

VOLUME IV, No. 1

JULY, 1956



THE AERO PHILATELIST ANNALS

★ ★ A QUARTERLY MAGAZINE ON AERO-PHILATELY ★ ★

This Issue Features:

- AIR MAILS AT FIPEX
- URUGUAY'S FIRST AIR ISSUE
- 1933 LATVIA-AFRICA FLIGHT
- INDEX VOLUME 3

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Vol. IV



No. 1

THE PHILATELIST AERO ANNALS

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Air Mails Soar and Score at FIPEX

Introduction

Forecasting is generally to be avoided because the future is uncertain. In the last number of this magazine, our editorial entitled, "Aero-Philately 1956", had traced the history of our specialty and concluded that aero-philately by 1956 had become to be accepted as an integral part of philately after a rather stormy past. Although the views in this editorial were regarded as based upon facts, nevertheless, they were in essence no more than the expression of one person's opinion.

For more than 25 years, aero-philatelists have worked hard to have their specialty accorded its rightful place in the general philatelic picture. After many frustrations had been met with persistence, our goal had been fully accomplished by 1956 as pointed out in the aforementioned editorial.

Then what happens? A fine lady journalist, Miss Barbara Mueller, expressing her views on FIPEX in the stamp newspaper, "Western Stamp Collector", pens the following:

Why the Red Carpet?

"Of course, if you are an aero-philatelist, your task is much easier. You have an entire section devoted to your field, with seven groups ranging from general collections to postal stationery.

The logical question is, why does aerophilately get the red carpet treatment? There would be no resentment at all if postal historical, type, and group collectors got a fair break".

The answer is simple. We, aero-philatelists, worked years for this. If others want it, let them follow suit. In all sincerity, we can recommend a red carpet. It is a wonderful feeling to be able to walk on one, instead of tripping over second-hand scatter rugs. But nobody is going to take our red carpet from us. After all, no one has said the supply is limited. So we say to the other philatelic specialty groups—follow our example, work hard, keep at it for many years and someday you will live like a king.

If the Fifth International Philatelic Exhibition held in the United States from April 28 to May 6, 1956 did nothing else, it established as a fact the high place in philately of air mail collecting. There were so many instances and events to substantiate this, that the following review of FIPEX will try to mention most of the more evident ones. With no apologies, these observations will not be brief, because we sincerely believe that what had happened at FIPEX was so highly significant as to warrant a full discussion. In the other publication of AERO PHILATELISTS, the names of our members, who made FIPEX history were given. This review will omit all mention of names, concentrating solely upon stamps and other philatelic matters.

Relation of Air Mails to the Entire Exhibition

At the outset a few statistics will be given. Accuracy has been sought, but the figures given are not warranted to be exactly correct.

There were a total of 2,300 frames in competition at FIPEX displayed by about 700 exhibitors of which about 350 or only 50% won awards, according to the release of the Publicity Director of FIPEX. Our own recapitulation shows somewhat different results. *The total number of awards were 407 broken down as follows:*

- 6 Major Trophies including Grand Award
- 6 Best in Section Trophies
- 5 Gold Medals with Diamond
- 55 Gold Medals
- 75 Silver-Gilt Medals

FIPEX

110 Silver Medals
150 Bronze Medals

Total.....407

In the air mail section, there were a total of 275 frames and 68 albums entered by 52 individual exhibitors. Thus the air mail section was given 12% of all the frames in competition. The air mail awards were:

1 Major Award (Trophy)
1 Best in Section Trophy
1 Gold Medal with Diamond
3 Gold Medals
8 Silver-Gilt Medals
11 Silver Medals
18 Bronze Medals

Total.....43 (just over 10% of the entire 407 Awards)

Outstanding Material Exhibited

Of far greater importance was the quality than the quantity in the air mail section at FIPEX. It was generally agreed that the two finest sections were Section 3 (Europe) and Section 6 (Air Mail) with Section 2 (British) an obvious third. This is based upon a consensus of opinions reported to us.

The air mail material exhibited had to be seen to be believed. If ever a word went into disuse after FIPEX, it is "unique", because exhibitors saw for themselves (we hope) that stamps and covers, previously believed unique, were not. A brief survey of some of the highlights shown follows. There is no intention to touch upon everything, but simply to report a survey of the air mail section as we saw it. Other eyes may include items we omitted or vice versa.

The finest material represented almost exclusively stamps and covers from the Pioneer and early years of air mail with a few exceptions. Starting this report chronologically, the 1870 *Siege of Paris Balloon Flights* were not shown as strongly as in past international exhibitions. This is about the only instance when FIPEX was weaker than previous shows. Two U. S. *Buffalo Balloon* covers were exhibited, which are all known to exist. The display of the *New Zealand Pigeongrams* stamps and flimsies was exceptional. The 1909-1913 *Germany Pioneer semi-official stamps* were outstanding. Covers with these scarce stamps were shown that many veteran aero-philatelists thought never existed. Our own count of the number of U. S. 24-cent *inverted centers* totalled 27 copies at the New York Coliseum. *Newfoundland* rarities seemed to be in the frames so often that many wondered if the stamps were as scarce as they actually are. We saw 4 *Martinsyde* covers, an unused pair of the *Hawker* stamps along with quite a few single copies unused, used and on flight covers. The *DePinedo* and *Columbia* stamps were well represented. Most of the top winning collections showed both the stamps on and off cover. Incidentally, in another section, there was an UNUSED BLOCK OF FOUR of the *DePinedo* (a single catalogs \$4000). Two copies of the great Newfoundland rarity, Sanabria 31 (Balbo) were exhibited, as well as some very fine copies of the very scarce error, the *DO-X inverted surcharge*.

Many eyes are still popping after viewing the almost unbelievable displays of the 1921 *French Guiana T. A. G.*, stamps. Covers showing multiples left the viewer dizzy. Perhaps the 1920 *French Aviation Co.* stamps of (San. 2 to 10) COLOMBIA stole the show. The feature was one cover franked with FIVE of these scarce stamps, even 'tho two copies were damaged. This actually added to this item, in the opinion of many, because it showed commercial use. The expensive 1925 *issue of Honduras* was displayed very comprehensively by many exhibitors including all the very rare stamps except "the Black C12". The world's rarest air mail stamp (see the AERO PHILATELIST ANNALS, Vol.

FIPEX

2, No. 1) was not exhibited at FIPEX. The scarce *Ecuador Scadta stamps*, San. 7 and 8, unused were shown in several frames. *Russia's 1922 Consular stamps* (San. 1-10) had a great representation including the scarcest variety, and another stamp on exhibit in a complete sheet.

Another great air mail rarity is the "*London-London*" semi-official of Canada (San. No. 534). It is recorded that only *three unused copies* have survived. The Sanabria catalog prices one copy at \$2500. *All three unused copies were exhibited*. But, wonder of wonders, a *flown cover with this rare stamp* was also shown. This was completely unknown up to the time of FIPEX to most air mail collectors.

Even *aero-postal stationery* caused many to stop and look. An exceedingly scarce item of more recent vintage was in one of the exhibits. The ordinary *6c. orange air mail envelope of the United States* used around the time of World War II produced a variety that truly excited the envelope specialists. A very few, only 3 or 4, were found printed on *blue-paper* (Scott UC6a), and the only known copy that went through the mails was on exhibit.

But "big money" stamps were not the whole show by a long shot. The less rare items were shown by outstanding exhibits. For instance, *the first air mail stamps of France* (Scott C1-2) do not catalog high. Some years back, a previous writer had created confusion when describing genuine and counterfeits of France C1-2. The best method of resolving this would be by a study of the overprint on multiple pieces. Thus for over a decade in this country, some authorities have sought this set of two in blocks of four or larger with very slight success. Along comes an exhibitor from Europe showing France C1-2 in complete sheets of 25.

Some of the less rare stamps were seen used on covers with almost unbelievable franking. For example, *Chile (San. 14) the 6 Pesos of the First Provisional Issue* is seldom to be found on a genuine flown cover. One FIPEX exhibitor showed a strip of FIVE on the front of a commercial cover to Switzerland. There were many pieces similar



Fig. 1. Some of the leading air mail International Judges at FIPEX. L. to R.: Henry M. Goodkind and Stanley R. Rice, Editor and President of Aero Philatelists; L. B. Gatchell and Rafael Oriol, Editor and President of American Airmail Society, and Hugo Fraccorrolí of Brazil.

