

THE AERO PHILATELIST ANNALS



Vol. XX, No. 1

July 1976

**Edited by
Philip Silver**

863 Red Oaks Drive
Elberon, N.J. 07740

★ **Contents**

Angola (Frank Lemos da Silveira)	34
The "Taxe Percue" Model 264-A Stamp of 1936	
Canal Zone (Philip Silver)	36
First Day Cover for the Gaillard Cut Air Mail Issue	
The Editor Says	38
The 1924 Round-the-World Flight of U.S. Army Aviators — Part II (Joseph L. Eisendrath)	40
Position Blocks for the 24-Cent Air Mail Stamp of 1918 (Philip Silver)	43
The \$1.00 Rate for Zeppelin Flight, Miami to Friedrichshafen and Seville (Philip Silver)	44
"First Flight" Covers of July 15 and Dec. 16, 1918 (Philip Silver)	47
Index to Volume XVIII (July 1970 to January 1971)	48

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



SUPPLEMENT TO THE AIRPOST JOURNAL, JULY, 1976

ANGOLA: The "Taxe Percue" Model 264-A Stamp of 1936

By Frank Lemos da Silveira

At the outset, I would like to submit a translation of an agreement which I consider of fundamental importance to this article:

On the 30th of October 1935, there was signed in Pretoria, Union of South Africa, an agreement entitled African Postal Union whose signatories were the following countries: Union of South Africa, South-West Africa, Basutoland, Bechuanaland, Angola, Mozambique, Belgian Congo, Ruana and Urundi, Kenya, Uganda, Tanganyika, Nyasaland, Northern and Southern Rhodesia and Swaziland.

As can be seen, this agreement concerned only the countries of Southern Africa; it was written in English, French and Portuguese having taken effect in Angola after the publication of "Ordinance No. 3014" of the General Government dated June 22, 1936.

Previously, by virtue of Notice No. 8 of May 2, 1936, published in the Official Bulletin, the postal rates intended for mail exchange among the signatory countries of the African Postal Union had been fixed, as well as the surtax for air mail service.

What, then, was the basis for receiving the postage established for air mail service?

For this purpose and, after the above-cited agreement, blue, bilingual etiquettes or vignettes (that was the word used in Portugal), model no. 264-A were issued.

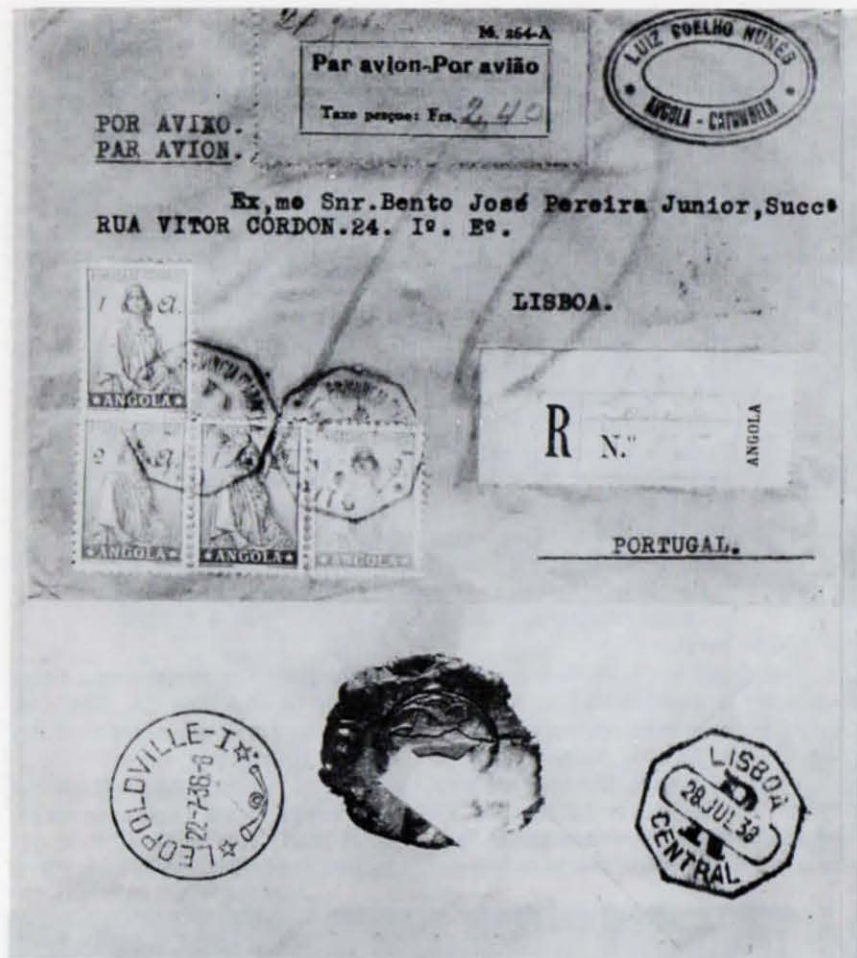
Since there was no indication of value on the vignettes, it was the postal employee who, after the words "Taxe percue: Frs. . . .," inserted by hand the sum in French gold francs due from the sender.

