. Like No. 1 A
3. 3 Kopecks*. Yellow. Size 23 x 32 mm. Design shows biplane centered in square white panel. It is flying toward upper right corner. Above panel is five-pointed star with single propeller blade laid across it. Panel flanked by leaves in regular parallel pattern. Beneath panel are initials "ODVF-CCCP" between the face value numerals in both lower corners. A
4. 5 Kopecks. Green. Like Nos. 1 and 2. (Known on covers postmarked Tashkent 20 September 1925 and 17 October 1925) B-C
5. 10 Kopecks.* Blue. Like No. 3. (Fig. 13) B-C

1924

Initials changed to "M.O.D.V.F." All these labels are on white paper perforated 11 and all have clear gum.

6. 5 Kopecks. Gray. Design like that of Nos. 1, 2 and 4 except for change of initials. (Fig. 14) B-C
7. 10 Kopecks. Dark blue. Design like that of 3 and 10 kopeck above except for change of initials. (Fig. 15) B-C
8. 25 Kopecks. Red and black. Size 32 x 23.5 mm. Design (which somewhat resembles that of corresponding denomination in Central Committee's Fourth Issue) shows biplane flying to right with sun's rays in lower right corner. Face value beneath panel in lower corners with "MODVF" be-

*3 and 10 Kopeck sometimes called the "Wenden Issue."

tween. (Known on cover postmarked Tashkent 10 October 1925).

(Fig. 16) B-C

9. 50 Kopecks. Salmon and black. Size 23 x 32 mm. Design shows two monoplanes and two biplanes in flight in circle centered between four scroll-like decorations of which two are in the upper corners and two below circle. Beneath the latter are initials "MODVF" and beneath them the numeral of face value. (Fig. 17) B-C



Figs. 10 to 19.

10. 1 Ruble. Green, brownish yellow and black. Size 32 x 25.5 mm. Design (which somewhat resembles that of corresponding denomination in Central Committee's Fourth Issue) shows monoplane flying to right over green buildings with sun's rays in background. This scene is in an oval and the denomination is at each corner with small circle. Between bottom circles are initials "MODVF." (Fig. 18) B-C

1933

11. 10 Kopecks. Photogravure. Red on white paper. Size 33 x 48.5 mm. Design shows in upper left head of Maxim Gorky, the famous writer, who was then president of Moscow Society for Promotion of Aviation, which caused label to be issued. It also shows four-engined passenger plane in front of airport and above that inscription "We shall build a giant propaganda plane" and Gorky's name. Perforation 11½ x 11¾. On reverse is inscription prohibiting compulsory sale. (Fig. 19) B-C

POSTAL STATIONERY

Osoaviakhim Dirigible Post Cards

These post cards, according to their printer's legends printed in Moscow, differed from the adhesive labels in that they were valid for postage. There were at least eight different designs which together with slogans called for construction of Soviet dirigibles. These were issued during 1930-1932. All were imprinted with postage stamp designs like an example of the regular postal stationery post card. Six were bi-lingual (Russian and French) and two were multi-lingual employing eight languages.

All bore printer's legends which in addition to indicating Moscow as the place of their printing gave the year of issuance and numbers ordered printed. Cards were printed in solid colors of orange brown, brownish red and red on heavy brownish carton paper. (Each card had only one color). There was nothing printed on reverse.

Rectangular panels containing elaborate designs occupy roughly left half of obverse with the imprinted stamp in upper righthand corner and below that lines for addressing. Variations in sizes occurred. Since five cards contain references to Osoaviakhim, entire series presumably was issued in cooperation with O.D.V.F.

1930

- 1A. 5 Kopecks. Imprinted stamp is that of 5 kopeck orange brown soldier regular postage stamp of 1929. Rest of the design also is in orange brown. Design in large panel at left shows five-motored dirigible bearing on port side designation "Osoaviakhim CCCP" as it flies to left over fields being ploughed by tractors. Inscription below urges "everyone to donate and to participate in building Soviet dirigibles." Bi-lingual. Size 147 x 112 mm. Printer's legend indicates 1,000,000 printed. (Fig. 20) A-B
- 2A. 5 Kopecks. Imprinted stamp like No. 1A. Orange brown. Design in large panel at left shows dirigible like that on previous card (No. 1A) but bearing name "Pravda" on starboard side. It is pictured flying to right over large globe of the earth with representation of U.S.S.R. boundaries turned to front and designated "CCCP" in large solid letters. Inscription below globe says that "over the land of the Soviets fly Soviet dirigibles." Bi-lingual. Size as previous No. 1A. Printer's legend indicates 1,000,000 printed. (Fig. 21) A-B



Figs. 20 to 23.