FIPEX

to this throughout the air mail section that truly astounded even the most hardened old-timer.

The showing of *air mail proofs and essays* was remarkable. These are not too well known generally, being of interest to a comparatively few specialists because the nature of this type of material obviously makes its ownership limited. Essays and proofs of more recent years from European countries like France, her Colonies and Monaco are the easy ones, because they came out in good supply with an eye to the philatelic market. But proofs and essays from the United States or the American and British private printers are scarcer than "hen's teeth". When one comes by a Die Proof of the American Bank Note Co. or Waterlow & Sons, Ltd., he really has something. The exhibits at FIPEX of air mail proofs and essays was by far the greatest display of this type material ever assembled under one roof.

The showing of *Pioneer and Flight covers* also was the finest ever seen. Noticeably absent were the very common cachet CAM and FAM covers. Without intending to insult, many aero-philatelists consider these "junk". But there are many wonderful air mail non-adhesive covers of great historical note. Some of the rarest *Pioneer and Trans-ocean flight covers*, of which only a few have survived, were in the frames. Furthermore, they were displayed with fine artistic taste, allowing the cover to tell its story without being overshadowed by photographs and newspaper clippings. The German *Zeppelin covers* shown were about the best ever seen. *Grap Zeppelin covers* have become a most popular specialty obviously generating keen competition for this material, so that the Zeppelin exhibits at FIPEX were excellent both in quality and scope.

And finally, the specialist in air mail stamps showed his vast fund of knowledge and understanding of his material. There were *Austria, Brazil, Canal Zone, Canada, Colombia, Fezzan, Honduras and Switzerland* frames with pages that evidenced years of careful study and research by the exhibitor. Their mounting and display were admirable. For instance, the 1913 "Lugano" *Pioneer Flight stamp of Switzerland* is a very desirable stamp of which most collectors are happy to own one copy. One should have seen what the Swiss specialists had exhibited of this one stamp.

The Present Stature of Air Mails

In a large measure, a philatelic specialty is not too different from man. From birth until maturity, the mistakes made during the years of youth and growth are well known. During its young years, aero-philately manifested many of these immature traits such as impetuosity, tantrums, feuds and unfriendly rivalry. There were clashes between air mail dealers, between dealers and collectors, while the air mail followers split into two groups. In our opinion, FIPEX showed that air mail collecting has reached a stage of maturity.

The collector-dealer relationship was continually one of mutual respect and close cooperation. Only collectors served on the International Board of Judges. Several dealers exhibited and their collections earned awards. One of the few research awards in the air mail section went to a professional. Furthermore, representatives from the two air mail organizations were appointed to the Board of International Judges and fine teamwork resulted. The presidents and editors of both groups worked in complete harmony in judging. One picture can say more than a thousand words, they say. Therefore we illustrate here a candid photo taken by Boutrelle during the judging at FIPEX showing this teamwork with tangible evidence. (Fig. 1) As this writer was one of this team, he will vouch for the accuracy of these statements.

Another piece of evidence showing the present stature of air mails was noted at the dinner given by our organization on May 1, 1956 at the Hotel Victoria, New York City. Many of the leading philatelists, amateur and professional, attended, and very few of them are air mail specialists. (Fig. 2) They told us of their great respect of the achievements made by air mail collecting.

FIPEX

It should not be forgotten that those, who held the most responsible positions in staging FIPEX, are air mail collectors showing that all philately was willing to entrust leadership to specialists like ourselves. This has a great significance, that many fail to see. A specialist often tends to become narrow. Thus a keen philatelic specialist sees nothing in his hobby, but those things touching upon his own limited interests. But the air mail specialist does not do this. Most work for the welfare and prosperity of all philately, well knowing that a feeling of respect will come to air mails as a result of service to stamp collecting in general.

Air Mail Literature

Some observations should be made upon the writings and publications, because here again one finds acknowledgement of the philatelic contributions of air mails. *The recording of knowledge is the most essential factor to philately.* Stamps and philatelic material would be almost worthless without classified information telling collectors what is of great, lesser or small value.

Sections 8, 9 and 10 in FIPEX were for philatelic Literature. There were 128 entries broken down as follows:

- 35 Handbooks
- 25 Magazines
- 30 Catalogs
- 36 Albums
- 2 Accessories

The highest award allowed for Literature was a silver medal. *The Judges awarded a total of only 19 medals in Sections 8, 9, and 10, which is just about 15%, the lowest percentage of awards by far in any section.* There were only 4 Silver and 15 Bronze medals. *This magazine, the AERO PHILATELIST ANNALS, won one of the 19 awards.* And in Groups 3 and 4 of the Literature Section, that was for General and Specialized catalogs, there were a total of 30 entries. The Judges awarded 2 Silver and 6 Bronze Medals.



Fig. 2. Sir John Wilson, famous international philatelist and Keeper of the Royal Collection of Great Britain, speaking at the Aero Philatelists' dinner during FIPEX. Those in the foreground are: (l. to r.) Lady Wilson, J. R. W. Purves of Australia, Mrs. Florence Brown and R. S. Bohn, Chairman of FIPEX.

FIPEX

"The Sanabria Air Post Catalogue" was one of the few specialized catalogs that gained the honor of a medal in this Literature Section. Checking the entries in Section 8, one finds a total of four air mail entries, one magazine, one handbook, and two air mail catalogs. *Two of the air mail entries won medals, no doubt the highest "batting average" in the entire section of philatelic literature.*

Now let us analyze this Literature Section more closely, especially the Group for magazines. *There were 25 entries representing 13 different foreign countries.* About a third of the 25 were general magazines like "the Collectors Club Philatelist", which won one of the highest awards, a silver medal. And this magazine group was also awarded three Bronze Medals. Two went to general magazines, "the Mercury Stamp Journal" and "Philately From Australia", publication of the Royal Philatelic Society, Victoria. *Therefore, the only Bronze medal that was awarded to a completely specialized magazine was the one to the AERO PHILATELIST ANNALS.*

This mention is in no sense a matter of bragging. This award is not regarded in the slightest degree as a personal achievement. It is instead taken as the measure of respect that air mail collecting has gained in the entire field of philately. Add to this, the standing of the only air mail catalog published in the United States, which also gained one of the few Literature Awards, and one sees more tangible evidence of the great stature gained by aero-philately at FIPEX.

Changes in the Manner of Air Mail Collecting

Many who visited FIPEX and studied the air mail section, must have gained an impression similar to the one we did. In the past, most collected air stamps in just one condition like unused, used and/or on covers. FIPEX evidenced a marked trend away from one manner of collecting. It was seen in most of the top collections, that the exhibitor showed his air mail stamps in every conceivable way. The best collection in the section consisted of unused stamps—single copies, blocks and even complete sheets—stamps on cover, proofs, essays, aerogrammes and postal stationery. Very few of the award winning air mail collections confined the stamps shown to solely unused and used on or off covers. In fact, there were very few exclusively used off cover collections. This too shows the maturity of aero-philately. The words "used" and "cancelled" are actually synonyms. In the other stamp specialties, those, who concentrate on cancellations, do so primarily because of the meaning of the postmark. One seeks a stamp cancelled because of a specific date or townmark shown on the copy. Thus a cancelled copy takes on added significance, which a specialist seeks. Therefore, one is a cancellation specialist, but not a collector solely seeking a certain goal of completion with stamps that must be cancelled, whether this marking shows only a few millimeters of a line hit or any old date, whether decipherable or not.

The mounting on album pages and the annotations written were very interesting to observe at FIPEX. Some air mail exhibits had a great detail of description. Others, in contrast, were tastefully displayed with practically a minimum of write-up, allowing the stamps or covers to tell the story.

This evidences to us that this matter of write-up is a highly individual choice for each collector to make. There is no standard or typical method to be used. Therefore, a stamp writer on the matter of mounting and write-up cannot be dogmatic by pointing out that a collection to earn an award must be presented in this, that or the other method. After studying FIPEX, the best one can advise is to use good taste and intelligent presentation. This means the avoidance of bad taste by overcrowding material on one page or writing a lot of detail description that is irrelevant or inconclusive. One must remember that *philately is stamp collecting*, not a historical treatise, a work of art, a religious treatise or an atlas. These latter can be worked into philately, but never should they overshadow the stamp.

