

THE AERO PHILATELIST ANNALS



Vol. XVIII, No. 2

October 1970

*** Contents**

Vatican City by Sam Bayer	29
Richard S. Bohn Memorial Award	38
Aero Philatelists Donation Auction	48
The Flights Of The Compania Colombiana	44
AERO PHILATELISTS	
1970 Officers and 1970-72 Directors	25
United States — May 15 10 A. M. First Trip Cancellation	51

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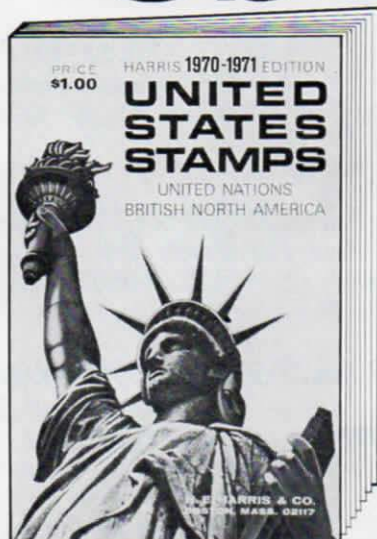
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VATICAN CITY

First and Special Flights

Starting with the opening of the Post Office on August 1, 1929 and ending when Italy entered the war on June 10, 1940.

by S. L. BAYER

On August 2, 1929, the first air mail letter was accepted. Very few covers were carried on First and Special Flights in the early days. The full franking was done with VATICAN CITY STAMPS. The Italian Postal Administration, however, either carried on *its own* planes, or had to compensate foreign postal administrations for the air mail in-transit and therefore claimed from the Vatican Postal Administration, payment for the air mail flight. In order to facilitate the accounting, the air mail fee was paid in ITALIAN AIR MAIL STAMPS.

Later, when an agreement was established for air mail transportation originating in Vatican City with the Italian and foreign postal authorities, FULL franking with only Vatican City stamps was permitted. The Vatican issued the first air mail stamps (Scott #C1-8), on June 22, 1939.

AUGUST 2 1929: FIRST FLIGHT TO GENOA, 162 COVERS FLOWN.

After the signing of the Lateran Pact, the opening of the VATICAN CITY POST OFFICE took place on August 1, 1929. Thousands of people stormed the make-shift Post Offices, and prepared covers as souvenirs of this historical event. The Postal employees were either the few lent by the Italian postal Administration, or hired personnel without any experience. For this reason not all the mail posted on August 1, could be cancelled, and most of the mail post-marked on August 1 (and 2) had unclear, illegible or smeared cancellations.

I was the only aerophilatelist to prepare airmail covers for the opening of the Vatican City P.O. and part of my mail had poor cancellations. Upon return to me of the mail from the various stages, I put in a claim with the Postmaster and he ordered an additional CLEAR postmark of August 2, on my covers. (See the next pages of August 2, 1929).

The August 2 mail was franked fully with Vatican City postage stamps (covering the postage and the air mail fee).

There also exist a few special-delivery covers flown to Milan and to Naples.

The following is a proposed catalogue listing of Vatican City Flight Covers based on a collection compiled by the writer. This collection was built by a Pioneer of Vatican City Postal History and comprises many UNIQUE covers. It is probably the most complete collection in existence.

BAYER CATALOGUE OF VATICAN CITY FLIGHT COVERS

F.F.: First Flight. S.F.: Special Flight. E.F.: Experimental Fl. T.F.: Transatlantic Flight. FDC: First Day Cover.

** : Officially CORRECTED date. = + : The Italian stamp (for air mail fee) have by error been cancelled with the VATICAN CITY pmk.

F.Fr.: Full Franking in Vatican City stamps (Postage and Air Mail fee).

M.Fr.: Mixed Franking in Vatican City stamps (Postage and Air Mail fee).

No.	Date	Description	Quantity flown
1.	Aug. 2 1929	FF to Genoa since P.Off.Opening	162 F.Fr.
2.	Aug. 2 1929	FF to Naples since P.Off.Opening	10 F.Fr.
3.	Aug. 2 1929	FF to Milan since P.Off.Opening	10 F.Fr.
4.	Aug. 2 1929	FF to Vienna since P.Off.Opening	5 F.Fr.
4a.	Aug. 2 1929	FF to Vienna with corrected pmk.**	15 F.Fr.
5.	Aug. 2 1929	FF to Munich since P.O. Opening	15 F.Fr.
5a.	Aug. 2 1929	FF to Munich with corrected pmk.**	6 F.Fr.
6.	Sep. 11 1929	SF to Genoa	79 F.Fr.
7.	Dec. 10 1929	FF to Tunis	55 M.Fr.
8.	Jan. 17 1930	FF to Corfu, spec. triangul. cachet	10 M.Fr.
9.	Jan. 17 1930	FF to Athens spec. triangul. cachet	25 M.Fr.
10.	Jan. 17 1930	FF to Castelrosso, spec. triang. cachet	98 M.Fr.
11.	Jan. 17 1930	FF to Beirut spec. triangul. cachet	28 M.Fr.
12.	Jan. 24 1930	FF to Marseilles spec. triangul. cachet	28 M.Fr.
13.	Apr. 13 1930	FF to Trieste spec. triangul. cachet	43 M.Fr.
14.	Jan. 15 1931	SF to Venice, special BALBO card	12 M.Fr.
15.	Jan. 15 1931	SF to Cagliari special BALBO card	41 M.Fr.
16.	Jan. 15 1931	SF to Tripoli special BALBO card	70 M.Fr.
17.	Jan. 15 1931	SF to Taliedo special BALBO card	58 M.Fr.
18.	Jan. 15 1931	SF to Valona special BALBO card	76 M.Fr.
19.	Jan. 15 1931	SF to Argirocastro special BALBO card	63 M.Fr.
20.	Mar. 7 1931	FF to Assiut, Egypt	10 M.Fr.
21.	Apr. 1 1931	FF to Berlin	48 M.Fr.
22.	Apr. 1 1931	FF to Innsbruck, Austria	19 M.Fr.
23.	June 11 1931	FF to Valletta, Malta (M.Fr.)	56
24.	June 27 1931	SF to Alexandria, Egypt, spec. cach.	FF 25
25.	June 27 1931	SF to Rhodes Isl., spec. red cachet	FF 4
26.	July 8 1931	FF to Bari	MF 12
27.	July 8 1931	FF to Valona, Albania	MF 9
28.	July 8 1931	FF to Tirana, Albania	MF 15
29.	July 8 1931	FF to Athens via Aero-Espresso	MF 25
30.	July 8 1931	FF to Salonica	MF 22
31.	July 8 1931	FF to Beyoglu, Turkey	MF 8
32.	Apr. 30 1932	SF to USA via Gibraltar	MF 14
33.	May 2 1932	FF to Copenhagen, Denmark	= + MF 10
34.	May 2 1932	FF to Copenhagen, Denmark	FF 5
35.	May 2 1932	FF to Koenigsberg, Germany	= + MF 5
36.	May 2 1932	FF to Tilsit, Germany	= + MF 5
37.	May 2 1932	FF to Tallin, Estonia	= + MF 5
38.	May 2 1932	FF to Kaunas, Lithuania	= + MF 5
39.	May 2 1932	FF to Riga, Latvia	= + MF 6
40.	May 2 1932	FF to Velikie Luki, URSS	= + MF 5
41.	May 2 1932	FF to Leningrad	= + MF 10
41a.	May 2 1932	FF to Leningrad	FF 4
42.	May 2 1932	FF to Moscow	= + MF 9
43.	May 2 1932	FF to Zurich, Switzerland	MF 14
44.	June 5 1932	SF to Caprera (spec. GARIBALDI pmk)	MF 25
44a.	June 5 1932	SF Caprera-Rome, spec. cancels	FF 9
45.	Jan. 27 1933	SF 1-st Glider Fl. Vienna-Semmering	FF 14
45a.	Jan. 31 1933	SF 2-nd Glider Fl. Vienna-Semmering	FF 3
46.	Feb. 14 1933	SF 1-st Glider Fl. Milan-Arosa	FF 27
47.	Apr. 3 1933	FF to Bengasi, Cyrenaica, sp. pmk.	MF 12
48.	May 4 1933	TF to Santos, Brazil by Aeropostal	MF 3