- 3A. 5 Kopecks. Imprinted stamp like Nos. 1A and 2A. Orange brown. Design in large panel at left shows six-motored dirigible with name "Klim Voroshilov" as it flies to left accompanied by three biplanes. Two searchlight beams are visible. On ground below are three mounted cavalymen and tank of World War I type coming over brow of hill. Inscription beneath exhorts "everyone in factories, unions and brigades to join together to build the dirigible, Klim Voroshilov." Bi-lingual. Size 147 x 114 mm. Printer's legend indicate 2,000,000 printed. (Fig. 22) A-B

1931

- 4A. 5 Kopecks. Imprinted stamp like Nos. 1A, 2A and 3A. Orange brown. Design in large panel at left shows four-engined dirigible with name "Klim Voroshilov" on its starboard side flying to right over factories from whose chimneys smoke pours. Inscription in italic lettering says "Dirigible Klim Voroshilov flies over earth of the Soviets." Bi-lingual. Size 149 x 115 mm. Printer's legend indicates 2,000,000 printed. (Fig. 23) A-B
- 5A. 10 Kopecks. Imprinted stamp is that of 10 kopeck worker's regular stamp of 1929. Brownish red. Design like that of 5 kopeck "global" card, No. 4A. Octo-lingual. Size 151 x 119 mm. Printer's legend indicates 2,000,000 printed. (Fig. 24) A-B
- 6A. 10 Kopecks. Imprinted stamp like No. 5A. Brownish red. Design like that of 5 kopeck card (No. 4A) showing dirigible flying over field being



Figs. 24 to 27.

ploughed. Octo-lingual. Size 149 x 106 mm. Printer's legend indicates 2,000,000 printed. (Fig. 25) A-B

1932

- 7A. 10 Kopecks. Imprinted stamp like Nos. 5A and 6A. Brownish red. Design at left shows dirigible and three planes flying to left over line of six soldiers faced left and wearing gas masks. Below them is pictured group of ten soldiers examining tank also faced left. In lower left corner is small circular seal of Aviation and Chemical Society. Inscription at left, reading upward, says "Strengthen Defense of СССР" and second line says "Study Military Techniques." Below tank is another inscription reading "Join the Osoaviakhim!" Octo-lingual. Size 150 x 107 mm. Printer's legend indicates 1,000,000 printed. (Known postmarked Odessa 10 November 1932). (Fig. 26) A-B
- 8A. 10 Kopecks. Imprinted stamp also like Nos. 5A, 6A and 7A. Red. Design at left shows two dirigibles and four biplanes flying to left through a large numeral "6" standing on field being ploughed by three tractors. At left of "6" and below is inscription urging members of collective farms to participate in Osoaviakhim lottery to strengthen defense of СССР. Octo-lingual. Size 151 x 106 mm. Printer's legend indicates 2,000,000 printed. (Known postmarked Minsk 15 April 1933). (Fig. 27) A-B

(To Be Continued)

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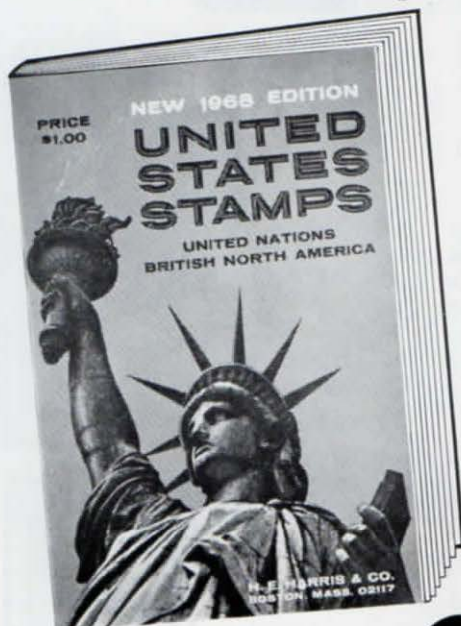
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Obituary

Bernard Fink, 1906-1967



Following a heart attack the night before, the only Treasurer that AERO PHILATELISTS ever had, Bernard Fink, died on the morning of December 5, 1967 at his home in W. Hempstead, Long Island, N. Y. He was a *Founder Member*.

This will not be the customary obituary, mentioning most of the vital statistics about the deceased. I knew Bernie Fink too long and too well to do that. Instead, I felt compelled to write about a longtime friendship maintained for 33 years entirely through the common interest in aero-philately.

If memory does not betray me, Bernie and I met in 1935 at the first public auction sale of used air mail stamps ever held in New York City. There was a big floor with many air mail collectors and dealers. Many have passed on by now; only a few still are "playing" with air mail stamps and covers.