FIPEX

Truly International

Air mails at FIPEX demonstrated one great point. It is international. First of all, there were many foreign air mail exhibits that took high awards. Our section had six—from the Class C Major Trophy through three Gold medals. Half of these went to collectors from the United States, while the other three were awarded to Egypt, France and Great Britain. It is true that the two highest air mail awards went to American collections. But the entire exhibit showed the strength from abroad, and that there are many first-class collections from outside the United States. This is important because we all know certain philatelic specialties that are mostly confined to interest among the collectors living in one country.

Of course, the collecting of air mail stamps and covers involves the whole world, whereas many other specialties do not. This too gives aero-philately an international status.

1956 saw the end of an old regime in aero-philately. The old "name" collections, that had been the top winners in past international philatelic exhibitions, have gone. New air mail champions were crowned. Add to this, the wonderful spirit of good-will and good fellowship shown at FIPEX, and we do not think our enthusiasm for air mails has carried us away. This has been written mostly because so many non-air mail specialists told us that everything about air mails at FIPEX was outstanding—the exhibits, the judging, the spirit of mutual respect, the lack of favoritism and the unselfish services of so many air mail collectors to the general welfare of philately, not just to our own limited specialty interests.

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A PERFECT RECORD

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AERO PHILATELIST ANNALS

Silver Medal	-	-	-	-	Bogota, Colombia	-	-	-	1955
Silver-Gilt Medal	-	-	-	-	Havana, Cuba	-	-	-	1955
Bronze Medal	-	-	-	-	FIPEX U. S. A.	-	-	-	1956

No doubt the FIPEX Bronze was the most significant, because in the entire Philatelic Literature Section, there were a total of 130 Entries from all over the world. There were only four Highest (Silver) and 14 Bronze Medals awarded, of which our Quarterly Magazine was the ONLY Specialty Publication to receive a Medal.

Volumes I and II of THE AERO PHILATELIST ANNALS

were handsomely bound with blue cloth and stamped with gold letters for initial sale at FIPEX.

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CONCURSO DE LITERATURA FILATELICA

BOGOTÁ - 1955

CELEBRADO CON
MOTIVO DEL VII
CONGRESO DE LA
UNION POSTAL DE
LAS AMERICAS Y
ESPAÑA - U. P. A. E.



MEDALLA DE PLATA

CONCEDIDA A

Henry M. Goodkind.
New York U.S.A.
Por su revista Aero Philatelist Annals

BOGOTÁ, EL 7 DE NOVIEMBRE DE 1955

EL PRESIDENTE DEL CLUB
FILATELICO DE BOGOTÁ

EL PRESIDENTE DEL
JURADO CALIFICADOR

The Silver Medal and accompanying Diploma awarded to THE AERO PHILATELIST ANNALS at Bogota, Colombia in 1955. Out of a total of 60 entries, only FOUR gold and 15 SILVER medals were awarded.

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This handbook received rave reviews from the philatelic press all over the world. Price \$1.00.

URUGUAY

The Red Overprint of 1921 (Scott C2, San. 2)

(Part 2)

Preface

Less than eight months after Uruguay's first air mail stamp had been issued on March 20, 1921, a second stamp was placed on sale on November 11, 1921. The color of the second overprint was changed from blue to red. Some have expressed an opinion that the overprint's color was altered principally to create another stamp for collectors. For instance, the following passage is quoted from page 272 of Lee's "Postage Stamps of Uruguay":

Soto 3. S.G. 450a. Yvert 247

Issued 11th November, 1921

Emitted 15,000

Stamp and overprint similar to the previous one but in red.

Revista, No. 206: "Having exhausted the previous printing of 10,000 stamps which had been printed for the Air Post, the Directing Council of Posts, Telegraphs and Telephones resolved on the issue of a second printing of 15,000 copies, identical with that issued on the 22nd March this year,* but with the overprint in red in place of blue as in the first.

"The same overprinting plate as for the former issue was used and was applied to 150 sheets of the 25c printed by the firm of Waterlow & Sons of London and issued in 1901. This issue of 150 sheets, as for the former 100 sheets, belongs to the printing which circulated some time after the engraved stamp had been issued; a printing characterized amongst other things by its deeper colour.

"The use of red ink occasions less sharpness in the overprint compared with the blue ink and we believe that the reason for changing the ink was to encourage the sale of the new stamp which would not have been so easy if it had been identical with the former one, of which there was a deficiency, since in six months a printing was exhausted of a high value, such as is the 25 centesimos, and for a purpose which was only genuine for one day; all have gone therefore into the hands of collectors and stamp dealers, some of whom are already cataloguing it at 30 francs, evident proof that there has been speculation.

* Here again is mention of the wrong date of issue of No. 1. It is March 20, not 22nd. (H. M. G.)



Fig. 1. A strip of five, positions Nos. 31 through 35. The last stamp (No. 35) shows the minor variety where the "E" and "O" in "Correo" are joined.

URUGUAY

"The excuse seized upon by the Post Office for the issue of this new stamp was the Feria Exhibition in the City of Mercedes, for which place an "Airco" aeroplane started as a postal plane on Sunday, 12th November, from Montevideo, where, at the Central Post Office, were sold the special stamps from the day before until the closing time for receiving correspondence for this aeroplane trip. The charge was 30c gold for a single letter, which would necessitate 5c in stamps of some other type and one of the Air stamps to cover postage.

"It is possible that the greater part of the revenue obtained from the sale of the new stamps may be destined for the benefit of the Centro Nacional de Aviacion (as was that of the former post), one of whose pilots was entrusted with carrying out the journey to Mercedes, as before one had been to Rocha.

"All the copies we have examined hitherto of the red overprint are perf. 14. In Montevideo a special cancellation was not used for this stamp, but that habitually employed for all the other postal services."

The writer holds a different view about this. It is known that of all the Latin American countries, Uruguay has consistently made the least effort to bolster its philatelic revenues by catering to collectors. In fact, the Postal Administration of Uruguay often has spurned philatelists, maintaining that its duties and services are primarily to issue stamps for the public's convenience rather than for stamp collectors. Furthermore, the use of the blue overprint issued in March, 1921 was not as successful as hoped for. Air mail could not be sustained on a regular schedule. The first attempts to carry mail by air failed. But the Postal Administration was not discouraged, and resumed with a second try in the fall of that same year. It is our view that since new stamps were needed for a second flight, it was decided to change the color of the overprint probably believing that a red color on the basic stamp would make the stamp for air mail use more outstanding than a blue overprint.

When we come to Part 4 of this series, discussing the controversial black overprint, evidence will be presented showing that trials were made with the color of the overprint to use one that would be distinctive. Realizing this, we hold that there is slight ground for impugning a motive for philatelic revenue by changing the overprints' colors, but that these changes rather indicated a conscientious attempt to create the most practical stamp.

The Overprint

The red overprint differs from its predecessor, the blue, in some few respects. 5,000 more stamps were overprinted. (Most of the sources state *incorrectly* that 14,900 of San. No. 2 were issued.) This means that 150 sheets (10 x 10) were overprinted. Also 500 copies marked "Specimen" (Muestra) were sent to the U. P. U. in Berne, Switzerland, leaving a net amount of 14,500—not a large supply by philatelic standards, but still enough so that most collectors can afford a copy. Scott prices C2 at \$1.25 either unused or used. Sanabria has No. 2 at \$1.25 unused, .65 used, while its cover price is \$10.00.

Just as with the blue, little information could be found recorded about the method of applying the overprint. Our examination of many copies, including one complete sheet and several large multiple pieces, leads us to the belief that the overprint was done by typography, probably in one operation.

Our theory has been substantially confirmed by the location of the following, which has been translated into English by Philip Silver.

"Revista del Centro Colecionistas del Uruguay"

"(No. 6 December, 1921. Page 19)

"A new issue of stamps for the franking of air mail letters has been authorized by the Department of Posts, Telegraphs and Telephones.

"As a result of this authorization, there will be overprinted in the National Printing works with red ink, using the same *typographical* (Italics are ours. *Ed.*) process used in the emission of last March, 15,000 copies of the 25c chestnut colored stamp of the 1901 series printed by Waterlow & Sons of London."