49.	May 20 1933	SF SWISSAIR (Zurich-TUNIS-) Rome-Zur.	)	
		SAME day A) Sp. green; B) bk. cachet	FF)	
49a.		A) 29 flown 70.00; B black 4 known: 200.00	)	
50.	May 31 1933	SF to Berlin		FF 48
51.	May 31 1933	SF to Salonica airpl. arrival cachet		FF 51
52.	July 14 1933	"4 Countries Glider Fl." to B. Pest		FF 5
53.	July 14 1933	"4 Countries Glider Fl." to Triest		FF 6
54.	July 14 1933	"4 Countries Glider Fl." Milan		FF 6
55.	Jan. 27 1934	TF Casablanca via LATI (Crash)		MF 10
56.	Jan. 27 1934	TF do. V.C. newspaper "L'Oserat"		MF 10
57.	Jan. 27 1934	TF to Brazil, sp. st., pmk., etc.		MF 6
58.	Jan. 27 1934	TF to Buenos Aires, do.		MF 10
59.	Apr. 14 1934	FF to Brisbane		MF 3
60.	Nov. 9 1934	SF to Tobruk by Royal Fl. sp. each.		FF 8
61.	Nov. 9 1934	SF to Massawa by Royal Fl. sp. each.		FF 3
62.	Nov. 9 1934	SF to Mogadiseio by Royal Fl. sp. each.		FF 6
62a.	Nov. 9 1934	SF special flight with spec. PMK		FF 1
63.	July 22 1935	FF Kassala-Sudan		MF 10
64.	July 22 1935	FF Khartum-Sudan		MF 7
65.	July 22 1935	FF Asmara-Eritrea		MF 39
		#62-64 were carried on the first fl. Rome-Brindisi-Asmara; only the leg Khartum-Kassala-Asmara was Italian.		
66.	Nov. 7 1935	FF to Massawa-Eritrea		MF 5
67.	Nov. 7 1935	FF to Djibuti (Fr. Somalia)		MF 6
68.	Nov. 7 1935	FF to Berbera, Somaliland Prot.		MF 5
		#66-68 were carried on the 1-st extended flight from Asmara to Rocca Littorio, Ital. Somaliland.		
69.	Dec. 3 1935	FF to Sirte, Tripolitania		MF 5
70.	Dec. 3 1935	FF to Solum, Egypt		MF 5
71.	Dec. 3 1935	FF to Alexandria, Egypt		MF 5
72.	Dec. 3 1935	FF to Cairo		MF 5
73.	Dec. 3 1935	FF to Asswan		MF 5
74.	Dec. 3 1935	FF to Assyut		MF 5
75.	Dec. 3 1935	FF to Khartum, Sudan		MF 2
76.	Dec. 3 1935	FF to Wadi Halfa, Sudan		MF 3
77.	Dec. 3 1935	FF to Atbara		MF 3
78.	Dec. 3 1935	FF to Assab, Eritrea		MF 3
79.	Dec. 3 1935	FF to Rocca Littorio, Ital. Somaliland		MF 3
		(#69-79 were carried on the Inaugural Flight of the All-Italian Air Line Rome-Mogadiseio, which was established in connection with the Italo-Abyssinian War).		
80.	July 29 1935	FF to Marseilles, via Genoa, spec. pmk.		MF 12
81.	July 29 1935	FF to Lyons, via Genoa, spec. pmk.		MF 20
82.	July 29 1935	FF to Paris, via Genoa, spec. pmk.		MF 21
82a.	July 29 1935	SAME with addit. French special cachet		MF 20
83.	Apr. 6 1937	FF to Paris, via Milan-Turin, spec. each.		FF 44
84.	Apr. 6 1937	FF to Amsterdam, spec. pmk.		FF 5
85.	Apr. 6 1937	FF to Brussels, spec. pmk.		FF 6
86.	Apr. 6 1937	FF to London, spec. pmk.		FF 4
87.	Apr. 7 1937	FF to Jerusalem, spec. pmk.		FF 26
88.	Apr. 7 1937	FF to Haifa, spec. pmk.		FF 27
89.	Apr. 7 1937	FF to Haifa, Holy Tumb sp. pmk. & arriv. each.		EF 8
90.	July 23 1939	FF (Vatican)-Paris-Marseilles 1-st overn. flight		FF 19
91.	Aug. 3 1939	TF to USA via "Imperial Airways"		FF 31
92.	Dec. 21 1939	TF to Sevilla via "LATI" sp. pmk., censor.		FF 26
93.	Dec. 21 1939	TF to Recife, Brazil "LATI" sp. pmk.		FF —

94.	Dec. 21 1939	TF to Bahia, Brazil "LATI" sp. pmk.	FF —
95.	Dec. 21 1939	TF to Rio de Jan., Brazil "LATI" sp. pmk.	FF —
96.	Dec. 21 1939	TF to Santiago, Chile, "LATI" sp. pmk.	FF —
97.	Mar. 19 1940	FF to Locarno, Switzerland	FF 19
97a.	Mar. 19 1940	FF same MIXED franking of 3 countries	FF 2
98.	May 1 1940	FF to Madrid, censored	FF 10
99.	May 1 1940	FF to Lisbon	FF 25
100.	Apr. 6 1946	TF to New York, ROUND Trip on double card	75

