

# **THE AERO PHILATELIST ANNALS**



**Vol. XV, No. 4**

**April 1968**

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# **THE AERO PHILATELIST ANNALS**



**Vol. XV, No. 4  
April 1968**

Henry M. Goodkind, Editor

Philip Silver, Assistant Editor

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## **UNITED STATES**

### **My 50 Years With The First Air Mail Stamp**

By HENRY M. GOODKIND

The first air mail stamp of the United States was born on May 13, 1918, when the 24-cent carmine rose and blue was placed on sale in Washington, D.C., New York, N.Y. and Philadelphia, Pa. Two days later, it was used on the inaugural flights to and from the aforementioned three cities.

At the time, I was a young boy, aged thirteen, who liked to collect many things, including stamps. While assorting the stamps, my father often would watch, because he, too, was interested in stamp collecting. We were living in



The famous 1918 air mail stamp with the inverted center.

(Courtesy of H. R. Harmer, Inc. New York, N.Y.)

an apartment house on the upper east side of Manhattan, only a few blocks from where I now live.

My father told me that he had read in the New York newspapers about the first flight of the air mail and that he had wanted to write a friend of his in Washington, D.C. to send him a cover to New York. But he never got around to doing it. Instead, he bought a few mint copies of the stamp at the Wall Street branch post office near his office. My small weekly allowance would not permit the expenditure of twenty-four cents for one stamp.

After my father died near the end of 1932, I inherited his U. S. stamp collection, which had all the air mail stamps up to 1931, including the 1930 Graf Zeppelin set of three. He had bought them all at the Wall Street New York post office at face value. Three copies of the first air mail stamp were in the collection. I still have two of them, so that these copies have been in the Good-kind collection for fifty years.

#### A False Rumor

Shortly after May 15, 1918, my father told me that an error stamp had been found in Washington, D.C. with the plane flying upside-down. He had a friend, a Wall Street stockbroker, also a stamp collector, who had gone to a Nassau Street stamp dealer and bought a copy for \$250. That was a fortune to spend for a stamp at that time.

I recall asking my father if he was going to buy an upside-down air mail stamp. He said "no." But this was not only because he could not afford \$250 for the stamp. He had recently been to see a Nassau Street dealer, from whom he occasionally bought. There were a few other customers in that dealer's office and the discussion centered about the inverted centers. The dealer told them that some more sheets of 100 of the error had been found, so that it was too much of a gamble to buy at the then current price of \$250. The advice in May 1918 was to wait a while, because the price was sure to come down.

No further discussion about the inverted center is remembered, but I can only assume that my father took the bad advice he received in May 1918. He waited in vain up to the time of his death for the price to come down; instead it kept going up and up and up. (In the 1933 Scott Catalogue, the 1918 inverted center air mail stamp was priced at \$3,300 at the time when the depression was at its worst.)

#### One Of The Best U. S. Stamps

On its second day, May 14, 1918, the one sheet of 100 with the error of the inverted centers was bought by a stamp collector in a Washington, D.C. post office. This at once made headline news and has continued to do so. It is no exaggeration to say that because of the error, the first air mail stamp is probably the best known and most glamorous United States stamp.

When a stamp collector tells non-collectors about his hobby, the first question asked is: "Do you have the upside-down airplane stamp?"

Whether the error or a normal copy, the first U. S. air mail stamp has been "good." Whoever collected it was happy. All the stamp dealers handling this stamp, whether mint, used or on cover, found it a profitable item.

Nor was it controversial as some other outstanding stamps are. Also, it never was subject to wild speculation so that its price soared and then plunged. Every year, for fifty, its price and popularity has slowly but surely edged up. This is not true of many other stamps.

### Made Newspaper Headlines

Of all the U. S. stamps issued since 1847, very few of them have made the front-page lead story in our newspapers. The first air mail stamp did! The public interest in the May 15, 1918 first air mail flights was similar to the current one in Space Trips by our astronauts.

The first air mail stamp was very important. Its inaugural use was of such historical significance that it was witnessed by the President of the United



# THE EVENING

Vol. CIX—No. 116.

PHILADELPHIA, WED

## AIR MAIL REALITY; PLANE STOPS HERE ON ITS INITIAL TRIP

**Lieutenant Webb Brings  
4,000 Letters From New  
York at Noon.**

**RELAY AT BUSTLETON**

**Trip Made on Schedule—  
Machine from Capitol  
Speeds North.**

Aerial transportation of the United States mail passed from a project to reality today.

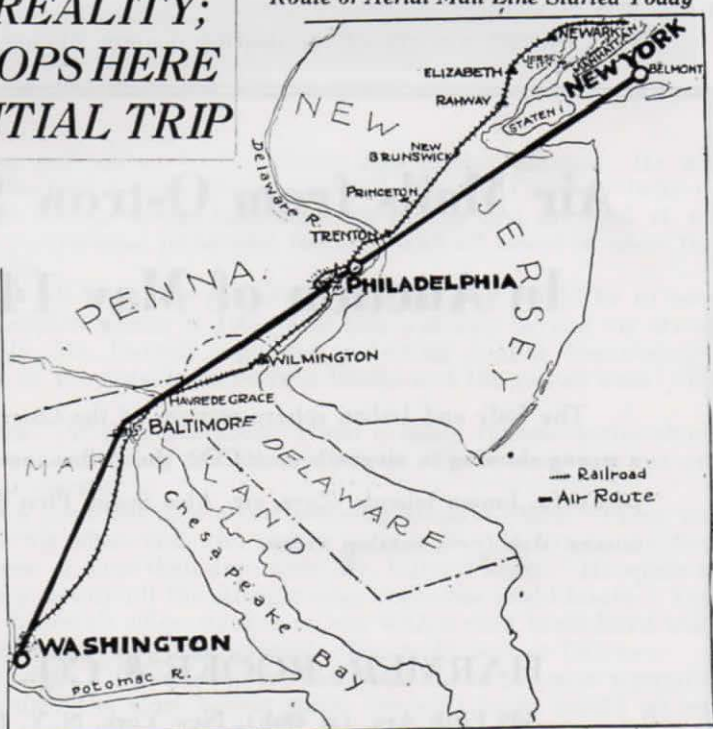
An Army aviator, Lieutenant Torrey H. Webb, having flown sixty miles through the air from New York, landed at Bustleton at 1 o'clock this afternoon in his big one-seater airplane with 4,000 letters in the mail sacks strapped beside him.