URUGUAY

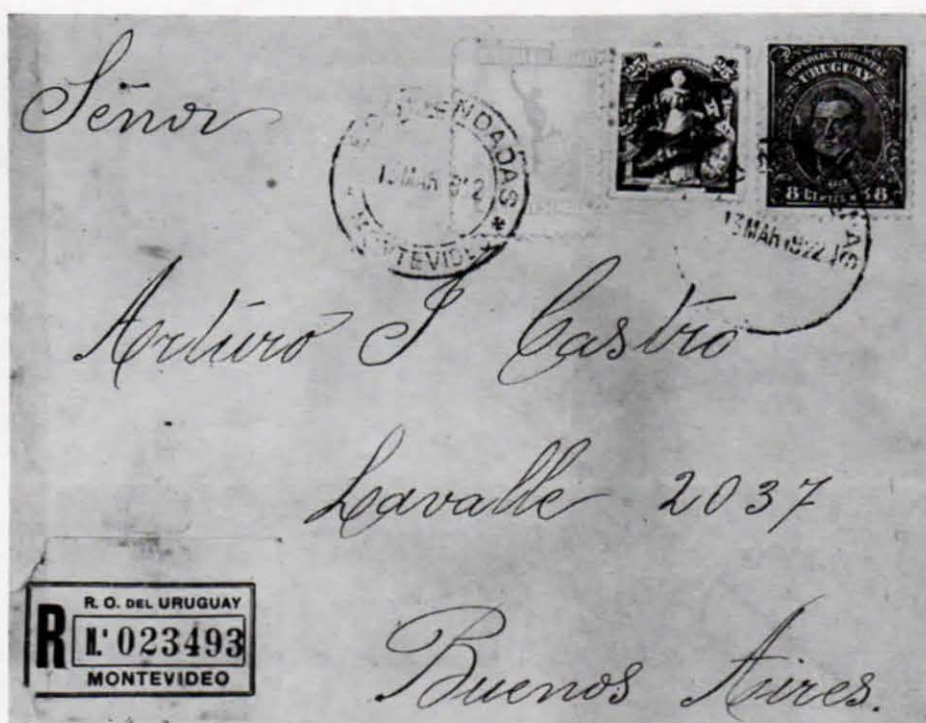


Fig. 2. The INVERTED overprint on a cover from Montevideo on March 13, 1922, which arrived in Buenos Aires, Argentina on March 15 as backstamped.

Generally speaking the overprinting seems to have been a competent job. Not many outstanding varieties or small defects are noticeable. Our own collection contains some multiples that show only two slight varieties. We agree with the "Revista" writer, who wrote that the red ink occasionally appears less sharp than the blue. The two minor varieties we found on the complete sheet of 100 are not, in our opinion, worthy of listing except in a highly specialized catalog. Position No. 35 shows the "E" and "O" of "Correo" joined (Fig. 1). Position No. 44 has the "O" in "Aereo" broken. This is important. We show it in Fig. 3 alongside a counterfeit copy, because this fake also has a broken "O" in "Aereo". The differences will be described later.

Inverted Overprint

One familiar with the stamps of Uruguay from the very first 19th century issues knows that errors like inverts are the exception rather than the rule. The red overprint, the second air mail stamp of Uruguay, did produce such an error. *Three sheets* were found with inverted overprints—a total of 300 copies. Some catalogs incorrectly record that only 100 copies exist with the inverted overprint. All the best reference sources from Uruguay state the amount as 300. The authoritative 1948 "Catalogo de los Sellos Aereos del Uruguay" states 300, and Sanabria also give this quantity, as does the 1936 catalog by Francisco Ferrer Lull.

In this 1921 air mail issue, there are four overprints with different colors. Only the red is known inverted, showing that care was generally exercised with this work. No source material was found to explain how three sheets came to have the overprint inverted nor why this error was not detected before the stock was placed on sale. E. J. Lee's book on "the Stamps of Uruguay" on page 273 states:

"This is without doubt quite a genuine variety."

URUGUAY

For some peculiar reason, a few catalogs maintain that "the red overprint inverted is not known on cover." This is wrong. The Sanabria catalog lists and prices No. 2a on cover at \$100.00. However, "the American Airmail Catalogue, Vol. II (1950)" on page 1131 under its Uruguay No. 4 listing states:

"100 copies which were produced with inverted surcharge are not known on flown covers."

This statement has two mistakes, i.e.—the quantity is 300, not 100; and covers are known (see Fig. 2).

As for covers, the one illustrated is in the writer's collection. Mr. E. J. Lee recorded that a cover with the inverted overprint was in his collection. And a few more are known to exist, two of which we personally have seen. The total amount of covers with the red overprint inverted is not known, but experienced stamp dealers have expressed to us their opinions that they would be surprised if more than ten covers with the inverted overprint existed.

Counterfeits

Robert Hoffman's* authoritative book on all the counterfeits known of the stamps of Uruguay, "Estudio de las Falsificaciones de los Sellos Postales del Uruguay", published in 1948 by the Club Filatelico del Uruguay on page 98 has the following, which Robert J. Lyon, editor of Sanabria, has translated into English for us:

* Mr. Hoffman recently achieved fame for winning the FIPEX Grand Award.

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URUGUAY



Fig. 3. GENUINE

COUNTERFEIT

"Counterfeit overprint drawn by hand, in a pale red rose color very different from the authentic red, which is bright and has no variations of hues.

"The design is not perfect and has some differences from those in the genuine, but these characteristics are not easily discernible in photographic reproductions.

"Due to the wrong color, the counterfeit is not dangerous. There are no known counterfeits of the inverted overprint known."

Page 99 of the abovementioned book illustrates a genuine and counterfeit. The cuts are not clear, so that one has difficulty in seeing differences. But before giving our own description of the counterfeit, we wish to first comment upon some of Mr. Hoffman's statements.

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URUGUAY

Is this counterfeit really drawn by hand? This seems incredible. The genuine stamp is not valuable with or without overprint. If the red overprints (C2) were bringing much more than the basic brown stamps, one could then understand why an imitator would spend hours painstakingly copying by hand this small overprint. But in the case of a stamp like C2 what can be gained? The counterfeit for all practical purposes, if drawn by hand, should have great value as an example of miniature artwork. However, the few counterfeits we inspected do not give an indication that the overprint was drawn by hand. Instead they appear to have been printed by lithography or some similar printing process. Just study the airplane design and notice what skill would be required to draw this by hand.

Fig. 3 show a genuine alongside a counterfeited copy. We agree with Mr. Hoffman that "pale rose color" of the counterfeits gives it away, and it is comparatively easy to detect. As for the design of the airplane on the genuine as well as the lettering of the words "Correo Aereo", we have noticed a number of differences between the genuine and the counterfeit. As previously mentioned, the genuine copy we illustrate is Position No. 44, the one with the "O" of "Correo" broken. The counterfeit illustrated also has this same "O" broken, but there is quite a difference. Less conspicuous are differences in other letters like the "E" and "R" on the genuine compared to the counterfeit.

According to Mr. Hoffman's book, only the red and black overprints are known counterfeited. We can understand the black being counterfeited because they are very valuable air stamps. But at least the counterfeiters should have been smart enough to try to imitate the inverted red overprint rather than the normal C2.

First Flight Covers

The red overprint was not used on the day it was placed on sale, November 11, 1921. The next day, November 12th, a special flight from Montevideo to Mercedes was made.* One plane, piloted by a Captain Brunet flying an "Airco" type machine, made the trip for a special Fair being held in Mercedes. He left Montevideo at 1 p. m. arriving at his destination about 4 p. m. He returned from Mercedes to Montevideo the same day, making the round trip in about five hours time—quite a feat back in 1921.

The mail, according to the specialized catalogs, consisted of 500 pieces, mostly letters but a few post cards. Not too many covers from this First Flight seem to have survived. The one in the writer's collection is shown in Fig. 4. Of course, first flight covers with C2 are far more plentiful than those with C1 (see the *AERO PHILATELIST ANNALS*, Vol. 3, pp. 112-115). In our opinion first flight covers with San. No. 2 are worth more than the cover price indicates.

The postal regulations specified that besides the 25c air mail stamp, a regular postage stamp of 5c must be affixed to covers, making the complete air mail rate 30 centimos. The covers illustrated herein show this.

Other Covers

In the middle of December, 1921, an air mail link was finally established between Montevideo and Buenos Aires, Argentina. Subsequently this route was flown on a fairly regular schedule. Illustrated is a cover with San. No. 2 flown from Montevideo to Buenos Aires on January 21, 1922 (Fig. 5), which is a rather early use on this route.

In this connection, Mr. Philip Silver, while translating from the "Revista del Centro Coleccionistas del Uruguay", came across the following interesting information on p. 21 of the December 1921 number of this Uruguay publication.