Bernie Fink was one of those who "went nuts" about used air mails. He believed, as I and some others did, that one could walk into any New York dealer and buy mint air mail stamps; but getting them used was a real challenge. I remember the leading air mail professional at that time, the late Nic Sanabria, holding his nose when used air mails were mentioned. He said that many had phony markings, having been "cancelled in Brooklyn." Very few believed Nic Sanabria, saying that since he dealt exclusively in mint stamps, it was good business to knock something he did not stock.

It was not until almost at the end of World War II that some of us awakened to a realization that the editor of the Sanabria Catalogue had been right. Many of them did have phony cancellations. This was one of the reasons that AERO PHILATELISTS was formed. A number of us felt that an organization was needed devoted to the study of air mail stamps, on and off cover. Also, the flood of new issues which were being offered far above their original face value was another reason.

About a dozen air mail stamp collectors met informally in 1946 and before the year had ended, our organization was established. A few had to serve as officers; Bernie Fink volunteered to act as our treasurer. He stuck with this for 21 years until the day of his death.

The founders of AERO PHILATELISTS wanted a bi-weekly 4-page newsletter offering the most reliable information possible on air mail stamps. For 8 years, the "*Aero Philatelist's News*" performed this service twice a month. The matter of counterfeit cancellations on air mail stamps was one subject fully treated. Bernie Fink, who had unknowingly purchased many stamps with these phony cancels, had studied them; he wrote 3 excellent articles on Italian and French Colonial counterfeit cancellations, clearly demonstrating why certain markings could not be genuine.

We used air mail enthusiasts asked each other if we would continue or turn to another field in aero-philately. Most of us decided to leave that specialty. It was, thus, around 1948 that Bernie Fink latched onto a new field in which, in time, he grew to be the champion. This was *the 1930 and 1932 Graf Zeppelin issues*, mostly on flight covers. In retrospect, it was an outstanding field to select, because in the entire field of philately, and this includes everything, classics and topicals, the way Graf Zeppelin stamps have zoomed in value and popularity has been remarkable. Our own 1930 set of three (Scott U. S. C13-15) is just one out of many examples.

Bernie Fink would talk about his Zepp collection "at the drop of a hat." He began exhibiting them, first locally, then regionally and finally, nationally. Each succeeding time it was shown, it gained a higher award.

In 1961 for Curiosa in Holland, I took his Zeppelin collection overseas for its first international showing. The judges awarded it a gold medal. This was to be repeated often; in all, four international gold medals were won. Just a few months before his passing, the Bernard Fink Graf Zeppelin collection gained one of the top awards at the international air post exhibition in Budapest, Hungary. The collection also won top national awards at stamp shows like SEPAD, SOJEX and INTERPEX. The material had to be seen to be believed.

A most pleasant experience for Bernie Fink came as a result of the AEROPEX exhibition here in New York City in June, 1966 that Herbert Rosen staged for F.I.S.A. at the Americana Hotel. A husband and wife from Portland, Oregon were examining the Zeppelin exhibition as Bernie happened to come along. He introduced himself as the exhibitor and pointed it out album page by page. This West Coast couple were so fascinated that they said they only were sorry that their Portland, Oregon stamp club could not see a great collection like his. It so happened that Bernie's daughter was attending Reed College in Oregon and the Bernard Finks would be out there for the graduation in June, 1967. A date was made; this meeting was later reported in the stamp press as one of the most outstanding ever in Oregon.

Although Bernie and I were longtime friends, we had some sharp differences of opinion. On my part, I constantly chided my friend for the poor manner in which he had mounted his covers on album pages. I pleaded with him to change; I often told him that his Zeppelin collection was similar to a wonderful gem stone being put in a 5 and 10 cent store metal mounting. But Bernie would shrug his shoulders; he never did remount.

Furthermore, as the years passed, his knowledge of Zeppelin flights became most profound. I can think of no one his superior. Again, I pleaded often with him to record his knowledge in this magazine as he had done with the counterfeit cancellations. But I could not prevail. Unfortunately, his knowledge of Graf Zeppelin issues has gone with him.

Twice Bernard Fink was the official delegate of AERO PHILATELISTS to F.I.S.A. Congresses abroad. I do not think he missed one annual convention of our organization. He attended many aero-philatelic affairs, always with his devoted wife, Sylvia. Frequently, for our annual dinners, his daughter, Elizabeth and his son, Laurence, would be present. Although saddened by his passing, there is good news to report. Mrs. Fink and his daughter plan to retain and exhibit his very fine Zeppelin collection. Bernie has gone, but not his collection. It will be on display in the future. Besides his wife, son and daughter, he is survived by his mother, a sister and brother. (H.M.G.)