Six minutes later—at 1:06 o'clock—Lieutenant J. C. Edgerly swung off on the last lap of the trip in another machine.

Speeding northward from Washington—a distance of 125 miles from here—he came another machine, bearing the northbound mail, which will pass Lieutenant Edgerly some distance south of the city.

The arrival of the first plane here was the signal for a wild demonstration. Lieutenant Webb came in sight at two minutes of 1 o'clock. Two minutes later the propellers ceased revolving, with the machine resting on the ground after a perfect landing.

### Route of Aerial Mail Line Started Today



This map shows the rail line between New York and Washington and that of the airplanes that will carry the mail. Philadelphia is a stopping point for this new service.

The front page of the May 15, 1918 "The Evening Telegraph" of Philadelphia.

States. President Woodrow and Mrs. Wilson saw the plane take off from Washington, D.C. with the first air mail for Philadelphia and New York.

Many photographs were taken and some of them later were presented to me for my collection. Closely studying one with a close-up of President Woodrow Wilson with other government officials looking at the mailbag before it was put aboard the plane, I spotted a half-profile view of a famous stamp collector. Attending the May 15, 1918 flight from Washington, D.C. was the Assistant Secretary of the Navy, Franklin D. Roosevelt.

As far as I can determine, President Franklin D. Roosevelt did not arrange to get a May 15, 1918 first flight cover for his own collection. When his collections were sold at public auction in New York after his death, I looked very carefully for a "Franklin D. Roosevelt May 15, 1918 cover," but there was none.

#### **From One Copy To One Album**

Fifty years ago, when a young boy, I was thrilled to have one mint copy of the first United States air mail stamp. At that time, the thought never entered my mind that later on I would possess one complete album with much material of this same one stamp.

As my interest in aero-philately grew, starting about thirty years ago, from studying the catalogue I saw that there were many different position blocks, some far more valuable than others. Finally, I became aware about the three different printings and cuttings of the first air mail stamp and wanted to collect them. I was most fortunate to have the help and advice of a dealer friend, the late Sidney F. Barrett of the Economist Stamp Co., 87 Nassau Street, New York, N. Y.

"Sid" Barrett was one of the leading dealers, having had many years of

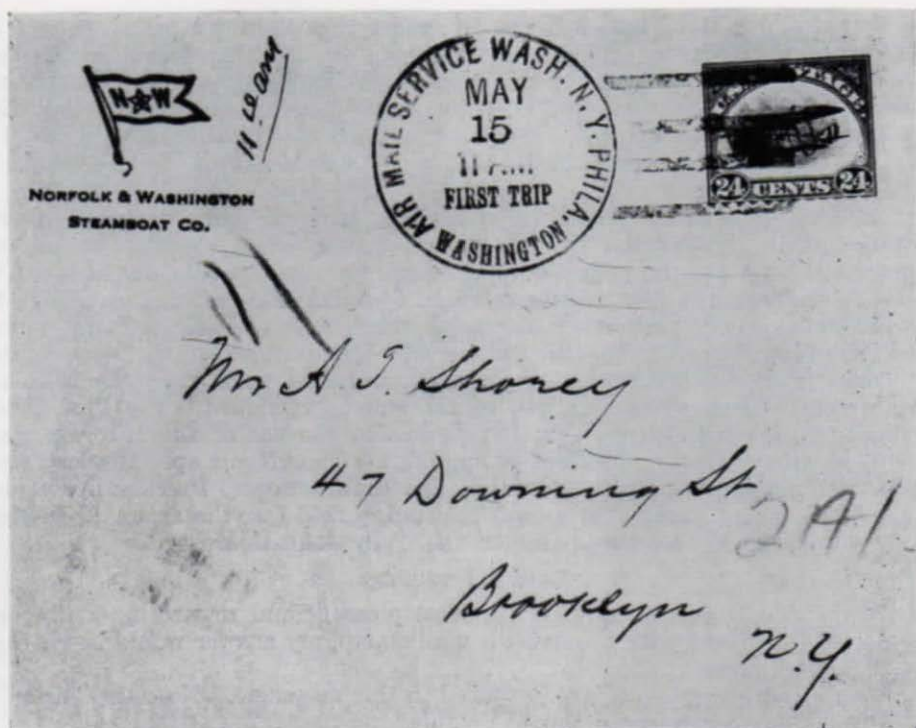
## **Air Mails from Ostrow Stock In Auction of May 14-17**

The Italy and Italian sphere sections of the Ostrow stock make a strong showing in air mails — #CO2, the Balbos, occupation issues of Corfu, Ionian Islands, Zara, etc. Also Spain. First day and flown covers. Ask for a catalog today.

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*International Auctioneers of Fine Stamps*



The rare "11 AM" May 15, 1918 Washington, D.C. cancellation that was unknown for 40 years. (Photo by Boutrelle)

experience in buying and selling United States and foreign stamps. He was very interested in the first United States air mail stamp. I always believed that this was a great tribute to the high standing of the first air mail of the United States, for a professional philatelist familiar with all issues to select this one as a favorite of his.

In order to study all the three printings, the ideal way would be to have the three different complete sheets of 100. But this was way beyond my stamp budget. Consequently, Mr. Barrett suggested collecting smaller reconstructed sheets, showing some of the outside or margin blocks and the center ones. We agreed to do this.

Progress was slow. Within five years, I had a fairly representative showing. The difficulty was procuring the straight-edges. These were just not appearing on the stamp market.