There is no doubt — the rule itself is in the law — that etiquette or vignette M. 264-A was, at that time, the means of receiving the surtaxes due for aerial service. Thus, the vignette played the same role as an adhesive stamp with a fixed rate.

What happened subsequent to the time that the postal employee placed the vignette on the letter and wrote on that vignette the postage due for air mail service? The employee then received from the sender and, in currency of the sending nation, a sum equivalent in value to French francs which he had just written on the vignette based on the weight of the letter. It goes without saying that the envelope had previously been franked by the sender with ordinary postage stamps for normal service.

The points just developed were established for the purpose of calling these vignettes "timbres provisoires" in French-speaking countries and "provisional stamps" in those where English is spoken.

Unfortunately, Portuguese catalogues persist in ignoring them — for reasons well-known by philatelists — while foreign air mail catalogues



Top — The Taxe percue M. 264A stamp on cover postmarked Lobito, Angola, July 18, 1938. Below — Reverse of cover showing backstamp of Leopoldville, Belgian Congo, July 22, and receiving mark at Lisbon, Portugal, July 28.

(Sanabria, for example, which is the authority in this field) describe and price them.

Provisionals, agreed — but certainly they are stamps!

The decree — often cited by specialists as the occasion demands — is there to prove that these items are LEGAL, OFFICIAL and, consequently, should not be lost in the shuffle. It certainly appears that this postal procedure was considered so effective that it was used for approximately two years until the issuance of the Portuguese Colonial Empire air mail stamps on July 26, 1938.

All these reasons cited compel me to suggest that my aerophilatelic
(Continued on page 48)

CANAL ZONE: First Day Covers for the Gaillard Cut Air Mail Issue

By Philip Silver

For many years, this writer has been intrigued by the omission of first day cover listings for the 1931 Canal Zone air mail issue from the Scott Specialized Catalogue of United States Stamps. I refer specifically to Scott numbers C7, C9-11, C13 and C14. What is especially surprising about this omission is that the date of issue of these stamps is known.

On November 11, 1931, the Director of Posts at Balboa Heights issued a circular which reads, in part, as follows:

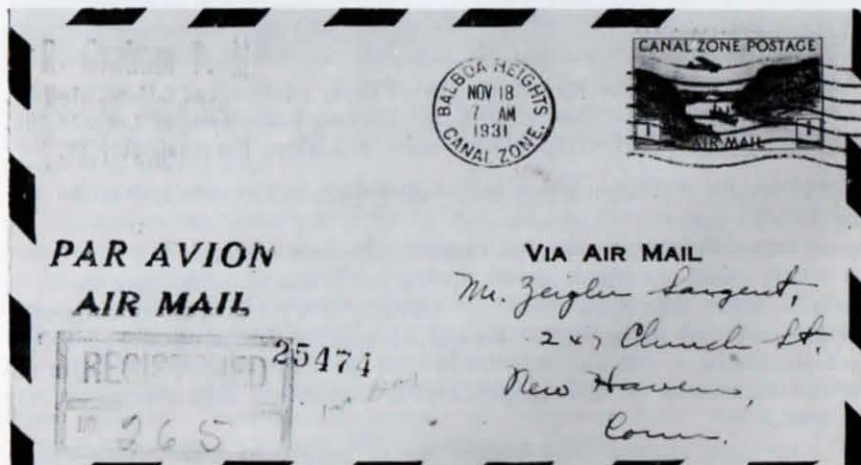
To All Postmasters

REQUISITIONS FOR NEW AIR MAIL STAMPS

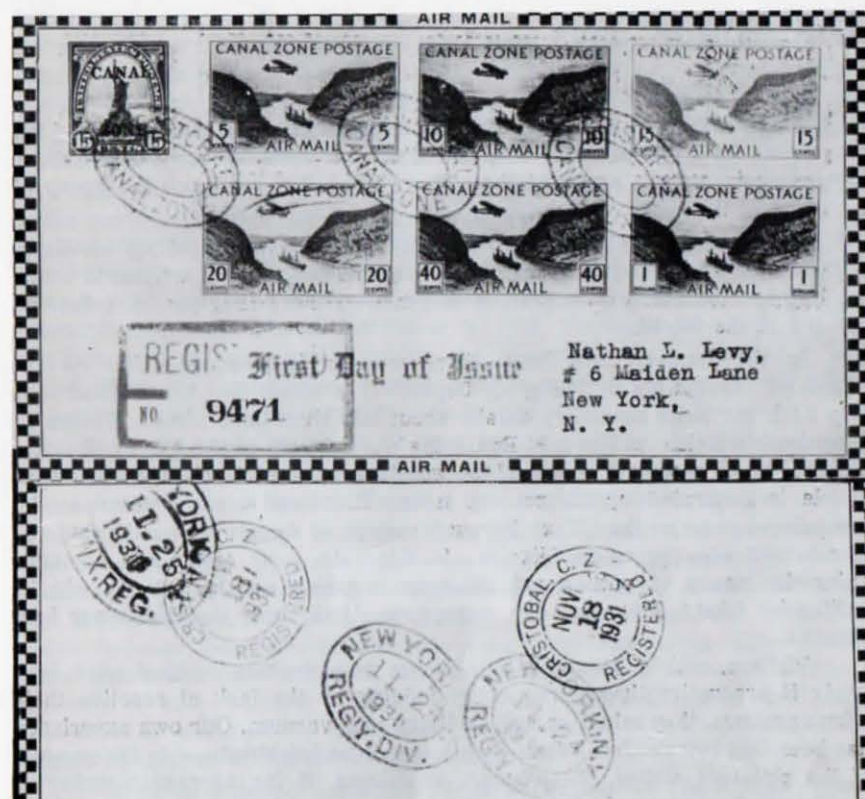
1. The new permanent series of Canal Zone air mail stamps will be placed on sale at all post offices, effective at 8:00 a.m., Wednesday, November 18, 1931. . . .
3. The new issue of air mail stamps is being placed on sale on the 18th inst., the date of arrival of the new air mail plane "American Clipper" which will be piloted over the greater part of the trip by Col. Charles A. Lindbergh.

Additional air mail stamps of the same Gaillard Cut series were added on January 3, 1949, Scott C6; February 15, 1946, C8 and July 15, 1941, C12. For two of these later arrivals, C6 and C8, the Scott catalogue gives first day cover listings. The 30c denomination, C12, has no such listing.

I cannot fathom the reasons why the Scott catalogue editors chose not to give first day cover listings for the 1931 stamps. Such covers do exist; I personally have showed them to the editorial staff. Two of these first day covers are shown here, the \$1.00 top denomination and a registered cover with



First day cover of \$1.00 stamp in Gaillard Cut issue, the highest denomination.