For A New Air Mail Book — See Page 74

UNITED STATES

The Post Office In 1924 Makes A Rate Mistake

By WILLIAM H. MILLER, JR.

There have been several articles appearing in this publication with reference to public misunderstanding concerning proper air mail rates (AERO PHILATELIST ANNALS: Vol. XII, page 7; Vol. XV page 2).

From the inception of regular air mail service in this country on May 15, 1918, addressers of letters destined to be carried by plane have often believed that first-class postage had to be added in addition to the air mail fee. In actual fact, the air mail rates have always included first-class postage, regardless of whether the mail was to be flown wholly or only in part by domestic air service.

In my search for commercially used covers, I have on numerous occasions come across covers bearing first-class postage, as well as the proper air mail fee. Although this mistaken practice is more frequently encountered during the earlier decades of our air mail service, even today I occasionally find a recent air mail cover with the first-class postage affixed in addition to the air mail stamp.

The interest in the cover pictured in this article lies in the fact that this is the first instance where I have seen the Post Office fall into the same error as that made by uninformed private senders.

This cover, mailed from San Francisco on July 1, 1924, on the newly opened transcontinental air route, is addressed to Holyoke, Massachusetts. It flew from the West Coast to New York City, the eastern terminus, and thence went to Holyoke by train, where it was received on July 4.

Order No. 713 from the Postmaster General, dated June 30, 1924, reads in part as follows:

"Mail carried by airplane shall be fully prepaid with postage at the rate of 8 cents an ounce or fraction thereof for each zone or part of zone in which mail is carried by plane; such postage including transportation to and from air

(Continued on Page 84)

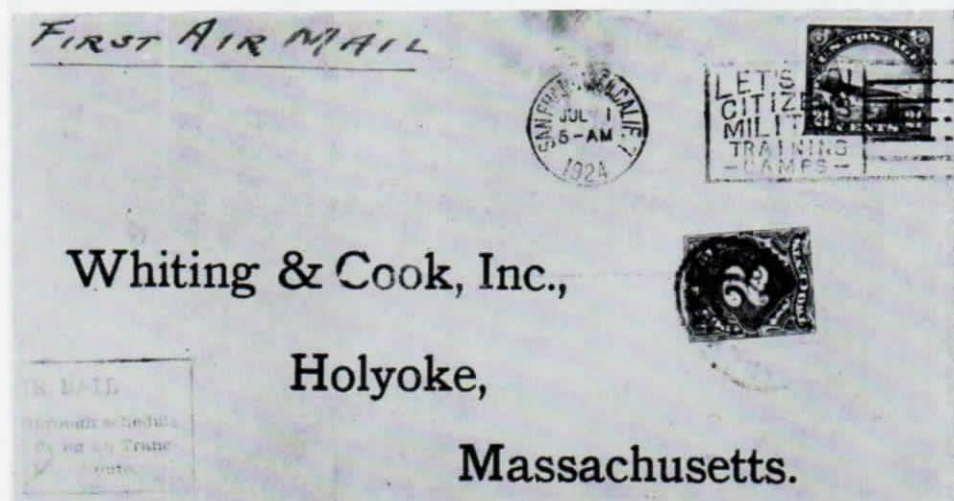


Photo by Boutrelle

6 HANDBOOKS AVAILABLE

A New Book

3 more Volumes (12-13-14) of the AERO PHILATELIST ANNALS have been bound. This new book is now on sale. Price \$15.

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

As new members join our organization, many want the back numbers that they missed, so that our stock has been gradually becoming less and less.

Listed below are the books that are available.

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COLOMBIA

Handstamped Mancomun Marking

By WILLIAM N. MEAD

Two recent articles, "Scadta Air Mail Etiquettes" by Kendall C. Sanford in April, 1967 number of this magazine, and "Colombia-Mancomun Air Mail of SCADTA" by Dr. Roberto Levi-Castillo in the July, 1967 number referred to and gave the background of the "Mancomun" air mail service, such being indicated by the use of printed air mail etiquettes in various forms.

The writer has in his collection a cover sent from Buenaventura, Colombia to Berlin, Germany "Por Hidroavion" on which appears a blue handstamp reading: "Par Avion/Correo Aero/Mancomun." The wording and format is similar to that of the etiquettes shown in Figures 10 and 11 of Mr. Sanford's article.