Mr. Barrett had a practical idea about securing straight-edges. There was a dealer who came to his office, and who visited more stamp dealers in the New York area in the course of time than any other Mr. Barrett knew. He spoke to this dealer, asking him to buy all the straight-edge copies he could locate. This dealer sat in "Sid" Barrett's office, staring at him with a most bewildered look. Mr. Barrett inquired if anything was wrong? The reply was as follows:

"Boy, I never thought I'd live to see the day when one of the most reputable stamp firms and possibly the most honest stamp dealer I know would go out seeking straight-edge copies to reperforate."

#### Many Different Covers And Cancellations

For many years, I possessed only one May 15, 1918 first flight cover, believ-

ing that this was it. Then, I began to realize that there are many more. It took me some years to complete them all. For example, I had overlooked covers from Boston, Mass., when this New England city became the fourth one linked to the other three by air post (see AERO PHILATELIST ANNALS Vol. IX, No. 2, pages 43-49 in which I wrote about and illustrated all the different Boston, Mass. covers). It took years to find the scarce New York-Philadelphia May 15, 1918 first flight cover.

As my studies of the postal use of the first air mail stamp deepened, I saw that the public did not use the new service to any great extent. It was too expensive. This was the reason why after two months, the rate was reduced to 16 cents, and again, a few months later, to 6 cents. This offers a challenge to the philatelist to try and seek commercial covers with the first air mail stamp used from May 15 to July 13, 1918, during the short duration of the 24-cent rate.

Then later, another field of specialization opened up. After the 1918 air mail service ceased, a large supply of the stamps remained. The Post Office Department did not destroy this, but permitted the use of the 1918 air mail stamps on all types of mail except postage due. Therefore a specialist can seek copies with parcel post, registration and other cancellations. Precancelled copies of the first air mail stamp offer a most interesting field (see the AERO PHILATELIST ANNALS Vol. IX, No. 4 "Precancels on C1-3" by John R. Boker, Jr.)

#### Sharing Knowledge

If one should ask me to select the most pleasant and rewarding time spent during my fifty years with the first air mail stamp, my answer would be all that I have written about it.

Most all of my articles have appeared in this magazine. No count has been made; some day I presume I should do this.

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A 1918 "Goodkind" first flight air mail cover, not with the first, but the second air post stamp. It offers evidence of the 50-year collecting association with the first U. S. air mail stamps.

Also, I received untold satisfaction, after I collated my knowledge of the famous inverted center errors into a handbook, that is No. 1 in a long line of respected handbooks published by the Theodore E. Steinway Memorial Publication Fund of the Collectors Club, New York. This followed a 12-page booklet of mine on "The First Air Mail Stamp of the United States" that AERO PHILATELISTS published in 1952.

Last year an order came from a philatelic literature dealer for six copies of this 1952 booklet. When I went to fill it, "the cupboard was bare." This was a great surprise, because I had no idea that the stock was even low, much less "sold out."

One reward from writing is that at times, you come across a new previously unknown item. For instance, a desirable and scarce cancellation is that of May 15, 1918 from Washington with the words, "10 AM" above "First Trip." A reader of my 1952 booklet sent me a cover, asking if I cared to have it, with the cancellation reading: "11 AM." (The AERO PHILATELIST ANNALS Vol. IX, No. 4, page 101). For more than forty years, a May 15, 1918 Washington, D.C. "11 AM" cancellation had been unknown.

Another great personal satisfaction during my many years of collecting the first U. S. air mail stamp is the friends in philately, both collectors and professionals, that I have made. Also, as some of them became interested in the first issue, their studies of the stamp brought forth some new and useful information. I would cite three in particular, Messrs. Philip Silver, William H. Miller, Jr. and Henry C. Dupont of France. In my opinion, the latter clearly demonstrates the world-wide philatelic fascination of the first U. S. air mail stamp, when a stamp collector in France not only has formed an extensive collection but also written about it, in this magazine and other publications.

The friendships made among the professional philatelists should not be overlooked. Mention was made previously of the late Sidney F. Barrett; there were other stamp dealers no longer with us. Among those presently active in the stamp trade I select Ezra D. Cole and Irwin Heiman, as two professionals, who have done much to have the first air mail stamp of the United States gain the front rank in philately that it has.

### Prices Now And Then

By this time, possibly some reading this will wonder if I am not "gilding the lily." Is this 1918 stamp as great and glamorous as it has been represented here? Yes, and I believe this can be shown by reference to old and current catalogue prices.

The first air mail stamp of the United States was not the first one, as most all aero-philatelists know. The first one was issued by Italy on May 20, 1917. The second country to have air post stamps was Austria issuing a set of three on March 30, 1918. The United States was the third country to issue an air post stamp on May 13, 1918.

The thought occurred to me that it might be of interest to go back over this half-century period to see how these three issues have fared in a comparative sense, as philatelic property. A tabulation, that follows, was made. In doing it, I decided not to go back fifty years, but to start in 1930, when Scott issued its first "Specialized Catalogue of Air Post Stamps." This was the first time air post stamps were priced not only unused and used, but also in blocks of four (unused) and on cover. (The earlier editions of Scott have only unused and used prices.) It is as follows:

| <i>Year</i>      | <i>Unused</i> | <i>Used</i> | <i>Block of Four</i> | <i>On Cover</i> |
|------------------|---------------|-------------|----------------------|-----------------|
| ITALY C1*        |               |             |                      |                 |
| 1930             | .20           | .75         | 1.00                 | 2.00            |
| 1968             | 8.50          | 8.50        | —                    | 5.00**          |
| AUSTRIA C1-3     |               |             |                      |                 |
| 1930             | .95           | .95         | 4.75                 | 1.75            |
| 1968             | 6.75          | 6.00        | —                    | 7.50**          |
| UNITED STATES C3 |               |             |                      |                 |
| 1930             | .85           | .60         | 4.00                 | 1.00            |
| 1968***          | 21.00         | 15.00       | 75.00                | 25.00           |

Consultation of the older editions of the catalogues and then comparing those prices with current valuations discloses some interesting data in regard to the first U. S. air mail stamp. Using the 1930 and 1968 editions of "Scott's U. S. Catalogue Specialized," the following is seen about the prices of *first day* and *first flight covers*, and the *inverted center*:

| <i>Item</i>           | <i>1930</i> | <i>1968</i> |
|-----------------------|-------------|-------------|
| C3 First Day Cover    | 20.00       | 2500.00     |
| May 13, 1918          |             |             |
| C3 First Flight Cover | 8.00        | 125.00      |
| May 15, 1918          |             |             |
| C3a Inverted Center   | 3300.00     | 20,000.00   |

### 50th Anniversary Events

The U. S. Post Office Department is commemorating the first air mail not on the stamp's 50th birthday, May 13, 1968, but on May 15, 1968, the 50th anniversary date of the first flights. A 10-cent air mail stamp will be placed on

\*In 1930, the Scott Catalogue did not assign "C" numbers to air mail stamps. They were numbered chronologically with the postage stamps. Thus, the present U. S. C3 was #1302.

