

THE AERO PHILATELIST ANNALS

★ ★ A QUARTERLY MAGAZINE ON AERO-PHILATELY ★ ★

CONTENTS

Editorial (This Special Number)	33
UNITED STATES (Winthrop S. Boggs)	34
The Buffalo Balloon and Mr. Gambs	
BERMUDA (Ira Seebacher)	38
Air Mail Booklet	
RUSSIA (John W. Nicklin)	39
The Air Fleet Stamps 1923-24	
NEW CALEDONIA (Henry M. Goodkind)	51
1939 First Flight Handstamped Overprints	
UNITED STATES (Philip Silver)	53
A New May 15, 1918 First Trip Cancel Found	
CUMULATIVE INDEX, AERO PHILATELIST ANNALS	58
Volumes I-V incl. (1953-58)	

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Vol. VI

No. 2



THE AERO PHILATELIST ANNALS

Henry M. Goodkind, Editor

THE AERO PHILATELISTS ANNALS published quarterly each year by Aero Philatelists, Inc., 22 East 35 Street, a non-profit corporation, chartered in New York State. Second-class Postage Paid at New York, N. Y.

Distributed free of charge to all members of Aero Philatelists, Inc.

Back numbers, when available, for sale at \$1.00 each.

Editorial

This Special Number

Since October, 1958 marks the first time in AERO PHILATELIST's history that it is staging an international air mail exhibition, it is fitting that this quarterly magazine honors this event with a special number.

Two of the main features in AERO PHILATELIST's publications during their thirteen years that have earned for them so many top awards at leading international philatelic exhibitions in the philatelic literature section have been:

- 1) the great amount of original research and study contained in the articles
- 2) the diversification of the articles on aero-philately from practically every part of the world.

In keeping with this pattern, this special number contains articles on air mail from many lands, and, furthermore, they have much original study on stamp issues and their postal history seldom described.

Also it is interesting to observe the various authors. Geographically speaking, they come from many widely separated locations. Philatelically speaking, the authors include recognized top authorities, such as recipients of the "Earl Of Crawford", "John N. Luff" and "Alfred F. Lichtenstein" Memorial Awards to newer writers, who are just commencing to gain recognition.

Your editor has given much thought and time to this special number, wondering also if there were any way in which he too could contribute. With all due modesty, he believes that he has offered a feature, which all members will find most useful, and for which many had expressed a want.

Therefore, it is with both pleasure and pride that the editor presents THE CUMULATIVE INDEX of VOLUMES I thru V of THE AERO PHILATELIST ANNALS that he has compiled for publication in this special number. (H. M. G.)

UNITED STATES

The Buffalo Balloon and Mr. Gambs

A Study In Authentication

By WINTHROP S. BOGGS

Prior to 1953 there was but one Buffalo Balloon stamp known on cover. Unfortunately it was not tied, so some questioned its use on that particular cover. In that year, however, another cover came to light, addressed to a stamp dealer well-known in the 19th century, Mr. E. F. Gambs, which bore a Buffalo Balloon stamp tied to cover by a blurred magenta cancellation. This newly located cover was postmarked "Gallatin, Ten, June 16", just as the previously known cover. The Gambs cover was written up in the *AERO PHILATELISTS ANNALS*, Vol. I, No. 1, July 1953. (Fig. 1)

The owner, being interested in trying to determine what the cancellation tying the balloon label to the cover was, since traces of a few letters could be made out, arranged to have the photographer for the Philatelic Foundation, Mr. L. W. Giles, take special photos which emphasized the cancel and eliminated the stamp design as much as possible. From these it was possible to determine that the "cancel" was that of the office stamp of Mr. Gambs, reading "E. F. Gambs/413 So. 4th St., St. Louis, Mo." in three lines. (Fig. 2) The fact that the addressee used his office stamp to cancel the Balloon label indicates that it had not been postally cancelled. This fact supports the authenticity of the other known Buffalo Balloon cover now in the collection of Mrs. Louise Hoffman of New York, N. Y.

In April 1958 the Gambs cover was submitted to the Expert Committee of the Philatelic Foundation. The Committee after careful examination issued Certificate #9248, stating that in their opinion the stamp is "genuine but the cancellation on the Balloon stamp was applied by the recipient".

Seldom has a cover been so thoroughly authenticated as this one. Because of this, and as an example of what such work involves, a step by step summary of the methods, by which



Fig. 1 The "Gambs" Buffalo Balloon cover.

U. S. BUFFALO BALLOON

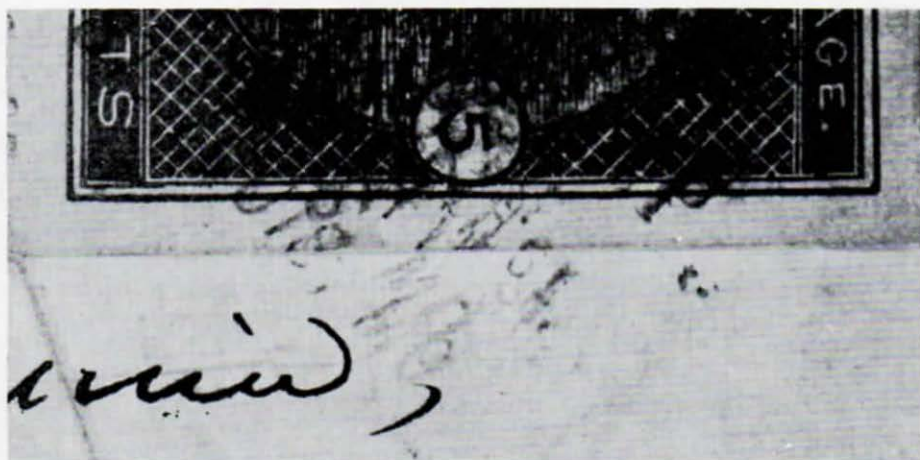


Fig. 2 A special photograph made of a portion of The Balloon stamp to determine the wording of the cancellation.

the opinion expressed was reached, is presented.

In any examination involving an unusual stamp or cover, a search is first made of the previous published material. In the case of the famous Buffalo Balloon stamp, this was quite extensive, as a number of articles have appeared in the philatelic press (See Bibliography). Briefly these articles state that a Mr. Samuel Archer King, who owned the Buffalo Balloon, made one of his ascensions near Nashville, Tenn., on June 18, 1877, and came down near Gallatin, Tenn., some twenty six miles away on the same day. It is also known that he had declared his intention of carrying letters and parcels. Further that only

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U. S. BUFFALO BALLOON

three hundred of the Balloon stamp were prepared, and twenty three used. There is much more in these articles which will be seen later.

Turning to the cover under examination, it was first established that the two United States stamps are the 1c blue (Scott #156) and the 2c vermilion (Scott #178), both being Continental Bank Note Co. printings on the thin hard paper used by them prior to 1878. Since the 2c vermilion was not issued until June 21, 1875, it was reasonable to conclude that the postmark of Gallatin, Tenn. was June 18, 1876, or 1877, most probably the latter, which was the date of the Balloon ascension. Furthermore the date of the postmark agrees with that of a second Buffalo Balloon cover now in the collection of Mrs. Louise Hoffman.

The next question to be settled was whether or not the Balloon stamp had been used on this cover or had it been substituted for other stamps. Since it was obvious that the cover was not registered, nor was there any indication that it was heavier than usual, it was certain that the two United States stamps were sufficient to pay the required postage. The fact that they were placed slightly to the left was indicative of deliberate placing to allow for another stamp or stamps to be placed in the upper right corner. Therefore, since the scientific instruments showed no evidence of tampering, it could be safely assumed that the Balloon stamp had been placed there at the time the letter was prepared.

Now as to the Balloon stamp itself. It was shown to be a genuine stamp, and as seen the magenta "cancellation" had been identified.