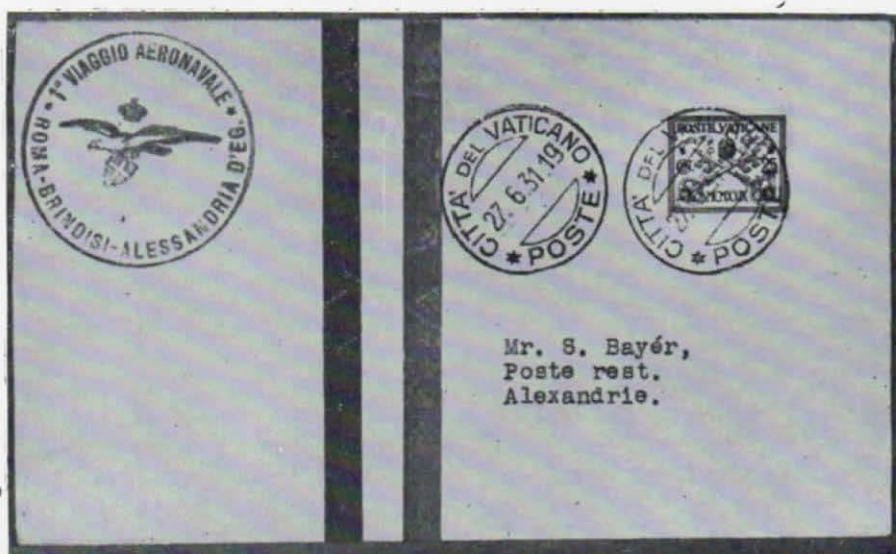
(Ed. We are, indeed, indebted to Mr. Bayer for the privilege of being the first magazine to publish this complete listing of these Vatican City covers. Mr. Bayer lived in Italy when many of these covers were prepared, mainly by him. As he notes in his introduction remarks, many are unique items. We have, purposely, omitted pricing from the suggested catalog listing because these are subject to fluctuation from time to time. It was our desire to eliminate anything that might impair the usefulness of Mr. Bayer's proposed catalogue).



1a. Cover with corrected pmk. due to the illegible ones applied by unprepared Postal help. (Flown to Genova). Photo 1.



23. Fl. to La Valetta, Malta, MIXED franking. Photo 2.



24. Fl. to Alexandria, Egypt, Inaugural Sea-Air Mail Voyage, via Rome-Brindisi, full franking in V.C. stamps. Photo 3.



Fl. San Marino, 1st dispatch to V.C., MIXED FRANKING. Photo 4.



44. Special flight to Caprera, spec. "Garibaldi" pmk., MIXED franking. Photo 5.



50. Special flight to Berlin, FULL franking V.C. stamps. Photo 6.



82a. Fl. to Paris Inaugural Flight, MIXED franking bearing BOTH spec. Ital. pmk. and French arrival cachet. Photo 7.



87. Fl. to Jerusalem (4 different issues) spec. pmk, bkst. HAIFA. Photo 8.



99. Fl. to Lisbon (4 different issues), 25 flown. Photo 9.



92. Inaugural fl. to Sevilla by "LATI", special pmk., censored. Photo 10.



First dispatch Tripoli-Vatican City, spec. FAIR cancel mixed franking with LIBIA #C4 and Vatican City #J3. Photo 11.

The Richard S. Bohn Memorial Award For Distinguished Services to Aerophilately

Louis N. Staub, the 1970 Recipient

Louis N. Staub — the "N" is for Norton — has been an aerophilatelist for more years than he cares to remember. When pressed, he refused on the ground it would give away his age.

Mr. Staub was born in New York City on September 9, 1909. He started to collect stamps at the age of ten and has continued his collecting activities for more than fifty years without interruption. When Aero Philatelists was incorporated in 1946, he was already an avid collector of air mail stamps and covers. It should occasion no surprise, therefore, that he was asked to attend the organizational meeting for the start of that new air mail society. He became a charter member of Aero Philatelists, Inc., a distinction shared by few today, twenty-four years after the birth.

Almost from the start, he was elected to the Board of Directors of the organization and, for a great many years, was first vice president. In 1964 he was elected president of Aero Philatelists, Inc., serving in that capacity until 1966.

Service on the Board of Directors or as an officer was not the limit of Louis N. Staub's activity on behalf of Aero Philatelists, Inc. For more than seven years, he printed the AERO PHILATELIST NEWS, the forerunner publication of the present AERO PHILATELIST ANNALS. It should be recorded here that this was without charge; he just happened to own a printing plant which could print the publication, a saving which was, indeed, welcome to the fledgling organization.

Mr. Staub's outstanding service to Aero Philatelists, Inc. was not limited to printing or serving as an officer and director. He made his collections available for comparison purposes and as reference material for articles on air mail stamps written by others.

His collecting interests do not lie exclusively in the air mail field. He has extensive collections of United States, France, Germany, Israel and a special topical interest in "Stamps On Stamps."

In addition to his membership in Aero Philatelists, Inc., Louis N. Staub is a member of many philatelic societies including The Collectors Club of New York, American Philatelic Society, American Air Mail Society, Society of Israel Philatelists, Judaica Philatelic Society-Life Member, France and Colonies Group and the Bronx County Stamp Club which he, at one time, served as president.

He has exhibited extensively both in the United States and abroad. Several Grand Awards at INTERPEX and gold medals in many national exhibitions attest to his collecting skill. In the recently concluded PHILYMPIA exhibition held in London, England, his collection of Italian air mail covers received a large silver medal.

Louis N. Staub is the proud father of two married daughters who have presented him with six grandchildren to brighten his old age. Always active in community affairs, he is a member of the Jericho Jewish Center where he served on the Board of Directors several years ago.

The Richard S. Bohn Award is presented by Aero Philatelists, Inc. for distinguished services to aerophilately. Louis N. Staub's service to aerophilately spans a period of almost twenty-five years during which he has contributed much to that specific area of stamp collecting. (Philip Silver)

VATICAN CITY COVERS

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AERO PHILATELISTS' DONATION AUCTION

The committee charged with responsibility for this auction offers its apologies to the members for the late appearance in this October 1970 issue. This auction has been in the making for well over a year and the lots, as listed below, should have appeared in a previous issue. We can only plead lack of experience and delays occasioned by the fact that lots that were promised by some members were not received in time.

Nevertheless, the lots are available now for bidding. The committee wishes to thank all the members whose generosity has made this auction possible. We hope the membership will be as generous as the donors. This is an auction whose proceeds will help realize some of the necessary funds for the operation of our organization. Please bid generously with that thought in mind.

Auction Committee

P. S. To save space, no bid sheet has been printed. Please use any piece of paper and address your bids to Aero Philatelists Auction, 22 East 35th Street, New York, N. Y. 10016.

1. Glider flight card of Austria cancelled with Robert Kronfeld Exhibition cancel and cancel of 1st Austrian Glider post, 1-11-33 Est. 5.00
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4. Bolivian Zeppelin cover, Cochibamba to Berlin on 1932 2nd South American flight —
5. Brazil Varig stamps, C8 & C10 neatly cancelled, C9 mint .. Cat. 40.50
6. Brazil Varig, V6, neatly cancelled Cat. 45.00
7. Brazil — neat cover franked with San. 57 & V50, Porto Alegre to Germany, 6-29-34, Via Condor & Zeppelin Est. 4.50
8. Brazil Somewhat similar cover franked with San. 57, to Hamburg and cacheted with 1st Brazil-Europe Condor-Lufthansa marking, 2-7-34 —
9. Brazil censored cover to N. Y. including San. 83, torn and stained, registered, July 1944 Est. 3.00
10. Brazil Registered FDC of Child's Day set, Sc. 414-17 Est. 6.00
11. Brazil airmail proofs on card (3), probably essays and showing a dirigible in flight — corner inscriptions read Brasil and U S A on two — probably scarce —
12. Columbia Seadtas on large piece — 6 x SEU 56, 1 x SEU 53 and 2 x SEU 58 Cat. 9.50
13. Colombia Seadta covers or fronts (4) franked with 5 x SEU 56 in total — poor condition Est. 5.00
15. Colombia Seadtas — 5 copies of SEU 56, lightly cancelled (3 in one strip, as well as a copy with handstamped "E-U," and 1 x SEU 59 — all in fine condition Cat. 13.00
16. Corfu — Nos. 7, 8, 9, 10 and 12 each tied to a piece with Coreyra cancel — sold "as is" Cat. 77.00
17. Costa Rica, Sc C256-272, mint, fine Cat. 5.21
18. Denmark, Nos. C4-5 Scott's, mint and very fine but with some gum stains on back — appearance fine Cat. 61.00
19. Dominican Republic — FDC San 57-59 to NYC Cat. 5.00
20. Dominican Republic — FDC San 69-73 to NYC Cat. 14.50
21. Fiji — censored Suva cover by First Trans-Pacific Air Mail to Noumea — franked with Sc. 119, 123, 122. Cat. over \$7.50 —
22. Germany, Insepost used San. M11, signed Dr. Oertel Cat. 6.00