\*\*For the 1968 prices, "Scott's Standard Catalogue, Vol. 2" was used. This prices only unused and used. For "on cover," the latest "Sanabria Catalogue" price is used.

\*\*\*As priced in "Scott's United States Stamp Catalogue Specialized (1968)."



(Left) Italy's 50th Anniversary of air mail was commemorated last year by this stamp and (right) the one the United States is issuing on May 15, 1968.

sale with first day ceremonies in Washington, D.C.

On the same day, May 15, 1968, philatelists will honor the first air mail stamp in New York City, when the regular meeting night at the Collectors Club, 22 East 35th Street will be given over to this stamp. I shall be the Master of Ceremonies of this program; it is planned to have displays and lectures by Philip Silver and William H. Miller, Jr. and possibly one or two others. It is hoped that many AERO PHILATELISTS will attend. This meeting begins at 8 p.m.

Furthermore, at the National Aviation Museum in the Smithsonian Institution in Washington, D.C., there will be a fine exhibition of the early air mails of the United States. Outstanding collections have been invited to be on display for the week of May 12 to 19 in honor of the 50th anniversary of the first air mail stamp.

#### Conclusion

From the time of its birth fifty years ago to today, the first air mail stamp of the United States has been a great stamp to collect. As the years go by, the stamp gets better and better. Yes, it has been a wonderful fifty years, as a philatelist views it.

### NEW UNITED NATIONS AIR MAIL STAMP BROCHURE AVAILABLE

In conjunction with their co-sponsorship of the new United Nations 20 cent air mail stamp, issued on April 18, 1968, AERO PHILATELISTS has again produced an attractive brochure to honor the occasion. Limited to an edition of 300, the 8½" by 11" brochure contains both a first day cover of the new stamp and a mint single. Pertinent information as to the design and production are included in the text. The brochure is available for \$2.00, with all net proceeds being donated to UNICEF.

Still available are a small quantity of the 1959 United Nations brochures containing examples of three air mail postal stationery items issued on September 21 of that year. Price: \$2.00.

Remit to:

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22 East 35 Street  
New York, N. Y. 10016

## MEMBERSHIP APPLICATION



19.....

# AERO PHILATELISTS, Inc.

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

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ADDRESS .....  
Street

.....  
City, Town or Village Zone State

OCCUPATION .....

SPECIALIZING IN .....

APPLICANT'S SIGNATURE .....

### REFERENCES

Each applicant is requested to furnish two references preferably philatelic.

#### References:

1. NAME .....

ADDRESS .....

2. NAME .....

ADDRESS .....

### EXTRACTS FROM BY-LAWS, ARTICLE III—MEMBERSHIP

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

# RUSSIA

## Air Fleet Labels A Revised Listing (Part 2)

By FRED W. SPEERS

(Continued from Page 68)

### RUSSIAN SOVIET FEDERAL SOCIALIST REPUBLIC

All lithographed in red and black on yellowish paper perforated 11 and with no gum. Inscriptions include initials "R.S.F.S.R." Presumably, these were printed in Moscow, capital of R.S.F.S.R. as well as U.S.S.R.



Figs. 28-30. (Photo by Boutrelle)

1. No face value stated. Size 50 x 40 mm. Design shows black biplane flying to left in front of solid red five-pointed star. Inscription reads, above plane: "Citizens of the R.S.F.S.R." and, below plane, "Create!" (Fig. 28) ..... B-C
2. No face value stated. Size 53 x 32 mm. Design shows black biplane flying to right with red clouds in background. Scene enclosed in panel measures 30 x 14 mm. Flanking panel are crossed hammer and sickle at left and five-pointed star at right. All are in red. Inscription reads, above panel: "Workers of the R.S.F.S.R." and, below panel: "Create Your Air Fleet." (Known on cover postmarked Tashkent 19 August 1925.) (Fig. 29) B-C
3. No face value stated. Size 38 x 52 mm. Design shows biplane with two red stars and "R.S.F.S.R." between them on upper wing flying toward upper right corner of design. Inscription in red letters above plane reads: "Proletarians of All Countries Unite!" Below plane in white letters against red background inscription reads: "Create Your Air Fleet!" (Fig. 30) ..... B-C
4. Like No. 3, but handstamped in violet with 50 kopecks value in horizontal rectangular box. For use in Ukraine. .... B-C

#### Kostroma

1. 5 Kopecks (gold currency). Size and design like that of Moscow local issue

# IF YOU HAVE STAMPS TO SELL

then read this frank letter!



South Stickney School District 111

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OAK LAWN, ILLINOIS

H. E. Harris & Co.,  
Boston, Mass. 02117

Gentlemen:

I have been a stamp collector for the past twenty-five years, during which time I've been doing business with your firm as a customer.

Last month I decided to sell a portion of my stamp collection. Because I knew H. E. Harris & Co. to be a philatelic house of renowned integrity, my thoughts immediately turned to you.

After sending you my stamps, I was courteously informed of their safe arrival and of the progress being made on their appraisal. In addition, I had the comfortable knowledge that my property was in the custody of a company whose reputation for honesty and trustworthiness is beyond question.

