

THE AERO PHILATELIST ANNALS



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**A PUBLICATION OF THE
AMERICAN AIR MAIL SOCIETY**



SUPPLEMENT TO THE AIRPOST JOURNAL, JULY, 1981

World's First International Air Mail Flight Argentina To Uruguay December 21, 1913

Translator's Note: During October of 1977, I saw the cover illustrated in this article in the collection of Don Nicolas Socorro Guerra of Las Palmas, Canary Islands. I was surprised and impressed because none of the aerophilatelists of Montevideo or Buenos Aires had any knowledge of such a flight. Post office records in Argentina and Uruguay had been sent to the capital cities of each country and were unobtainable, probably destroyed or gathering dust in forgotten archival boxes. My letter to Senor Oberti sparked his interest and he finally found detailed proof of this flight in the pages of "El Telegrafo" of Paysandu in its Sunday evening issue of December 21, 1913.

In the Sunday supplement of the same local Paysandu newspaper, "El Telegrafo," of June 1, 1980, Senor Oberti published two excellent and well-illustrated pages on what now is claimed to be the world's first international air mail flight. The feature article on page one of that issue is entitled, "Aqui nacio el Correo Aereo Internacional." (Here is where the first international air mail was born.) After the articles appeared, several elderly citizens of both cities, Concepcion del Uruguay, Argentina and Paysandu, Uruguay, came forward to relate details of Cattaneo's epochal flight.

Senor Oberti was born and still resides in Paysandu, a Uruguayan city on the east bank of the middle course of the Uruguay River, which separates Argentina from Uruguay. He is an active collector of Uruguayan stamps and covers, especially of air mail. He is president of the Asociacion Filatelica Sanducera and a distinguished member of Grupo Aerofilatelico del Uruguay.

To date, only Don Nicolas Socorro Guerra's cover and another in an Italian collection are known to exist. The covers are listed in the C. Cherubini and S. Taragni Italian Catalogue with the designation RRR (very rare). But there is no indication that this was the first international air mail flight.

I have abridged and translated both articles with the authorization of both Senor Oberti and the editor of "El Telegrafo."

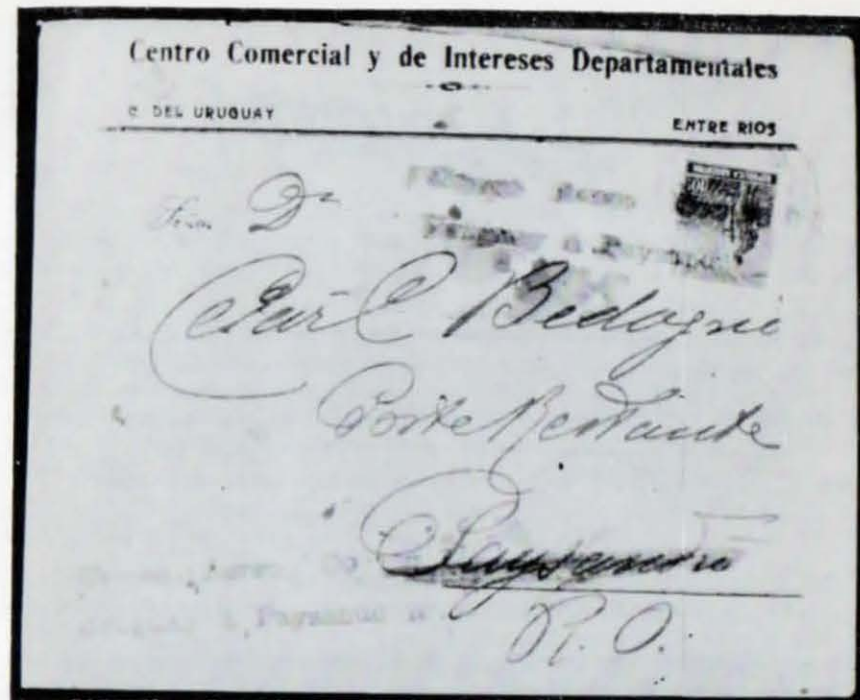
(Jorge Ebbeler)

By Juan Bosco Oberti

Bartolomeo Cattaneo was an Italian who was a pioneer of the air mail. It was between Concepcion del Uruguay (Entre Rios Province, Argentina) and Paysandu (R. O. del Uruguay) that he made the first international air mail flight in 1913. He had intended a somewhat earlier attempt between Colonia, Uruguay and Buenos Aires, Argentina three years before in 1910 but his flight was cancelled due to unfavorable weather conditions.

