

VOLUME IV, No. 4

APRIL, 1957



THE AERO PHILATELIST ANNALS

★ ★ A QUARTERLY MAGAZINE ON AERO-PHILATELY ★ ★

This Issue Features:

- URUGUAY (C1, San. 1)
- SOUTH AMERICAN AERO-PHILATELY
- CANADA SEMI-OFFICIALS
- CANARY ISLANDS
- CHILE 1927 PROOFS
- FEZZAN PROVISIONALS

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Vol. IV

No. 4

THE



AERO

PHILATELIST ANNALS

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Henry M. Goodkind, Editor

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URUGUAY

The First Air Mail Issue Of 1921 Some Additional Comments On The Blue Overprint

By PHILIP SILVER

The definitive article on Uruguay, The First Air Mail Issue of 1921, by Mr. Henry M. Goodkind, which appeared in the April 1956 issue of *THE AERO PHILATELIST ANNALS*, Vol. III, No. 4 awakened in the writer an interest in this first issue, the blue overprint, which had lain dormant for many years, a stimulus being given to undertake our first serious piece of philatelic research. Many questions about this issue were raised and, it is hoped, resolved. Some of the original sources examined have been productive of much that is new and, in some instances, ambiguities that have plagued us for many years seem to have been cleared up. This writer's study of the blue overprint of 1921 was made under the helpful guidance and direction of Mr. Goodkind, and he has graciously insisted that these notes be written and appear under the by-line of the writer.

The questions raised by Mr. Goodkind's article fall into three groupings, to wit:

1. The quantity issued,
2. The stop intended to be made at Piriapolis on the first flight of March 22, 1921,
3. The authenticity of various cancellations used on covers carried on the first flight.

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URUGUAY

1. The Quantity Issued

E. J. Lee's book, "The Postage Stamps of Uruguay", which today is accepted as one of the great philatelic reference books, states that 9,900 stamps were issued. Mr. Goodkind's article, in addition, states that the total printing, according to official records was 9,900. Examination was made, accordingly, of all catalogs and reference books to ascertain if light could be shed on this rather odd number. Mr. Goodkind's interpretation was that 100 sheets were overprinted but, that for some reason, only 9,900 were placed on sale, one sheet, perhaps for defective workmanship being destroyed.* To bolster this apparently valid interpretation, attention is directed to the figures which follow, same having been culled from the catalogs and reference books to which examination was made. All sources examined use the identical figure, 9,900.

<i>Source (1)</i>	<i>Number issued</i>
Club Filatelico del Uruguay	9,900
Champion	9,900
Field	9,900
Lee	9,900
Llull	9,900
Sanabria	9,900

This unanimity as to quantity issued is especially significant since, in matters pertaining to dates and quantities issued for the red and green overprinted stamps, which were issued at later dates, there is a rather wide divergence of opinion. The number issued for the red overprint, for example, is variously stated as 14,700, 14,900 and 15,000. This apparent agreement as to quantity issued for the blue overprint was not accepted by the writer, however, without some misgivings, prompted, as was so aptly indicated in Mr. Goodkind's article, by the fact that years ago misinformation printed in one catalog was later copied by other catalogs and not changed to date. Having occasion to translate several articles which appeared in the "Revista del Centro Coleccionistas del Uruguay", official references were discovered which tend to confirm the fact that 10,000 and not 9,900 is the correct number of stamps issued bearing the blue overprint. The articles alluded to are translated herewith, only those parts considered pertinent being quoted:

"REVISTA DEL CENTRO COLECCIONISTAS DEL URUGUAY

Second Year—March 1921—Number 3

"Correo Aereo"

(translation of article starting on page 22)

"With relation to the stamps, Dr. Miranda, (Ed.—Dr. D. Cesar Miranda, Minister of Posts, Telegraphs and Telephones), stated:

"This concerns the utilization of 10,000 stamps printed many years ago by Waterlow in a brown shade, but which will bear over the symbol of the Republic, a plane with the following legend in the posterior part of the stamp—SERVICIO AEREO, (air mail service).

"They will be on sale at the central post office from the day they are put into circulation."

* Part 4 on the Black Overprint of this 1921-22 series emphatically stated that the missing sheet of 100 was that with this Black overprint. (H. M. G.)

(1) See bibliography.

URUGUAY



Fig. 1. Cover cancelled March 21, 1921 at Montevideo used on first flight with Piriapolis destination. Stamp is also cancelled with the Piriapolis receiving mark, March 23, 1921. (Robert Hoffmann Collection)

Several years after the issue of the blue overprinted stamps, a great deal of controversy arose with relation to the authenticity of the black overprint. During the course of this controversy, Dr. Salvador M. Pintos, a specialist in the stamps of Uruguay, addressed a letter to the "Centro Coleccionistas del Uruguay", in which he questioned the validity of the listing of this black overprint in the 1924 edition of the French Yvert and Tellier, Champion catalog. Reference was made to the decree issued for the blue overprints, excerpts from which follow:

"RESOLUTIONS OF THE DIRECTIVE COUNCIL AND OF THE GENERAL ADMINISTRATION AIR MAIL SERVICE

"The Directive Council at a meeting on May 9, 1921—Decree No. 1075—has decreed:

- "1. To authorize the General Administration to assist in all relevant manner in a test (Ed.—flight) for air mail postal service, as well as to provide for the necessary costs.
- "2. To put again in circulation with the inscription "correo Aereo", which will be printed by the National Printing office, ten thousand (10,000) stamps with the value of twenty-five centesimos (\$0.25) of those (Ed.—stamps) which are found in the Safe Depository of the Government and which were withdrawn from circulation.
- "4. (Ed.—there is no No. 3) To authorize the publication in the Official Gazette of the notice giving information about the issuance of the stamp to which reference is made in the preceding article,"

URUGUAY

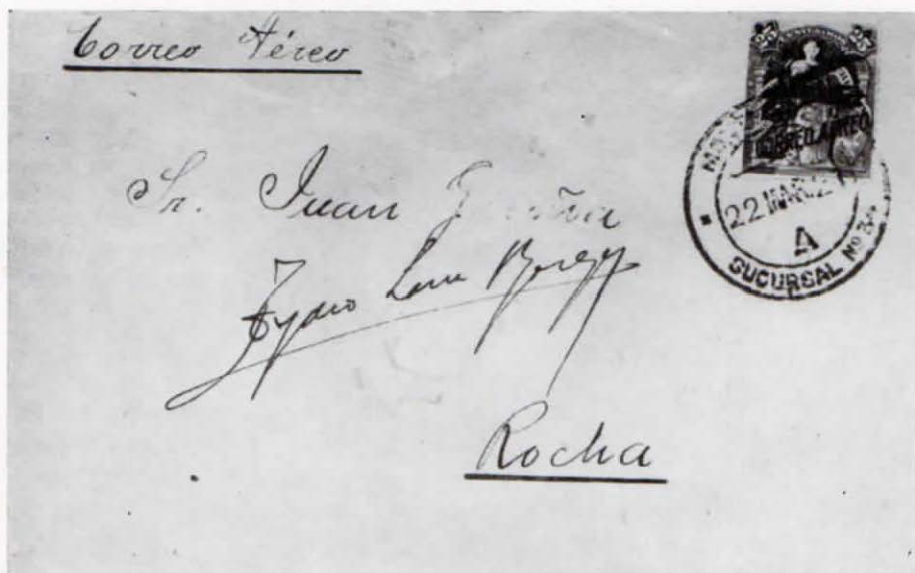


Fig. 2. Cover illustrated in the April 1956 issue of "the AERO PHILATELIST ANNALS" on page 111. Note branch post office "Sucursal No. 34" in the lower part of the cancellation. This cover has no Rocha backstamp.