23.	Germany — DO X card to New York from Germany via Rio De Janeiro and franked with strip of 4 x Sc. 32 (Cat. \$8.00 for stamps)	—
24.	Germany — Similar cover to New York franked with block of 4 of Sc. 32 and 2 x Sc. 337 (Stamps cat. \$9.30)	—
25.	Great Britain — Anglo-American Goodwill Coronation Flight — NY-London-NY-Dick Merrill, Pilot, May 1937	—
26.	Great Britain — A similar cover but signed by Pilot Dick Merrill	—
27.	Guatemala — Emergency bisect, diagonally cut on card to N.J., San. 206	Cat. 35.00
28.	Guatemala — FDC, San. 97	Cat. 5.00
29.	Guatemala flight cover Via FAM #5, Puerto Barrios to Mass. franked with San. 2, 2 x 14, and 15	Est. 5.00
30.	Guatemala — Seven covers, some registered and/or flown ..	Est. 10.00
31.	Honduras — FDC Nos. C177-80 (Cat. \$10.65 used)	Est. 15.00
32.	Hong Kong — First Flight to Guam — FAM 14	—
33.	Hungary set of seven maximum cards with special cancels — Art set, Sc. 1820-26	Est. 3.50
34.	Hungary C6-9 on flown card, First flight, Budapest to Ezege ..	Est. 2.50
35.	Italy — St. Catherine set on flown cover, 489-92, C127-28 ..	Est. 11.75
36.	Lebanon CB5-9 on flown cover to N.Y. with UNESCO special cancel of 12-1-48 registered — scarce	Est. 50.00
37.	Modena PR2, used, nice copy though closely trimmed, blue cancel	Cat. 45.00
38.	Newfoundland 1st official air mail from St. John's Nfld to North Sydney, NS by Gypsy Moth plane, franked with Sc. C 7	Est. 10.00
39.	Paraguay, Sc. C163-67 on immaculate FDC to NYC	Cat. 12.50
40.	Romania San. 80-82 on regstd. cover to N.Y.C.	Est. 2.00
41.	Spain No. 41, unused block of 24 (8x3) ungummed, Cat. \$120.00	Est. 40.00
42.	Sierra Leone FDC self-adhesive No. 257	—
43.	Sudan First flight Khartoum to Mwanza, Tanganyika, franked with San. 2, 3	Est. 5.00
44.	Sweden—three covers with special cancel of Swedish forces in the Congo	—
45.	Sweden — flight cover, Stockholm to Abo, Finland, cacheted, etc.	—
46.	Switzerland Pro Aereo, FDC, San. 66, Locarno-Lausanne ..	Cat. 10.00
47.	Switzerland San. 67 FDC, flown to N.Y.	Cat. 10.00
48.	United Nations. Two souvenir brochures, Jan. 8, 1969, each different. One contains six pieces of regular postal stationery, the other six pieces of airmail stationery.	Est. 10.00
49.	United States 909-921, Flags, complete set in blocks on 13 covers	Ret. 11.50
50.	United States No. 621, Norse-American 5c, on neat cover to Paris	Est. 5.00
51.	United States No. 368, wide margins, on cover to Philadelphia, Cat. \$7.00	—
52.	United States cover via Airship Los Angeles from Lakehurst to Bermuda Apr. 15, 1925 — 2c rate	Est. 6.00
53.	United States C12 FDC, to Akron on postal stationery 2c envelope and so an overpayment — interesting	Cat. 6.00
54.	United States 1st Round the World Zeppelin flight, Lakehurst to Arkansas via Los Angeles, franked with non-Zeppelin stamps ..	Est. 25.00
55.	United States 4 covers made for 50 years of U.S. Airmail Service	Est. 2.00

56.	United States, cachet flight cover—first air mail stratosphere flight, coast to coast, by Wiley Post, 1935	—
57.	United States—pair of C11 on FDC, Washington to New Orleans—immaculate and cacheted	Est. 40.00
58.	United States—Special flight, Aug. 27, 1926 from Springfield, Ill. to Chicago, franked with C7 plate single. Contains invaluable map of existing airmail routes, data on companies handling contracts, and huge table showing airmail time and rate schedule between 75 different cities. Major reference work for students. Est.	25.00
59.	United States cover flown first flight Rockford, Ill. on CAM 9. Franked with plate block of C11 and 5c Aeronautics Conf. (25c rate) to Minneapolis	—
60.	United States flown Lindbergh cover, first flight, San Juan to Paramaribo, franked with block of four C7, cacheted—to Dutch Guiana	—
61.	United States U.S. Trans Polar flight expedition to Christiana, Norway, special card franked on reverse for return	Est. 5.00
62.	Lot of interesting U.S. first and special flights, 12 covers, spanning 1926-29, interesting frankings, including Lindbergh cover with Lindy label tied to reverse	Est. 20.00
63.	United States FDC with Sc. C10 (Lindbergh), St. Louis to East Orange, N.J. immaculate, cacheted	Est. 20.00
63A.	United States CAM 25 flight, St. Petersburg cancel on Atlanta Maimi flight, franked with Hawaii 5c	Est. 5.00+
63B.	United States, similar cover cacheted on occasion of First annual Baltimore Aircraft Show, purple cachet, 12-14-29	Est. 5.00
63C.	United States, similar cover, franked also with Hawaii 5c and with black cachet, 12-9-29	Est. 5.00
64.	Uruguay San. 11 on FDC to Buenos Aires flown, backstamped ..	—
65.	Uruguay—flown FDC's of San. Nos. 8-9	Cat. 15.00
66.	Uruguay San. 11-14, mint	Cat. 5.00
67.	Uruguay—lot of mint stamps and covers	Est. 2.00
68.	Vatican. Non philatelic cover franked with pair of No. C30, to St. Alban's, immaculate stamps catalogue \$14.00	Est. 20.00
69.	End of sale mystery lot—14 covers and mint set of stamps Est.	12.50
70.	Book printed by Zeppelin company showing photos of various stages	—

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THE FLIGHTS OF THE COMPANIA COLOMBIANA DE NAVEGACION AEREA

By Eugenio Gebauer, Caracas, Venezuela

The Compañía Colombiana de Navegación Aérea was founded in 1919 shortly before SCADTA (Sociedad Colombo-Alemana de Transportes Aéreos) was established, and incorporated in December 1919. Colombia could therefore celebrate last year the 50th anniversary of commercial aviation. While the history of SCADTA has been told in several publications, there are many doubts in relation to the flights of Compañía Colombiana de Navegación Aérea, especially with the few airmail stamps issued in relation with these flights. For lack of proof, some serious aero-philatelists have doubted that these stamps or some of the so-called unicolored type were made for postal purposes.