So far, so good. Since Mr. Gambs was known to have been an active stamp dealer, it was logical to assume that he might have advertised in the stamp papers of this time. Following this train of investigation, a search in the "Catalogue of the Philatelic Library of the Earl of Crawford", by E. D. Bacon, was made. One of the appendices of this invaluable work is a chronological list of stamp periodicals arranged by countries. Looking under United States, we sought the stamp papers that were being published in 1876 to 1877. There were more of these than most realize. However, we were rewarded because a "St. Louis Philatelist" was found and that E. F. Gambs was the publisher. With this clue, in the Collectors Club Library, was found a complete file of this publication. This disclosed that Mr. Gambs had become established in 1872, and that he began his stamp paper in 1876. In 1877 he was located at the address given on the cover illustrated in Fig. 1. Furthermore in the June-July 1877 number he published the following most interesting item, which is reproduced in full (Fig. 3).

A. Balloon Postage Stamp.

Just as we go to press we receive the following letter, for which we return our sincere thanks.

Nashville, Tenn., July 16th, 1877

My dear Gambs:

I send you this letter by Balloon Postage and my greetings from the clouds. The stamp will be a label of great value in a few years.

Very truly, your friend,

George S. Blackie.

was written at Nashville, Tenn., and postmarked Gallatin, this being the place where the balloon had landed. It is about the size of the English 5-shilling, above the stamp the words Balloon Postage, on the bottom "five cents". In the centre a large circle containing a balloon, sailing through the clouds, which bears the name of same, Buffalo in thin white capitals; at each side, the figure 5; value 5 cents, color dark blue, and un-perforated.

It is to be used to carry letters taken up in balloon excursions, which are either dropped from the clouds, or mailed at the close of the trip; the stamps are bonafide carrying labels. The design was furnished by Mr. John B. Lillard of Nashville, the engraving was done by Mrs. Suiveley. We are glad to announce to our readers that we have already purchased from Mr. Lillard a small quantity of these stamps, and which we sell *unused* at the rate of only 10 cents each; every collector should avail himself of this opportunity and secure this curiosity, before they are obsolete and cannot be purchased without paying a fancy price for the same.

This letter, containing a Balloon Postage stamp was forwarded us by balloon postage. It

Fig. 3 Mr. E. F. Gambs "St. Louis Philatelist", June-July 1877, published this.

This refers to the very same cover under examination and quotes in full the actual letter which it contained! The last sentence in the above extract is prophetic indeed.

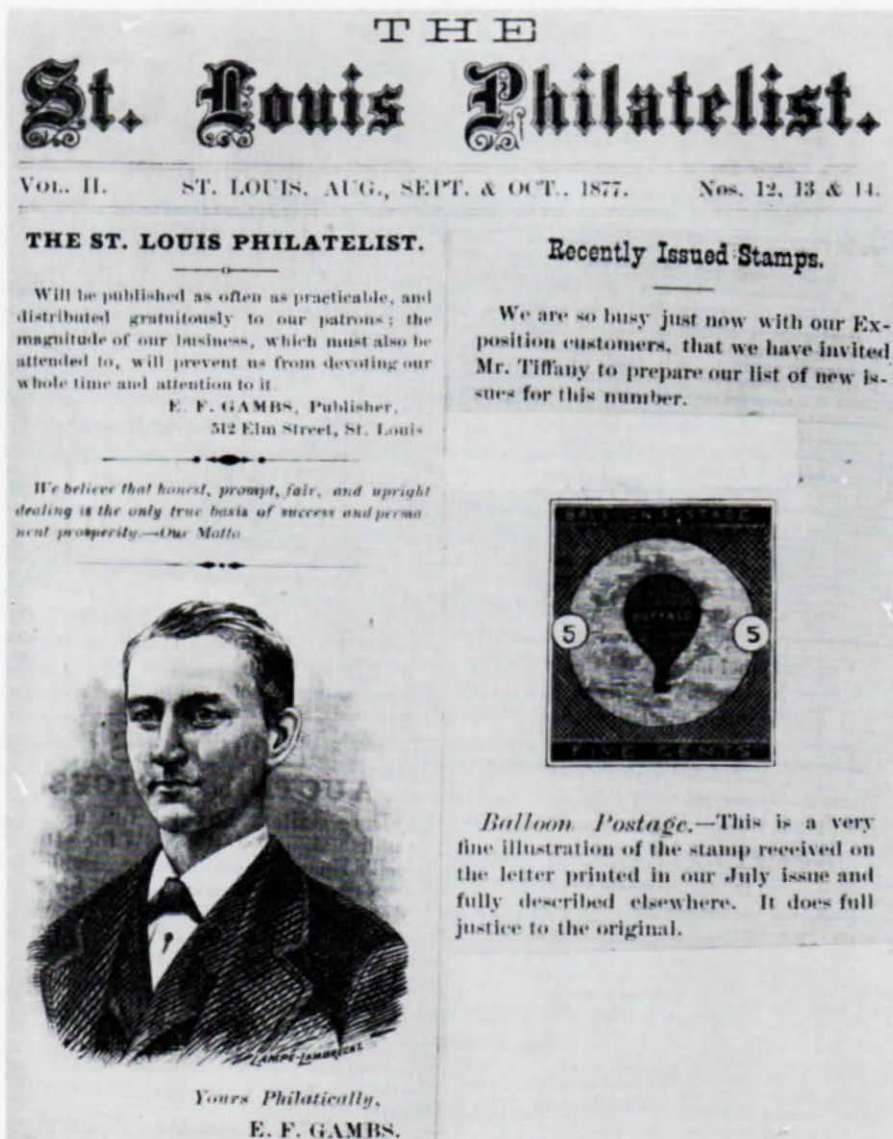


Fig. 4 From the "St. Louis Philatelist" of October, 1877.

The following issue of the "St. Louis Philatelist" appeared in October 1877, by which time Mr. Gambs had moved to 512 Elm Street, St. Louis. Reproduced is the first page of this number, which bears a portrait of Mr. Gambs, illustrates the balloon stamp, and again refers to the letter he printed in the July issue of his house organ (Fig. 4). Apparently the Balloon stamp bore no cancellation when delivered, so that Mr. Gambs proceeded to apply his office stamp rather heavily to it, thus tying it to the cover. Thus the opinion expressed on Certificate No. 9284 was the result.

(Continued on Page 50)

BERMUDA

Air Mail Booklet

By IRA SEEBACHER

For years this writer had been questing a certain booklet of Bermuda. Recently, it appeared in a New York auction, but was lotted together with another booklet, also from Bermuda but not one we were seeking.

To our delight on gaining both booklets, we found that the second and unwanted booklet was a highly prized and quite probably may prove to be a scarce aero-philatelic item.

Before leaping to such a conclusion we guardedly asked various veteran collectors whether they knew of a booklet of stamps issued by Bermuda so as to contain not merely the proper combinations for franking air mail to various parts of the world but one that also included a generous number of air mail etiquettes. None we asked had ever seen the booklet. None ever had heard of it.

So here, briefly, is the story as gleamed from the booklet itself. Size: $3\frac{3}{8}$ " wide by $2\frac{3}{8}$ " high. Cover is blue cardboard and stapled with one staple on the right edge.

The front cover reads: "BERMUDA POSTAGE STAMPS/ (For AIR MAIL)/ Contents: There follows a boxed arrangement of the contents, thus:

3d	6	1s 6d
6d	18	9s 0d

Price: 10s 6d

Below the box appears: "See reverse for Postage Rates/ Per HALF-OUNCE ($\frac{1}{2}$ oz.) by Air."

The inside of this front cover is blank but the inside of the back cover reads: "Air Mail Postage Rates:

GREAT BRITAIN	1/3d	$\frac{1}{2}$ ounce
CANADA	6d	"
NEWFOUNDLAND	6d	"
UNITED STATES	6d	"

Come to Bermuda
the Isles of Rest"

The writer has not learned the date of issue or use of this air mail booklet.