The notice which appeared in the Gazette, follows:

"FIRST PUBLICATION, MAY 19, 1921,² No. 4516 ADMINISTRATION OF POSTS AND TELEPHONES

"By resolution of the Directive Council (Decree No. 1075) the 20th day of the current month there will be put into circulation a stamp especially for written correspondence (letters and postcards) sent to the interior by air mail.—the stamp referred to of the value of twenty-five centesimos (\$0.25) is the same which was in circulation in previous years bearing the impression in chestnut color of the image of the Republic, and will be imprinted with the figure of an airplane and the inscription "Correo Aereo" in blue color.

"Correspondence sent by air mail must carry, in addition to ordinary postage, one of the 25 centesimos stamps which will be issued and which will be available to interested persons in the Central Post Office."

Hilario Beramendi, President, and Pedro F. Suarez, Secretary of the "Centro Coleccionistas del Uruguay" acting for this organization, in its desire to keep Uruguayan philately on its customary high plane, addressed a communication to Dr. Miranda, The Postmaster, questioning the authenticity of the black overprint. We quote from Dr. Miranda's reply, with particular emphasis on those parts of his letter which interest us relative to the quantity issued for the blue overprint:

(2) Although the dates given above are May 9, 1921 and May 19, 1921 respectively, two months after the date the blue overprints were issued, the translation is made verbatim and these dates are copied, accordingly. However, this is apparently a printing error and intended for March 9, 1921 and March 19, 1921 respectively.

URUGUAY



Fig. 3. Cover cancelled March 21, 1921 at Montevideo with Rocha destination. This cover, in the writer's collection, is backstamped March 22, 1921 at Rocha, which is shown in the lower left inset.

"MEMORANDUM FROM THE POSTAL ADMINISTRATION

Montevideo, April 8, 1924.

"D. Hilario Beramendi, President of the "Centro Coleccionistas del Uruguay"

"Mr. President:

"In reply to your question motivated by a letter of Dr. Salvador M. Pintos which appeared in No. 13 of the Revista of the Club under your worthy presidency, I comply by informing you:

- "1. That there were not printed by order of the Council of Posts any reissue of stamps in black corresponding to the airmail stamp as can be seen in the notice of March 18, 1921 and decrees of November 12, 1921 and January 14, 1922.
- "2. That proofs only were made of the first impression on glazed white paper and they were destroyed.
- "3. That the quantity of stamps withdrawn from the Safe Deposit Vaults by intervention of the State Auditor's Office of the Administrative and Revenue Sections was 40,000 of which 10,000 were reissued in blue, 15,000 in red and 15,000 in green.

URUGUAY

- "4. That the referred to printing was done under the exclusive control of the National Printing Office by virtue of the regulations then in force and that no employee of the Post Office Department could intervene in its operations.
- "5. That the participation of the Post Office Department was limited solely to the delivery of the stamps that were to be reissued and to their receipt once they were printed.
- "6. That there exists no official manifestation of the overprinting in black, from which the conclusion is drawn that the Council of Posts could not authorize the circulation of a stamp printed in a color different from the one ordered.
- "7. That for the reason expressed previously, it is not possible to establish the possible number of printings that the black overprint may have had."

As will be noted in the foregoing quotations, nowhere is there any reference to the quantity of the blue overprints being 9,900 or a sheet being destroyed. The only reference to any destruction of stamps that is made is to the proofs made on glazed white paper. Even then, the quantity destroyed is not given. Any supposition that this was a sheet of 100 stamps, leaving 9,900 to be issued is, in the writer's opinion, sheer speculation, in no way bolstered by factual data. Dr. Miranda, when he wrote this letter only three short years after the issue of the blue overprints was still the Director of Posts, Telegraphs and Telephones and in a better position than anyone else to know, from official records, presumably at his disposal, whether less than the 10,000 stamps ordered printed were issued. It is the writer's thesis, accordingly, that we should accept 10,000 as the quantity issued for the blue overprint in the same way that 15,000 each is accepted as the quantity issued for the red and green overprints, at least until some documentation can be discovered to sustain a contrary viewpoint.

Subsequent to the time when the above notes were written, the writer had occasion to examine the proof sheets for Mr. Goodkind's article on the black overprint. (*AERO PHILATELISTS ANNALS*, Vol. IV, No. 3) In this article he makes out a good case for the statement that the number issued of the blue overprint was 9,900, leaving 100 issued with black overprint.

It will be noted that, in the articles on both the red and green overprints, the number is stated as 15,000, this despite the fact that 300 of the red are known with overprints inverted and 200 of the green with yellow-green overprints. This seeming inconsistent position is corrected at the end of the article on the black overprint with a summary showing the number issued for each color including the major varieties; thus, the red is shown as 14,700 with 300 inverts and the green is shown as 14,800 with 200 yellow-green overprints.

The writer is prepared to state, at this point, that there is merit to the use of 9,900 as being the number issued for the blue overprint if one is willing to accept the deductive process of reasoning used in arriving at this conclusion. It is possible, of course, to arrive at other conclusions if the original premises are changed. Thus, it is not entirely improbable that a full sheet of the original stamps, in the hands of an enterprising dealer or collector, could have been overprinted in the dead of night through the friendly intervention of an employee of the printing firm. In such event, the logical conclusion reached by Mr. Goodkind would be completely upset since the major premise had been changed. This is not to say that this is what happened. It is illustrative only of the tenuous position into which one is placed by virtue of a belief in what could logically have taken place some thirty-six years ago.

2. The stop intended to be made at Piriapolis on the March 22, 1921 flight

Lee, quoting from the *Revista*, states:

"*Revista*, No. 203: "El Centro Nacional de Aviacion de Montevideo was charged to inaugurate the new service on the 22nd of March of this year with a trial journey

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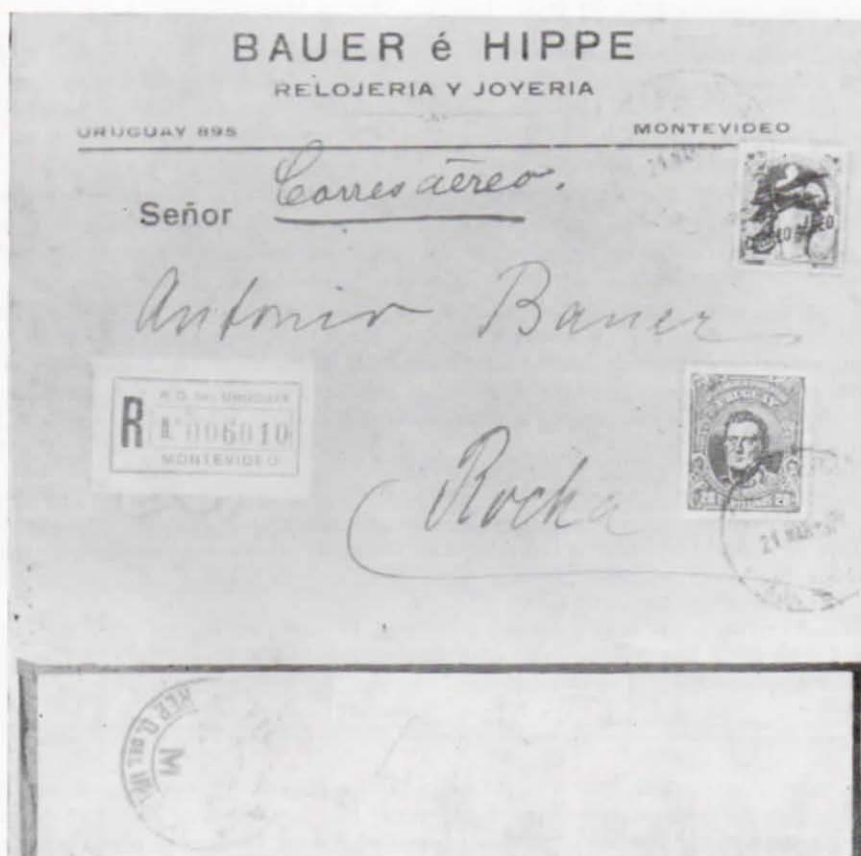


Fig. 4. Top: Cover cancelled March 21, 1921 at Montevideo with Rocha destination. (Courtesy of Mr. Robert Hoffmann.)