Cattaneo had transported one of his Bleriot aeroplanes to Concepcion del Uruguay where he gave several aerial demonstrations. For the people of that period, aviation was a totally new thrill comparable to today's astronautical achievements.

The Post Office Administrator of Concepcion del Uruguay authorized Cattaneo to transport a small quantity of correspondence between his city



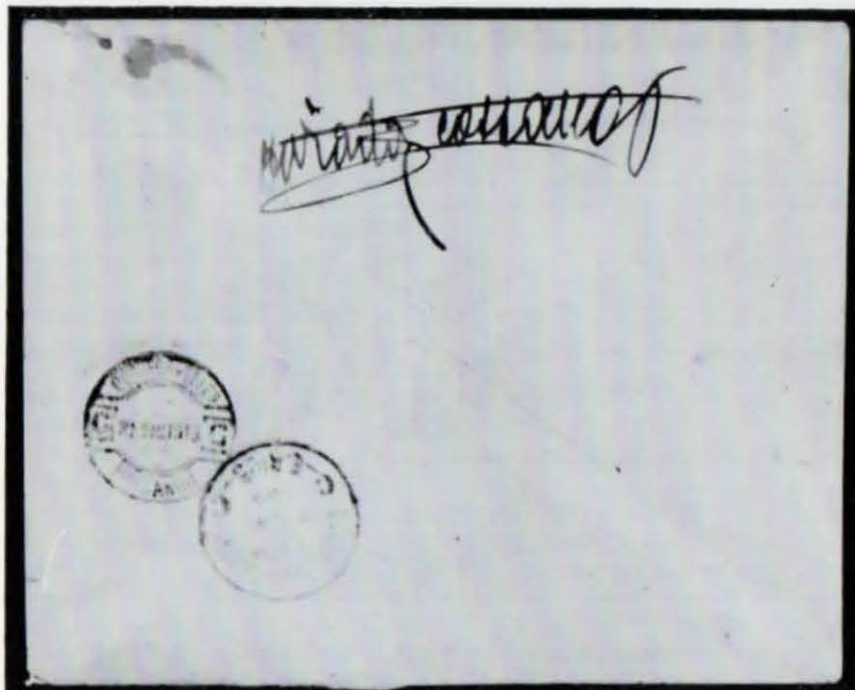
One of the two known covers on the December 21, 1913 flight from Concepcion del Uruguay, Argentina to Paysandu, Uruguay.

and Paysandu. The postage on such covers was 10 centavos franked with the definitive stamp then being used, Scott Number 166. Cattaneo cancelled this stamp with a special two-line rubber handstamp reading, "Correo Aereo Concepcion del / Uruguay a Paysandu R. O." The letters "R. O." stand for Republica Oriental del Uruguay. This rubber handstamp was also applied to the covers. On the reverse side, he signed the covers, "Aviador Cattaneo."

During mid December of 1913, a country show and fair was in progress in Paysandu, sponsored by the most distinguished families of that city and its surrounding areas.

On Saturday, December 20, 1913, a telegram was received in Paysandu reading, "Tomorrow I depart at first hour of the day." Thus, as early as 6 o'clock in the morning of Sunday, the 21st, a large crowd and newspaper reporters were waiting for the Bleriot on the (Paysandu) fairgrounds. From the top of the water tank, the newsmen of "El Telegrafo" saw the aeroplane coming over the mists covering the Uruguay River. A grass bonfire had been lit to produce smoke to guide Cattaneo. After turning gracefully around the fairgrounds, he made a perfect landing. It was 7:10 AM and he had taken 20 minutes to fly from Concepcion del Uruguay approximately 30 kilometers to Paysandu at an altitude of 800 meters.

With his face covered by oil from the motor, Cattaneo smiled and was greeted by the authorities and the public. He then granted the newsmen a short interview. He delivered a small package of mail to the local Post Office



Reverse side of the cover showing the receiving backstamps in Paysandu on December 21, 1913 and in Concepcion on January 13, 1914 after the cover had been returned by boat to Argentina. The signature reads, "Aviador Cattaneo."

Administrator, Senor Alberto S. Quintana. There were letters addressed to the Chief of Police, Senor Felipe L. Montero and to several people, among them: Carlos Volonterio, Carlos Bedogni, Cesar Bedogni, Lolita Legar, Angela Garibaldi, Rosalita T. de Garil and Esteban Elizalde. There was also a special letter with greetings from the Post Office clerks of Concepcion to their colleagues in Paysandu.