So much for the covers which, obviously, leave no doubt that this booklet was primarily meant as an item to make easier the dispatching of air mail from Bermuda by business people and tourists.

The contents contain first a pane of six blue air mail etiquettes, a pane of interleaving, a second pane of six etiquettes, a second pane of interleaving, a pane of six of the 3d King George VI postage stamps (Scott No 121Ab), thereafter alternate panes of interleaving and three panes of six of the 6d postage stamps (Scott No. 112a). That's all there is to this little booklet, but we suspect for those on the prowl for it, it may prove to be a highly elusive item.

As for the Sanabria Air Post Catalogue, we respectfully call the editor's attention to this item and suggest some sort of recognition be given it by the catalogue.

RUSSIA

The Air Fleet Stamps

By JOHN W. NICKLIN

Introduction

It is strange how stamps often appear, live their little day and then pass on into an obscurity from which it is all too difficult to rescue them. Regular issues find their way into the general catalogues, *so there*, the record of their existence is preserved for posterity. Time was, when, if a stamp was not listed, it was not collected at all.

Certainly it is a credit to the collector of today that he wants to know all he possibly can about his specialties.

Aerophilately in particular has inspired a vast amount of study and research; not, however, the "Air Fleet" stamps of Russia. These curious stamps were easy to ignore because they were seldom met with, while the appellation "Labels" condemned them forthwith to philatelic oblivion.

But I have, for a long time, believed that there was a case for the Air Fleet issues of Russia, if it could be told. And so when the collection of these stamps was made available to me for study by Thomas A. Matthews a Director of AERO PHILATELISTS, I decided to set down what information I could assemble about these issues. My great good fortune was that Igor Rubech, an accomplished philatelist and a specialist in stamps of Russia generally, undertook to assist me. As it turns out "assist" is hardly the word. In fact, the general information, the identification of the various issues is his work in entirety.

Neither Igor Rubech or myself maintain that these notes are more than a rough start on the subject. More is not immediately possible. And although some might say why not wait until you can prepare an exhaustive treatment of the subject, I humbly offer these

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RUSSIA

comments on the Air Fleet stamps of Russia for the attention of my contemporaries. Admittedly the listing of the stamps is far from complete and it would be most helpful if it could be amplified and eventually completed.

Historical Background Of The Air Fleet Issues 1923-24

We accept the date, 1923 as that of the appearance of the first of the Air Fleet stamps. What were the conditions inside Russia during the period of their issuance and currency? Consider first the time factor. Only six years had elapsed since the start of the Revolution in 1917. In the intervening six years a vast panorama of historical events were crowded. At first inchoate, unorganized and undirected the flood of bloody happenings ran on, inexorably toward the eventual establishment of the ultimate Communist States, the U. S. S. R. These short six years saw the disintegration of the Russia we knew. The execution of the Czar and the Royal Family, the establishment, short life and sudden passing of the Kerensky moderate government, the withdrawal of Russia from World War I and the signing of the Brest-Litovsk Peace Treaty, the introduction of Lenin and Trotsky into the Russian scene, the rise of the Bolsheviks and their eventual triumph.

There followed the withdrawal of foreign troops from Russian soil and the collapse of the various White Russian Counter-Revolutionary Movements.

These related stories were all completed by 1920. The withdrawal of the large Allied Force of over 25,000 troops, including 5000 Americans, was completed in September 1919. The considerable Military strength wielded by the forces of Admiral Kolchak within Siberia, Yudenich in Estonia and Denikin in South Russia had dissipated by 1920.

General Wrangel had still to conduct another Anti-Bolshevik campaign, fail, withdraw his troops to Constantinople and there achieve a certain kind of philatelic fame as author of the famous Wrangel Issues.

Other parts of the vast Mosaic had yet to fall into place, such as the withdrawal of United States, Canadian and other troops from Eastern Siberia, the Japanese from Vladivostok and the collapse of the Far Eastern (white) Republic.

Communist Russia was now an established Government, but a shaky and uncertain one at best. Money and all Capitalistic forms were abolished, food was obtainable only through card system.

There followed the great famine of 1920-21 during which many Russians actually starved to death, while millions more perished from disease and other indirect consequences. The appeal of Maxim Gorky, famous author, brought Herbert Hoover and the American Relief Administration into the picture. He fed and clothed millions of Russian sufferers. The famine had been caused by the breakdown of the "no Money" system of the communists. In August 1921 Lenin announced the new economic policy (N. E. P.) with a partial re-establishment of private enterprise and the re-assurance of currency on August 21, 1921.

The Communist Government was now re-organized and decentralized by Lenin. The form adopted corresponds in some measure to the committees on whose authority the Air Fleet stamps were issued.

The various Republics comprising the Central Government were at first as follows: Moscow area, Russian Socialist Federated Republic, with separate Federated Soviet Republics for the Caucasus, Central Asia, the Ukraine and White Russia. Lenin's effort now was to build up the defenses of the Communist State. He declared a mighty Red Army to be "The Vanguard of the world Proletariat".

As the Officer Corps from Czarist times had largely ceased to be, having either fled the country or having simply been murdered, it was necessary to create a new leadership.

Societies were established, ostensibly with sports aims, but actually designed to advance the preliminary military training of young boys and girls, particularly for the Red Air Force. The principal of these societies were "Osoviahim" (Society of Soviet Aviation and War Chemistry), "Join the Parachutists", "Friends of the Air Fleet" and similar other slogans were used. Each member of the "Komsomol" (Youth's Communist Association) was required to join these Societies whose divisions were opened throughout the entire country.

RUSSIA

These Societies existed several years and were later gradually dissolved by the Soviet Government. As its regime strengthened, the government took everything in its hands and struggled to eradicate the private initiative of its citizens in which it saw a peril to its own supremacy.

To procure financial resources for construction of planes and the promotion of their other activities, these Societies were authorized to issue their own semi-official stamps, to be in circulation corelively with postage and revenue stamps. About a hundred varieties of these stamps have been emitted. The quantities issued varied from several hundreds to many hundred thousands, and some totals issued of these stamps are actually very small.

It will be seen from the above that the Air Fleet stamps of Russia were of far greater consequence than heretofore supposed. They provide us with a pertinent insight into the affairs of the development period of Communist Russia.

In the present monolithic state of the development of the U. S. S. R. the issuance of such stamps would be incredible. Such an area of voluntary co-operation with the government does not and could never be permitted to exist.

Catalogue

It is now not only important but also helpful to attempt to list, illustrate and price all of these Russian air mails presently known to the author. As for prices, this was a bold attempt. Since the material is so scarce and since there has been little market activity, who is really competent to set a realistic price? Nevertheless, some indication of price is necessary. Thus without making any apologies, I have stated my ideas of what these items are worth.

Illustrations

There are three pages of illustrations accompanying the catalogue listing. At least one stamp from all the issues is illustrated and indicated by the Figure Number. Many of these stamps are multi-colored, making it difficult to reproduce by a black and white photograph.

All photos were taken by *Adrien Boutrelle*.

AIR FLEET ISSUES OF SOVIET RUSSIA 1923-24 ISSUES OF THE CENTRAL COMMITTEE

These stamps though used most extensively in the area in and around Moscow are also found cancelled in other sections of the country.

First Issue

Inscription reads "Society of Friends of the Air Fleet".