Bottom: Reverse of cover showing Rocha backstamp, March 22, 1921. Note letter "M", the distinguishing mark for the province of Rocha. This backstamp is identical to the one on cover shown in Fig. 3.

to Rocha, departing from Montevideo and with a halt at the bathing resort of Piriapolis, a halt which was not able to be effected. Captain Berisso, the pilot of the machine with which the journey was accomplished, took to Rocha 10 copies of each of the newspapers of the capital and rather more than 200 letters; on his return journey, he brought only a few letters from Rocha."

Doubts as to the original destination of the flight were created in the writer's mind by a reading of pertinent portions of Theodore Champion's "Catalogue Historique et Descriptif de la Poste Aérienne", edition of 1934. With relation to the March 22, 1921 flight, he states on page 190 that the pilot could not land at Piriapolis and flew as far as Rocha. The airmail letters were then transported from Rocha to Piriapolis by railroad. In stating that the plane flew *as far as* Rocha, and that is precisely what *jusqu'a*, used by Champion, means the implication created in the writer's mind was that the mail was intended for Piriapolis but carried only as far as Rocha. If this were true, and all covers previously known by the writer and Mr. Goodkind having been noted as addressed to Rocha, the possibility then existed that covers with a Piriapolis destination should exist.

In the March 1921 issue of the "Revista del Centro Coleccionistas del Uruguay" on page 22, the answer was found. Under the title "Correo Aereo" the article states in part:

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"We copy from the daily 'El Plata' dated the 18th of March 1921:

"The Ministry of Posts, particularly with the advice of the director of that agency, Dr. Miranda has resolved to establish an air mail service to the interior of the Republic. Accepting for same the valuable assistance that the Centro Nacional de Aviacion would lend to it, this organization being under the expert direction of our compatriot the aviator Adami.

"Undoubtedly the establishment of this new postal service may resolve some serious problems for the company especially for the inhabitants of Rocha who until now have not received correspondence since the railroad does not reach as far as this progressive department.

"If the experiment to which we refer is successful, then the Ministry of Posts will develop, upon this groundwork, a vast program, which soon afterwards will enormously facilitate the solution of the conflicts which daily are planned for occasions which since they are well known should not be enumerated, etc.

"Dr. Cesar Miranda, whom we have interviewed with respect to this matter, has fully informed us:

—I believe in the success of the undertaking—he told us—I believe that much good and experience can come from aviation. Besides as you have been able to note this is an experiment of great importance which could signalize, if successful, a guide for future proceedings of the national postal service.

—What about organization?

—Everything has been arranged perfectly. If time permits, the plane will leave Sunday at six in the morning with Rocha as its destination, *would land in Piriapolis, where it would leave correspondence* and continue its journey immediately to the city mentioned. (Ed: Rocha). We believe the distance can be attained in a little short of two hours."

Our next reaction then was that if covers of this historic flight addressed to Piriapolis exist, they must be exceedingly rare. Happily, Mr. Goodkind, by virtue of a recent correspondence with the distinguished philatelist, Mr. Robert Hoffmann, recent winner of the Grand Award at FIPEX, was able to provide the writer with proof of the existence of just such a cover. Mr. Hoffmann has graciously supplied us with photographs of some of the unusually scarce covers in his air mail collection. In Mr. Hoffmann's collection is a cover used on the first flight, addressed to Piriapolis. (See Fig. 1) The cover shows a Montevideo cancellation dated March 21, 1921 and a receiving mark on its face, as well, dated March 23, 1921. The notation "N" above the date and "26" below it are, Mr. Hoffmann states, the official postal designations for the Piriapolis post office.

Some additional notes furnished by Mr. Hoffmann should be inserted at this point. Piriapolis is the second largest seashore city on the Uruguayan coast. It is approximately 60 miles from Montevideo in a northeasterly direction and lies about midway between that city and Rocha. The total distance of the historic flight to Rocha was, then, about 120 miles, a not inconsiderable distance for flight duration in that 1921 experimental period. The City of Rocha lies in the Department* of Rocha and the postal marking for that department is "M". Piriapolis is located in the Department of Maldonado and its postal designation is "N". A glance at the cover in Fig. 1 indicates the postal marking "N" in the upper half of the Piriapolis receiving mark.

It is a source of deep satisfaction to the writer that this seemingly insignificant detail as to destination of this historic flight should now be so clearly understood. It is our feeling that no detail which is part of the whole story should be overlooked, no matter how small or apparently unimportant it may appear. Mr. Hoffmann's cover is proof positive of this destination, if, indeed, any further proof were needed.

* Department is similar to a State in the U. S. A. (H. M. G.)

URUGUAY

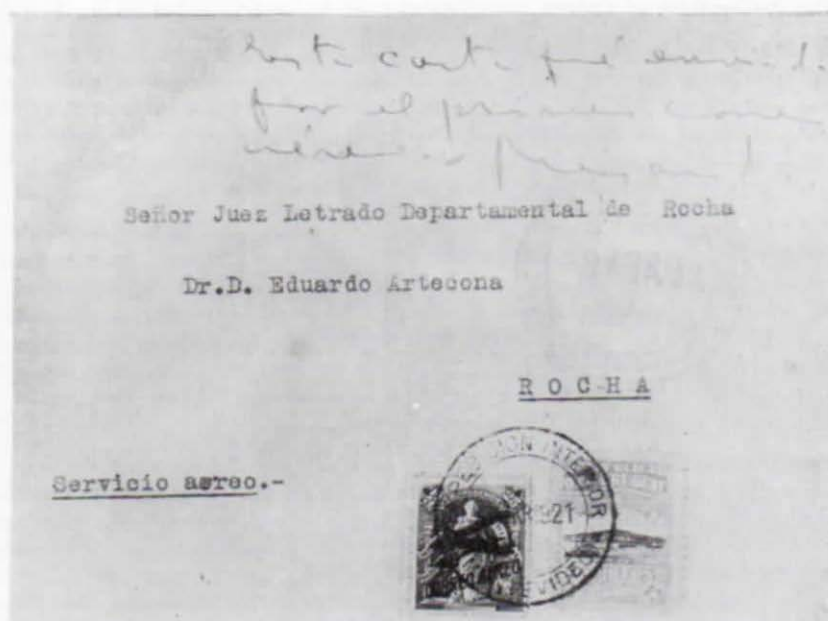


Fig. 5. Front of Mr. Hoffmann's cover cancelled March 21, 1921 at Montevideo with Rocha destination. Manuscript notation, signed by Postmaster General Miranda, on April 8, 1921, certifying that it was carried on the first airmail flight, appears at the top.