*Some specialized air mail catalogs, including Sanabria, mention November 12, 1921 as the day of issue for No. 2. Catalogs repeat the same type of mistake made with C1, San. No. 1. They incorrectly give the date of the First Flights as the First Day of Issue.

But Lee's book and the two specialized air mail stamp catalogs from Uruguay—the 1936 by Llull and the 1948 by Hormaeche and others—give the date of issue as November 11, 1921.

URUGUAY



Fig. 4. A First Flight cover flown November 12, 1921 from Montevideo to Mercedes. It has a Montevideo backstamp of November 13.

"Air Mail Line to Buenos Aires"

"On Saturday, the 17th of December just passed, there was inaugurated with great success a service for passengers and correspondence between Montevideo and Buenos Aires organized by the Rio Plata Aviation Company. On the occasion of the inauguration of this new service, the Assistant Postmaster General, Sr. Rampan, delivered to the aviator a mailbag containing 1,270 letters franked with the stamp we described above. (The Red overprint. *Ed.*)

"This air mail service functions regularly on Mondays and Saturdays, and constitutes a notable progress in river mail service since the crossing that takes steamboats 10 hours to make, is covered by airplane in one hour and ten minutes, the time that it takes to run the 220 Kilometers that separate our Civil Center of Aviation and the Airdrome at San Isidro, the terminal points of the new line.

"If, as is presumable, the postal air mail line functions without any difficulties, the air mail postal emissions will lose their provisional character and be changed to definitive stamps."

It may be remarked that cover collectors have additional items of early Uruguay air mail to seek. These, from reading the above account, are covers flown on December 17, 1921 on the inaugural flight between Montevideo, Uruguay and Buenos Aires, Argentina with the red overprint (Scott C2).

URUGUAY

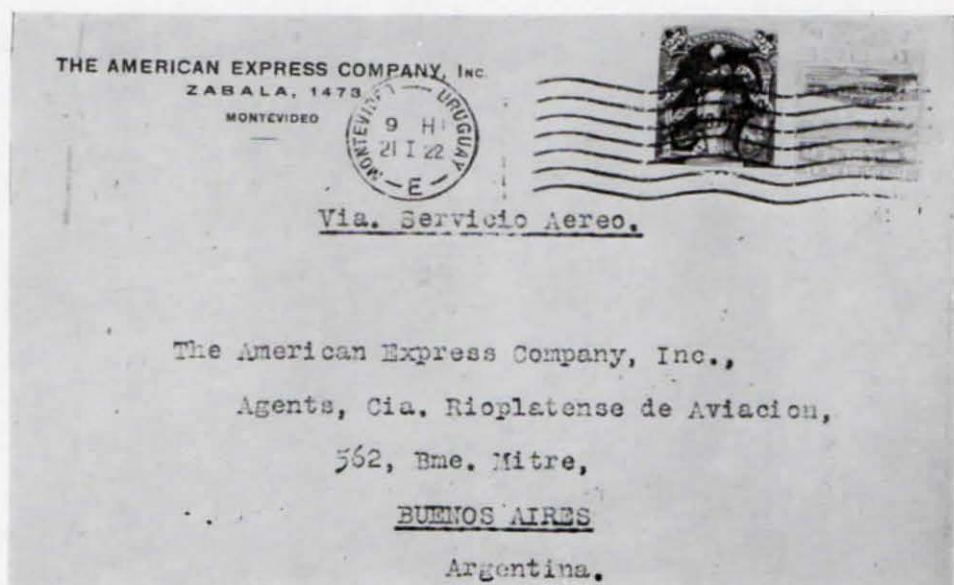


Fig. 5. A cover showing early use on the Montevideo-Buenos Aires route. This is dated January 21, 1922 and is backstamped Buenos Aires, Argentina on the same day, January 21.

Later Usages

In our previous article about the blue overprint on page 113 of Vol. 3, No. 4 a cover with C1 flown on the 1923 Sarandi Grande-Montevideo special flight was illustrated. A total of 880 pieces of mail were carried on this October 12, 1923 flight. Most of the covers were franked with the third stamp of the 1921 issue, the green overprint (C3, San. 3), the subject of our next article. However, a few covers with the blue overprint, C1, are known used on this flight, and also some with the red overprint (C2, San. 2). Although such covers either with C1 or C2 show a later than 1921 use, we still consider a 1923 Sarandi Grande Flight cover with the blue or red overprinted stamp very desirable items.

Bibliography

The same catalogs and books were consulted for this Part 2 on the first air mail issue of Uruguay that were used for Part 1.

Acknowledgments

We feel sure that the reader has found the illustrations in this article have aided him. This was no easy task. Our photographer had difficult technical problems to overcome to make black and white photographs suitable for reproduction. Red upon a dark brown background is difficult to photograph. Therefore, the skill shown by Mr. L. W. Giles, the photographer who did this work, deserves a special mention. Also the translation work and able assistance in checking old Uruguay periodicals done by Philip Silver has been most helpful.

SAN MARINO

Three "Graf Zeppelin" Counterfeits

The well-known Italian philatelist, Alberto Diena, in the magazine, "Il Collezionista—Italia Filatelica", No. 12, 1955 wrote about one counterfeit in the set of six of San Marino's 1933 Graf Zeppelin Issue. The article illustrated both the genuine and counterfeit 20 Lire as shown in Fig. 1; and describes how the faker applied a counterfeited overprint to the basic 50c blue green denomination instead of the 3 Lire dark gray stamp of the 1931 issue.

This Italian article made no mention of TWO MORE counterfeits of this Graf Zeppelin issue done in a similar manner. We quote from an article written back in 1934, which is an English translation from the German periodical, "Sieger Post":

SAN MARINO, ZEPPELIN STAMPS FORGED.

"The "Sieger Post" Lorch, Wurtemberg reports forgeries of some of the values, and states,—

"As they go, the forgeries are fairly well managed, if it were not for an unavoidable and irreparable small matter which gives them away. The Postal Administration, anticipating forging, forestalled it, by using for the Zeppelin issue stamps in different colors from the colors used in the regular 1931 airpost series.

"This obstacle the forger could not remove, and he therefore had to use for fraudulent overprinting such values of the 1931 regular airpost stamps as came closest to the colors of the Zeppelin stamps. This table shows what he did.

ZEPPELIN STAMP.	GENUINE ON.	FORGED ON.
12 Lire	2 L. Yellow Brown	1 L. Bistre Brown
15 Lire	2.60 L. Red	80c Red
20 Lire	3 L. Blue Green	50c Blue Green

"So far the forgers have not attempted to fake the 3L, 5L, and 10L. Zeppelin stamps because the values of the regular airpost of 1931 which in color would be suitable for making forgeries of these Zeppelin stamps are too expensive for the purpose. The forged overprints show the dirigible "Zeppelin" thicker than the genuine. The rosettes which block out the original value are very smudgy, and the lettering of the overprint varies also.

"The forgeries have been seen pasted on view cards of San Marino and cancelled with a forged date stamp. The green Zeppelin cancellation and a Zeppelin airpost label, both



Fig. 1. Left: the genuine 20 Lire Graf Zeppelin stamp (Scott C16, San. 16). Right: a counterfeit copy.

SAN MARINO

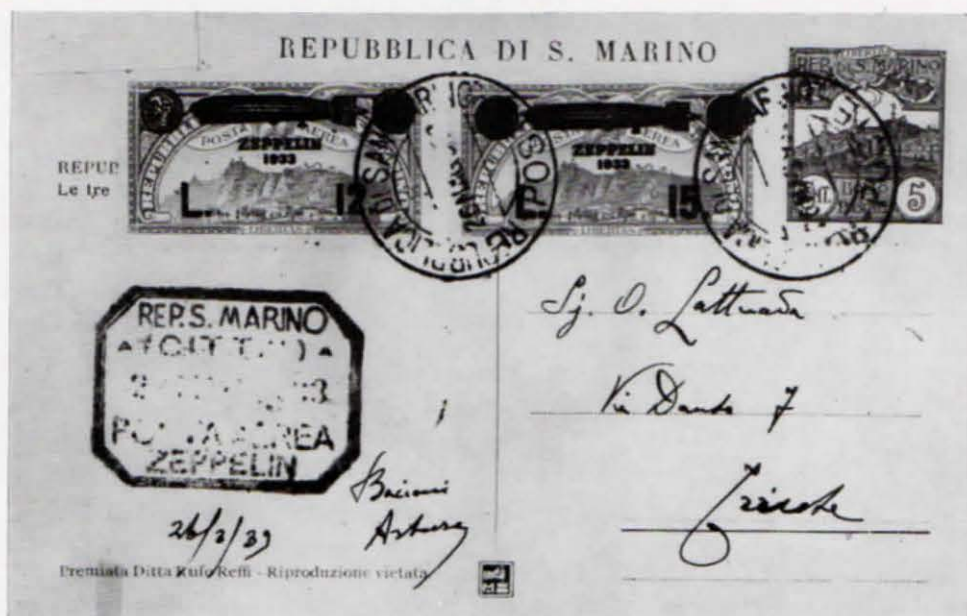


Fig. 2. A fake post card; both the cancellations and the Zeppelin Flight cachet are imitations, while the two stamps, the 12 and 15 Lire 1933 Graf Zeppelins of San Marino are counterfeits. Photo courtesy of the Philatelic Foundation, New York, N. Y. and L. W. Giles.

imitated, have been added. It is recommended to have all recently purchased San Marino airmail pieces expertized."