Unfortunately, the year date in the Buenaventura town cancellation is undecipherable. But, since the air mail stamp was not issued until August 1, 1932, and Dr. Levi-Castillo's article notes that after July 18, 1937 the point of air mail departure became Cali rather than Buenaventura, the date of use is established as being within that period.

Dr. Levi-Castillo indicated that, by agreement between Pan American and SCADTA, all outgoing air mail to Europe was carried by Pan American Airways subject to an air mail exchange account, with the outgoing mail from Colombia being paid by Colombian stamps and special SCADTA stamps, as

(Continued on Page 84)

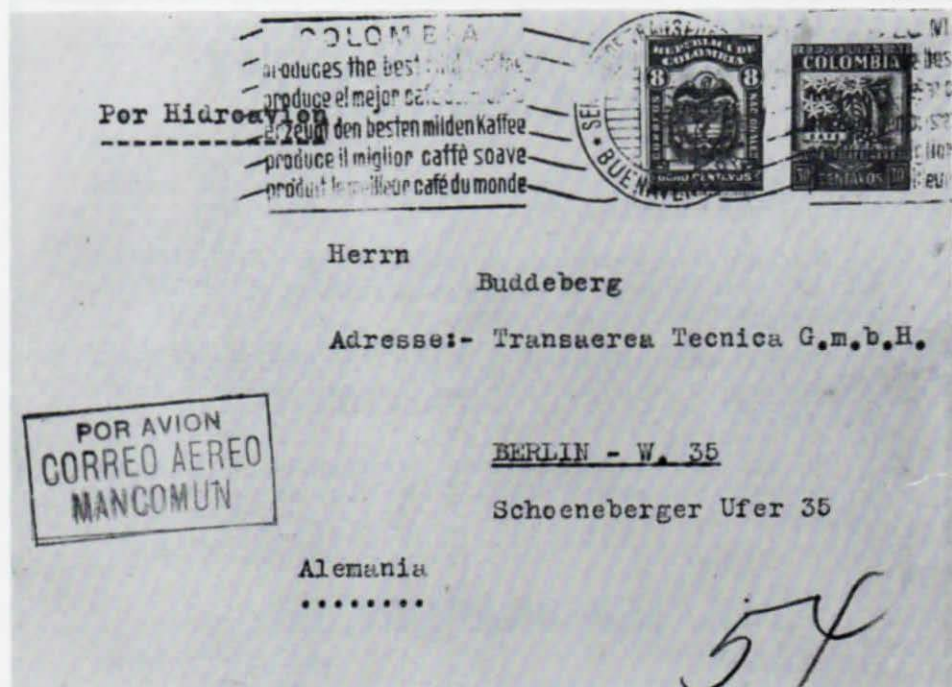


Photo by Boutrelle

INTERPEX 1968

Day of Aero & Astro Philately

"A Day of Aero & Astro Philately has again been proclaimed, and will take place on March 1st, 1968 in New York City during INTERPEX," announced Mr. Herbert Rosen, its organizer. This "Day of Aero & Astro Philately" will now be an annual feature of INTERPEX based on its immensely successful acceptance at last year's Show.

The year of 1968 is of special importance because it is the 50th Anniversary of official air mail transportation in the United States and Austria in Europe that started in 1918. It is also ten years ago that the space program started in this country.

The "Day of Aero & Astro Philately" will be held under the auspices of the Federation Internationale des Societes Aerophilateliques (F.I.S.A.), and their insignia will be included in a design which will be added to all envelopes posted this day at INTERPEX.

A special commemorative non-official souvenir sheet will be issued for this occasion, dedicated to the anniversaries of air mail and space achievements.

The leading air mail and rocket mail societies; AERO PHILATELISTS, Metropolitan Airmail Cover Club, Jack Knight Philatelic Society, Rocket Mail Society, will have meetings, lectures, film showings and other presentations on this day, making the "Day of Aero & Astro Philately" an outstanding event.

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1968 F.I.S.A. EXHIBITION

"IFA" Vienna, Austria

Mr. Johann Anreitter, President of the International Airmail Exhibition "IFA VIENNA 1968" has released the schedule of activities to take place during the show scheduled from May 30 to June 6 at the Hofburg in Vienna.

The opening ceremonies for the special guests will be held on Thursday, May 30th, at 10:00 A.M. The exhibition itself will open at 1:00 P.M. That evening the first meeting and reception of the Austrian Airmail Collectors Clubs will take place.

There will be a 3-hour sightseeing tour of historic Vienna, including a visit to the Schoenbrunn Castle the next morning, May 31st, and a concert with the Vienna Saengerknaben including a fashion show is planned for the afternoon.