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3. The Authenticity of various cancellations used on covers carried on the first flight

In commenting on the extreme scarcity of covers with the blue overprint used on the first flight, Mr. Goodkind touched on the temptation to fake covers with this stamp since, for many years "the Sanabria Air Post Catalogue" priced a cover at approximately ten times the cost of the mint stamps and, since from his own personal experience, a ratio of about fifteen to one was even more closely related to real value. Quoting from Mr. Goodkind's article on page 115, 2nd paragraph, the statement is made:

"Since the writer had purchased the cover shown in Fig. 1, he has seen only a few more 1921 flight covers. Counting his own and the one first seen about 20 years ago, the total number of March, 1921 covers seen is SIX. Although, all six were not closely inspected, there was something about two of them that created certain doubts in the writer's mind whether these showed genuine usage or were fake covers. He can buy an unused copy of C1 for a few dollars, affix it to cover, apply a fake cancel and have imitated a piece for which he could get \$25. or more. The writer has a strong suspicion that this has been done."

Being the possessor of one of the covers to which he may have alluded, the writer made a careful study of the one in his possession. It differed in many important respects from the one illustrated on page 111 of Mr. Goodkind's article and is shown again as Fig. 2. Mr. Goodkind, in describing his cover, called it one of the few covers showing genuine use on March 22, 1921 when the flight took place. If the reader will look closely at this cover, it will be noted that the cancellation appears as originating from "Sucursal No. 34." "Sucursal" means "Branch post office." Thus, this cover originated from branch post office No. 34. The cover in the writer's possession (see Fig. 3.) is postmarked with a machine cancellation dated March 21, 1921, and originating from the main post office in Montevideo.

Reference must now again be made to the notice of May (March) 19, 1921 which appeared in "the Gazette" and from which we quoted previously with respect to quantities printed. It will be noted that the official notice stated that, "the 25 centesimo stamps will be available to interested persons in the Central Post Office." See, also, quotation from the interview with Dr. Miranda in which he stated, "They (Ed.—the blue overprints) will be on sale at the Central Post Office from the day they are put into circulation." While this would not preclude the possibility of stamps also being available at branch post offices, yet, in the absence of proof to the contrary, it is the writer's thesis that since the stamps were available at the *Main or Central Post Office*, only cancellations originating therefrom might more likely be considered as genuine and, that cancellations from branch post offices would have a more tenuous claim to authenticity. In this particular, Mr. Robert Hoffmann is in complete agreement. In his letter of July 28, 1956, addressed to Mr. Goodkind, he states:

"The departure cancellations of the Main Post Office at Montevideo should be 21st, 22nd or 20th of March and there are at least two different types, as explained in my separate sheet, *but they must be from that Main Office and not from a branch office.*"

If the reader will again examine the cancellations in Fig. 3 and the cancellations shown on Mr. Hoffmann's covers in Figs. 1, 3 and 4 he will note that there are *three different cancellations but they all originate from the Main Post Office*. Two different dates are seen, March 20, 1921 and March 21, 1921. We may reason, thus, that covers were prepared in advance of the flight and, accordingly, bear the dates on which such preparation was made. This, incidentally, was a rather common practice and can be verified from examination of covers flown on some of the later Uruguayan flights.

However, a more basic proof of genuineness for these first flight covers, is the presence of the receiving postmark at Rocha on March 22, 1921. Llull's catalogue states, on page 9, as follows:

"Forged covers exist in abundance, but they lack the receiving postmark at Rocha."

URUGUAY



Fig. 6. Top: Cover cancelled March 24, 1921 at Rocha, used on the return flight to Montevideo. An extremely rare cover.

Bottom: Reverse of cover backstamped Montevideo, March 24, 1921. Note letter "A", the distinguishing mark for the province of Canelones. (Courtesy of Mr. Robert Hoffmann.)

Mr. Hoffmann's letter to Mr. Goodkind of July 28, 1956, paraphrasing the above, states:

"The receiving postmark Rocha is of vital importance."

So, in summary, there appear to be two requisites for genuine flown covers:

1. They must originate from the Main Post Office at Montevideo,
2. They must bear a receiving postmark at Rocha.

Unfortunately, the Fig. 2 cover lacks both of these requisites and, it would appear, that Mr. Goodkind's quest for a genuine cover, started more than 20 years ago, may not yet have been fulfilled. The cover illustrated in Fig. 2 may, of necessity, be considered only in the nature of a curiosity. Yet, it would appear, that the showing of his cover has not been in vain. The reaction stimulated in the writer to ascertain whether his own cover was genuine, as well as Mr. Hoffmann's correspondence and helpful comments and photographs have, at least, made these additional notes on the blue overprint possible and, it is hoped, added something to the sum total of philatelic knowledge with relation thereto.

In Mr. Hoffmann's collection, are two additional items, a cover and a front used with this blue overprint stamp on the return flight from Rocha to Montevideo. (See

URUGUAY

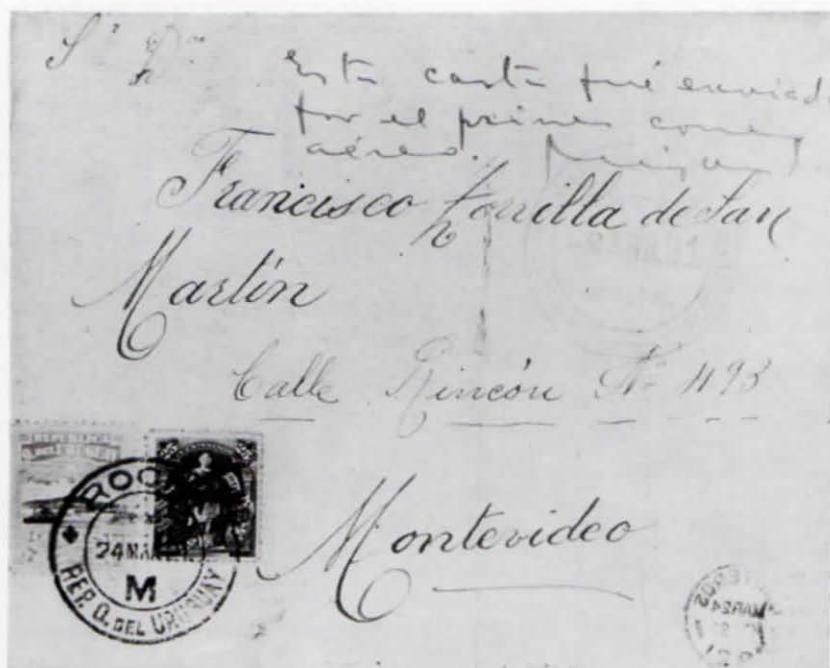


Fig. 7. Front of cover cancelled March 24, 1921 at Rocha used on the return flight to Montevideo. Manuscript notation, signed by Postmaster General Miranda on April 8, 1921, certifying that it was carried on the first airmail flight appears at the top. (Courtesy of Mr. Hoffmann.)

figs. 6 and 7). The return flight was made on March 24, 1921. Covers of this flight are much scarcer than on the flight from Montevideo to Rocha. Both the cover and the front, (see Figs. 6 and 7) show the letter "M" in the cancellation, same being the distinguishing mark for the province of Rocha. The back of the cover, (see Fig. 6) shows the letter "A" in the cancellation, same being the characteristic mark for the Department of Canelones in which Montevideo is situated. The front is authenticated with the following statement signed by Dr. Miranda, the Postmaster General:

"This letter was sent by the first airmail."