	Unwatermarked	Perforated 11½	
1 Type A	1 Ruble	Bright Carmine	5.00
1a	1 Ruble	Brick Red	7.50
2 Type A	2 Ruble (Fig. 1)	Dark Blue	5.00

Second Issue

	Unwatermarked	Perforated 11	
3 Type B	1 Ruble	Gray Black	5.00
4 Type B	3 Ruble	Light Blue (Fig. 2)	3.50
5 Type B	5 Ruble	Salmon Pink	3.50
6 Type B	10 Ruble on 1R	Gray Black	15.00
6a	Imperforate		75.00

Third Issue

	Gold currency 1 Ruble Gold-1,000,000 Ruble Paper	Imperforate	
7 Type A	5 Kopec	Bright Green	5.00
8 Type A	10 Kopec	Carmine	7.50

RUSSIA

Fourth Issue

Three line inscription on back signifying "Compulsory Purchase Prohibited".
The above is found normal and inverted.

	Unwatermarked	Perforated 11	
9 Type C	1 Kopec	Dull Blue (Fig. 3)	2.50
10 Type C	2 Kopec	Yellow Green	2.00
11 Type D	3 Kopec	Violet	2.00
12 Type C	5 Kopec	Light Red	3.00
13 Type D	10 Kopec	Blue (Fig. 9)	5.00
14 Type E	25 Kopec	Red & Black (Fig. 4)	7.50

Fifth Issue

	Unwatermarked	Perforated	
15 Type F	(Value not inscribed)	Red & Black (Fig. 32)	10.00

MOSCOW LOCAL ISSUE

First Issue 1923-24

	Unwatermarked	Perforated 11	
1 Type A	5 Kopec	Gray (Fig. 5)	5.00
2 Type B	25 Kopec	Red & Black (Fig. 6)	7.50
3 Type C	50 Kopec	Salmon & Black (Fig. 10)	10.00
4 Type D	1 Ruble	Green, Pink & Black (Fig. 7)	15.00

Second Issue 1933

Inscription "Let us Build a Giant Propaganda Plane".

Issued by the Society for the Promotion of Aviation in Moscow under the Presidency of Maxim Gorky, famous writer.

	Unwatermarked	Perforated 11½	
5 Type E	10 Kopec	Red (Fig. 23)	15.00

RUSSIAN SOVIET FEDERAL SOCIALIST REPUBLIC

Inscription Types A & B "Citizens and Workers Build Your Air Fleet".

Type C "Proletariats of all Countries Unite, Build Your Air Fleet".

Type D "Force the Building of the Red Air Fleet".

	Unwatermarked	Perforated 11	
1 Type A (No Denom.)		Red & Black (Fig. 21)	10.00
2 Type B (No Denom.)		Red & Black (Fig. 22)	10.00
3 Type C (No Denom.)		Red & Black (Fig. 17)	10.00
4 Type D (No Denom.)		Violet Red & Black (Fig. 26)*	17.50

The perforation on #4 is rough and imperfect.

CHITA ISSUE (SIBERIA)

Inscription "Friends of the Air Fleet".

	Unwatermarked	Imperforate	
1 Type A	2 Ruble	Black	25.00
2 Type A	3 Ruble	Black (Fig. 24)	30.00

FAR EASTERN ISSUE

Inscription "Working People Build The Air Fleet".

	Unwatermarked	Imperforate	
1 Type A (No. Denom.)		Black (Fig. 25)	30.00

CRIMEAN SOVIET SOCIALIST REPUBLIC

Inscription "(Build) A Plane For Them".

	Unwatermarked	Perforated 11	
1 Type A	5 Kopec	Milky Blue (Fig. 8)	25.00

*Fig. 26 is shown upside-down.

RUSSIA



1



2



3



4



5



6



7



8



9



10



11



12



13



14



15



16



17



18



19



20

RUSSIA

KARKOV ISSUE

Inscription "Ukrainian - Crimean Aviation - For The Benefit Of The Air Fleet".

	Unwatermarked	Perforated 11	
1 Type A	3 Ruble	Red & Black	5.00
2 Type A	5 Ruble	Red & Black (Fig. 27)	5.00
3 Type A	10 Ruble	Red & Black	10.00

NORTH WEST RUSSIA

Inscription "Friends Of The Air Fleet".

	Unwatermarked	Imperforate	
1 Type A	5 Ruble	Violet, Yellow & Blk. Brown (Fig. 31)	25.00
2	10 Ruble	Blue, Red & Black (Fig. 28)	35.00
	Unwatermarked	Perforated 11	
3 Type B	15 Ruble	Black, Pale Blue & Salmon (Fig. 30)	30.00
4 Type C	25 Ruble	Black Brown, Red & Gray (Fig. 11)	35.00

ODESSA ISSUE

Inscription "Red Wings Build The Air Fleet".

	Unwatermarked	Perforated 11	
1 Type A	(No Denom.)	Pale Blue, Red & Black	20.00
2 Type B	(No Denom.)	Pale Blue, Red & Black (Fig. 29)	25.00

PSKOV ISSUE

Inscription "For The Benefit Of The Air Fleet".

	Unwatermarked	Perforated 11	
1 Type A	5 Kopec	Orange (Fig. 16)	25.00
2 Type B	25 Kopec	Violet & Orange (Fig. 35)	50.00
3 Type C	3 Ruble	Black (Fig. 14)	20.00
4 Type D	5 Ruble	Red, Black & Light Blue (Fig. 15)	25.00

Is is possible that #1 & #2 were in gold currency and #3 & #4 in paper currency.

SIBERIA LOCAL ISSUE

	Unwatermarked	Perforated 11	
1 Type A	100 Rubles on 10R	Gray (Fig. 18)	30.00
2 Type B	5 Kopec	Violet & Orange (Fig. 19)	40.00

Very little has been determined regarding these stamps. The listing is by all indications incomplete. #1 is known cancelled "Lala, State of Tomsk March 3 1924".

SOUTH EAST RUSSIA

Volga, North Caucasus and Don Areas.

Inscription "All Russia Cossack Aviation Society".

	Unwatermarked	Perforated 11	
1 Type A	1 Kopec	Black, Orange & Red (Fig. 33)	25.00
2 Type A	3 Kopec	Black, Orange & Red	30.00
3 Type A	5 Kopec	Black, Orange & Red	35.00

TURKESTAN LOCAL ISSUES

"Middle Asia Government, Tashene Capital City".

Gold Currency Issue

	Unwatermarked	Perforated 11	
	Handstamped In Violet With New Value.		
2 Type A	3 Kopec on 15 Ruble	Black (Fig. 20)	100.00
3 Type A	15 Kopec on 15 Ruble	Black	100.00

It is logical to suppose that the basic stamp exists without violet surcharge but we have not seen it.



21



22



23



24



25



26



27



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29



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31

FLOWN COVERS

1. Nov. 20-21, 1943 TACA F. F. Caribbean route, 10 different, all cacheted	\$ 5.00
2. AUSTRIA, C18, 21, 27 on Zepp flown card, July 12, 1931	4.00
3. BULGARIA C5/11, May 26, '37 registered	4.00
4. ECUADOR, 1st Air Mail Ecuador to Costa Rica, Apr. 2, 1930, registered	2.00
5. GERMANY, C28, 29, 31, 44 Graf Zepp flight, Oct. 14, 1933	3.50
6. GERMANY, Hindenburg flight to North Amer- ica, May 6, 1936, registered	1.00
7. GUATEMALA, FF G. C. to Mazatenango, 8/23/30	2.00
8. GUATEMALA, FF Barrios to Miami, C17/19, registered, Dec. 5, 1931	10.00
9. HONDURAS, C54 on regd cover	2.50
10. HUNGARY C22, Zepp card, Iceland flight 1931	2.50
11. NICARAGUA, CO3, Panama FF to Guate- mala, 1929	2.00
12. EL SALVADOR, 1931 FF to Jamaica, regis- tered	1.25
13. ditto, C19 on regd FF to Colombia, 1931	2.25
14. SPAIN, CB7 on regd card to Holland	1.00
15. U. S. A. C14 on Zepp cover to Seville, 1930	25.00
16. URUGUAY, 305, C9, only day use 1925	2.00
17. URUGUAY, C61/62 registered FDC	10.00
18. VATICAN, C11, 12, 15, 17 registered 4/4/49	25.00

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10c & 50c stamps omitted
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\$250.00

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WIconsin 7-3834

Appraisals — Auctions — Cash Purchases



32



33



34



35



36



37



38



39

RUSSIA



Fig. 40. An air mail cover flown July 2, 1927 from Moscow to Warsaw, Poland showing the use of the 25 kopek of The Fourth Issue as indicated by arrow. The stamp is illustrated as Fig. 4. The other stamps on top are the Provisional Russian air mail stamps of 1924 (Scott C8-9) and at the bottom two postage stamps.