When your airmail letter arrived, naming the figure you would pay for my stamps, I was overwhelmed. Your offer was in excess of what I personally thought the stamps would be worth.

In thanking you for the prompt payment just received may I add that, to anyone interested in selling his collection, I would recommend H. E. Harris & Co. absolutely and without reservation.

Most sincerely,

Richard J. Riffel  
Assistant Superintendent



## FOR YOUR OWN PROTECTION

To replenish our extensive retail stocks we are constantly buying — at generous prices — collections and accumulations made by stamp collectors provided they are worth \$100 or more . . . . Our free appraisals, good prices, and prompt payments — with no haggling or delays — have made us innumerable friends among collectors with stamps to sell . . . . Send only 25c for this booklet of valuable information, "If You Have Stamps to Sell," and read it for your own protection before disposing of your collection.

**H. E. HARRIS & CO. BOSTON, MASS. 02117**

"The World's Largest Stamp Firm"



Figs. 31-36.

No. 1 except that initials beneath panel with biplane read "K.O.D.V.F." and lettering has been added above and beneath plane's wing. Perforated  $10\frac{3}{4} \times 11$ . . . . . C-D

**Pskov**

*1922*

1. 10 Rubles. Lithographed in blue and black on white paper. Size 50 x 29 mm. Design shows early Bleriot-type monoplane pointed toward upper lefthand corner. Above it is inscription in black reading: "For the Air Fleet." Face value in black in lower lefthand corner. Rough perforation 11. No gum. (This is believed to be the earliest known Air Fleet label.) (Fig. 31) . . . . . D-E

*1923*

*Lithographed*

2. 5 Rubles. Red, blue and black on white paper. Size 26 x 47 mm. Design shows crudely-drawn dirigible flying to right with three small airplanes below it. Behind are sun's rays emanating from sun below which is flanked by factories in lower corners of square panel enclosing this scene.

- Above dirigible is ribbon with letters on it for "R.S.F.S.R." Face value is below panel and underneath it is three-line inscription reading: "For Benefit of Air Fleet. Pskov O.D.V.F." Rough perforation 11. Yellowish gum. (Fig. 32) ..... C-D
- 2a. 5 Rubles. Like No. 2, but imperforate and no gum ..... C-D
3. 3 Rubles. Black on white paper. Size 26 x 47 mm. Design similar to No. 2 except a monoplane climbing to upper lefthand corner has replaced dirigible and its three small planes. Also, initials "R.S.F.S.R." have no ribbon. Perforated 11. No gum. (Fig. 33) ..... C-D
- 3a. 3 Rubles. Like above. Imperforate. No gum. (Known on cover postmarked Saratov 1 September 1927.) ..... C-D

1924

### *Lithographed*

4. 5 Kopecks. Orange on white paper. Design like that of No. 3a except sun's rays are more numerous and there are solid borders. Perforated 11. No gum. (Known on cover postmarked Saratov 1 September 1927.) (Fig. 34) ..... C-D
5. 10 Kopecks. Red on white paper. Design like that of No. 2 but with more sun's rays and horizontal baseline is thicker. Rough perforated 11. No gum. (Fig. 35) ..... C-D
6. 25 Kopecks. Violet and orange. Size 45 x 24 mm. Design like that of No. 1 except word "Pskov" has been added in vertical column at right; inscription and face value are larger. Rough perforated 11. (Fig. 36) D-E

### **NORTHWEST DISTRICT**

Each label bears lettering "O.D.V.F. CEB-SAN OBLAST." All are lithographed on white paper probably printed at Petrograd (renamed Leningrad in 1924). None has gum.

1923-1924

1. 5 Rubles. Yellow, pale violet and black. Size 55 x 29 mm. Design shows yellow biplane flying toward lower right corner of inside panel measuring 34 x 19 mm. At each side of panel is vertical propeller blade in front of wreath. Above it are letters "C.C.C.P." and below is the same above-mentioned lettering for district. Imperforate. (Fig. 38) ..... C-D
- 1a. Bright violet and bright yellow ..... C-D
2. 10 Rubles. Red, blue and black. Size 49 x 34 mm. Design in inner panel, measuring 48 x 20 mm., shows red and black biplane flying toward another much smaller one beneath red five-pointed star emanating red rays; white clouds and blue sky in background. Above panel are letters "C.C.C.P." and beneath are district letters flanked by the face value in circles in lower corners. Imperforate. (Fig. 39) ..... C-D
3. 15 Rubles. Red, light blue and black. Design like No. 2. Imperforate. C-D
4. 15 Rubles. Black, pale blue and salmon. Size 27 x 36 mm. Design shows aviator in cockpit of plane. At top is the face value, and between it and top of flyer's helmet are letters "C.C.C.P." Below aviator are district's letters. Perforated 11 (Fig. 40) ..... C-D
- 4a. With large handstamped "5 Kop." in black ..... C-D
5. 25 Rubles. Blackish brown, red and gray. Size 25 x 34 mm. Design shows black biplane flying toward upper right. Face value in upper corners and district's lettering beneath plane. Perforated 11. (Fig. 41) ..... C-D



Figs. 38-43.

- 5a. With large handstamped "10 Kop." in black ..... C-D
- 5b. With large handstamped "10 Kop." in violet ..... C-D
6. 50 Rubles. Yellow, black and gray blue. Size 25 x 36 mm. Square inner panel in design shows monoplane flying to left over the Peter and Paul fortress of the Petrograd skyline. "C.C.C.P." above panel and district's lettering beneath. Perforated 11. (Fig. 42) ..... C-D

#### Receipts

These labels were issued as receipts for payment of dues or for contributions to the Northwest District O.D.V.F. Design shows worker hammering on anvil while plane flies overhead. Lithographed. Size 16.5 x 28.5 mm. Perforated 11 $\frac{1}{4}$ . No gum.

- 1B. 5 Kopecks. Yellow orange and blue. (Fig. 43) ..... B-C
- 2B. 25 Kopecks. Red and black ..... B-C
- 3B. 25 Kopecks. Like No. 2B but handstamped "O.D.P. 3 K." in black. B-C

#### BYELORUSSIA

1923 (?)