This identical legend appears on the front shown in Fig. 5, this being used on the flight from Montevideo to Rocha.

Conclusion

It is our earnest hope that we have contributed, in some small measure, to the basic fund of philatelic knowledge about this issue, which Mr. Goodkind's series on the first airmails of Uruguay has so admirably delineated. If we take issue with him in some details, it is the spirit that, if controversy, where not solely for controversy's sake, is productive of even a modicum of truth, then it has served a useful purpose. The summum bonum of all research being the advancement of knowledge, the writer will be content only if the future shows that this end has indeed been served.

Acknowledgements

The writer gratefully acknowledges the help he has received from the correspondence between Mr. Goodkind and Mr. Roberto Hoffmann. In this, Mr. Hoffmann displays

(Continued on Page 108)

CHILE

The "Testart" Air Mail Stamps — Additional Information

By DEREK PALMER

In the *AERO PHILATELIST ANNALS* for January 1955 (Vol. II, No. 3) I had the pleasure of giving some details regarding Chile's first air mail stamps, and also of describing certain counterfeits, made by overprinting the "Pro-Raza" patriotic label.

It will be remembered that the "Testart" air mails (named after the organizer of the air service), were made by overprinting the stock of an unissued commemorative stamp, held by the Chilean Mint, because it was not possible in 1927 to produce a definite set of stamps in time for the inauguration of the air mail service for which they were required.

Fig. A illustrates a composite die proof, in the original colors (blue head and brown frame) of the unissued stamp which had been prepared to commemorate the centenary of the Battle of Maipo. It will be seen that the design bears the dates 1818 and 1918, the former being that of the victory over the Spanish Army which finally insured Chilean independence.

In the 1954-55 edition of the Sanabria air mail catalogue, the "Pro-Raza" label (Fig. B) was listed as an "essay" (Chile EA page 485) and priced at \$125.00. Offers of the label commenced appearing in numerous auction sales shortly after the publication of the catalogue, as owners eagerly sought to cash in on the extraordinarily high valuation



(A) is the composite Die Proof of the unissued STAMP that was surcharged for use as the first air mail issue of Chile.

(B) is the Patriotic LABEL that seems to have no philatelic connection or value except that it was used as the basis for counterfeit Scott C1-5 (San. 1-5). This is NOT an Essay, and besides such labels seem to be in relatively good supply.

a common label had been given. The 1957 edition of the Sanabria catalogue continues to list *the label* as an essay, except that it is now unpriced.

As can be seen from Fig. B, the label bears the date 1925; it will be readily obvious that it can hardly be an essay for a stamp which bears the date 1918, seven years earlier. *The "Pro-Raza" label is not an essay. It is nothing more than a patriotic sticker, of which thousands were printed and given away.* It has no real philatelic value. But having been printed with the same head plate as that used for the "Testart" air mails and having a frame similar in design to that of those stamps, it undoubtedly is not out of place, as an item of interest, in a specialized collection of Chile.

URUGUAY (Continued From Page 106)

the same keen insight into the airmails of Uruguay that won for him the Grand Award at FIPEX. In typical modest fashion, he disclaims being an expert on these issues, but the writer is content to let that judgment be made by his readers.

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CANADA

Semi-Official Air Mails. Some Further Comments On Minor Varieties

By R. H. SHRADY, M.D.

In Vol. III, No. 2 (October, 1955) of THE AERO PHILATELIST ANNALS, the writer attempted to describe and illustrate some additional minor varieties on the various issues of Canadian Semi-Official air mail stamps, that seemed to have escaped catalog listing or even mention in print by previous students of these highly interesting issues. Since the writer's interest in this group of Canadian stamps has intensified since the 1955 article, he has found a few more printing flaws that may prove of interest to those sharing this writer's fascination with Canada Semi-Official air mail stamps. Reference to a specific issue is by "the Sanabria Air Post Catalogue, 1957 edition" number.

1924 Laurentide Air Service Ltd.

It will be noted that the Sanabria catalog lists Nos. 504, 505 and 507 as existing also in booklets of 8 (4 panes with vertical pairs). Of course, each booklet has a cover. With No. 504 this is printed on the front only. The writer has found that booklets of No. 504 are very scarce.

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CANADA

As for No. 505, there are two printings of booklets. The first is where only the front cover has printing. But the second type of booklet is found with printing on both the front and back covers (Dodd-Simpson Press, Montreal).

With No. 507, there is only one style of booklet. The cover is printed on both the front and back.

1927 Yukon Airways & Exploration Co.

It is recorded that Sanabria No. 536 was issued in strips of 10, or 10 strips to make booklets out of a sheet of 100 stamps. Since this stamp was printed by lithography, the impressions are not always uniform and clear. There is a constant variety that is found on the sixth stamp from the top of the strip. A small white mark appears to the top right of the letter "I" in "AIRWAYS" giving the impression that this "I" is "r". Thus the word "AIRWAYS" reads like "A r W A Y S" as is clearly seen in the accompanying illustration.



(Photo by Boutrelle)

1929 Cherry Red Airlines Ltd.

In reference to the previously mentioned constant variety, which the 1955 article illustrated, the cross bar under the "A", the writer has made some further inquiries. This stamp also was printed by lithography, according to information given by well-known Canadian students like Mr. Winthrop S. Boggs. Consequently, here again we have a typical result of lithographic printing causing this constant printing flaw.

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Aero-Philately in South America

An invitation was extended to the editor last October by the Brazilian Government through *The Clube Filatelico do Brasil* to visit Rio de Janeiro and exhibit "hors concours" a portion of his air mail stamp collection. This air mail exhibition was staged under the auspices of the Aviation Ministry of Brazil, along with the supervision of *The Clube Filatelico do Brasil* in connection with the 1956 Year of Santos Dumont. In 1906 this famous Brazilian aeronautic pioneer had made one of the first heavier-than-air flights in Paris, France that since has become world famous. Brazil has made a national hero out of Santos Dumont and appropriately made the 50th Anniversary year one with many celebrations.

One of the events associated with Santos Dumont was an air mail exhibition held in the beautiful Ministry of Education Building in the central part of the city of Rio de Janeiro. This ran from October 12 to 21, 1956. Incidentally, Santos Dumont has been honored by several air mail stamps of Brazil such as Scott C20, C24, C65, and RA1.

The competitive section of the exhibit consisted of about 400 frames. The exhibitors were all Brazilian collectors from many cities. The writer was appointed one of the judges along with such internationally well-known aero-philatelists as Rafael Oriol of Havana, Cuba, Alvaro Bonilla-Lara of Chile and Hector Sanchez of Sao Paulo, Brazil. (Fig. 1) This work required a close inspection and study of all of the exhibits.

In addition, there was much contact with many well-known air mail collectors from other South American countries like Argentina, Chile, Peru and Uruguay. Through a long series of dinner, entertainment and sight-seeing tours with both Brazilian aero-philatelists and those from the other countries, philately was frequently discussed.

All of these events created certain impressions in our minds, so that it has been suggested that they be recorded in this magazine.



Fig. 1. Inauguration of the Santos Dumont Air Mail Exhibition in Rio de Janeiro, Brazil in October 1956. In the center is the Minister of Aviation of Brazil, the Hon. H. Fleuss, who officially opened the exhibit in the new Ministry of Education Building. The others are the Judges selected for this exhibit. Left to right: H. Sanchez of Brazil; Rafael Oriol of Cuba; Henry M. Goodkind; Col. M. Pontes, President, Clube Filatelico do Brasil, B. C. Camazato, Brazil and Alvaro Bonilla-Lara, Chile.