Top — First day cover of six Gaillard Cut stamps issued November 18, 1931. Below — Backstamps showing Cristobal, C.Z., registry backstamp of same day. (Photos by Boutrelle)

the entire set backstamped November 18, 1931 at Cristobal, Canal Zone.

What is additionally surprising is that the catalogue gives first day cover listings for the 25th Anniversary of the Panama Canal air mail issue of July 15, 1939. These six stamps, Scott C15-20, were the first air mail stamps issued subsequent to the 1931 Gaillard Cut series. The 1975 catalogue value of a set of C15-20 first day covers is \$43.00. Such covers are presently obtainable, usually at auction, for approximately full catalogue.

It is suggested, accordingly, that the next issue of the Scott Specialized Catalogue of United States Stamps include the following first day cover listings in the Canal Zone section:

FIRST DAY COVERS

Cat. No.	Denomination	Cat. Value
C 7	5c	\$10.00
C 9	10c	15.00
C10	15c	15.00
C11	20c	30.00
C13	40c	50.00
C14	\$1.00	100.00

(Continued on page 47)

The Editor Says . . .

As the assistant editor of the "old" **Aero Philatelist Annals**, I had an easy time. All I had to do to keep the title was write an occasional article, proof-read the galleys and hold the editor's hand. I never knew the agony of trying to fill the pages of each issue.

Now that the exalted title is mine, I've become aware of the loneliness of the editor's desk. Twisting arms, cajoling and begging for articles is a fine art I'm just beginning to master. With practice, there may yet be a light at the end of the tunnel.

In the January 1976 issue, there was an interesting article on the "Taxader" overprints by Henry C. Dupont. It is hoped that his readers may help flesh out some necessary details about this short-lived airline. Joseph L. Eisendrath's article on The 1924 Round-the-World Flight of U.S. Army Aviators has shed much new light on one of the world's great aerial achievements. That article is concluded in the present issue. This issue also contains an informative article on the "Taxe Percue" stamps of Angola by our Portuguese member, Frank Lemos da Silveira. At this rate, your editor will someday enjoy the luxury of putting out an issue in which all the articles will be written by others. May that day come soon. Until then, we pledge our best efforts.

Writers, artists, inventors and others who produce original work lead lonely if productive lives. Frequently, judging by the lack of reaction their efforts produce, they might as well be living in a vacuum. Our own experience has been that few readers react — with praise or brickbats — to the product of the philatelic writer. We wonder, sometimes, if the average member of a philatelic society would prefer to be left to his or her own devices, calling down a pox on those whose writings intrude upon tranquility.

To be completely accurate, however, we must admit that several readers have sent letters of praise and encouragement. May their tribe increase! Frequently, though, we have heard the complaint that too much space is allocated to the early 1918 United States flight material. We plead guilty. In this age of specialization, one is hard put to master one or more fields. Your editor is no exception.

Well, then, you complainers, what do you want to see published in **The Aero Philatelist Annals**? Articles on Colombia, the Balbo flights, Newfoundland, New Zealand Pigeon Post? Fine! But if that is your specialty, why not give 1,700 members the benefit of your expertise? Who knows more than you? You are the specialists. So, record what you know and stop complaining. In the process, the body of philatelic knowledge will be enriched and the editor's burden will be that much lighter.

In my article about that "fabulous" May 15, 1918 first flight wrapper, I neglected to mention the source. The dealer who brightened my day was Herman (Pat) Herst, Jr., If he is listening in, my grateful thanks!

Pat wrote recently and provided me with an additional item for other-than-Zeppelin usage of the 50-cent Graf Zeppelin stamp of 1933, Scott C18. Sometime during 1934 or 1935, he had purchased a quantity of these stamps without gum. He used these on parcels he mailed from the Church Street Post

Office Station in New York City. Each recipient was asked to return the used stamps. Most of them did. What a way to build a stock of used "Zepps." The bottom line, though, is that the stamps and parcels got through without postage due. Too bad some of the parcel wrappings with stamps affixed were not saved. I know several United States air mail collectors who would have given them a happy home.