A visit to the Hofburg, showing the living quarters, presentation rooms, and crown jewels of Emperor Franz Joseph and Empress Elizabeth will take place on Saturday morning, June 1st. In the afternoon, there will be a trip down the Danube going to the outskirts of Vienna, as well as visits to well-known places including the famous cloister "Klosterneuburg." On this day the meeting of the Association of the Austrian Philatelic Clubs will be held. Another excursion will occur on Sunday, June 2nd, to the famous "Wienerwald," (Vienna Forest) and the evening will be spent visiting a popular "Heurigen" in Grinzing.

The Awards Presentation Banquet will take place on Monday evening in one of the outstanding Vienna hotels. On Tuesday, June 4th, there will be an

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72-76	Medallions	(12.00)	10.00
122-131	E11-12 Basilicas-Exp.	(270.00)	P. O. R.
132-139	Holy Year	(90.00)	50.00
140-42	— Palatine Guard	(80.00)	45.00
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149-53	Calchedon	(160.00)	90.00
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C16-17	— Tobias	(1000.00)	P. O. R.
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C22-23	— Dome I	(160.00)	80.00
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all-day visit to Burgenland, the countryside between the Alps and Hungarian Pussta.

Wednesday, June 5th, is the opening of the FISA Congress, followed in the afternoon by a symposium and, at the same time, an A.I.J.P. meeting. Thursday, June 6th, is dedicated to the FISA Congress which will culminate with an afternoon reception and cocktail party for members. In addition, during the whole week there will be special performances in the opera houses and a tour called "Vienna by Night" is available.

The detailed program will soon be available and a prospectus for the International Air Post Exhibition is also in print, both to be ready for distribution in January. These can be obtained by writing to the Commissioner of the IFA Exhibition in the U.S.A., Mr. Herbert Rosen, 121 West 45th St., New York 10036.

MEETING NOTICES

Every month except July or August

Chapter No. 1 — New York, N. Y.

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

Chapter No. 5 — Philadelphia, Pa.

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Recent Auction Sale Prices

Air Mail Stamp Rarities

On November 21, 1967, an unusual evening auction sale was held at the H. R. Harmer Galleries on West 48th Street, New York City. There were only 395 selected lots in the sale, among them some of the "high-power" air post stamps. H. R. Harmer's December 1, 1967 release has the following prices:

Australia <i>Ross Smith</i> vignette	\$1100*
France 1928 <i>Ile de France</i> 10f on 90c never hinged	\$550
10f on 1.50f n.h.	\$2400
the two on flown covers	\$2500
Italy 1933 <i>Official</i> (Scott C01) never hinged pair (see illustration)	\$2200



Newfoundland 1919 <i>Hawker</i> , o. g. slight crease	\$3200
<i>DePinedo</i> cover	\$3700
<i>Columbia</i> part o. g.	\$950
<i>Balbo</i> mint block of 4	\$1050
flown cover	\$525
Somalia 25L+2L <i>Semi-Official</i> (Scott CBO1) mint	\$1100
Tripolitania (Scott CBO1) mint	\$1150

*Although not specified, this undoubtedly is a mint copy.

Book Review

(Reprinted by permission from the "Collectors Club Philatelist," bi-monthly magazine of the Collectors Club, 22 East 35 Street, New York, N. Y.)

World Jet Aircraft on Stamps by Lawrence De Mars. 96 pages, many illustrations, paper cover. Published by the American Topical Association as Handbook No. 57. Price \$5 from American Topical Association, 3300 North 50th Street, Milwaukee, Wis. 53216.

This reviewer has flown often in jet planes, but until he looked over this

craft. This work has nine chapters divided into 158 sections; consequently, it represents a wonderful history of modern aviation since jets were introduced.

Do you realize that there are about 800 U. S. and foreign stamps with a jet airplane in the design? Before seeing this booklet, our uneducated guess would have been, at the most, a couple of hundred.

Reading all the technical information, one could not help but wonder if the author, a stamp collector, really had accurately recorded this. Therefore, documentation would have substantiated the tremendous amount of compilation the author did. This reviewer only can hope that most of the aviation data is reliable. There is no reason to believe that it is not.

Although this booklet is short on aero-philately but long on aeronautics, this reviewer remembers in the *Aero Philatelists' News*, that he had edited for eight years (1945-1953), a series of articles by the late Eugene M. Arkhangelsky on "Airplane Designs On Stamps." Knowing the great amount of investigating that Mr. Arkhangelsky had done years ago, this reviewer can appreciate the hard work that Mr. De Mars did in compiling his book.

It is hoped that the information will be kept updated, because the age of the jet aircraft is far from over. Many future stamps are bound to incorporate jets in their design.