SOUTH AMERICA

National Specialization

It will come as no surprise to learn that the first interest of an air mail collector is the stamps of his own country. For example, the Santos Dumont Air Mail exhibition only had 5 entries of general air post collections, 9 specialized collections, and 28 exhibits of Brazil air mails exclusively. Thus it can be seen that the national exhibits were 2 to 1 over the rest of the world. Furthermore, a frank report should state that with one exception, the general collections of air stamps of the world were below a standard one sees in the exhibitions in the U. S. A. Some of the foreign specialized collections were first-rate. Of course, the specialized Brazil air mail collections were the best.

At this point, it may be wise to discuss more in detail air mail specializing by individual countries, because each republic offers conditions differing from the other in South America. For instance, Brazil ceased issuing air mail stamps in 1950. Apparently this was not satisfactory because after trying to do without distinctive air mail stamps for more than 5 years, Brazil re-introduced them by a set of five having its first day sale at the Santos Dumont exhibition in Rio de Janeiro on October 14 and 16, 1956. (Fig. 2) This step took on added significance to us. In the January 1955 number of *THE AERO PHILATELIST ANNALS* on page 87, we wrote an editorial that attempted to refute some British scribes, who had forecast an end to special stamps for air mail. Brazil has demonstrated that she has reversed this trend.

In contrast to Brazil during her years of no air mail stamps, Venezuela was gushing both oil and new stamp issues. Thus an air mail collector in Caracas, Venezuela was hard at work keeping up with the new stamps, while his colleagues in Brazil had to work back to the pre-1950 stamps.

One essential fact about South Americans must not be overlooked, because it has a bearing on stamp collecting. There has been a large immigration of Europeans into many South American countries. For instance, Sao Paulo, Brazil is one of the fastest growing industrial cities in the Western Hemisphere (Texas papers, please copy). German-born represent a good portion of the population of 3 million. Philately has always been strong in Germany. So many German-Brazilians have had the stamp collecting bug planted within them, which one sees in Sao Paulo.

The European influence is also evident in the collecting methods. Postal markings and cancellations always have been preferable to unused specimens in Europe. Thus one sees many fine collections of Brazil air mails featuring cancellations and covers. There are, however, some sharp differences with the air mail stamp collector in the U. S. A. One seldom hears the word "used" in Brazil. Instead a collector seeks a cancelled copy that tells a story with a town or air field marking plus a proper year date cancellation.

Nor does one see the all-exclusive mint or used air mail collections, as so widespread here in the U. S. A. The South American country aero-philatelist collects unused, cancellations and covers. With unused, he goes after blocks or multiple pieces showing interesting varieties. He also adds Proofs and Essays, if he can afford it, to show the complete development of a stamp.

Many dedicated South American collectors have had their feelings hurt by the incorrect, puritanical attitude taken by catalogs here in the United States. Some of our leading catalogs have refused for years to list bona-fide air mail stamps like the Scadta issues of Colombia or the Varig and Condor stamps of Brazil. This has caused such material to be falsely branded as labels or as non-official postal values. Varig is today an important air line as everyone knows. The old Condor Company is a branch of the present German Lufthansa. This magazine has published articles showing the official status of the issues of these Brazilian Aviation Companies. In 1957, Scott finally listed the Colombia air mails. But the Brazil stamps still are not recognized by Scott. (We have a premonition that they will be at some future time).

This has caused many collectors in the United States to completely misjudge some of the South American air mail issues. The writer was shown by some collectors in Rio

SOUTH AMERICA

de Janeiro clippings from a popular stamp weekly in the U. S. A. A few years back, it ran a series on fake and bogus stamps. The uninformed author of this series included the Varig stamps of Brazil and the Scadtas of Colombia, so that every non-Scott air mail stamp was branded as fake by him.

One can picture how shocked the aero-philatelist in Brazil and Colombia felt upon reading this. And their regard for all philately in our country suffered as a consequence of such misinformation. We pointed out that perhaps some readers up here were misled by these articles and then threw away their Scadta and Varig issues as fakes. Now that Scott has listed the Scadta stamps, they may have learned their lesson the hard (and expensive) way.

Aero-philatelists in Brazil in general have reacted against a trend in recent years that gradually engendered their wrath. Starting after World War II, each new air mail issue in Brazil seemed to bring forth a flock of minor varieties. A good example is an item like Brazil Sanabria No. 72. There are *seven* varieties listed from 72a to 72g with a color or the word "aero" omitted. It is alleged that such "printer's waste" was handled as almost a monopoly. Some one seems to have had a close connection with the post office, so the rumors go. We saw a sheet of one Brazilian air mail with the design of a second printed on top of it. At first, such material was widely sought by specialists. And it is alleged that every variety was sold at a high price.

Gradually a reaction set in. A saturation point had been reached, when collectors began to discontinue buying all new varieties as they came out. It was reported to us that this "decade of varieties" in Brazil air mails has stopped. The Brazilians rightly have great pride in their stamps. Starting with the classic Bull's-Eyes, the stamps of Brazil have had a world-wide standing of top rank. The dedicated collectors rued any move that tended to lower this standing.

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SOUTH AMERICA

Zeppelin and DO-X Flight Stamps and Covers

From 1930 through 1935, the German "Graf Zeppelin" made many South American flights. Many countries issued special Zeppelin stamps. Also much flight material resulted from these Trans-Atlantic trips. The giant seaplane, the Dornier DO-X, also flew to South America in 1931. Having many Dutch, German or Swiss-born, one logically finds a great interest in air mail connected with Zeppelin and DO-X flights. There are some wonderful collections with such material in South America.

Other Countries

Some South American countries have a relatively slight interest in air mails. We happened to have renewed an acquaintance with a leading philatelist in Peru, and became very friendly with him. He would be a full-time stamp dealer exclusively, except for conditions in Peru. First of all, there is not much activity with new issues. Then by our standards, there are not many in that country who can afford to collect intensively. In contrast, Venezuela because of its petroleum boom has experienced an increased interest in philately.

Currency Problems

Most all of the South American countries have suffered since World War II from severe inflation. Consequently, the governments have tried to stem this by severe currency restrictions. This has, in turn, placed severe obstacles in the path of stamp collecting because of import restrictions plus the ban upon foreign exchange.

This then has forced the collector to narrow his specialty. For example, Chile has undergone a severe inflation. Consequently philatelists in recent years have been able to collect Chile air mails only.

Climate

Another liability facing philately is the hot climate in many parts of South America. The weather is hot and humid for many months in the year. This damages philatelic material by tropical staining. In Brazil, Rio de Janeiro has this hot humid weather much more than Sao Paulo, that is in the higher interior. We saw stamps and covers of issues as recent as 1951 in Rio de Janeiro that already had heavy brown stains around the gum. We asked the owners why they had not taken precautions to prevent this. The answer was that it was not easy. Proper storage places with air conditioning are prohibitively expensive, except for the very wealthy. In the second place, these collectors are, just like you, stamp lovers. If they have to keep their collections locked away, they are unhappy. The pleasure of stamp collecting comes from having your material available so that you can continually enjoy it.

These conditions show that one is best advised when in sections with hot, humid climate to collect only cancelled copies. Unused stamps seem to be most susceptible because a fungus growth attacks the gum. One can smell these tropical stained collections "a mile away". They have a certain, distinctive odor. Once you have had experience with it, this odor is not forgotten.

But the remarkable part is that few ardent collectors stop because of this. They are such stamp lovers that it would take more than tropical staining to make them quit philately. Countries like Argentina, Chile and Uruguay offer this handicap to stamp collecting less, because of their more temperate climate.