Herman Kleinert, the new President of **AAMS** has informed us of an additional other-than-Zeppelin usage item. This is a cover in his collection franked with the 65-cent Zeppelin stamp of 1930, Scott C13, addressed to Mendoza, Argentina. FAM collectors will recall that on January 14, 1930, Mendoza was one of three cities added to route FAM 9 subsequent to the Uruguay extension that took place on November 30, 1929. President Kleinert's cover is a 5-cent stamped envelope to which the 65-cent Zeppelin stamp has been added. Thus, the total rate is 70 cents. This is made up of the 55-cent rate to Argentina plus 15 cents for registration service indicated on the cover.

Since the cover was mailed from Miami on April 26, 1930 and back-stamped at Mendoza on May 2nd, it also antedates the start of the Europe-Pan America flight of the Graf Zeppelin from Friedrichshafen on May 19, 1930.

In the new Volume I of the Fifth Edition of the **American Air Mail Catalogue**, on page 57, statements were added about the necessity of pilot autographs for identification of "Gardner" covers carried on the September 1918 flights between New York and Chicago, and Chicago and New York. Your editor believes these statements were completely misleading. Subsequently, these statements were picked up by Fred Boughner and repeated by him in his June 9, 1975 "Airmail Antics" column in "Linn's Stamp News." Thus, instead of a readership of under 2,000, there were now an additional 90,000 collectors exposed to serious misinformation.

I wrote an article of correction for an early issue of **The Airpost Journal** because I believed it was desirable that **AAMS** members be quickly informed before the incorrect information jelled. Unfortunately, because of space limitations, it could not be published in the **Journal** at that time. Since the next issue of **The Aero Philatelist Annals** would not appear until January 1976, it was decided to submit the article to the editor of the "Collectors Club Philatelist" where it appeared in the November 1975 issue. (1) Subsequently, Mr. Boughner published a correction in his column in "Linn's." A complete revision of the information for these flights will appear in the U.S. Governmental Flights section of the next edition of the **American Air Mail Catalogue**.

From a correspondent in Des Plaines, Illinois comes news about the EXFILMO '75 stamp exhibition held in Montevideo, Uruguay during October 1975. He went to Montevideo for the show and writes that the exhibits were of extremely high quality, including many collections submitted by the host country's philatelists.

My Illinois friend related some of the happenings that took place in connection with the jury operations. For instance, one collection of a South American country received a gold medal. The collection was entered as the property of a daughter of one of the Latin American jury members, although, in actuality, he himself is the owner. Even if the collection was owned by his daughter, that jury member should have disqualified himself from judging

(Continued on page 46)

THE 1924 ROUND-THE-WORLD FLIGHT OF U.S. ARMY AVIATORS

By Joseph L. Eisendrath

PART II

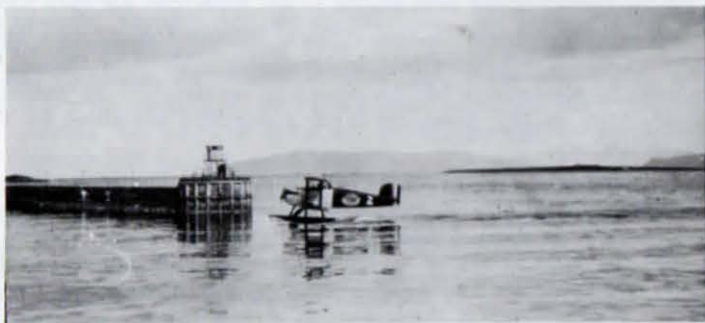
(Concluded from January 1976 issue)

From Allahabad, on July 2, the flyers went on to Ambala. The next morning, they started over the desert for Multan, flying at 6,000 feet to avoid the intense heat. A sand storm arose which forced them down to 50 feet. They had been following a railroad which was completely obscured by the sand. Arriving finally at Multan, the thermometer read 120° but dropped to 102° during the night. They were able to leave for Karachi on July 7, arriving early in the afternoon. Here, they found a cable from General Patrick which read, "Request disapproved" — too late to stop their stowaway.