We were very fortunate that the only pilot of the company still living, (Captain René Bazin—now residing in La Baule, France), not only showed us his original logbook but gave photocopies of the logbook which records every flight from the very beginning, both trial demonstration and commercial from February 1920 until December 1920 when the Company cancelled his contract because the last of the F-40 Farman's was lost at the end of the survey flights Cartagena-Barranquilla-El Banco-Puerto Wilches, in the interior of Colombia on the banks of the Rio Magdalena.

The first trial flight was made by Captain Bazin on the 14th of February, 1920 from the airport of Boca Grande in Cartagena ("de las Indias" which is the historical name for Cartagena of Colombia). It lasted 15 minutes and he was accompanied by mechanics Goupil and Georges. Several more flights of this type took place, and finally the first commercial flight took place on the 22nd of February 1920. He had as passengers Don Guillermo Echavarria, Manager of the Company and his French mechanic, Goupil. The flight from Cartagena to Barranquilla lasted 1 hour, 20 minutes. A few more demonstration flights were made until the 4th of March, 1920; that day, the return flight took place with mail between Barranquilla and Cartagena. While the demonstration flights were carried out at an altitude of 300-500 meters, the first official airmail flights

JOURS	DATE	EMPLOI DU TEMPS	DÉTAIL DES SERVICES AÉRIENS	DURÉE FAVORITE	DISTANCE AÉRIENNE	ALTITUDE MÈTRES
1920			Report	8 ^h 50 ^m		
17	Senior - 30	Voyage Cartagena-El Banco	Aguero et retour	5 ^h 40 ^m		
	-	Passagers: M ^{rs} Miguel	Guesano, et M ^{rs} Antonio Segovia	2 ^h 10 ^m		1800
18	-	1 vol. de 15 ^m passagers M ^{rs}	Arturo Geline, M ^{rs} Hernando Romay	1 ^h 15 ^m		500
19	-	1 vol. 15 ^m 2 ^o M ^{rs}	José Robb et M ^{rs} Raoul Lopez	1 ^h 15 ^m		500
20	-	1 vol. 15 ^m 3 ^o M ^{rs}	Pharmaceut. et M ^{rs} Auguste Goupil	1 ^h 15 ^m		500
21	22	Voyage Cartagena-Barranquilla	M ^{rs} Laing et J. Goupil	1 ^h 20 ^m		500
	-	Lichavaria et Goupil		1 ^h 10 ^m		500
22	-	1 vol. de 15 ^m passagers: Segovia	Alonso Salazar, S ^{rs} Miguel Vives et	2 ^h 10 ^m		100
23	-	1 ^o 15 ^m 2 ^o Segovia et M ^{rs} Roberto S ^{rs} Carlos Roberto		1 ^h 15 ^m		500
24	-	1 ^o 15 ^m 3 ^o Segovia et M ^{rs} Roberto S ^{rs} Carlos Roberto		1 ^h 15 ^m		500
25	26	Voyage Barranquilla-El Banco	Colombia et retour	4 ^h 10 ^m		1400
	-	1 vol. 15 ^m 3 ^o Segovia et M ^{rs} Roberto S ^{rs} Carlos Roberto		1 ^h 15 ^m		500
26	-	1 - 15 ^m - M ^{rs} Arturo	Roquesa et S ^{rs} Alvaro Roberto	1 ^h 15 ^m		500
27	-	1 - - - M ^{rs} Mario	Roquesa et S ^{rs} Manuel Salazar	1 ^h 15 ^m		500
			a reporter	6 ^h 40 ^m 30 ^s		
				8 ^h 10 ^m		

Figure 1.

were made at 2300 and 1700 meters, respectively. The duration of the second flight was 1 hour, 15 minutes. The airplane arrived in Cartagena, as we can see in Fig. 2, at 5:35 p.m. In Fig. 1 we see the information in relation to the first airmail flights. For these flights the airmail fee for a letter of less than 1oz. (20 grams) was 10 cts. at that time U. S. \$0.10. As there was no time to prepare stamps, multicolored labels of the Curtiss Aviation Company were overprinted

"COMPANIA COLOMBIANA ED NAVEGACION AEREA"

Porte aéreo: \$0.10

In the right corner appears the name of the printer Tipografía Araujo. Nine different designs of 10 cvs. exist. For the first flight on February 22, 1920, some of these vignettes were overprinted "- 30 cvs. -" for use on commemorative covers. There is a note on these covers which reads: "Recuerdo del primer correo aéreo Cartagena, febrero 21 de 1920" (commemoration of the first airmail Cartagena February 21, 1920), signed JP. Soto. Besides that, there is a date seal which says 22 FEB 1920. Very few of these covers exist, so far the surcharge is known on 6 values. These covers do not have the obligatory 3 cvs. Government stamp which had to be affixed on all mail in accordance with the contract with the Colombian Government, as with airmail transported by SCADTA. See also page 33 of "THE AIRPOST OF COLOMBIA" published by the writer. These stamps were cancelled with the scroll seal of the Barranquilla agency of the Company. The same type of overprint was used for the stamps used for the November 1920 flight from Cartagena to Puerto Berrio.

As we can see Fig. 2, another airmail flight took place between Cartagena and Barranquilla, flight time 1 hour, 20 minutes. The F-40 left Cartagena at 7:10 a.m. and arrived in Barranquilla at 8:30 a.m. For this flight, the green 10 cvs. stamp Scott No. C11 (Sanabria No. 11) was used for the first time, printed in Barranquilla by C. Valiente, more or less the same design as Scott No. C5. Several covers of this flight are known, and we have one in our collection which we consider unique with two stamps of Scott No. C11 (double postage) addressed to the well-known firm of Breuer Moeller & Co., Barranquilla. The date on the round airmail seal is March 6th, 1920. As can be seen from the logbook, another flight between Barranquilla and Cartagena took place. The

Figure 2.

X	JOURS	DATE	EMPLOI DU TEMPS	DÉTAIL DES SERVICES AÉRIENS	DUREE	DISTANCE PARCOURS	HAUTEUR MÈTRES
	1920			Report	15	100	
52	Mars 3	1 ed. Paezquez	145 - Luis	de la Rosa et 5 ^o Antonio Maceo	15	100	
53	-	1 ed. " "	5 ^o Alberto	Hoguera et 5 ^o José Obando	15	100	
54	4	Voyage Barranquilla	- Cartagena	Cartagena - Barranquilla	15	100	
55	7	Voyage Cartagena -	Barranquilla	Barranquilla - Cartagena	15	100	
56	10	Voyage Cartagena de	Barranquilla	Barranquilla - Cartagena	15	100	
57	10	1 ed. Paezquez	5 ^o Alberto	Martinez, Camila Martinez	15	100	
58	11	1 ed. " "	5 ^o Alberto	Enriquez et Enriquez	15	100	
59	11	1 ed. " "	5 ^o Alberto	Enriquez et Enriquez	15	100	
60	11	1 ed. " "	5 ^o Alberto	Enriquez et Enriquez	15	100	
61	11	1 ed. " "	5 ^o Alberto	Enriquez et Enriquez	15	100	
62	11	1 ed. " "	5 ^o Alberto	Enriquez et Enriquez	15	100	
				a Reuter -	21	120	

plane left March 9th at 16h30 and arrived at 17h35. So far, we do not know of any mail carried. But we have a cover carried on the flight of March 12 between Cartagena and Barranquilla (via Puerto Colombia as the logbook says). Cancellation March 11, 1920 (see Fig. 3).