There is a 5-page checklist at the end with four listings, i.e.: by country, by both Scott and the French, Yvert & Tellier, catalogue numbers (why no Gibbons?) and by the type of aircraft. This reviewer learned a lot of supplementary aero-philatelic information from this 96-page work and believes that others also will. Even if one is not an air post specialist but only interested in modern aviation, this book is recommended. (H. M. G.)

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FRANCE - UNITED STATES

A Mystery Cover

By PHILIP SILVER

The illustrated cover belongs to *Ezra D. Cole* of Nyack, N. Y. This well-known professional philatelist was puzzled by it and sent it on to me for a possible explanation. I wrote him the following:



Photo by Boutrelle

"When trying to solve this item, there is always a certain lack of knowledge which hampers us. For example, were the U. S. stamps placed on in France, and, what was the weight of the letter?"

"The crossed bars on the U. S. stamps is a form of cancellation which I believe was prevalent at that time in New York and used on foreign air mail letters which passed through there either eastbound or westbound. I have a cover in my collection also used in 1933, which went from New York to Germany that has the same type of crossed bars.

"The French stamp performed two purposes — it paid the air rate from Paris to London, and the ocean rate to New York. But note that there is a manuscript notation at the lower left which indicates that the letter was to go 'via the S.S. Bremen/Sailing from Cherbourg.' If it indeed did make the mails for the S.S. Bremen at Cherbourg, then the air mail service to London was not availed of. Thus, part of the French stamp represents an overpayment.

"If the U. S. stamps were affixed in France by the sender, then why was the cover postmarked with the small circular 'Due 8 cents'? The U. S. air mail rate from July 6, 1932 to June 30, 1934 was 8 cents for the first ounce and 13 cents for each additional ounce. If this letter, therefore, weighed more than one ounce it should have been marked 'Postage Due 13 cents.'

"That this cover is postmarked 'Due 8 cents' could be due to two reasons. First, the letter weighed two ounces, but the postal clerk marked it 'Due 8 cents' for the second ounce instead of the correct 13 cents amount. Second, the letter weighed only one ounce requiring the 8-cent rate. In that case, we would have to assume that the sender did not have the U.S. stamps to affix. The deduction then would be that the cover was believed to be sent via air mail in this country, that the 8 cents in U.S. stamps for the ounce rate were applied in the New York post office. The stamps then were cancelled with the crossed bars and the 'Due 8 cents' marking was applied in New York, the money being collected in this amount from the addressee in Minneapolis."

Mr. Ezra D. Cole suggested showing this mystery cover in this magazine along with my conjectures explaining the postal markings. Perhaps others may be able to offer a better explanation.

See Page 74
For List of Air Mail Handbooks On Sale

SCADTA COMPANY'S 1925 Central American Trial Flights

By JEAN GRAVELAT

(Editor's Note: In the October, 1967 number of this magazine, Vol. XV, No. 2, on pages 43 to 46, Mr. Fred O'Neill G. of Costa Rica was the author of the article "Central America. The SCADTA Co.'s 1925 Trial Flights." Mr. Gravelat, the well-known French aero-philatelist, wrote the following letter in French to Mr. O'Neill. I translated it into English, which is now being published here with the permission of both Messrs. Gravelat and O'Neill. H.M.G.)

"I am very happy to read your article on the SCADTA flights in Central America during 1925. There is little documented on these flights and the covers certainly are very scarce. In Europe, I have never seen one in an exhibition; in France, I do not recall ever seeing them exhibited. Perhaps a few covers may exist in Germany, because the 'Pacífico' and 'Atlántico' aviators were German. But one cannot be certain, because I happen to know personally many German aero-philatelists and their collections contain material mostly from their own country.

"In my collection, there are four covers which I describe as follows:

"1. A cover with the circular cachet of Cristobal, Canal Zone (Fig. 1 in your article). It is addressed to Mr. G. Noriega, Costa Rica's Post Office Director, whom you mention in your article on the bottom of page 45.

"2. A cover sent to Barranquilla August 10, 1925 addressed to Panama. The arrival postmark is dated Cristobal August 12th.

"3. A cover mailed to Barranquilla for Cartago on August 10, 1925. The arrival markings are Limon August 14th and Cartago the 15th. The rectangular cachet is the same as above.

"4. A cover from Costa Rica to Managua, Nicaragua with the same cachets and the same franking as the one shown in Fig. 3 of your article."

AERO PHILATELISTS

Minutes of the 21st Annual Convention

I. The 21st annual convention meeting of AERO PHILATELISTS, Inc. was held on November 11, 1967 at the Sheraton Hotel, Philadelphia, Pennsylvania. The meeting was called to order by President William N. Mead at 2:10 P.M. He then welcomed the members and guests in attendance.