Stamp Clubs

It is believed that few in the United States have more than a slight idea of the philatelic activity in many parts of South America. In the bigger cities, there always is, at

SOUTH AMERICA



Fig. 2. One of the Santos Dumont air mail stamps showing the historic plane in which this Brazilian aviator made his first flight in France back in 1906. This design was used for the Souvenir Sheet and all six denominations in the air mail stamp series.

Each denomination covered a varied air mail rate. For example, the 6.50 Crs. is the air rate to the U. S. A.

least, one local stamp club. In each country, there is also the National Club usually in the largest or capital city. In the smaller republics, the local club in the largest city is also the National Club.

The writer's visits to The Clube Filatelico do Brasil in Rio de Janeiro were revealing. It is open every day of the year, and usually every week there is some activity in the

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Clubhouse. There are exhibits, auctions, swapping sessions, lectures, classes in philately, publications and many more activities that space prevents detailing. The enthusiasm for stamp collecting is great, often surpassing similar activities the writer has seen in stamp clubs in some of the larger cities in the United States.

First Day Sales and Covers

This is primarily for the new issue collector. The writer was in Brazil when two new air mail issues were placed on sale. One was the Santos Dumont Souvenir Sheet, the other the Santos Dumont air mail series of six stamps. Each were sold on different days. Of course, many aero-philatelic friends in the United States wanted First Day covers sent to them. So the writer wished to oblige.

Sometime in the future an article in detail upon the work involved should be written so that a collector can become educated. With the help of four other people, it took us at least 25 minutes to prepare and mail *one* Souvenir Sheet on a First Day cover. Special envelopes had to be bought. (The Exhibition post office did not have them). The sheets had to be moistened and carefully affixed to the envelope. In mailing, the cancellations had to be applied so as to tie the sheet to the cover. The air mail rate varied to different localities. *Consequently, it took five of us exactly 2½ hours to mail off 10 first day covers.*

If the writer were a stamp dealer, having undergone the experience he did, he would never sell a long set of air mail stamps or a souvenir sheet on first day flown covers for less than 5 times face value. It is wondered if labor with philately is demanded for free. Certainly the most collectors seem to wish to pay is about 10 cents an hour. We would balk at this.

Philatelic Covers

Another essential matter was vividly brought out by this visit to South America. *Only philatelists know how to prepare covers for stamp collectors.* If a non-collector prepares stamps on a cover, he will affix them badly on the envelope, will not pay any attention to proper cancelling, and generally will mail a cover in a condition so that the recipient will be disappointed.

Consequently, in this day and age, the only acceptable items for collections are *philatelic covers*. Years ago it was different. But then stamps were issued mostly for postal purposes. In modern times, philately has changed. Commemorative stamps are the most popular. So why apply 19th century standards to 20th century philately? The answer is—don't. Thus there is nothing wrong with a modern *philatelic* cover. In fact, a 20th century philatelic cover is a far more valuable item than one non-philatelic. Think about this.

Conclusion

This 1956 trip to Brazil was most educational. The writer learned many things and saw others that he had pictured differently. Believing that our readers may have similar impressions, this report has been written in the true spirit of philately, a hobby of which it has been said brings people from all parts of the world together. Certainly the hospitality and friendship shown to the writer by many philatelists in Brazil and other South Americans proves the factuality of this statement.

FOR A BOOK ON AIR MAILS

See Page 122

CANARY ISLANDS

1936-39 Civil War Provisional Airs Saw Commercial Usage

Perhaps due to a combination of ignorance and prejudice, one often encounters most unfavorable opinions in the U. S. A. about the many Provisional air mail stamps issued by Spain and The Spanish Colonies during the Civil War years, 1936 to 1939. No doubt the large quantity of surcharges (so many seeming so similar, but yet different) creates suspicion with many. Also it must be admitted that there is little "beauty" connected with these issues to attract those collectors, who are inclined to collect only the popular.

Nevertheless, this lack of appeal is no valid reason to generalize falsely about these air mails, as if all of them were produced solely for philately rather than postal needs.

If instead of unfair criticism, a collector should expend some effort seeking covers from this period. He would find the answer in being able to secure commercial covers, legitimately doing postal duty. They are not too easy to locate, but they are in some dealers' stocks in this country and all seem to be priced reasonably.

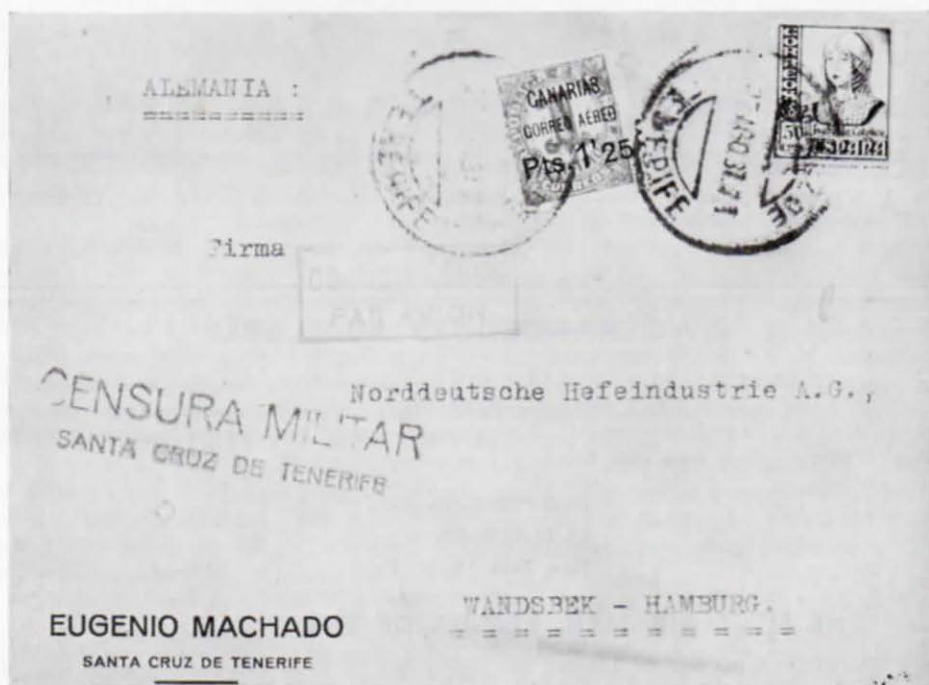


Fig. 1. A commercial cover flown from Santa Cruz de Tenerife to Hamburg, Germany, August 27, 1937 with the Canary Islands air mail stamp (Scott C26).

It so happens that the writer has a number of these Spanish Civil War covers showing commercial use. In an attempt to set the record straight, two examples are illustrated.

'Tis said that "one picture speaks more than a thousand words." Let us hope that this will prove to be true with the status of these emergency stamps issued during the Spanish Civil War. (Fig. 2 on Page 118).

CANARY ISLANDS



Fig. 2. A commercial cover flown from Las Palmas, Canary Islands to Hamburg, Germany in 1937 with Canary Islands air stamp (C22).

(Photos by Boutrelle)

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"Smoking Out" Information

When one writes, he can never know what is in the reader's mind. Thus philatelic writers often are baffled by readers' comments on their stamp articles. Perhaps because of the magnetism of the printed word, many readers seem to believe that because an article has escaped into print, it represents a complete study of a stamp—the final word from "soup to nuts". Dear readers, get this idea out of your mind, pronto!