In the logbook, we see indications of additional flights carried out between various coastal towns. There is one on March 14th to Puerto Colombia (duration 40 minutes), another one on March 17th Barranquilla-Santa Marta-Ciénaga. Then, another one on the 29th of March from Ciénaga to Barranquilla and the last day of March between Barranquilla and Cartagena. Additional flights took place between Cartagena and Barranquilla, April 6th, 9th, 11th and 14th but for none of these flights have we seen flown covers. On the 29th of April, the plane "Cartagena" was lost and the pilot Jourdanet killed in the accident.

In June the company put into service the F-40 "Santa Marta" (140 HP motor) and several flights between Cartagena and Barranquilla were undertaken (5th, 10th, 12th, 17th, 19th, and 26th of June). On the 20th of July the plane "Santa Marta" was lost, in an accident, fatal to Fraton, the pilot. At the same time, René Bazin traveled in the interior to explore future flights. He was now the only surviving pilot and started flights with the twin motor plane "Goliath" which was christened "Barranquilla." It carried 12 passengers. In October, another Farman-40 was received, which got the name "Medellin." On the 22nd of October, it flew from Barranquilla to Cartagena where it was converted into a hydroplane.

On November 30th, Bazin started with the historic flight to the interior of Colombia. SCADTA, it should be remembered, started a flight to the interior on October 20th in an effort to win the final contract. For the stretch Cartagena-Barranquilla-Calamar-El Banco of 385 km, the plane needed 5 hours 30 minutes. As we can see in illustration Fig. 4 of the logbook, the pilot almost fainted and his mechanic Goupil got air-sick. On December 1st, he intended to take off from El Banco but one float got a leakage. Finally, he left El Banco on December 7th and after a 3 hour, 20 minute flight arrived in Puerto Wilches. (For the 300 km, he had to fight rain and low clouds). In a letter which was published in the above mentioned book, Captain Bazin states that he delivered the mail the 7th of December at the Post-Office in Puerto Berrio from where it was carried by railroad to the final destination. He himself, travelled by railroad

JOURS	DATE	EMPLOI DU TEMPS	DÉTAIL DES SERVICES AÉRIENS	DURÉE	DISTANCE PARCOURUE	ALTITUDE MÈTRES
1920			Report	24.20		
63	Mar 11	1 Vol. Passagers: S ^r Arturo	Cartagena et S ^{ta} Marta	15'	100	800
64	— 12	Voyage Cartagena-Barranquilla	via Puerto Colombia	—	—	—
—	—	Passagers: M ^{me} Goupin et S ^r ...	—	1.30	—	1000
65	— 13	Vol. Dessai: M ^{me} Arturo	de Castro et Basot	15'	—	500
66	— 14	Voyage Puerto Colombia	et retour 2 Passagers	1.0	—	1200
67	— 17	Voyage Barranquilla	S ^{ta} Marta Ciénaga	—	—	—
68	—	Passagers: M ^{me} Arturo	de Castro et Goupil	1.30	—	1000
69	— 17	1 Vol. Passagers: Julio G. Gouin	et Ramon D. Moran	15'	—	500
70	— 17	1 vol. S ^r Juan B. Calderon	et Juan Armentar	15'	—	500
71	— 17	1 vol. S ^r Jose A. Miguel	et Carlo Armentar	15'	—	500
72	— 17	1 vol. S ^r Roberto	Infante et Alfonso Manjarrés	15'	—	500
73	— 18	1 vol. S ^r Mario	Gouin et Julio Charrier	15'	—	500
74	—	1 vol. S ^r Hubert	Salas et Roberto Salas	15'	—	500
75	—	1 vol. S ^r Samuel	Wastony et Julio de Castro	15'	—	500
a Reporter				26.55		

Figure 3.

JOURS	DATE	EMPLOI DU TEMPS	DÉTAIL DES SERVICES AÉRIENS	DURÉE	DISTANCE PARCOURUE	ALTITUDE MÈTRES
1920			Report	67.11	766.55	
Novembre	21	1 Vol. essai d'Helio Blinck au	F ¹⁶⁰ "Medellin"	10'	F ¹⁶⁰	800
	21	1 Vol. 30	"	25		600
	22	Voyage Barranquilla -	Cartagena	1.15		1200
	24	1 Vol. essai du "Medellin" transformé en hydravion		20		400
	28	Voyage Cartagena -	Barranquilla - Calama			
		Banco sol 285 Km.	sur F ¹⁶⁰ type "Medellin"			
		Les fortinets chahuta et de la Cartagena - Bogota				
		Jouillet très malade vomit - à l'air, convulsions 1 fois		5.30		1100
Décembre	1	Essai de départ, centre en faibles pour l'atterrissage, essai.				
	7	Voyage Banco - Bogotá	F ¹⁶⁰ Wilkes - San Bartolomé	ghy		200
		sol 300 Km. Il y a et	un autre très bon F ¹⁶⁰ type			
	22	Nous faisons le voyage	San Bartolomé - Pto Berrio			
		en mettant les lettres dans	l'armoire, en glissant	1.10		
		Controle cancelado par nous	sur l'armoire, à 15 de l'hor.			
Confirmer les		controles del punto de libere.	El apert de la Comp. C. de N. Com.	46.11		
		Bogota, le 20/12/20	Jaime Carrizosa	49.35		
			Total	7		

Figure 4.

to Medellin and returned the 12th of December to Puerto Berrio where he left the plane by order of the Company. He took the riverboat to Cartagena and returned the end of that month to France.

Of that flight, there exists both covers and postcards. The latter we saw with a 10 cts. stamp (Scott C11). In our collection we have a letter-front flown from Barranquilla, final destination Bogotá with an airmail stamp Scott C11 overprinted "30 cts." (as mentioned at the beginning of this article). The cover has the arrival seal of the Government Post-Office of Bogotá, December 9th, 1920. For this flight the stamps Sanabria 19-25 were prepared (see Fig. 5 and 5a).