Translated by B. ARETZ.

To show the imitation referred to in the last paragraph of the above, we illustrate a FAKE post card (Fig. 2) with TWO counterfeits, the 12 and 15 Lire, which were not mentioned by Mr. Diena. These THREE Graf Zeppelin counterfeits, made years ago as evidenced by the quoted article from Germany, have been widely distributed. Many still continue to be deceived by them. This will stop only when collectors all over the world become informed, and will use proper care by consulting philatelic experts before purchasing San Marino Graf Zeppelin stamps, covers or cards.

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Was There Anything Irregular About THE LATVIA-AFRICA-1933 FLIGHT ISSUE?

This magazine in reviewing "the Scott Standard Postage Stamp Catalogue, Vol. II, for Europe, Asia and Africa, 1956 Edition", started out with this statement:

"The outstanding change in this catalog is the listing of certain Latvia and Lithuania air mails, which previously had been mentioned in Scott with bold type 'as not recognized by us as having been issued for purposes'. We had been among those who challenged this statement".

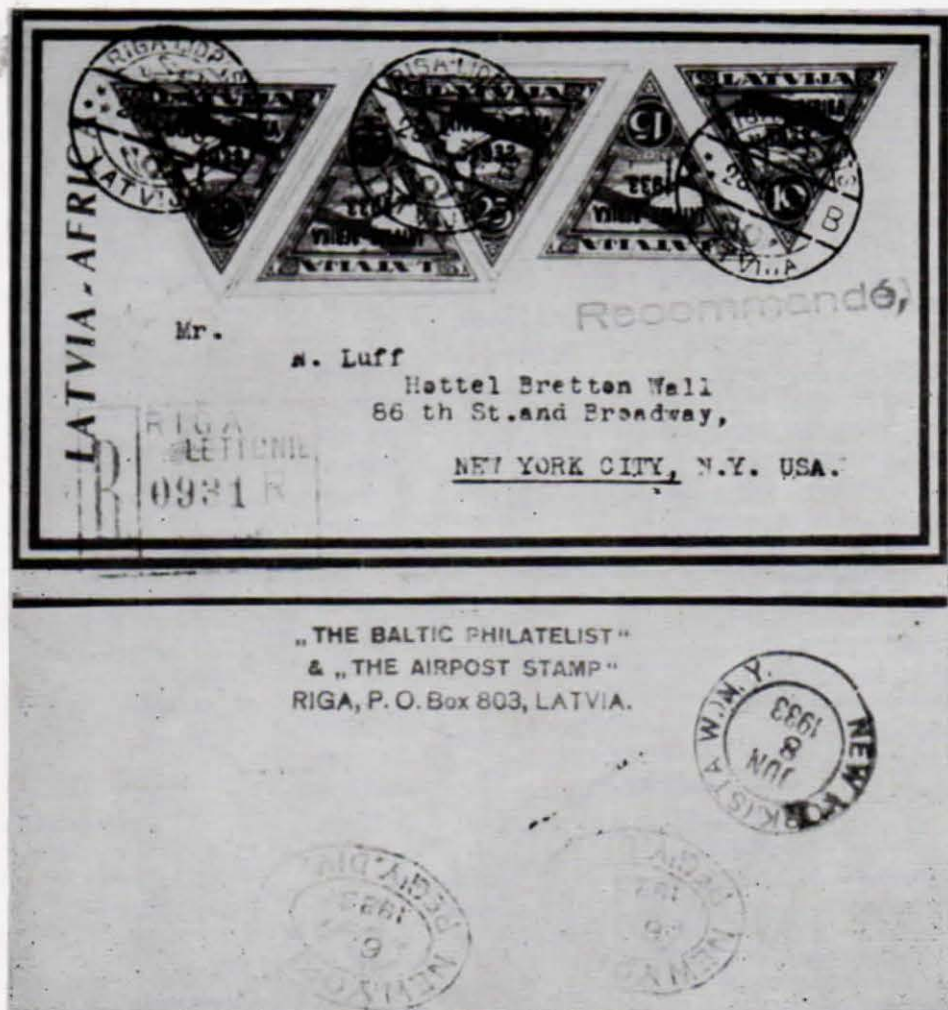


Fig. 1. The front and back of a cover sent to the late Mr. John N. Luff. Notice the wide margins on the imperf. stamps. (Photo by Boutrelle).

LATVIA

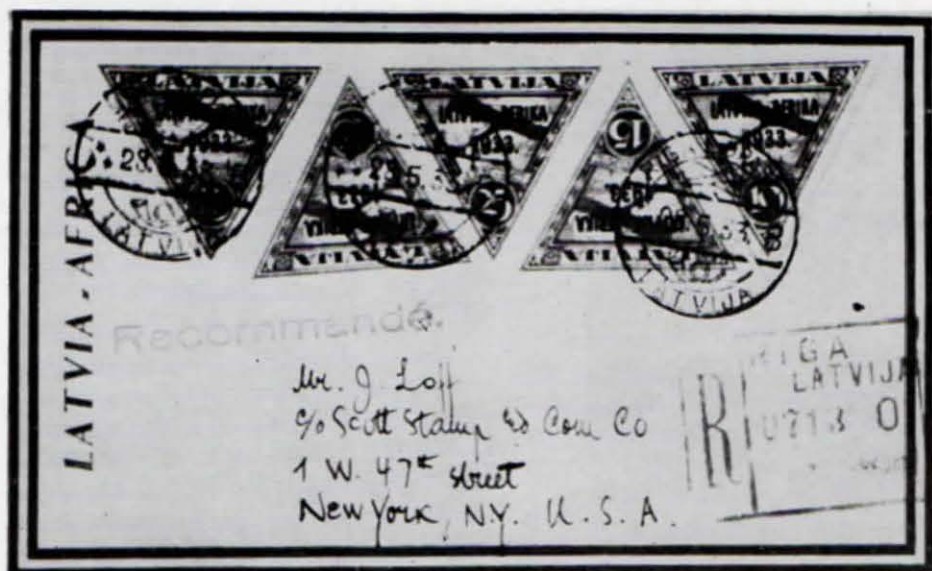


Fig. 2. (Photo by Boutrelle). All material from the Reference Collections of the Philatelic Foundation, New York, N. Y.

Later on the review stated:

"But there are some issues of Latvia and Lithuania still not listed by Scott. And we wonder why? For instance during the 1930-33 period, Latvia issued *eight* air mail commemorative series, as one can check in 'the Sanabria Air Post Collection'. Scott has listed only *five*, leaving out the Latvia-Africa Flight issue (San. 45-49) . . ."

Some recent events have left us more puzzled than ever about the Scott treatment of this issue, and we shall now proceed to relate chronologically what has happened.

The writer, as is generally known, is actively associated with the Philatelic Foundation, New York, N. Y. as its secretary, trustee and a member of its Expert Committee. A short while ago, some of these Latvia-Africa Flight stamps were submitted to the Foundation's Expert Committee. As usual in seeking to examine items, the "patients" are compared to material in the Foundation's possession, particularly the well-known Luff Reference Collection. This is the enormous holding originally started by the late John N. Luff, when he served as editor of the Scott catalogs, and which later were donated to the Foundation by the late Hugh M. Clark, Mr. Luff's successor. These then are for the most part records of the old Scott Co. used for compiling their catalogs.