At Karachi, they changed engines. Their mileage thus far was 12,597 and time in the air 178 hours, 7 minutes, almost at the halfway point. July 8, they flew all day to Persia, arriving at Bandar Abbas, its chief port. The next morning, they went to Baghdad, Iraq, following up on July 9 to Aleppo, Syria, crossing the north Arabian desert. The 10th, flying over Asia Minor, brought them into Constantinople, Turkey. Scheduled for four days here, they nevertheless flew to Bucharest, Romania, two days later. Seven hours, 20 minutes was their time for the next 650-mile flight to Vienna, Austria.

They left Vienna for Paris on July 14, circled the Eiffel Tower several times and landed at 5:50 p.m. at Le Bourget Airport. It was Bastille Day and thousands of people were on hand to greet them. They were so tired that, when they were taken to see the Folies Bergere that night, they all promptly fell asleep.

London was their next destination, making the flight on July 16. On the seventeenth they flew to Brough. Here they spent thirteen days, installing new engines and replacing wheels with pontoons. They started their Atlantic trip on July 30, flying to Kirkwall. On August 3, all three planes left and upon



Round-the-world plane #2 at Reykjavik, Iceland

trying to stay over the fog, Nelson dropped from the formation and spun down from about 10,000 feet to 500 feet and went on to Ireland. Smith and Wade returned to Kirkwall. The next day Wade, who had taken off, noticed a drop in the oil pressure of the "Boston" and landed at once in the rough sea water with no damage to the plane. He drifted all day from 10:56 a.m. to 4:30 p.m. In the morning, the destroyer Richmond reached the plane. In trying to hoist it, the wind capsized it and did excessive damage. The lines were cut, the plane was abandoned and this left only half of the original four planes.

The two remaining planes proceeded to Reykjavik, capital of Iceland. Ahead was their longest hop — 835 miles. They waited for sixteen days until advised of clear weather. Then, once again, they were on their way, reaching Fredicksdal, Greenland, without incident.

On August 24, they left for Ivigtut on Greenland's west coast. In quick succession, they arrived at Indian Harbor, Laborador; Hawkes Bay, Newfoundland; Pictou Harbor, Nova Scotia, and made it into Boston, Mass., on September 7th. They then made stops at New York City, Washington, Dayton, Chicago, Omaha, St. Joseph, Mo., Muskogee, Okla., Dallas, Sweetwater and El Paso, Texas, Tucson, San Diego, Los Angeles, San Francisco, Eugene, Ore. and finally finished their trip at Seattle on September 28. They had flown 26,345 miles in 363 hours and 7 minutes (15 days plus) at an average speed of 72.5 miles per hour (not bad for 1924!).

Mail carried on these flights is quite scarce. The only mail carried, as far as this writer knows, originated at Santa Monica on March 17 or at San Diego on March 14. Mail with special commemorative postmarks from Boston on September 5 or 6 was not carried on the flight. The mail which was carried in the two planes that were lost certainly did not make the round-the-world trip. It is not presently known whether mail was even authorized to be carried. We feel that the only mail carried was through the courtesy of participants, who put such cards and letters in bags among their personal belongings. We know that Martin carried "favored" mail. The late George Angers asked Martin if he could take mail along. On March 4, 1924, Martin replied from Hollywood, "Your letters and checks have been received and will be carried on the flight as requested. Upon our return, they will be mailed to you . . . Efforts have been made to have such post marks placed on



Fliers at Reykjavik. L. to r.: Jack Harding, Erik Nelson, Leslie Arnold, and Lowell Smith.