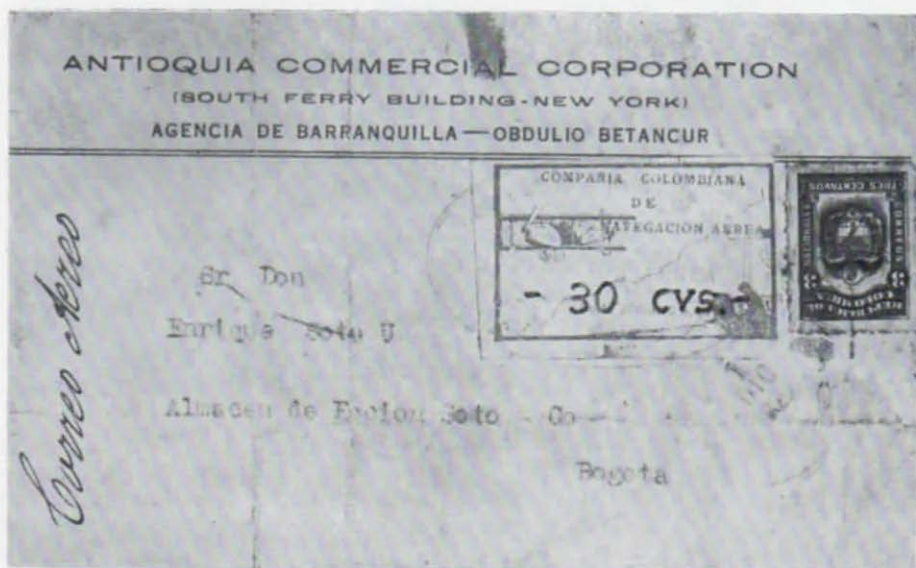


Figure 5.

COMERCIANTE :: COMISIONISTA
EL BANCO - COLOMBIA

Compañía Agropescuaria del Cesar.
48.
Bogotá.

8 Para para este apartado.

Pequeña M. de A. y C.

Colombiana de Navegación
Colombiana de Navegación
Colombiana de Navegación

Calma y Nervios
Sueño
Reparador

BOGOTÁ

We also have a cover mailed in El Banco, December 1st, 1920 addressed to Bogotá where it was also sealed the 9th of December. It carries two red brown 10c stamps, Sanabria No. 16 and one red brown 10c stamp No. 16A to make up the 30 cvs. airmail fee. SCADTA charged the same fee for the flight which took place a month earlier (Fig. 6). Very few of these covers still exist. Both also have the obligatory 3 cvs. postage stamps.



Figure 7.

Mail was prepared in Medellin for the return flight which never took place as the Company cancelled operations. Stamps Sanabria No. 26-29 in combination with Sanabria 13-16A were used for this mail which was carried to destination only by surface mail (Fig. 7).

The basic stamps, Sanabria 16 and 16A, were revalued by typewriter "0-20" and "0-30."

Although there is no evidence, it can be said that the stamps with the design 12, 13 (see Sanabria, also Michel and Yvert) were issued late in 1920 possibly in October or November. There are several hundreds of unused stamps but very few used with this design are known. But, in the writer's opinion, there is no reason why Scott does not catalog them. They have the same status as all the other stamps of this Company or even SCADTA.

The story of these flights would not be complete if we did not mention the flight of the twin-engined Goliath in 1922 from Barranquilla to Medellin, this plane having been placed into service on September 1920.

It left the Atlantic coast, possibly the 14th of April with the Italian pilot Guicciardi. The arrival in Medellin was planned for the 16th of April 1922 as we can see from publications in the Medellin newspaper CORREO LIBERAL of April 18th, 1922 (Fig. 8 and 9). But it took 3 more months and finally the plane arrived in Medellin July 26th, 1922. A certain number of commemorative covers were prepared with airmail stamps (Sanabria No. 11-16A) plus the 3 cvs. Government stamp. Although the plane arrived much later, the Government Post-Office seal (rectangular) of April 16th, 1922 was not changed. Some covers have the scroll seal of the Barranquilla office of the Company plus a cachet reading

PRIMER CORREO AEREO
DIRECTO DE BARRANQUILLA
A MEDELLIN
BARRANQUILLA

addressed to Don Guillermo Echavarria, Medellin.

They have, in addition to the 3 cvs. Government stamp, Scott No. C11. They

exist with and without the Government post-office seal (rectangular) of April 16, 1922. Most of the covers have the scroll cancellation of the Medellín office of the Company plus the Government seal on the 3 cvs. stamp. These covers are franked with Sanabria 12-16A. These covers may be considered as commemorative ones similar to those mentioned at the beginning of this article used February 21/22, 1920.

If it would not have been for the logbook of Captain René Bazin, it would have been difficult or impossible to prove that most of these flights took place. This document may help also in the future to identify the authenticity of used stamps and covers. We must not be too critical with stamps issued during the pioneer days of commercial aviation. These flights were at that time almost as sensational as the moonflights of our days.

Used stamps on or off cover of this early issue (Sanabria 11-16A and 19-29) should be expertized, however, as many fakes exist.

muerte!!
igilénicos* aún
la muerte. 1.2

VELEZ R
ensayo
las en su 1.2
a usar leño no
dencia. Se le
por un pro
teléfono 719

imistad
on lo mejor de

e ser vir
y cuori

reclaman los
lo Campo Val
paga con res
del porvint
del rico. El
id en 15 min

illones de
construit
esará los
tanderes.
tros y se
irse luego
trabajos

rágica en

fin de que se trabaje por los intereses de los estu-
diantes y de consolidar la unión universitaria.

TIEMPO

El Avión 'Goliath' llegará el sábado

Ayer se recibieron en la ciudad los telegramas que in-
sertamos en seguida, y en los cuales se da cuenta de que el
sábado aterrizará en el respectivo campo de la Compañía
Colombiana de Navegación Aérea, en Guayabal, el super-
avión «Goliath»:

Montería, 16 de Abril de 1922

Eligómez—Medellín.
Hoy Barranquilla, Montería dos (2) horas.
GUICCIARDI

Montería, 17 de Abril de 1922

Eligómez—Medellín.
Ayer «Goliath» salió de Barranquilla a las ocho a. m. y
aterrizó en Montería a las 10 a. m. Podremos salir fin se-
mana. Ruégole avisar el día más conveniente y horas más
propicias respecto condiciones atmosféricas. Señales campo
según instrucciones dadas Guillermo Echavarría. ¿Qué tiem-
po hace esa? Atento saludo.

GUICCIARDI

Medellín, 17 de Abril de 1922

Guicciardi, (Aviador) - Montería
Actualmente buen tiempo. Salga sábado, procurando
llegar aquí once a. m., por ser hora hace mejor tiempo.
Campo y señales listos. Conteste «extraordinario» objeto a-
nunciar llegada. Caso contrario, avise. -

ELIGOMEZ

Figure 8.

VEDAD

en el Almacén de ventas
al, situado en la Calle de
ro 34, joyas preciosas,
máquinas de coser, de
ental para Dentisteria, he-
caparates, ropa de toda
que pueden convenirle.

ada Sastrería
ES PAÑOS—
IECHA

Notas diversas

El «Goliath» no vendrá el sábado

Montería 19 de Abril de 1922
Eligómez—Medellín.
Imposible sábado. Ruégole in-
dicar día mejor llegada se-
mana entrante. Conviene
salir después del 25 para tener
tiempo completo bien peju-
nstrados aparato y equipio com-
promiso.

GUICCIARDI

Medellín, Abril 20 de 1922
Guicciardi—Montería
Visto inconvenientes que le-
ver, parecemos mejor día sábado
veintinueve (29) Tiempo, tie-
mos dadas las cosas. Avise de-
nitivamente.

ELIGOMEZ

ALERTA

La Agencia más surtida
en espejos, ¿cuál ES?