All these letters received a circular backstamp of the Paysandu Post Office reading, "Correos y Telegrafos / C 21 DIC 1913 C / Paysandu." The letter "C" corresponds to Paysandu in the internal Uruguayan Post Office Organization. Several letters were returned to Concepcion by vessel on January 13, 1914. Such covers received a circular receiving backstamp by the Argentinian Post Office reading, "Concep. del Uruguay / 1 PM / 13 ENE / 1914 / C. E. Rios C."

Cattaneo's December 21, 1913 air mail flight from Concepcion to Paysandu, then, antedates the flight of Marc Pourpe on January 3, 1914 from Heliopolis, Egypt to Khartoum in the Sudan, considered until now by aerophilatelists as the first international air mail flight. The documentation of this 1913 flight and the discovery of the two known covers of that flight must be considered of major aerophilatelic importance.

A Third May 15, 1918 First Flight Wrapper "Located"

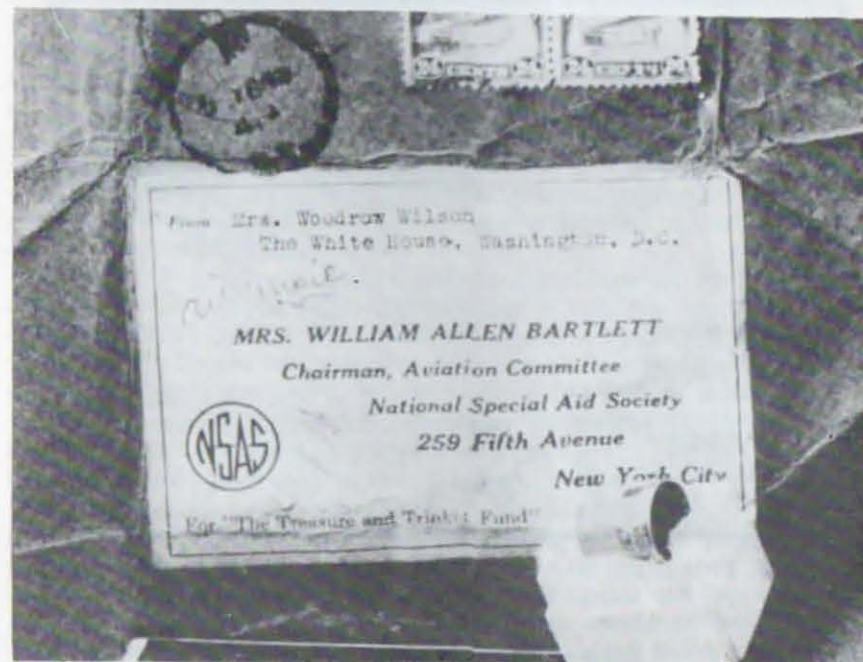
By Philip Silver

In the January 1976 issue of the **Aero Philatelist Annals**, I described and illustrated the two known wrappers from the May 15, 1918 first flights. I never had seen any others.

Recently, through the generosity of Mr. David D. Howell of Walnut Creek, California, I obtained a copy of the June 1918 issue of the magazine "Flying" (Volume III, Number 5). Illustrated on page 445 of that issue is a silver thimble sent by Mrs. Woodrow Wilson, the president's wife, to the Aviation Committee of the National Special Aid Society, Inc. Also shown is the box in which it was mailed.

I glanced at them with more than passing interest because, almost obscured in the background of the photograph, is the wrapper in which the thimble and box were mailed.

The wrapper — or that part of it which is shown — is franked with a pair of the 24-cent United States air mail stamps of 1918, Scott C3. The cancellation is not legible, however. Reading the accompanying article, I noticed that the thimble had been sent by the president's wife for the "Treasure and Trinket Fund" of the National Special Aid Society, Inc. on the occasion



(Continued on page 16)

UNITED STATES: More on the World's First Air Mail Etiquettes

By Joseph R. Kirker, Jr.

Three articles have appeared in the *Aero Philatelist Annals* concerning these interesting adhesives, two of which concerned their postal application, while the third discussed the known varieties.

The late Mr. Henry M. Goodkind first discussed the use of the smaller sized example in the October 1961 edition, illustrating its use on a Philadelphia to Washington first trip cover of May 15, 1918. Of the two colors known on these etiquettes, gray blue or salmon pink, this example was the former.