URAL GENERAL ISSUE

Inscription "Society Of Friends Of The Air Fleet".

Unwatermarked		Perforated 11 (Rough)	
1 Type A	5 Kopec	Blue (Fig. 36)	5.00
2 Type A	10 Kopec	Red	3.50
3 Type A	15 Kopec	Olive Green	3.50
4 Type A	20 Kopec	Salmon	5.00
5 Type B	25 Kopec	Red & Black (Fig. 37)	7.50
6 Type C	50 Kopec	Red & Black (Fig. 38)	10.00
7 Type D	1 Ruble	Red & Black (Fig. 39)	20.00

WENDEN ISSUE

Consisting of the Area of Baltic Coastal Area Then Constituting Part of Soviet Russia.

Unwatermarked		Perforated 11	
1 Type A	3 Kopec	Light Orange	10.00
2 Type A	10 Kopec	Blue (Fig. 12)	10.00

ZLATOUST (URALS)

Fourth issue of the Central Committee. Overprinted with the seal of the local Air Fleet Society in violet.

Inscription of seal "The working people build their own Fleet".

Unwatermarked		Perforated 11	
1 On Type C #9	1 Ruble	Dull Blue	7.50

RUSSIA — BUFFALO BALLOON

2 On Type C #10	2 Ruble	Yellow Green	7.50
3 On Type D #11	3 Ruble	Violet	7.50

Ural General Issue similarly overprinted.

4 On Type C #6	50 Kopec	Red & Black (Fig. 34)	12.50
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LOCALITY UNDETERMINED

1 Type A	Unwatermarked 3 Ruble	Black (Fig. 13) Imperforate	25.00
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BUFFALO BALLOON (From Page 37)

A few final words. Mr. Gambs moved to San Francisco in 1882. In the June 1883 issue of his house organ, which he had renamed "The California Philatelist", there is a brief notice of the death of Dr. Blackie, at the age of 47, which stated that Dr. Blackie had been an active collector for more than twenty five years. Mr. Gambs himself died in 1902, when only 40 years of age. He had fallen asleep while reading his mail one night, and the gas jet in his room was blown out by a gust of wind, thus accidentally asphyxiating him.

The authentication of this cover is an excellent example of the combination of philatelic perspicacity and knowledge, a wealth of reference material, the use of scientific photography and instruments plus the fine libraries of the Philatelic Foundation and the Collectors Club.

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NEW CALEDONIA

1939 Special First Flight Handstamps

On page 309 of "The Sanabria Air Post Catalogue", 1957-8 edition under New Caledonia the following is found:

"NOTE: A 90c red 'Exposition Internationale Paris' postage stamp of New Caledonia and Nos. 20, 24, 25 and 26 with handstamp overprint, '1er, Courrier 100% Aerienne—Nouvelle Caledonie—France via Australia' were used on March 22, 1939, from Noumea to Paris. Correspondence was received in Paris April 15, 1939. Stamps thus overprinted were never sold unused but affixed to the letters. Price for the cover: \$15.00." (See Fig. 1)



Fig. 1. The handstamped overprint. (Photos by Boutrelle).

Through the courtesy of Mr. George A. Weiler, past president of "The France & Colonies Group", we received some additional information about these handstamps that adds further to the text note in the Sanabria catalog. Because it is direct information from France, it is believed to be reliable.

Mr. Weiler has translated into English the contents of three articles in the 1939 "ECHO de la Timbrologie" pages 409, 456 and 520. We quote:

"We have received from one of our kind subscribers, M. R. Pognon, a cover, which was distributed in the April 4th mail, having left Noumea on March 23rd, and having gone by air mail on the whole trip.

"Mr. Martinet accomplished this first aerial flight from New Caledonia to France in collaboration with the Postal Administration. This aviator left the aerodrome at Voh on March 24th, reached Brisbane (Australia) the same day, and at that point the mails were transferred to other air mail services of the British Dominion, which carried them by air to their destinations.

"Covers must carry the notation 'Par Avion MARTINET' and the Postal Administration placed on the stamps of New Caledonia a rubberstamped slogan reading:

1er. Courrier 100% Aerienne
N'vle Caledonie-France
Via Australia

"The cover, which was sent to us, was with the two 4.50 frs. brick-red postage stamp of the 1939 issue, both having the surcharge with this imprint."

"We chronicled in our last issue, the courageous initiative of a Noumea druggist, Mr.

NEW CALEDONIA



Fig. 2. One of the special flight covers.

Martinet. Our kind subscriber, Mr. Pognon, has written to us again with further interesting details of this first air mail link.

"Thanks to the perfect organization of the New Caledonia Postal Service, which deserves congratulations, 6500 grams (6 kilos 5 cents.) of mail were carried. Of this mail, 1154 letters were addressed to France, 75 to Europe, 373 to Australia, 44 to Indo-China and India. The total postage ran to over 15,000 francs and this must have required almost 10,000 stamps for the Postal Administration to surcharge and then cancel. The collectors were not barred from taking advantage of the opportunity offered them to have mail on this flight.

"Besides the 4.50 frs. stamp of 1938, a rather large number of other stamps received the imprint of the rubber handstamp, which we showed before. Mr. Rouland sent us the list of stamps surcharged as follows:

15c Yvert 144 (Scott 147*)	85c Yvert 152A (Scott 155)
20c Yvert 145 (Scott 142)	1fr Yvert 154 (Scott 158)
20c Yvert 166 (Scott 208)	1fr.75 Yvert 156A (Scott 167)
30c Yvert 147 (Scott 144)	2fr. Yvert 157 (Scott 203)
30c Yvert 167 (Scott 209)	3fr. Yvert 158 (Scott 172)
70c Yvert 151A (Scott 152)	1fr.75 50c Curie (Scott B4)
75c Yvert 152 (Scott 153)	

"Now Mr. Sarrazin writes that he has received a cover that was franked with the following stamps that were with the rubber handstamp. These are:

50 centimes violet and brown (Yvert No. 150) (Scott 148*), the 90c red (Yvert No. 159) (Scott 173)".

Illustrated is a cover from our collection (Fig. 2). The dates and markings correspond to those mentioned by this French source. This cover is cancelled in Noumea, New Cale-

(Continued on Page 60)

*(Editor's Note) The Scott Catalogue numbers have been added by us.

UNITED STATES
The 24c Air Mail Stamp of 1918
*A Newly Discovered Cancellation Used on
May 15, 1918 First Flight*

By PHILIP SILVER



Fig. 1. Cover used on first trip from Washington, D.C. with "4 PM" on the third horizontal line of the cancellation and the words "first trip" omitted. The cancel is purple color. (Photos by Boutrelle).

Of all the air mail stamps of the United States, the one with the most romantic history is, of course, the 24c red and blue of the 1918 issue. This is so because it is the first air mail stamp issued by this government, also because it is the first air mail stamp issued for service on the historical flights of May 15, 1918 and, last but not least, because of the exciting story of the invert.¹ Probably, more has been written about this stamp than about any regularly issued 20th Century United States postage stamp.