*Inscription are in Ukrainian language.*

1. 15 Kopecks. Lithographed in black on reddish paper colored through. Size 70 x 43 mm. Design shows large biplane with five-pointed star on tail assembly. Face value in four corners of label. Top inscription reads: "Proletarians of All Lands Unite," bottom one: "S.-G. Cooperative." Perforated 11. No gum. (Fig. 44) ..... C-D
2. No face value stated. Lithographed in blue on white paper. Size 44 x 63

mm. Design shows nurse bandaging head of injured man while monoplane flies overhead. Inscription indicates it was issued to help raise funds for flying ambulance. (Possibly issued in Minsk, site of medical institute founded in 1921.) Imperforate. No gum. (Fig. 45) ..... C-D

#### 1923-24

3. 2 Kopecks. Violet brown. (Like Second Issue of Moscow Central Committee No. 9 except that "bCCP" used instead of "CCCP.")  
Perforated 11 ..... C-D
4. 25 Kopecks. Orange. Like No. 3 ..... C-D
5. 50 Kopecks. Green. Like No. 3 ..... C-D

#### 1930

6. No face value stated. Black on pale pink paper colored through. Size 37 x 53 mm. Typeset and printed by typography. Design is in rectangular format with three sets of inscriptions separated by two parallel horizontal lines. Top inscription reads: "Osoaviakhim b.S.S.R." Middle one has the words tilted so they read toward panel's upper right corner, and they stand for: "Fund for Defense." Bottom inscription reads: "Decade of Defense 1930." Imperforate. No gum. (Fig. 46) ... C-D

#### 1931

7. No face value stated. Blue on white paper. Square format, 47 mm on side. Design shows crudely drawn dirigible with "Osoaviakhim" lettered on starboard side. It is flying to right over factories. Above is two-line

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Figs. 44-47.

inscription referring to dirigible of b.S.S.R. Inscribed below line of factories is date "20-1-1931" and below that is lettering for "Byelorussian O.D.V.F. of b.S.S.R." Imperforate. No gum. (Fig. 47) ..... D-E

#### UKRAINE

Various labels and seals were prepared in Ukraine Soviet Socialist Republic and were distributed in different areas of republic by early aviation clubs. Lithographed unless otherwise noted.

1. 2 Rubles. Reddish orange on thick white paper. Size 29 x 43 mm. Design shows low-wing monoplane beneath four letters standing for initials of "Committee to Aid Ukrainian Invalids." Face value "2" in each of four corners. Imperforate. No gum. (Fig. 48) ..... C-D
- 1C. Face value "10" but no indication of whether in rubles or kopecks. Red and green on thick coarse white paper. Size 39 x 50 mm. Design is that of O.D.V.F. seal with crossed rifle, and propeller blade and gas mask underneath. Inscription beneath seal reads: "For mass mobilization of workers for benefit of aviation." Imperforate on three sides and perforated 11 at top. (This suggests label may have been in booklet form.) No gum. (Fig. 50) ..... B-C
- 2C. Like No. 1C except for three characters — P 3.3 — added at bottom. Red on thin yellow paper. Perforated 11 on all four sides. No. gum .... B-C

1926

- 3C. No face value stated. Red, gold and blue on white paper. Size 51 x 58 mm. Design is that of O.D.V.F. seal like Nos. 1C and 2C. Imperforate. Printer's legend indicates 1,000,000 printed at Kharkov. (Fig. 51) . . . . . C-D

1929

3. No face value stated. Black, green and red on coarse white paper. Size 56 x 41 mm. Design shows large building somewhat like an airport with fleet of airplanes at left and dirigible with name "Klim Voroshilov" on its side at right of building, which is inscribed "House of Defense." At bottom in center of design is small seal of Aviation and Chemical Society. Behind seal are tank, field artillery piece and marching soldiers. Inscription bordering design reads: "Call to Build Dirigible." Imperforate. No gum. (Fig. 52) . . . . . D-E



Figs. 48-52.

Kharkov

All lithographed at Kharkov on white paper perforated 11 unless otherwise noted. All size 40 x 35 mm.

# WATERLOW SAMPLE STAMPS

Waterlow and Sons Ltd., (who no longer produce postage stamps) in the past printed many millions for a large number of postal administrations all over the world. As samples of their work, when attempting to secure printing contracts, they mostly used proofs printed in colours and with line-perforations which were not used for the issued stamps. They are mostly printed with exceptional care in distinguished colours and include many striking pictorial designs of thematic interest.

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In addition to printings made from plates which were used for the issued stamps, many are printed in charming miniature sheets, usually of nine, from plates which were specially laid down from stamp rollers. An interesting consequence is that many of these proofs show re-entries or other plate varieties which are not to be found on the issued stamps. Some of the miniature sheets are printed from composite plates of several different denominations. Many of these items have not been recorded before.



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## 1923

### *First Printing*

1. 3 Rubles. Red and black. Design shows high-wing cabin monoplane flying upward to right with five-pointed star emanating 18 straight-line rays at lower right. Inscription reads: "Ukraine — For the Air Fleet." No gum. Printer's legend shows 250,000 printed. (Known on cover postmarked Sumy 10 July 1923.) ..... A-B

### *Second Printing*

2. 3 Rubles. Like No. 1 except for printer's legend which indicates 520,000 printed. No gum. (Used copy known postmarked Kharkov 10 September 1923.) ..... A
3. Like No. 2 but with small circular violet handstamped overprint reading, "O.D.V.F. 250 P." No gum ..... A-B
4. 5 Rubles. Like No. 3 but without handstamp. Clear gum. Printer's legend indicates 250,000 printed. (Fig. 53) ..... A-B
5. Like No. 4. Printer's legend indicates 520,000 printed. Imperforate. No gum ..... A-B
6. 10 Rubles. Like No. 5 but perforated 11. Printer's legend indicates 100,000 printed. No gum. (Known on Kharkov-Berlin cover postmarked 18 December 1923.) ..... B-C

### *Later Printings*

#### *With Color Changes*

7. 3 Rubles. Red and green. No gum. Printer's legend indicates 750,000 printed ..... A
8. 5 Rubles. Red and purple. No gum. Printer's legend indicates 1,200,000 printed. (Known on cover postmarked Kiev 10 June 1924.) ..... A

#### *Other Kharkov Issues*

The labels described below were issued apart from aforementioned series, although during and after time that series of labels was being issued. Lithographed.