In the January 1967 article, Mr. Henry C. DuPont pictured a cover with both design types of this adhesive, again mailed on the first trip of May 15, 1918 but this time emanating from New York. In this case, the larger adhesive with its three "frames" is salmon pink in color, while the smaller "label" type is again in gray blue.

Little is known about the origin of these privately produced adhesives, although an article by Mr. Widley C. Rickerson in the April 1962 "Annals" discussed the known types and colors. According to Mr. Rickerson, a total



FIGURE 1. First flight May 15, 1918 cover from Washington. Both of the etiquettes are in the salmon pink color. Since this cover originated in Washington for the northward flight, the sender used the wrong three-frame etiquette. He should have used the one with the legend Washington-Philadelphia-New York.



FIGURE 2. A second day cover, May 16, 1918, from Philadelphia. The three-frame etiquette is in salmon pink. The smaller label at lower left is in gray blue.

of twelve different types exist. More on these types later.

First, however, the author wishes to share two covers in his collection which show these unusual items. Figure 1 represents yet another May 15, 1918 first trip utilizing both etiquettes, but this time from Washington, D.C. The smaller "label" type is salmon pink, as is the larger "3 frame" adhesive. Similar to the cover in Mr. DuPont's article, the sender chose to use a combination of the current regular postal issues, totaling twenty-four cents, as the three frames of the larger etiquette indicate. Why the producers of these adhesives chose this three-frame format is not known. Certainly they were aware of the special stamp prepared for this initial air rate (Scott No. C3). And this new air mail stamp was in adequate supply at all three inaugural cities.

Figure 2 shows yet another combination of the two different sized etiquettes — the larger in pink and the smaller in blue. Not only did the sender choose to use the specially issued 24c air mail, but this cover was not sent until May 16, and postmarked at Philadelphia. This cover was not flown, due to its western destination, but travelled by train.

Comparing the illustrations in this brief article with those in Mr. Goodkind's and Mr. DuPont's articles, one readily can see the different combinations which could exist on those early flight covers.

Referring back to Mr. Rickerson's article, a yet greater variety would be possible. I have been fortunate in acquiring all five of the unusual etiquettes pictured in Mr. Rickerson's article. I am not certain how Mr. Rickerson arrived at the figure of 12 possible individual items. Quoting from that article: "... to have a complete collection, ... one must assemble 12 individual items, namely two etiquettes, perforated and imperforated, with both colors and the two different printed legends."



FIGURE 3. Scott No. C1 used on a first flight cover, December 16, 1918, from Philadelphia to New York, addressed to Percy McG. Mann.

If all the possible varieties exist, then there must be 2(sizes) X 2(perf. or imperf.) X 2(colors) X 2(legends), or 16 possibilities. Based solely on the four covers discussed in this article, plus the five (unused) examples in my collection, it is my contention that only 8 varieties were printed.

Simply put, neither etiquette (size type), perforated or not, exists with the same legend (Washington-Philadelphia-New York, or New York-Philadelphia-Washington) in **both** colors. Hence, there are merely 2X2X2, or 8 variations. Below is a checklist of these types:

I. Large Type (3-frame)

A. Washington-Philadelphia-New York (Blue)

1. Perforated
2. Imperforated

B. New York-Philadelphia-Washington (Pink)

1. Perforated
2. Imperforated

II. Small Type (label)

A. Washington via Phila. to New York (Pink)

1. Perforated
2. Imperforated

B. New York via Phila. to Washington (Blue)

1. Perforated
2. Imperforated

All four of the perforated varieties are in the author's collection, but only the smaller type with New York via . . . , in gray blue, has been seen imperforate. As an added point of interest, all of the perforated examples measure approximately 11½.

As stated earlier in this article, little is known of the origin of these air mail etiquettes. Obviously, the innovator had them produced days in advance, so that covers bearing them would be ready in all three in-

augural cities for the first flights. Also, strangely enough, no return address is found on any covers seen by this author, so anonymity prevailed.

Neither of these probabilities gives any clues to the person(s) responsible for the world's first air mail etiquette. However, as a direct result of studying the covers discussed in this article, I have discovered a very important point, which may uncover the gentleman who created these adhesives.

First, the amazing similarity in the script-written destination caught my eye, not that this would not be expected with a common sending party. For example, compare the abbreviated word "Esquire" on the cover in Figure 2 to the cover illustrated in Mr. Goodkind's October 1961 article, or any of the capital letters "T" on all four covers.