Consulting the pages in the Latvia album in the Luff Reference Collection, we were surprised to find a lot of material relating to the 1933 Latvia-Africa Flight Issue. There were three covers and five pages of notes with newspaper clippings and documents. Two of the covers were sent directly to Mr. Luff, each being franked with the complete set. These are illustrated as Figs. 1 and 2. A third cover is franked with three stamps and is addressed to the Scott Stamp & Coin Co. (Fig. 3).

The letters were from two different sources in Riga, Latvia supplying information on the new stamps. One letter dated May 28, 1933 was from George H. Jaegers, editor of "the Baltic Philatelist", who wrote:

"Dear Mr. Luff:

"I beg to send you cover of new air-post stamps for the flight Latvia-Africa-1933,

LATVIA

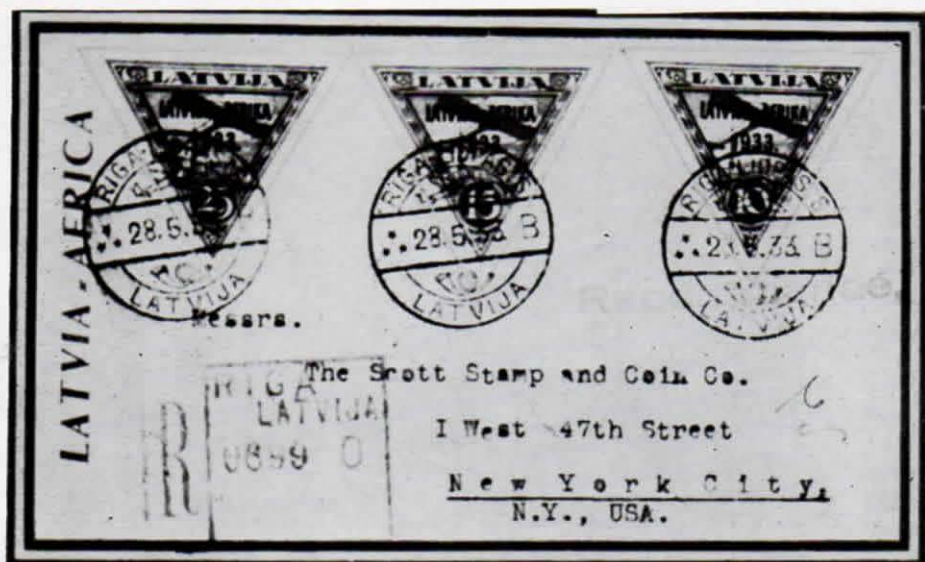


Fig. 3. (Photo by Boutrelle).

which appeared at the counters on the 26th and 27th inst.

"Also I send you enclosed notice of Post & Telegraph Department of Latvia."

This is the Postal Notice sent on May 28, 1933:

Translation from "Valdibas Vestnesis" (Government Messenger)
of the 24th May, 1933, Nr. 115

"Publication of the Post and Telegraph Department"

The Post and Telegraph Department informs that beginning with the 26th May a.c. a small quantity of the ordinary triangular air-post stamps, watermarked with Swastika (design: an airplane over the steeples of Riga) surcharged "LATVIJA—AFRIKA 1933" will be sold at the Post Office; value of the stamps: 10 Sant. (green), 15 Sant. (red) and 25 Sant. (blue), also 50 Sant. and 100 Sant. The value of 50 Sant. is surcharged on the stamps of 15 Sant. and the value of 100 Sant. on the stamps of 25 Sant. The last two mentioned stamps are issued perforated. They are used for all consignments for the inland and foreign countries."

The second letter from Mr. George H. Jaegers was dated May 30, 1933 from which this part is quoted:

"Please publish the enclosed article in your paper. You may use same in every way convenient for you, also shortened etc. . . ."

This caused us to search through "the Scott Monthly Journal" starting with May, 1933 number, but nothing was found either using Mr. Jaegers' article in whole or in part, nor could we find any reference, pro or con, to this 1933 Latvia-Africa Flight Issue.

Later in 1933, Mr. Jaegers published the article just as he had submitted it earlier to Scott in his own paper, "the Baltic Philatelist". Believing that most present-day aero-philatelists know very little about this issue, we reprint it exactly as written here, also including the illustrations used because they add to the historical interest and background of this flight.

LATVIA



Fig. 4. The airplane "Gambia" before its start from Riga, Latvia on May 28, 1933. Aviator, Nik. Pulinsch is in the middle and Rud. Zelms on the right. This is taken from the original article in "the Baltic Philatelist." (Photo by L. W. Giles).

The New Airmail Stamps for the First Flight Latvia—Africa in 1933

By Georges H. Jaegers, Riga

The "Society For The Promotion of Aviation" ("Aviacijas Veichinasanas Biedriba") in Latvia undertook on May 28, 1933 a flight from Riga to Bathurst (Gambia, Western Africa). This first Latvian flight was undertaken for advertising purposes of the Latvian airplane-industry ("First Latvian Society of Airplanes") by two well-known Latvian pilots—Nik Puhlinch and Rudolf Zelms on a monoplane of their own system, built in Latvia specially for this purpose, which is provided with an 85 HP strong Cirrus R. III motor.* (Fig. 4)

The "Society For The Promotion of Aviation" (chief residence in Riga) at the head of which General Rudolf Bangersky, known through the Latvian "fight for freedom" is standing, and to which, except such Latvian authorities, (Fig. 5) as the Inspector of the Artillery E. Kalninsch, the Inspector of Aviation Colonel J. Baschko, J. Kreizbergs, Alfred Zeigers (one of the founders and chief secretary of the society) belongs a quantity of well-known personalities, is giving to this undertaking an official character. In Latvia this flight became very popular, because the aim of same is the former Latvian colony Gambia on the western coast of Africa.

This year just 250 years have passed, since Latvia—then only the Dukedom of Courland—was lost under the reign of Duke Jacob I its colony Gambia. Nobody else than the famous English statesman Oliver Cromwell under Charles II, had ceded upon an agreement this country of western Africa to the Duke Jacob. To this Duke of Courland already then the importance of a colony for his "God's country" (Gotteslaendchen) was fully known. But Courland was not able to maintain its African

* Shortly before the appearance of this number, we heard that the Latvia-Africa flight has suffered a sudden stop; owing to a motor defect the airplane "Gambia" was destroyed during an emergency landing 120 km. before Berlin. The flight itself will be continued later by the pilots N. Puhlinch and R. Zelms with "Gambia II".

The Editor, G. H. Jaegers.

LATVIA

property for a long time, as the pirates were devastating for the colony and the fortress on the isle of St. Andre.

The FLIGHT LATVIA-AFRICA in 1933 above all demonstrated the friendly feelings which now are existing between Latvia and Great Britain. This flight will remind forgotten historic facts that already some centuries ago the relations between Great Britain and Courland were very friendly ones. It is not also to be disregarded that through this flight Latvia will take her place among the other countries which already a long time have recognized the importance of such undertakings.

The way of the FLIGHT LATVIA-AFRICA in 1933 will be the following:

Riga — Kaunas — Danzig — Berlin — Fuerth — Nuernberg — Strasbourg — Lyon — Perpignan — Barcelona — Valencia — Alicante — Malaga — Tangier — Rabat — Casablanca — Ahadir — Cape Juba — Villa Cisnera — Port Etienne — St. Louis — Dakar — Bathurst — Gambia.

The way back will be the same till Tangier, then Sevilla — Madrid — Barcelona — Perpignan — Marseille — Lyon — Paris — Cologne (Koeln a./Rh.) — Berlin — Posnan — Warsowie — Wilna — Riga.

The whole distance Riga—Gambia and back amounts to about 15,000 km., and the pilots hoped to absolve the flight in about 25 days.

Through a special resolution of the cabinet of ministers of the 12th April a.c. the Latvian government has officially allowed to the pilots to take with them mail. For this purpose a special series of airpost stamps was issued May 26th and the ordinary triangular air-post stamps are surcharged as follows:

Latvija — Africa

1933

We Specialize in **AMG ISRAEL POLAND TRIESTE VATICAN CITY**

Write for our price lists.

ALL THE AIRLETTER SHEETS * AND 1-ST DAY COVERS IN STOCK

PENNY BLACK STAMP CO.

Est. 1912

S. L. Bayer, Prop.

116 Nassau Street, New York 38, N. Y.



LATVIA



Fig. 5. Two of the Latvia Army Air Force officials, who had much to do with the planning and financing of the "Latvia-Africa" Flight. (Photo by Giles).