## 1923

9. 20 Kopecks. Brown and red on thick white paper. Size 41 x 55 mm. Design shows large high-wing cabin monoplane with Red Cross on each wing flying over factories. (Issued to raise funds for Ukrainian Red Cross Society then helping victims of 1922-1923 famine.) Imperforate. No gum. (Fig. 54) ..... B-C

## 1925

10. 10 Kopecks. Blue, red and black on greenish paper colored through. Size 46 x 34 mm. Design shows passengers boarding a large multi-engined (five?) plane with factory in background. Plane bears designation of Tupolov-designed aircraft (ANT-14) on fuselage. Rough perforation 11. No gum. Inscription indicates it was issued to honor role of workers in creating civil aviation ..... A-B
11. 20 Kopecks. Like No. 10. (Fig. 55)\* ..... A-B
12. 5 Kopecks. Red and black on white paper. Size 37 x 40 mm. Design

\*Nos. 10 and 11 are reported to have been issued with No. 12.



54



53



55



56



57



58

Figs. 53-58.

shows biplane flying over factory with crossed hammer and sickle in red beneath and five-pointed star above plane. Numerals of face value in upper right and lower left corners and "K" in each of other corners. Rough perforation 11. No gum. Inscription indicates it was issued by All-Ukrainian Committee to Encourage Aviation. Printer's legend at lower left gives no indication of how many were printed. (Fig. 56) ..... B-C

*Mid-1927*

13. No face value indicated. Red and gray on white paper. Cut in square format of 60 mm. on a side although design is in form of large five-pointed red star on which is monoplane in gray flying toward lower right. Inscribed at top, following outline of top three points of star is: "Our Response to Chamberlain" and below is slogan advocating Red Air Fleet buildup by formation of special escadrille (squadron of six planes). Chamberlain mention refers to Sir Austen Chamberlain, British Foreign Secretary when England broke off diplomatic relations with U.S.S.R. in April, 1927, because of Soviet's arrest of British engineers. Incident also spurred O.D.V.F. activity elsewhere. Imperforate. No gum. Printer's legend indicates 150,000 printed. (Fig. 57) ..... B-C

*1930*

14. No face value indicated. Black on thin white paper. Size 61 x 42 mm. Design shows seaplane flying over body of water toward sun. Scene enclosed by rectangular fancy flowery border. Inscription advocates formation of escadrille in Lenin's memory. Imperforate. No gum. Printer's legend indicates 500 printed. (Fig. 58) ..... C-D

**Kremenchug**

*1925*

1. 3 Kopecks. Lithographed in green and red on white paper. Size 20.5 x 24 mm. Design shows biplane flying over head of soldier wearing gas mask. Inscription indicates it was issued by Aerochemical Society of Kremenchug.

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Figs. 59-65.

- Face value in lower corners. Perforated 11. Clear gum. Printer's legend at lower right gives no indication of number printed. (Fig. 59) . . . . B-C
2. 15 Kopecks. Red on yellowish paper. Design like No. 1 . . . . . B-C

1927

3. 1 Ruble. Lithographed in black and tan on white paper. Size 41 x 26 mm. Design shows biplane flying beneath crossed hammer and sickle. Face value against small circular design in each corner. Design and inscriptions in black on tan background with large white numeral, "1" in center. Imperforate. No gum. Inscriptions indicate it was issued by Kremen-

chug's newly-formed Society of Aviation which was nucleus for city's chapter of Osoaviakhim. Printer's legend beneath identifies Kremenchug as place of origin but gives no indication of number printed.

- (Fig. 60) ..... B-C  
4. 3 Rubles. Like No. 3 ..... B-C

#### Receipts

1925

- 1B. 3 Kopecks. Yellow and black on white paper. Size 42 x 34 mm. Design shows biplane flying over head of soldier wearing gas mask. (It is somewhat similar to but larger than Nos. 1 and 2 above.) Large black numerals of face value in lower corners. Perforation (11) along left edge only suggests issuance in booklet form. Inscriptions read: "For Future of Red Aviation and Chemistry" and "Receipt for Voluntary Gift." On reverse is receipt form in black with spaces for filling in amount and date: "/ 192-." Receipt was issued by Aerochemical Society of Kremenchug. Printer's legend vertically along righthand border indicates it was printed in Kremenchug. (Fig. 61) ..... B-C  
2B. 5 Kopecks. Brown and orange. Like No. 1B ..... B-C  
3B. 10 Kopecks. Pink and green. Like No. 1B ..... B-C  
4B. 50 Kopecks. Brown orange and greenish blue. Like No. 1B ..... B-C

#### Kiev

1925

1. 5 Kopecks. Lithographed in blue on white paper. Size 38 x 48 mm. Design shows line of workers led by one carrying banner with left hand and waving right hand to plane in flight toward left panel. Imperforate. No gum. (Fig. 62) ..... A-B  
2. 10 Kopecks. Red on white paper. Like No. 1 ..... A-B

1930

3. 10 Kopecks. Red, yellow, blue and gray lithographed on coarse white paper. Size 36 x 46 mm. Design shows three planes flying over tank with factories in background. Face value in coin-like design at upper left. Imperforate. No gum. Inscription reads: "Strengthen Defense of CPCP." (Fig. 63) ..... A-B  
4. 20 Kopecks. Red, yellow, pale blue, black and green on coarse white paper. Size 46 x 36 mm. Design shows seal of Aviation and Chemical Defense Club at lower left with factories and dam in foreground and plane flying over them. Face value in square at upper right. Imperforate. No gum. (Fig. 64) ..... A-B  
5. No face value stated. Red on coarse white paper. Size 54 x 44 mm. Design shows dirigible flying to right against background of clouds. Imperforate. No gum. Inscriptions urge workers to strengthen defense by building fleet of dirigibles. (Fig. 65) ..... C-D  
6. 10 Kopecks. Purple, gold, black and red on heavy coarse pinkish paper. Size 55 x 66 mm. Design in form of octagonal gold medalion showing dirigible marked "C.P.C.P." on starboard side flying to right over factories. Medalion, measuring 30 x 41 mm, is centered on background of purple with two-line inscriptions in white above and below. There is red bar across bottom of medalion. Face value at both ends of bottom line of inscriptions. Imperforate. No gum. (Fig. 66) ..... C-D  
7. No face value stated. Green, gold, black and light red. Like No. 6 except background is green without face value numerals. (Fig. 67) ..... C-D



Figs. 66-68.