Again, one would expect such similarities on covers with the scarce etiquettes. But, what about early air mail covers sent by this enterprising individual without these adhesives? Careful scrutiny of all 1918 covers in the author's collection proved worthwhile, and the reader is directed to Figure 3, a scarce December 16, 1918 first flight cover addressed to Mr. Percy Mc Graw Mann, whose name is familiar to students of U.S. aerophilately.

The similarity of the script-written upper case letters "P" and "N" was too coincidental and, after inspection by a close friend, who is an experienced handwriting analyst, I am convinced that all **five** covers were sent by the same individual.

The cover illustrated in Mr. Goodkind's article was also addressed to a name familiar to students of aerophilately — H. A. Truby. Could it possibly be that either Mr. Truby or Mr. Mann was the originator of these first air mail etiquettes?

Both gentlemen were philatelists and very much aware of the early history in our country's airpost attempts.

Perhaps some of the readers may be able to carry this detective work even further and share their findings.

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(Compiled by the Editor)

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Chicago To Omaha April 23, 1920

An Uncatalogued Flight

By Philip Silver

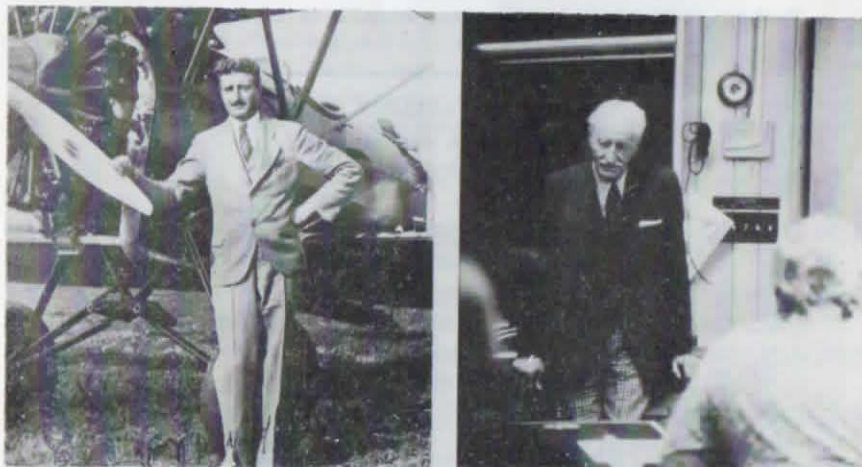
A letter received recently from Dr. Perham C. Nahl, Editor-in-Chief of the **American Air Mail Catalogue**, indicated work was progressing on Volume IV of the fifth edition and that section chairmen and editors for Volume V already had been alerted and are preparing for its publication. Though this may be several years in the offing, Dr. Nahl stated, in part, "... trust you are already looking ahead to Vol. I of sixth edition."

The quoted reference indicated to me that, as chairman of the Governmental Flights section of the **catalogue**, I should start now, not tomorrow. So, this will be, in effect, a partial answer to the Editor-in-Chief. I have been gathering information for the past several years to update that section of the **catalogue**.

My own expertise is mostly in the earlier material, however, and, though I have written to several members seeking help for the years 1925 and forward, I must admit to little progress. Not complete failure, but not enough progress for satisfaction.

In the past several years, I have submitted articles for the **Airpost Journal** and some have appeared in the **Aero Philatelist Annals** which suggested corrections in several sections of the **catalogue**. I hope the section chairmen have taken note of these suggestions; none of them has contacted me.

Now, I will write about an intended correction in the Governmental



Two photos of Pilot William N. De Wald. In the one at left, he stands in front of the plane he piloted from New Orleans to Atlanta on May, 1, 1928, the inauguration of CAM 23. The photo at right was taken in July of 1976, four months before De Wald's 83rd birthday.

Flights section. No other section chairmen will be asked to take note of this contemplated change. This is my own baby! But this article will have a threefold purpose. First, it will answer Dr. Nahl's query; I anticipated your question and have, indeed, been working. Second, it may get reactions to the contemplated **catalogue** change. Third, it may smoke out volunteers to assist me as editor for that Governmental Flights section.

During 1919 and 1920, several experimental flights were made in the United States looking forward to the eventual completion of a transcontinental air mail route between New York City and San Francisco. One such experimental flight was made between Omaha, Nebraska and Chicago. **Catalogue** number 126 for that flight reads, in part, as follows:

"126 1920, May 15 — Omaha, Nebr.-Chicago, Ill. Another test flight in the proposed transcontinental route which constituted the third leg thereof. Mail was carried in both directions via Iowa City, Iowa."