For the first flight of May 15, 1918, special handstamps were prepared for use in the three cities from which flights were to take place, Washington, New York and Philadelphia. The cancelling device was the same for the three cities except that the name of the city from which the mail emanated was placed in the lower portion of the circular handstamp as shown in Fig. 2.

To date, no varieties of the New York and Philadelphia cancellations have come to our attention. There is, however, a second type of cancellation known from Washington which is shown in the bottom of Fig. 3. The notation "10 AM" appears in lieu of "1918" on the four line legend in the center of the cancellation. This is a rather scarce type much sought after by air mail specialists.² In auctions, it normally brings considerably more than the normal type shown in Fig. 2.



Washington, D. C.



New York, N. Y.



Philadelphia, Pa.

Fig. 2. Cancellations as used on covers on the first trip of May 15, 1918 from the three cities.

There is, in addition, a third and even scarcer cancellation used on the first trip, dated May 16, 1918 and illustrated in Figure 4. This error in the date was occasioned by the fact that the plane carrying the mail from Washington to New York was forced down in Maryland. The mail bags were returned to Washington to be flown on the following day. Additional mail picked up in Washington on the 16th was brought to the post office and, although the date had been changed to May 16, 1918, the words "first trip" had not been removed. The mistake was noticed almost immediately; as a result it is believed that not

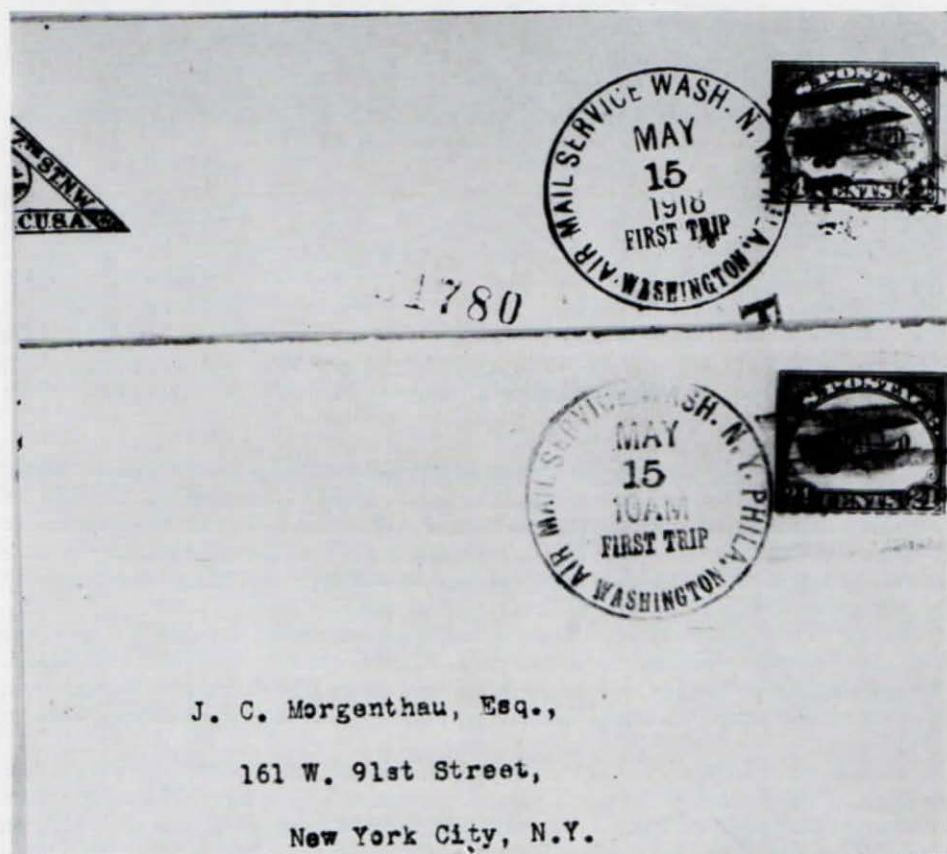


Fig. 3. The second type cancellation with "10 AM" in place of "1918" is shown below the first type. (Courtesy of "The Collectors Club Philatelist").

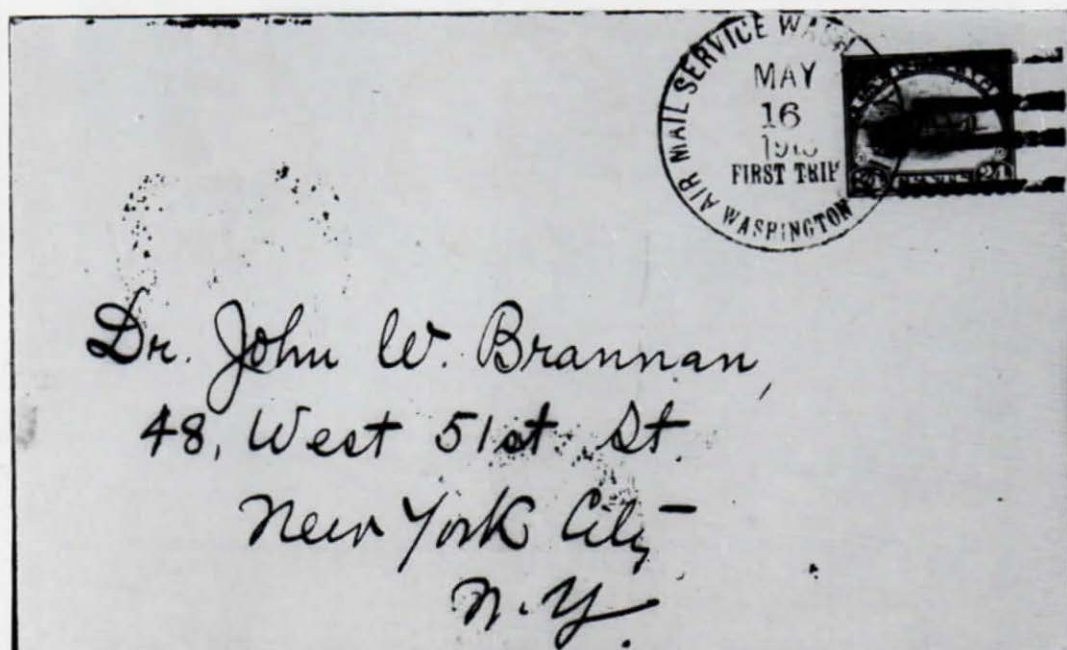


Fig. 4. Cover cancelled May 16, 1918-FIRST TRIP by mistake. It is believed that no more than five or six exist. H. M. Goodkind collection. (Courtesy of "The Collectors Club Philatelist").

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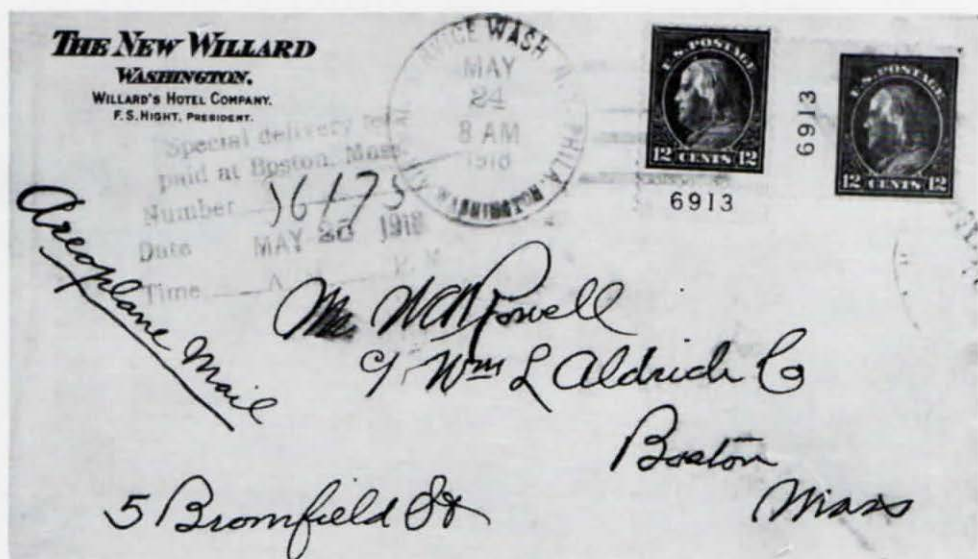


Fig. 5. A commercial cover dated May 24, 1918. It will be noted that the hour 8 AM takes the place of '1918' and the words "first trip" are omitted.

more than five or six exist.² These scarce covers realize many times the price of the others, whenever they appear in auction sales.