The following values will be issued:

10 santimu — green	5000 pieces
15 santimu — red	5000 pieces
25 santimu — blue	5000 pieces
50/15 sant. — blue	2500 pieces
1 Lats/25" — blue	2500 pieces

Thus there will be only 2500 complete series.

To avoid forgery in this connection, the stamps issued for this first flight "LATVIA-AFRICA" are only cut (imperforated). As it is known these ordinary air-post stamps of 10, 15 and 25 santimu (with an aeroplane over the steeples of Riga) are sold only perforated at the counters of the post offices.*

At last I want to point out that these new air-post stamps are issued without a special addition of the price, for the present chief director of the Latvian Post-Office Ing. Einberg is in principle an opponent of all charity stamps with a supplementary tax. Just in this respect his predecessors have often "sinned" what has been sufficiently blamed in the philatelic press of the world.

The Budget Committee of the Latvian Parliament has accepted on its session of the 17th March a.c. a transitory resolution that in the future no benevolence editions of post stamps with addition in the price in favour of different organizations will be permitted, as it has often happened that left over post stamps were sold under their nominal value, and namely the stocks of benevolence editions, which were remitted by the post office to different organizations. It is to be hoped that these news will be accepted, with pleasure by all real philatelists.

* This is how most of the counterfeits can be detected. The common basic perforated stamps are trimmed and then a fake surcharge applied. (H. M. G.)

LATVIA

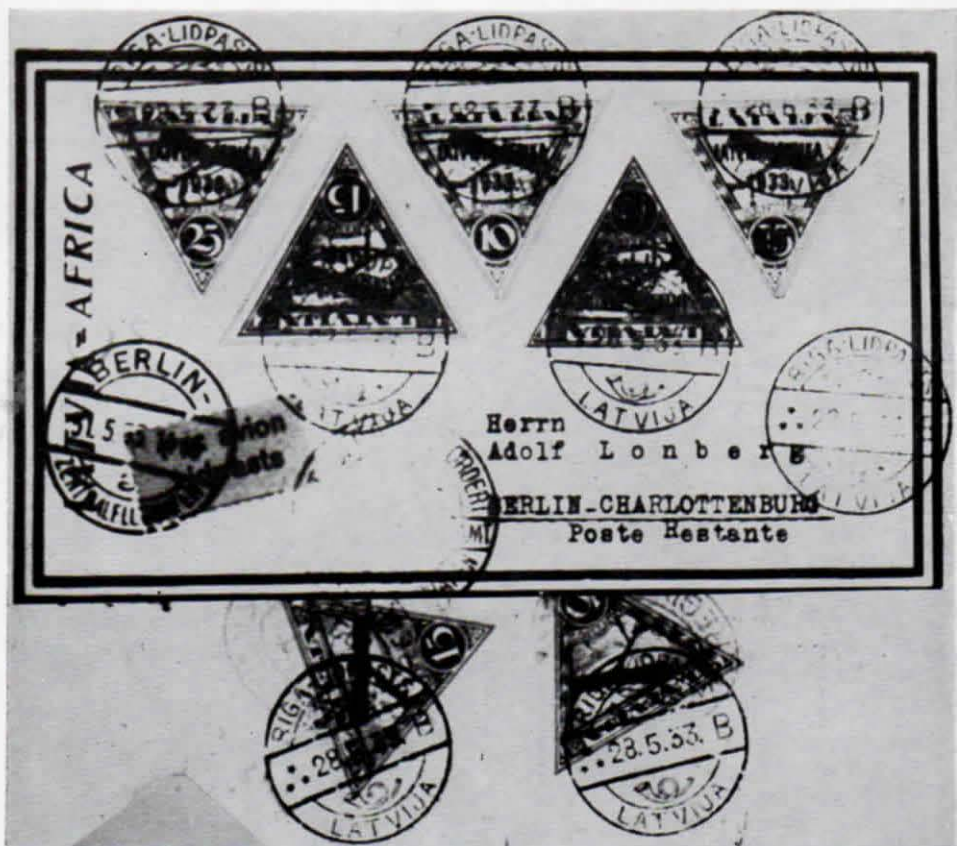


Fig. 6. Top: a completely counterfeited cover, not only the stamps, but all the cancellations, cachets, postmarks and stationery are counterfeited. Note the narrow margins on the imperf. stamps.

Below: cancellations and stamps that are genuine. Notice the differences between "the posthorn," the letters "L", "A", "T", "V" and "J" in the genuine and the counterfeits cancellations. (Photo by Boutrelle).

Commenting upon Mr. Jaegers' article and the Postal Notice, there is nothing irregular noticed. The stamps seem to have been officially issued and sold freely at the post office. Certainly there appears to be a good reason for a flight between Latvia and Gambia, Africa because this had formerly belonged to Latvia, and no doubt the whole country in 1933 took great patriotic pride in a historical flight like this.

Now let us follow the course that "the Scott Standard Postage Stamp Catalogue" pursued. The first mention of this 1933 Latvia-Africa Flight issue found is in the 1936 edition where on p. 580 this small-type note reads:

"We purposely omit listing a pictorial set of five varieties, both perforated and imperforate, as we question the regularity of their issue.

"For the same reason we omit a set of varieties surcharged Latvija-Afrika—1933". (Italics are ours)

The following edition, dated 1937, alters this procedure. The issue now has been transferred to the back of the catalog under a section called "Tentative Listings", which is explained as mentioning stamps about which the Scott catalog has some doubts as to the regularity of their issue and thus are not included in the regular listings. This con-

LATVIA

tinued until the 1940 edition, when the Scott catalog introduced "C" numbers for air mail stamps. Following the air mail listings of Latvia, one finds the same small-type notes as printed in the 1936 edition.

In the 1941 edition, the following notes appeared in bold-faced type:

"We do not recognize stamps of the design AP1 surcharged 'Latvija-Afrika-1933' as having been issued for postal purposes."

This note continued in every annual edition of the Scott catalog through 1955. But the 1956 edition, as previously noted, made some great changes in listing certain sets of Latvia and Lithuania, that heretofore had been not recognized by Scott. The new listings were Latvia CB1 to CB17 except for this bold-faced note:

"We do not recognize stamps of the design AP1, overprinted 'Latvija-Afrika-1933' as having been issued for postal purposes."

This brings us up-to-date, still being unable to find one word written explaining any irregularity with this issue. Perhaps what was wrong had been told verbally to the people at Scott, and for reasons best known to them, it was decided not to list this "Latvia-Africa Flight" issue. We have no knowledge of this, and have no reason to speculate upon what may or may not have happened. But when we went through the issues of "the Scott Monthly Journals" from 1933 on, we frequently noticed remarks about certain new issues, which seemed to have some irregularity about them, setting forth the reasons for the catalog not listing them.

This Latvia issue remains under a cloud without explanation. It would seem proper, in our opinion, for the new publishers and editors of Scott to either make public the irregularities with these stamps, or to list the 1933 "Latvia-Africa Flight" issue.

A Desirable Set

Outside of Scott, one finds this issue listed by many catalogs. For instance, "the Sanabria Air Post Catalogue" has listed these stamps ever since its first edition. Their latest edition (1954-55) prices the complete set at \$135.00 unused, \$145.00 used and \$300.00 on cover. The quantity issued, according to Sanabria, is only 2,000 complete sets, although Mr. Jaegers' article gave this as 2,500. We have followed the market on this issue and have found a steady demand, especially in Europe. When the set on cover comes up in European auctions, it brings a very high price showing that the Sanabria prices are in line.

Deceitful Fakes

Since the issue is in short supply, some very clever counterfeits have been circulated, their manufacture probably being in Europe. Consequently, a prospective purchaser is best advised to have his stamps examined by a leading expert committee. But a few words of assistance can be given.

As for unused sets, one should try to have their copies, especially the imperforate, with good, wide margins. Copies with sheet margins are the best to collect. *In regard to covers, a complete fake has been made.* Fig. 6 shows one of these. Not only the stamps, but every cancellation and postal marking is counterfeit. Two of the genuine cancellations from the genuine cover is illustrated below the counterfeit cover. The differences should not be difficult to detect.

FOR A BOOK ON AIR MAILS

See Page 10

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..... 19.....

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EXTRACTS FROM BY-LAWS, ARTICLE III—MEMBERSHIP

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