In my own collection, I have an example of that flight from Omaha on May 15, 1920. It is illustrated herewith. But a four-year old correspondence, which has been gathering dust on my desk, questions the accuracy of that May 15, 1920 date.

It all started with a letter dated August 7, 1976 from William N. De Wald. The letter stated, in part, "I flew the first mail from Chicago to Omaha on June 20, 1920. I also flew the first mail flight from New Orleans to Atlanta . . . Have publicity on both. The Chi-Omaha is really history."

Since the date of the Chicago-Omaha flight was at variance with **catalogue** information, I wrote to De Wald. His name is listed in the **catalogue** as De Wald, an error which, I told him, will be corrected in the next edition. Incidentally, De Wald was one of the inaugural pilots on CAM 23 from New Orleans to Atlanta on May 1, 1928 and on CAM 29, New Orleans to Houston, inaugurated on January 23, 1929.

Back came another letter. It related the story of his 1920 flight from the time he ferried a plane in to Chicago from the east. De Wald also enclosed a photocopy from the Omaha Daily Bee of April 24, 1920. His letter reads, in part, as follows:

"First, excuse writing, improperly set broken wrist. The first error is the date: On the enclosed Xerox, the date is April 24, 1920.

"I started out from College Park, Maryland with a 'new' DH4 rebuilt from the mail service, landed Bustleton [Philadelphia], gassed up, flew to Cleveland, landed in a Park, side of a reservoir, for the night. Landed in Chicago, on a former tennis court complex right side of the Museum on Michigan Ave. At that time the lake water, or shore, was almost 500 ft. from the Museum. Took off next day at 6:00 AM, with mostly Sears Catalogues as everyone was afraid to send valuable documents. Landed at Iowa City, gassed up, flew to Omaha. Landed on a small field called Ak sar ben [Ak-Sar-Ben] field. Big Crowd. It was a grass surface, half of it tiled, but both dry and wet parts looked the same, so taxied into the muddy part and got stuck. Finally, someone brought two white horses and pulled me out."

There is a postscript to the above letter which bears repeating for its

historical impact: "After a couple of weeks of using the lake front in Chicago, we moved out to a small field near Oak Park, and later to a field near the 'Hinds' V. A. Hospital." Chicago history buffs, please note!

Unfortunately, the photocopy sent by De Wald was only part of the page. Even the name of the newspaper was incomplete. It read "Omaha I." I reasoned that the "I" stood for "Independent" and made many valiant efforts to get a photocopy of the full first page where the story was printed. Back came word from the Omaha Library that the "Independent" had been discontinued and the files sent to Lincoln, Nebraska. Effort to get copies from Lincoln came to naught.

Finally, through the efforts of the Monmouth (N.J.) County Library, contact was made with the Nebraska State Historical Society in Lincoln and photocopies obtained of the Omaha Daily Bee for April 24 and of the Omaha Evening Bee of the same date. It was the "D" of "Daily" which I mistakenly had believed was the "I" of "Independent." However, "All is well that ends well." 1./ In my search, I found copies of the Omaha Daily News, as well.

Since the purpose of this article is to make a possible correction in the Governmental Flights section of the **American Air Mail Catalogue**, I will quote extensively from several newspapers obtained to prove that the listing (AAMC 126) should be changed, or, at the very least, amended. Among others, I have frequently questioned the accuracy of newspaper accounts of many of our early flights. Though reporters are trained to ascertain and record facts, their accuracy often is marred by a lack of sophistication in the subtleties of the events covered.

The Omaha Daily News, in its Home Edition of April 23, 1920, sports a column on page 1, which casts doubt on whether the April 23rd flight was the official start of the schedule between Chicago and Omaha. The report states, in part:

"FIRST AIR MAIL 3:45 P.M. TODAY

Two 'Ships' left Chicago at 8:45 A.M.;
One to Stop at Iowa City

"Omaha's first air mail plane, carrying mail from Chicago to Omaha was scheduled to arrive at Ak-Sar-Ben field at 2:30 and 3 p.m. today [April 23, 1920], according to a telegram received this morning by W. I. Votaw, manager of the Omaha station, from W. J. Mc Candles, manager of the Chicago-Omaha air mail division.

"Two 'ships' left Chicago at 8:45 a.m. today. One of the planes will fly as far as Iowa City, where it will be stationed, while the other 'ship' will make a delivery of mail at Iowa City and then 'hop' off for Omaha.