After the first flights were made, regular service was scheduled on this Washington-Philadelphia-New York route but the handstamp used to cancel the stamps lacked the words "first trip". A commercial cover mailed on May 24, 1918, slightly more than one week after the first trip is shown in Fig. 5. This Washington handstamp was in use for almost a year until May 14, 1919. On that date a new handstamp cancellation was used for the first time. It differs in some respects from the one shown in Figure 5, the words "N. Y.", "PHILADELPHIA" having been removed and the word "WASHINGTON" in the lower portion of the circle is approximately twice as large. See Fig. 6.

In the forty year period that has passed since these history-making flights, only the two types of May 15th cancellation and one May 16th cancellation have come to light. All of these are from Washington. Some sources put the mail carried on the Washington to New York leg as in excess of 6,000 pieces. Since most of these undoubtedly went into collectors' hands and since studies about the 24c red and blue air mail stamp have rather widely disseminated, it appeared almost certain that the known types would not, in all probability, be augmented. The writer has frequently mused on this subject and wondered, in view of the chance for human error, if covers with additional types of cancellations could exist. Although the writer's study of this stamp covers only several years, Mr. Henry M. Goodkind has devoted more than twenty five years to its study; in all this time, only the three types of cancellations mentioned above have been noted.²

One can imagine, then, the writer's excitement when a New York dealer recently offered him a cover used on the first trip. There in all its solemn beauty was a cover with the May 15, 1918 date but dated 4 PM and lacking the words "first trip". (See Figure 1.) If the reader will compare same with the cover shown in Figure 5, he will note that the cancellations are the same type. These evidently were prepared and ready for use for the regular service after the first flights were made. Most likely one of the clerks picked this handstamp up by mistake and cancelled the cover. The cover is backstamped New York, May 16, 1918 with the same type of cancellation noted on other Washington to New York covers carried on the flight; the receiving hour is also 4 PM as seen on other covers. The writer wonders now whether there are any others like it lurking in the proverbial attic or shoe box or if any



Fig. 6. The new type of Washington handstamp cancellation first used on May 14, 1919.

exist in other United States air mail collections in this country or abroad. The thought is that if it could happen once, it could have occurred several times more. Only time will tell. But, until any additional examples come to light, the cancellation illustrated in Figure 1 may have to be considered a unique and exciting discovery.

(Continued on Page 60)

The highest price



ever paid for a single airmail stamp, \$11,500, was paid in a 1957 Harmer Rooke auction for the 25c on 10c "Black Honduras" (Scott #C12, cataloguing \$17,500). The previous record price of \$5,300 was paid in 1939 for this very stamp.

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CUMULATIVE INDEX

Volumes I-V Incl.

(July 1953-June 1958)

NOTE

The first (Roman) number indicates the *Volume*, the second number the *page*, e. g. III/13 indicates Volume III, Page 13. More than one reference is like this — I/13, 23: II/54, 86, 123 — indicating Volume I, pages 13 and 23: Volume II, pages 54, 86 and 123.

Aero Philatelist's, Chapter No. 1 (New York, N. Y.)	II/30
Ten Years Old (Editorial)	III/77
1957 Convention (Philip Silver)	V/91
1958 Convention and Exhibit, Philadelphia, Pa.	V/99
Aero Philatelist Annals, Gains High Awards in Latin America	III/81
1956 International Awards	IV/10-11
Aero-Philately, 1956 (Editorial)	III/87
Aero-Philately In South America (Henry M. Goodkind)	IV/111
Air Mail Bag, The (Letters to Editor)	I/23, 58, 96, 122: II/28, 88, 119: III/52, 56: IV/56: V/122
Air-mail in "Life" Magazine (Editorial)	II/87
Air Mail Stamps, 1954 Market Survey (Henry M. Goodkind)	I/87
1956 Market Survey (Henry M. Goodkind)	III/35
Already Volume Five (Editorial)	V/3
Argentina, 1912 Flight Vignette, San. 501 (Ira Seebacher)	I/109
Australia, 1920 "Herald" and "Pals" Semi-Officials (Henry M. Goodkind) ..	I/115, V/59
Avianca (see Colombia)	
Azerbaijan, 1946-47 Provisional Air Mail Stamps (Henry M. Goodkind)	I/109
Big Year Coming Up (Editorial)	II/22
Bohn, Richard S. (Obituary)	IV/58
Book Reviews (see Reviews)	
Brazil, Varig Co. Stamp Issues (Werner Ahrens, A. J. Hillel, Translator)	III/59
Varig Co. Registration & Special Delivery stamps with Punched Holes (Henry M. Goodkind)	I/117
Comments on the Punched Holes (Wm. W. Wylie)	II/28
Bulgaria, 1931 Air Mail Issue Counterfeits (E. M. Arkhangelsky)	II/49
1932 Philatelic Exhibition Issue (Henry M. Goodkind)	V/23
1932 Exhibition Flights (S. Amaral, J. L. Wacht)	V/123-24
Canada, Semi-Official Air Mails (Dr. R. H. Shrady)	III/27, IV/109
The Semi-Official Air Stamp, San. 549 (Dr. R. H. Shrady)	I/127
Canal Zone, Official Air Mail Stamps, Type III (L. W. Charlat)	I/65
Official Air Mail Stamps, Uncatalogued Type (L. W. Charlat)	II/102
31c Air Mail of 1951 Issue Imperf. Vertically (Lt. Col. J. T. DeVoss) ..	V/45
Canary Islands, 1936 "Civil War" issues used commercially (Henry M. Good-kind)	IV/117
Catalog Reviews (see Reviews)	
Champion, Theodore (Obituary)	II/89
Chile, The First Issue of Air Mail Stamps (C1-5) (Derek Palmer)	II/81
1927 Issue, Proofs, Essays and Labels (Derek Palmer)	IV/107
1927 Air Mail Issue Counterfeits (A. Bonilla Lara)	II/27
1931, the Scarce 2 Ps. Vermilion (Henry M. Goodkind)	II/113