This magazine time and again has published articles about an air mail issue, knowing full well that certain essential information was lacking. We published as much as was known. It was hoped that some of the missing data could be supplied by those reading the article. It is pleasing to report that in practically every instance this has happened, so that now far more is known about many air mail stamps. Consequently many of this magazine's articles often have as one of its main objectives the hope to "smoke out" information.

For example, a good illustration of this is to be found in this very number now in your hands. Your attention is called to the latest article on "the first air mail issue of Uruguay". This writer has been an intense specialist of these South American stamps for some years. He first wrote about the first air mails of Uruguay back in 1947 in the former, "*Aero Philatelists' News*."

Last year it was decided to write again about these Uruguayan air mails, because a considerable amount of additional information had been garnered. So over a period of one year in four numbers of this quarterly magazine, the first air mail issue of Uruguay was studied in far greater detail. The total writings consumed 30 pages. One could then believe that in Volume IV of *THE AERO PHILATELIST ANNALS* he may find the complete story of the first air stamps of Uruguay. But this is not so.

Further pertinent information was received after the articles were published. This has resulted in the latest article on Uruguay in this number. Thanks to readers in Argentina and Brooklyn, N. Y., this writer has learned for the first time about some postal uses and cancellations connected with the first flights of this 1921 issue of Uruguay. In fact, he had never heard of a place called "Piriapolis". He could not find it in his atlas, and was only able to locate it when consulting a large atlas in one of New York City's leading libraries. But "Piriapolis" is important to one interested in this first air mail issue of Uruguay, because the first flight of March, 1921 had flown mail from Montevideo to this small resort town on the seacoast.

It seems certain that if this series of four articles had not been published, all the interesting further information now disclosed would have remained unknown. Thus it "smoked out" information. But this Uruguay series is no exception. Practically every author, who wrote for this magazine, will tell you that as a result of his published articles, he has received new information.

Furthermore, a few years ago this writer was studying a mysterious air mail issue with another philatelist. Not much progress was made after a long interval of time. This writer suggested publishing an article. His friend was opposed to the idea, fearing that by disclosing so little, most readers would rightly form a very low opinion of the writer's knowledge on this particular issue. But this writer prevailed upon his colleague that this probably would not happen. So an article was published in the former "*Aero Philatelists' News*".

The consequences were beyond our fondest hopes. For more than five years, information on this air mail issue came to us not only from all over the United States, but from South America and Europe. The information supplied has resulted in additional articles, which in turn caused two important catalogs to change their listings and pricing. This

(Continued on Page 120)

EDITORIAL

never would had happened if the original article with so many gaps had not been published.

It has been most gratifying to the editor of AERO PHILATELISTS to see how over the years our publications have aroused so many readers' interest and how many took the time to write in their information. Often photographs of their material was sent in and at times the actual stamps and covers.

So it is well to remember whether in stamp collecting itself, or in writing about philately, completeness is a myth. One can always go further. (H. M. G.)



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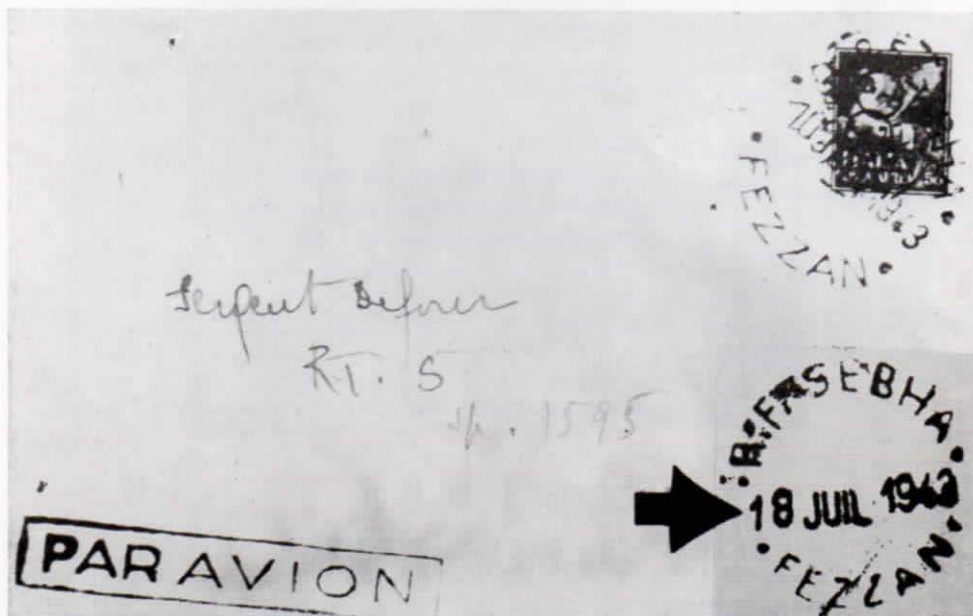
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Air Mail Counterfeits

By SEBASTIAO AMARAL

In this previous number of this quarterly magazine (Vol. IV, No. 3), the writer described in detail the various issues of air mail stamps. Only the genuine material was listed and illustrated. However, because of the scarcity of many of these stamps, the first Provisional Issues of 1943 have been counterfeited. Because of their nature where emergency stamps were made by overprinting without first-class printing facilities, these issues of Fezzan offer an opportunity to counterfeiters to produce a profitable operation. The basic Italy and Lybia air mail stamps are comparatively common. So some clever schemers have taken these basic stamps and applied a counterfeit overprint.



A completely fake cover with the Second Air Mail Provisional stamp. The double overprints are both counterfeit. Also the cancellation is not genuine, nor the "Par Avion" cachet. The bottom inset with the arrow shows a genuine cancellation so that one may see the difference both with the width, size and formation of the letters.

Not only have the overprinted stamps been counterfeited, but to make the deception seem more legitimate, completely fake covers have been made. These have false post markings and cancellations. Illustrated here is a fake cover with the Second Air Mail Issue, Stamp No. 3. Although the illustration does not clearly show it, the overprint is the double variety. Collectors must be careful in purchasing these Fezzan Provisional issues.

To the best of my knowledge, none of the definitive air mail stamps of the 1951 issue have been counterfeited.

CONCURSO DE LITERATURA FILATELICA

BOGOTA - 1955

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MOTIVO DEL VII
CONGRESO DE LA
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By HENRY KRAEMER

IN THE AERO PHILATELIST ANNALS of April, 1956 (Vol. III, No. 4), our editor, Henry M. Goodkind, described and illustrated an uncatalogued variety on the first air mail stamp of the United States. This is the so-called "Grounded Plane" variety on the 24c red and blue air mail of 1918 (U. S. Scott C3, San. #1). Despite of the fact that no American or foreign catalog lists or mentions this variety, it has been for many years a most popular collectors' item. Occasionally a copy is offered at auction. The bidding is spirited, always resulting in a good price for a copy where the center is shifted so far down that the plane touches the bottom of the frame, truly giving the appearance that the plane is grounded rather than in flight.



(Photo by Boutrelle)

Not long ago, I came upon some copies of the 2 ch. blue and gray black of the long 1930 air mail series of Iran (Scott Persia C35, San. Iran #35) where the gray black center was printed with a shift so high that the eagle in flight seems to be flying off the stamp (see illustration).

Of course, this variety is not cataloged, and due to established catalog practices, it is very doubtful whether it will be. But this printing freak seems to be interesting enough to have it recorded in this "little story".

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Not all the flyers were successful in their attempts — the crash landing of the "Handley Page" plane reproduced above is an example.

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NOTE

The above illustration is taken from "NEWFOUND-
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