W. J. Smith Pilot

"W. J. Smith, former pilot, will bring the mail plane to Omaha from Chicago. W. I. Mc Candles will accompany Mr. Smith.

"The regular air mail service between this city and Chicago will not commence until the early part of next week, according to Mr. Votaw of this station. The plane that is scheduled to ar-



Cover flown from Omaha to Chicago on May 15, 1920, the start of regularly scheduled air mail service between the two cities.

rive here this afternoon will be one of the two 'ships' that are assigned to this station. The other plane will arrive direct from Chicago Saturday afternoon.

"The official opening of the mail service will be either Monday or Tuesday [April 26 or 27]. Word was received from Chicago officials that the first plane carrying a cargo of mail from Chicago to Omaha will arrive at Ak-Sar-Ben field Monday afternoon or Tuesday."

My skepticism about the accuracy of newspaper reporting is clearly justified in the above quoted April 23rd story. It starts by reporting the anticipated arrival of the first plane carrying mail from Chicago that same day, Friday, and finishes up by stating that the first plane will not arrive until the following Monday or Tuesday.

The Saturday, April 24th edition of the same Omaha Daily News clears up the misconception found in the Friday edition, the previous day. The salient features of the Saturday report are:

1. Two planes arrived on Friday, April 23. Both planes left Chicago at 8:45 a.m. and stopped off at Iowa City at 1:35 p.m.
2. The first plane landed at Ak-Sar-Ben field at 4:25 p.m. It was piloted by W. J. Smith and carried W. J. Mc Candles, superintendent of the Omaha-Chicago division of the air mail service as a passenger.
3. The second plane, piloted by William E. [N] De Wald arrived at 4:26:35 p.m., carrying 200 pounds of letters.
4. Mc Candles stated De Wald may be stationed at Omaha to make regular flights to Chicago and return.
5. When regular service is inaugurated, it is planned to make the entire trip from Chicago to Omaha without a stop in five hours. Each day a plane

will arrive in Omaha at 12 o'clock noon and another will leave on the return trip at 1 p.m.

This story confirms in almost exact detail what De Wald wrote to me in his second letter dated September 27, 1976. The only discrepancy is in the makeup of the mail he carried. The newspaper report refers to 200 pounds of letters. De Wald, who carried the mail, says his cargo was "mostly Sears Catalogues." I am inclined to agree with his version. That may explain why no letters from the April 23, 1920 flight have surfaced to date.

The Saturday, April 24th edition of the Omaha Daily Bee headlines the events of the previous day as follows:

"FIRST MAIL PLANE LANDS HERE FRIDAY

Four Sacks Gain 10 Hours in Transit From
Chicago With Air Service — Journey Takes
Less Than Eight Hours.

TRUCK HORSES AID IN NEWFANGLED SYSTEM

Old Dobbin Called in to Pull Stranded
Flyer Out of Mud When He Makes Bad
Landing in Ak-Sar-Ben Field."

The story is similar in almost all details to the one in the Omaha Daily News except that Mc Candles is referred to as "superintendent of air mail fields" and each of the two planes is identified by number. Smith's is number 74 and De Wald's, 104.

The makeup of the mail is more carefully delineated:

"Nestled in the forward compartment of Pilot De Wald's ship were four 50-pound bags of mail, the first regular delivery of mail matter at Omaha via the sky route. One sack was filled with Omaha mail, another was for Council Bluffs and the remaining two were for distribution west."

In an interview with De Wald in the Omaha Evening Bee of April 24, he is quoted as follows:

"Naturally I'm glad it was a successful trip. I like the job and expect to be a regular air traveler between Omaha and Chicago when regular mail service is established between the two cities within a week or so. (emphasis added)

So, it appears the April 23, 1920 flight was in the nature of a test flight rather than the start of regular service, scheduled to begin later, "in a week or so," according to De Wald. But even as a test flight it deserves listing, just as much as any other experimental flights. Those that come quickly to mind are AAMC 118, 119, 120 and 125. With reference to the last, I should quote another part of the Omaha Daily Bee story of April 24th:

"Pilot De Wald covered the Chicago-Omaha route yesterday [April 23, 1920] in flying time of six hours and 30 minutes. He was accompanied on the trip by Pilot W. J. Smith, who brought mail

(Continued on page 16)

Additional U.S. Air Mail Markings

By Philip Silver

Three articles on U.S. Air Mail Markings have appeared previously in the pages of the **Aero Philatelists Annals**. (January 1977, January 1978 and July 1979) It appears, however, that completeness in this fascinating field will forever elude us. More of these markings continue to crop up. Each article has prompted members of the **Society** to examine their collections and to notify me of additional markings contained in them. The help of Joseph L. Eisendrath, Harry A. Holman, Donald B. Holmes, William H. Miller, Jr. and Dr. Perham C. Nahl is gratefully acknowledged.