II. The Secretary pro tempore, Mr. William H. Miller, Jr., was called upon to read the minutes of the 20th annual convention held at the Collectors Club in New York City. The minutes were approved as read.

III. The Treasurer, Mr. Bernard Fink, then rose to deliver the annual report of the financial condition of the organization. Mr. Fink reported that there had been a loss of 23 members during the year due to resignations and deaths, an enrollment of 19 new members, and that our present paid-up membership was now 245.

IV. President Mead then called upon the membership to rise for a minute of silence in tribute to the following two members whose deaths occurred during the past year:

Mr. Sam Rodvien
Mr. Gustave Sundell

V. Mr. Henry M. Goodkind, editor of the AERO PHILATELIST ANNALS, reported on the various honors won by our publication during the past year. He further reported upon some of the very fine forthcoming articles to be published in our quarterly magazine; while once again urging the membership to contribute articles in those areas where they have particular knowledge that would be of interest to our readers. Editor Goodkind was commended by President Mead for his excellent work in connection with our publication.

VI. Mr. George T. Turner, Chairman of the Golden Air Mail Anniversary celebration, rose to give a current report on that forthcoming event. He urged participation and assistance from the membership of AERO PHILATELISTS, Inc.

VII. President Mead spoke on the efforts on behalf of various air mail organizations in the United States towards some sort of a merger between these groups.



The Sheraton Hotel, Philadelphia, Pa., November 11, 1967 (Left): Our then Treasurer, the late Bernard Fink, rendering his annual last financial report while President William N. Mead on the left checks the report while Secretary Pro tempore, William H. Miller, Jr. records the minutes; (Right) some of the members listening to Mr. Fink's financial report. (Photos by Irving Weinberg, Philadelphia, Pa.)

The loss of individual identity seems to be a major stumbling block. Further explorations in this area are possible.

VIII. There was no old business to be acted upon. Under new business, a discussion was held relative to the F.I.P. rules and regulations for international philatelic competitions, and how these related to F.I.S.A. and the particular problems presented in air mail exhibiting.

IX. President Mead then called upon the Nominating Committee for its recommendations for Directors for the Class of 1970. The following slate was presented:

Dr. Albert C. Baugh, Philadelphia, Pa.
Mr. Henry Kraemer, Los Angeles, Calif.
Mr. Georges A. Medawar, Ritchfield, Conn.
Mr. William N. Mead, Philadelphia, Pa.
Dr. R. H. Shrady, M.D., Englewood, N.J.
Mr. Philip Silver, Brooklyn, N.Y.

In addition, to fill vacancies in the Classes of 1968 and 1969, *Mr. Fred Keizer* of Brooklyn, N.Y. and *Mr. Gerhard Wolff* of Washington, D.C. were nominated for the two classes, respectively.

There being no further nominations from the floor, a motion that the nominations be closed was unanimously carried. President Mead then directed the Secretary to cast one ballot to elect the nominees.

X. The Directors present then retired for the purpose of electing officers for the coming year. Upon their return, the following officers for the year 1968 were announced:

<i>President</i>	William N. Mead
<i>Executive Vice President</i>	Herbert Rosen
<i>First Vice President</i>	William H. Miller, Jr.
<i>Secretary</i>	Harry A. Holman
<i>Treasurer</i>	Bernard Fink

XI. There being no further business, the meeting was declared adjourned by President Mead at 3:05 P. M. (*William H. Miller, Jr.*)

UNITED STATES *(Continued from Page 73)*

mail route as well as transportation by plane."

This cover was, therefore, quite properly franked with 24 cents in air mail postage alone by the sender, this being the full three zone rate to the East Coast. This rate included first-class postage and was sufficient to carry the cover to Holyoke without an additional fee, as noted in the Postal Order.

Here is a case where the Post Office mistakenly charged the addressee with 2 cents first-class postage due in addition to the already adequate franking. It is this error which makes this cover of particular interest and unusual in the annals of United States air mail rate structures.

COLOMBIA *(Continued from Page 75)*

well as carrying the air mail etiquettes Figures 7, 8, 9, 10, or 11 illustrated in Mr. Sanford's article.

The possibility exists that since the writer's cover carries on the reverse the typewritten return address of Herzhauser-Seadta-Buenaventura, Colombia, this letter might well have been SCADTA Company correspondence that was not to be included in the exchange account and was, therefore, handstamped with the "Mancomun" marking to distinguish it from other mail bearing the printed air mail etiquettes.

HRH

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