La que más barato ven-
de en la ciudad, ¿cuál
es?

¡Llévate fruta al Polo y la verita.
Tomás M. Jaramillo L.

CIGARRILLOS

Figure 9.

UNITED STATES

Washington, May 15 / 10 a.m. / First Trip Cancellation Also An "Error"

By Henry C. Dupont

Most references state that the scheduled take-off of the CURTISS "JENNY," No. 38262 for the first flight from Washington to Philadelphia on May 15, 1918 was 11.30 A.M. All these references are given in newspaper accounts issued after the departure of that airplane.

Only Captain Benjamin B. Lipsner, designated by the second Assistant Postmaster General to organize the flight, indicates in his autobiography ("From Jennies to Jets," pages 1-20) that the scheduled take-off was planned for 10.30 A.M. Though Captain Lipsner was mistaken when he said in his book that, after the CURTISS No. 38262 had crashed, the air mail bags were forwarded to Philadelphia or New York the same day "BY TRAIN," logic would seem to indicate that he is correct for the hour of departure of the airplane.

Several reasons, some of which can only be given by former aviation mechanics, prove that the logic of the scheduled departure was necessarily 10.30 A.M.

FIRST - President Wilson arrived at the Polo Grounds Airfield on May 15, 10.10 A.M. It is, indeed, quite improbable that the President who was ill — his hand was seriously burned — would be able to spend an HOUR AND A HALF of his precious time (10.10 to 11.40 A.M.) to see the take-off of a little airplane! The official rules would give twenty minutes, perhaps, to the President for this ceremony. Thus, the logical take-off would seem to have been scheduled for 10.30 A.M.

SECOND - Captain Lipsner who was an eye-witness to this ceremony — the official photographs show he loaded an air mail bag in the CURTISS No. 38262 — says in his book, "As the President and his party reached their position, the mail truck drew up alongside the plane." One can conjecture it was then 10.15 A.M. This time is important.

When the mail bags were strapped into the front cockpit, and the pilot, Lieutenant Boyle, installed aboard, Sergeant Waters turned the propeller to start the motor. Several trials were made, but the Hispano-Suiza V8 motor refused to start. It was then 10.35 A.M. This time is also very important. At this time, Sergeant Waters removed some spark plugs, checked these and re-mounted them. The writer, in the years between 1921 and 1925, often made this always difficult operation on Hispano motors; it required 10 to 15 minutes. Often, two trials were made to start the motor, five minutes, at least, for each was necessary, but the Hispano V8 frequently refused to start.

It was then about 11.00 A.M. when Lipsner and Waters looked at the gas gauge of the CURTISS. It showed full! Just then, the President said to his wife, "We are losing a lot of valuable time here."

After inspecting the gas tank, Lipsner found it empty; the gauge was bad. But, there was no fuel in the hangars. Lipsner and Waters siphoned a can of gasoline from one of the dismantled planes and poured it into the CURTISS tank. Two other cans were siphoned and poured in. These sundry operations required another 25 to 30 minutes; it was then certainly about 11.30 A. M. The motor finally started and, after the engine was warmed up, the take-off was made about 11.40 A. M. The newspapers state it was 11.46 or 11.47 A. M.

Thus, it is by *the loss of ONE HOUR*, brought about by bad organization of the first flight, that the departure was made about, or after, 11.30 A. M. The real take-off was certainly planned for 10.30 A. M. as Captain Lipsner states in his book. In this case, the last collection of covers and cards from the AIR MAIL boxes was made before 10.00 A.M. Therefore, the cancellation "10 A. M. FIRST TRIP" is an "ERROR."

The "10 A. M." postmarks, although not nearly as rare as the famous error "11 A. M. FIRST TRIP," are, nevertheless, not common.

American Air Mail Catalogue, Volume III, Fourth Edition, edited by Joseph L. Eisendrath and others. Available from the editor, 350 North Deere Park Drive, Highland Park, Illinois, 60035. Hardcover, 576 pages, with illustrations and maps. Price \$10.00.

This is the third of four volumes of the Fourth Edition of this standard reference work published by the American Air Mail Society. Containing seven sections of which two are new and one is greatly expanded, this volume is both enlarged and thoroughly revised over the prior edition.

For the first time a detailed section is included covering the period in 1934 when the Army was called upon to fly the mails. An exhaustive section concerning airfield and airport mail facilities cancellations is also new. The comprehensive portion on Lindberghiana is a much updated revival of information last appearing over three decades ago, and is an indication of the greatly expanded interest in this field.

The four remaining sections covering Canada (pioneer, official and semi-official flights), Newfoundland, Foreign Contract Air Mail routes and United States territorial and insular flights depict both enlargement and refinement in these respective areas.

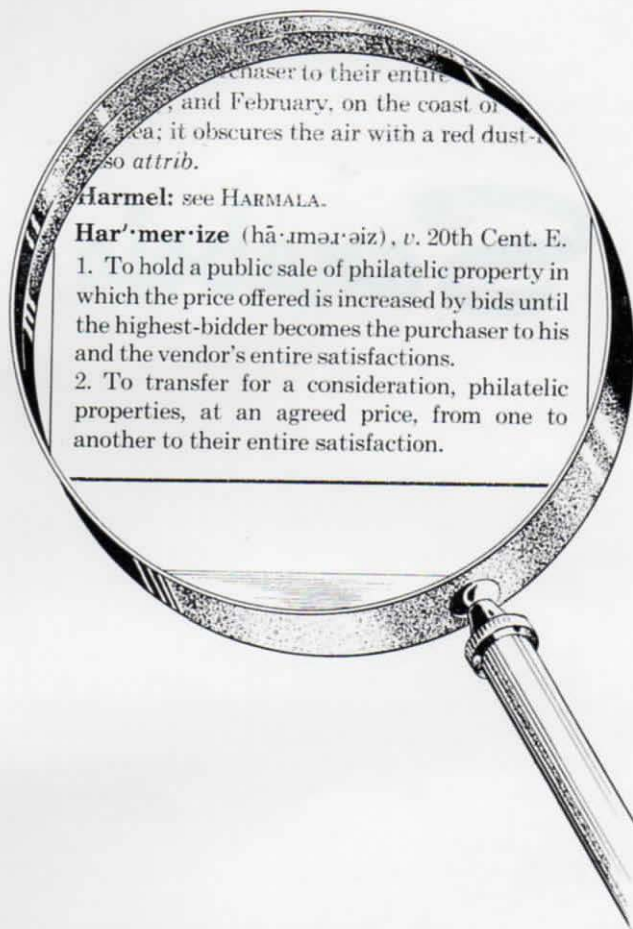
This work represents an exhaustive study in the seven sections that are contained therein. This results in great part from a careful selection of the several section editors who are outstanding experts in their various fields.

Mention should be made of the many pricing revisions throughout, which in general reflect an increase, sometimes marked, in current market conditions.

This third volume in the series is a welcome addition to the two prior volumes, and one awaits the arrival of the fourth and last with equal expectation. The high quality work has become the standard reference for air mail information, without which the sea of aerophilately is often difficult to chart. This volume, with its helpful illustrations and detailed maps, is recommended highly as a useful and, indeed, necessary tool for all those interested in this field of collecting. (*William H. Miller, Jr.*)

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