CUMULATIVE INDEX VOLS. I-V

China, 1942 Sinkiang Air Mail Issue (H. D. S. Haverbeck)	IV/75
Colombia, 1923-29 Scadta Issues with Secret Dot (Jacob S. Glaser)	III/105
Avianca, the Oldest Airline in Western Hemisphere (Henry M. Goodkind)	II/117
Costa Rica, 1921 Semi-Official Air Mail Stamps (Stanley R. Rice)	III/3
1921 Semi-Officials (H. D. Mitchell)	III/52
Covers, Inexpensive Air Mail Stamps that Are Scarce on (Henry M. Goodkind)	I/102
Denmark, 1925-29 Air Mail Issue Counterfeits (S. Gronlund)	IV/51
Ecuador, Counterfeits of Air Mails (Henry M. Goodkind)	I/125
Ethiopia, the First Air Mail Issue (Henry M. Goodkind)	I/75
Fake Cancels (see Nicaragua)	
Faking Air Mail Cancellations (Editorial)	I/60
Fezzan, the Air Mail Stamps (Sebastiao Amaral)	IV/63, 121
Fipex (Fifth International Philatelic Exhibition, 1956)	III/22, 87; IV/3, 10
First 10 Countries To Issue Air Mail Stamps (Henry M. Goodkind)	I/102
France, 1930-31 Air Mail Issues (Henry M. Goodkind)	II/35, 109; IV/53
EIPA30 Initials (W. S. Boggs)	II/88
RF Overprints (see United States)	
French Levant, Air Mail Souvenir Sheet (Henry M. Goodkind)	I/98
Germany, 1910 Semi-Official, World's First Air Stamp (Henry M. Goodkind)	III/93
1936 Hindenburg Zepp Issue (Henry M. Goodkind)	II/42
Graf Zeppelin Issues (see Zeppelin)	
Haiti, Boyd-Lyon Flight Stamp (C. W. Hennen M. D.)	II/90, 119
High Denomination Air Stamps (Editorial)	II/21
High Ranking of Air Mail Stamps (Editorial)	IV/73
Honduras, 1925 "Black" C12, San. No. 14 (Irving I. Green)	II/5
1925 "Black", World's Rarest Air Stamp (Editorial)	V/3
1930 Official Airs, San. 53-57 (Irving I. Green)	I/13
1930 Provisional Issues, A Comedy of Errors (Irving I. Green)	V/5
Scott C21, C24 (Henry M. Goodkind)	I/62
Scott 31, San. No. 38 (Irving I. Green)	III/99
Iceland, Graf Zeppelin Issue, Double Overprint (Henry M. Goodkind)	I/11
Ini (Henry M. Goodkind)	III/49
Index, Volume I	II/32
Volume II	III/24
Volume III	IV/32
Volume IV	V/31
Introducing Volume II (Editorial)	II/3
Inverted Centers on Air Mail Stamps (Henry M. Goodkind)	I/12
(Dr. R. H. Shady)	III/76
Iran, 1930 Issue Variety (Henry Kraemer)	IV/123
Italy, the First Air Mail Stamp of 1917 (Henry M. Goodkind)	III/103
1933 Flight Essay (S. L. Bayer)	I/123
Latvia, Latvia-Africa Flight Issue (Henry M. Goodkind)	IV/23
Counterfeits of the First Air Mail Issues	V/61, 96
Letters to the Editor (see Air Mail Bag)	
Liberia, 1944 Surcharged Stamps (George W. Linn)	II/47
Lichtenstein, Oscar R. (Obituary)	III/53
Lindbergh, Charles A. (Henry M. Goodkind)	II/43
Malta, 1942 British Forces Emergency Air Mail (Dr. Gordon Ward)	II/85
Market Survey (see Air Mail Stamps)	
Mexico, 1935 Revenue Watermark Found on Scott 76A, San. 127A (Henry M. Goodkind)	II/75
Newfoundland, 1919 "Alcock-Brown" Fake covers (Henry M. Goodkind)	V/55
How "Alcock-Brown" covers are Faked (Sidney J. Harris)	V/122
1931 DO-X Drop Mail (Henry M. Goodkind)	I/9
Was There DO-X Drop Mail? (Cyril C. Harmer)	II/45
New Guinea, 1913 Semi-Official Expedition Issue (Henry M. Goodkind)	I/67
1932-34 Issue	V/125
Counterfeit Air Stamps (Henry M. Goodkind)	I/126
Nicaragua, 1932-33 Issues Fakes Seized by Government (Richard N. Cone)	I/39
Panama, Surcharge Error, San. No. 95a (Henry M. Goodkind)	II/105
Paraguay, Gunboat Design on stamps	III/74
Persia (see Iran)	
Philippines, 1926 Madrid-Manila "Broken Wing" variety (Henry Kraemer)	I/67, 97
1944 Victory Handstamp Air Mail Stamp (Henry M. Goodkind)	II/53

CUMULATIVE INDEX VOLS. I-V — FRANCE

Portugal, 1923 Aviators Commemorative Issue (Henry M. Goodkind)	II/93
1923 Flight Issue (Francis J. Field)	III/18
President's Letter, the (Jules L. Wacht)	I/25
Propagate Knowledge Or Glorify Ignorance (Editorial)	II/59
Reviews, Books and Catalogs	I/61, 92, 94, 131: II/28, 30, 50, 52, 79, 80: III/55, 83, 84, 102: IV/57, 59, 87, 88, 90, 91: V/60, 94, 126
Russia, 1931 Issue, Scott 449a, San. 39 (Henry M. Goodkind)	III/75
San Marino, 1932 Graf Zeppelin Issue (Henry M. Goodkind)	IV/21
Semi-Official Air Mail Stamps (Editorial)	I/107
Signatures are NOT Guarantees (Editorial)	IV/42
Sinkiang (see China)	
Smoking Out Information (Editorial)	IV/119
Somewhat Premature and Otherwise Incorrect (Editorial)	II/87
South America, Aero-philately in (Henry M. Goodkind)	IV/111
Souvenir Sheet (see French Levant)	
Spain, 1926-31 Commemorative Air Mail Issues (M. Galvez, Henry M. Goodkind)	I/27
Specialty Specializing (Editorial)	II/106
Steinway, Theodore E. (Obituary)	V/29
Sudan, Discontinues Air Mail Stamps (Jules L. Wacht)	I/7
Surinam, DO-X Issue Counterfeits (Henry M. Goodkind)	I/126
The 5 Gld. of 1941 (Henry M. Goodkind)	I/6
Switzerland, new Air Mail Findings (Maurice Tripet)	II/65
1913 Lugano Flight Stamp (Maurice Tripet)	III/43
1927 Semi-Official Air Mails (Maurice Tripet)	IV/43
This New Publication (Editorial)	I/21
Union of South Africa, Counterfeits of the First Air Mail Issue	I/126
United States of America, 1877 Buffalo Balloon Stamp (Henry M. Goodkind)	I/3, II/120
24c of 1918, "Grounded Plane" variety (Henry M. Goodkind)	III/89
16c of 1918, the Second Air Mail Stamp (Henry M. Goodkind)	V/35
1928 Lindbergh Booklet Stamp (Henry M. Goodkind)	III/15
RF Overprints, Parts 1 and 2 (Henry M. Goodkind)	V/67, 101
Slogan Air Mail Cancellations (Moe Luff)	II/115
Unsolicited Testimonials (Editorial)	I/100
Uruguay, 1921 Issue, the Blue Overprint (Henry M. Goodkind)	III/109
Blue Overprint (Philip Silver)	IV/95, V/53
Red Overprint (Henry M. Goodkind)	IV/13
Green Overprint (Henry M. Goodkind)	IV/35
Green Overprint (Robert Hoffmann, E. Hormaeche)	V/28
Black Overprint (Henry M. Goodkind)	IV/81
Varig Co. (see Brazil)	
Venezuela, 1937 La Guaira Issue Essay (Henry Kraemer)	III/34
1947 Surcharge Error (L.W. Charlat, Sam Rodvien)	II/79
The Error, Scott C225, San. 398 (Henry M. Goodkind)	II/57
World's Rarest Air Mail Stamp	II/5, V/51
Zeppelin Cover With Stamps of Three Countries. U.S., Brazil and Germany (Henry M. Goodkind)	III/19

(Compiled by the Editor)

U.S. (Continued From Page 57)

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2. "The First Air Mail Stamp of The United States" by Henry M. Goodkind, published by Aero Philatelists, New York, N.Y.

NEW CALEDONIA (From Page 52)

donia March 22, 1939 and backstamped Paris, France April 4, 1939. Also it carries the notation "Par Avion MARTINET". The four stamps having the handstamped surcharge are Scott Nos. 158, 169, 173 and 212. We have seen other covers using different stamps. So from this reliable French source, we know that there were at least *seventeen* postage stamps with Scott Designs A19, 20 and 21 handstamped and this note in "The Sanabria Air Post Catalogue" can be amended in this respect. (H. M. G.)



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