### Seals

1924 (?)

Four lithographed labels, measuring 48 x 58 mm, featuring the seal of Kiev's Aviation and Chemical Defense Club (with crossed rifle and propeller over a gas mask) were issued in similar designs on different kinds of paper, as follows:

- 1C. No face value stated. Dark blue on thick coarse bluish gray paper. Imperforate. No gum ..... A-B
- 2C. 10 Kopecks. Black on thick coarse gray paper. Face value appears at top of three-line inscription beneath seal. Imperforate. No gum. . . A-B
- 3C. 10 Kopecks. Red on rough white paper. Coarse perforation 11 at left and bottom. No gum. (Fig. 68) ..... A-B
- 4C. 10 Kopecks. Red on coarse grayish white paper. Perforated 11 at sides and top. No gum ..... A-B

### Ekaterinoslav

1923

1. 5 Rubles. Lithographed in orange red and black on coarse white paper. Size 43 x 68 mm. Design shows solid red biplane flying almost straight up above solid red half-circle toward five-pointed red star near top. Scene enclosed in solid straight-line red border with an outer black one consisting of small solid black triangles whose bases are turned in. Rough perforation 11. No gum. Inscription in black reads: "Proletarians of World — Unite to Build Strong Red Wings." (Known with circular postal marking "Pavlograd-Ekaterinoslav 30 August 1923." Pavlograd is smaller city about 50 miles east of Ekaterinoslav.) (Fig. 69) ..... C-D

### Poltava

1927

### Lithographed

1. 10 Kopecks.\* Green, brown and black on smooth white paper. Size 25 x 40 mm. Design shows biplane flying to left over windmill and three cot-

\*A 5 and 25 Kopecks are also reported for this issue.

- tages located near large tree. Face value below design. Rough perforation 11. No gum. Inscription in Ukrainian. (Fig. 70) ..... B-C
2. 50 Kopecks. Blue, gray and light brown on white paper. Size 25 x 40 mm. Design somewhat similar to No. 1 except that plane, windmill and tree are larger and there are only two cottages. Face value above and to left. Rough perforated 11. Clear white gum. (Fig. 71) ..... B-C

### Odessa

1923

#### Lithographed

1. No face value stated. Pale blue, dark red, black and tan on white paper. Size 40 x 31 mm. Design shows fleet of small planes circling globe on which Russia appears in red with white letters "C.C.C.P." across it. At upper right of inner panel enclosing that scene are small initials "O. (for Odessa) O.D.V.F." and at upper left small initials standing for "Ukrainian Soviet Socialist Republic." Inscription in border around inner panel reads: "Red Wings Build Soviet Culture." Perforated 11. No gum. Printer's legend centered below indicates printing was done in Odessa. (Fig. 72) ..... C-D
2. Like No. 1 except colors are somewhat lighter. On reverse is handstamped in violet a boxed "O.D.V.F. 5 Kop." receipt form ..... C-D

1924

3. "50 Kopeck" in rectangular box handstamped on label resembling a Central Committee Fifth Issue label (Fig. 8). Red and black on yellowish paper. Design shows biplane flying to upper right over sun with many rays below. "C.C.C.P." in upper panel and "Create!" in lower one. Design differences between this and Fifth Issue label are: (1) Violet rays added; (2) coloring of plane changed from black to violet; (3) strut added between wings, and (4) serifs added to lettering in lower panel. Rough perforation 13½. No gum. Printer's legend indicates printing was done in Odessa. (Fig. 73) ..... B-C

1925

4. No face value stated. Dull violet, red and black. Size 45 x 40 mm. Design has inner panel measuring 41 x 32 mm. In panel at lower right is globe with "C.C.C.P." on it in red. At upper left is planet Saturn with ring around it. In center between them is dirigible. Biplane is flying toward it past globe. Inscriptions in inner panel read: "Strengthen Red Air Fleet," and "Ukrainian Power is in its Workers." Above inner panel in red are initials "R.S.F.S.R." and inscription "Proletarians of All Countries Unite." Below inner panel is word "Create!" (The inscription wordings are similar to those of R.S.F.S.R. labels from which they may have been copied.) Perforated 11. No gum. Printer's legend beneath outer border indicates printing was done in Odessa. (Fig. 74) C-D

1927-1928

5. No face value stated. Pale blue, red, black and tan. Size 40 x 30 mm. Design has inner panel measuring 28 x 20 mm showing solid black low-wing monoplane flying to left over hilly terrain. Inscription which borders center panel reads "O. (for Odessa) O.D.V.F. Builds Red Wings." Perforated 11. No gum. Printer's legend gives Odessa as place of printing. (Fig. 75) ..... B-C

6. Like No. 5 except that background of border paneling is dark gray instead of tan ..... B-C

Georgia

1. No face value stated. Lithographed in red, blue, yellow and black on



Figs. 69-75A.

white paper. Design shows five-pointed red star with high-wing monoplane in front of it and above it the Georgian emblem between wreaths. Inscriptions in Russian and Georgian refer to the 16th Congress of the Communist Party. Circular format with diameter of 35 mm. Imperforate. (Known mounted on cloth like a badge.) (Fig. 75A) ..... A-B

(To Be Continued)

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