I am constantly reminded of the admonition in Ecclesiastes, "There is no new thing under the sun." (1.9) How true! When I wrote the first article for the January 1977 issue, I believed I was pioneering a new approach to air mail collecting. Dr. Nahl disabused me of that notion, however, by sending a photocopy of the January 1943 issue of the "West Coast Air Mail Society Bulletin." In "Postal Markings For Air Mail" on page 5, author M. S. Petty states, "While attention has been and is centered on First Flight cachets, and cachets for Dedications and the like, little attention is paid to a regular or perhaps seldom used explanatory air marking applied in the ordinary course of Post Office business." Petty gives four sample markings which he suggests should be saved for aerophilatelic history. They are reproduced here.

The following additional markings add a small measure of completeness to those found in the three articles noted above. Members are asked to notify me of others with which they may be familiar.

"Air Mail Service Designation" markings

- | | |
|------|---|
| 1936 | VIA CLIPPER (in a rectangular box) |
| 1939 | VIA CLIPPER (double letters in rectangular box) |
| 1941 | CALIFORNIA
CLIPPER |

The above three markings were on covers flown across the Pacific Ocean to Hawaii and other destinations.

"Expedited" markings

- | | |
|------|--|
| 1928 | Dispatched by train to expedite
delivery account of no
service southbound Monday |
| 1934 | Advanced by Train |

"Late" or "No Connection" markings

- | | |
|------|--|
| 1918 | MAIL DELAYED/ 6 / TRAIN LATE (in oval) This was used
as a backstamp on some covers flown on the September 5,
1918 first flight from New York to Chicago. |
| 1928 | RECEIVED TOO LATE FOR AIR DISPATCH
FORWARDED BY TRAIN |

(Continued on page 16)

A THIRD MAY 15, 1918 FIRST FLIGHT WRAPPER LOCATED —

(Continued from page 5)

of the first flight from Washington to New York on May 15, 1918.

I thought it was unfortunate that only parts of the two stamps which franked the wrapper were shown in the photograph. As noted previously, the cancellation was not legible. Thus, I could not ascertain that this was indeed an additional wrapper known to have been flown on the first flight from Washington to New York.

Looking again at the photograph, I found the clue. In the upper left corner is the familiar receiving backstamp from Station F in New York City. The date is clear, too: 5 16 1918 4P. This, of course, is May 16, 1918 at 4 p.m., the date when the Washington to New York leg of the first flights of May 15, 1918 was successfully flown.

So, now, a third wrapper is known from the May 15, 1918 first flights. Does anyone know of its present whereabouts?

ANNALS — ADDITIONAL U.S. AIR MAIL MARKINGS —

(Continued from page 15)

- | | |
|------|--|
| 1928 | Received at San Francisco, Calif
too late for air dispatch
Forwarded by train. |
| 1930 | RETURN TO SENDER (for 1930 Graf Zeppelin
RECEIVED TOO LATE Pan-America flight) |

Miscellaneous markings

- | | |
|------|---|
| 1969 | The use of Air Mail Envelopes for other than Air
Mail is not permitted |
|------|---|

CHICAGO TO OMAHA APRIL 23, 1920 — AN UNCATALOGUED FLIGHT —

(Continued from page 14)

to Omaha two months ago in the first test flight over the Chicago-Omaha air trail."

Actually, it was more than "two months ago." That flight **AAMC 125**, took place on January 8, 1920. But that flight lends added weight to listing the April 23, 1920 flight. If the January 8th flight was experimental, the one of April 23rd was still another experiment prior to the establishment of regular service between the two cities.

The regular service between Chicago and Omaha, which De Wald had stated would start "within a week or so," was finally scheduled to begin on May 15, 1920. Omaha newspaper reports may be summarized as follows:

1. The Omaha Daily Bee of Thursday, May 14, 1920 reported that W. J. Mc Candles was killed on May 12th near Oskaloosa, Iowa. He was in a plane piloted by H. W. Johnston which "... left Omaha at 11:30 in the morning to fly to Iowa City, Iowa on an inspection trip over the **proposed air mail route** between Chicago and Omaha." (emphasis added)

(To be continued)