Unflown card postmarked on September 5 and 6, 1924.

these letters as can be accomplished without undue convenience." When Angers didn't get his mail back after the flight, he wrote again to Martin, who replied on March 31, 1925, "It is to be regretted that all letters to receive post marks were in a small cloth bag which I was forced to leave behind the crashed plane . . . I have just been informed (my bag) was recovered this winter by a man named Mr. West . . . West remained over at Port Moller during the winter . . . he stated the contents of the bag was very wet, but he saved what he could." Martin wrote Angers two weeks later that he was enclosing a card actually carried from Santa Monica to Seattle. (This cover was illustrated in our previous installment.) All Angers' covers were eventually returned but one. One of Angers' covers carried in Wade's plane from San Diego is so endorsed by Wade. (See illustration in previous installment.) Martin, in subsequent correspondence, said he thought that Les Arnold also carried some letters.

Lowell Smith is known to have carried 10 letters from England to Seattle. Three of these have surfaced, one endorsed by him. They were postmarked Brough, England on July 27, 1924, and back-stamped at Seattle, September 28.

The end of this account is the happy return of Angers' missing cover in December 1951, about twenty-six years later! A well-known Alaskan, Carl J. Lomen, sent it to Angers with a letter saying he was a stamp collector and had received the cover from Mr. West who had found the wreck. He said it had never occurred to him that the cover should have been forwarded to the addressee, but even at that late date (1951!) he hoped it would find its owner.

How much, if any other mail was carried, is unknown to collectors and there probably is no way to find out now, 51 years later. But three of the eight intrepid fliers are still alive and they don't know — or won't tell. It is safe to say, however, that if any mail was carried on the two aeroplanes that made it back to Seattle, it's the only mail to have made the round trip, and extremely scarce!

Position Blocks for the 24-Cent Air Mail Stamp of 1918

By Philip Silver

In the November 1950 issue of *The Collectors Club Philatelist*, Henry M. Goodkind submitted an article on "The First Air Mail Stamp of the United States, Scott C3." (1) This article was subsequently reprinted and distributed as a booklet by Aero Philatelists, Inc.

In this article, Mr. Goodkind presented a tabular listing of the position blocks to be found in the three printings of that stamp. For the second printing, he states that the left and bottom margins were cut away. This information also appeared in his article in the January 1969 issue of *The Aero Philatelist Annals*. (2) Thus, his tabulation for position blocks indicates that left arrow blocks are found only on the first and third printings. The right arrow block is indicated as coming from the second printing only.

This is surprising since the correct information had previously been published by Johl. (3) Johl states, "After 'TOP' (in blue) had been added to the vignette plate, a small (second) printing was made and these sheets issued **either minus the bottom and left margins, or the bottom and right margins.**" (emphasis added)

Thus, for the second printing, left arrow blocks and right arrow blocks would be available. I have seen photographs of full sheets of this second printing with the blue "TOP" only. These bear out Johl's information. To be sure that right or left arrow blocks are from this second printing, it is necessary to see at least the top half of sheets of this printing to ascertain they are the ones with single blue "TOP."

But Johl make another statement which I have never been able to confirm. He says, "The 'TOP' (in red) was later added to the frame plate, and sheets **were again issued without the bottom and left margins.** The final procedure removed the bottom and right arrows and the remaining sheets of this, and the lower values, were so issued." (emphasis added)

This information can be ascertained with respect to left arrow blocks from the third printing. A number of full sheets have been seen which show both the blue "TOP" and red "TOP" plus the left arrow block. In more than twenty years, I have never seen this third printing with a right arrow block and I suspect Johl was mistaken. If any of our readers can submit a photograph of a full sheet with both "TOPS" and the right margin intact, it will help to clear up this point.

REFERENCES

- (1) *The Collectors Club Philatelist*, November 1950, Volume XXIX, Number 6. The Collectors Club, New York. PP. 337-348.
- (2) *The Aero Philatelist Annals*, January 1969, Volume XVI, Number 3. Aero Philatelist, Inc. P. 60.
- (3) "The United States Postage Stamps of the Twentieth Century," Volume III, by Max G. Johl. H. L. Lindquist, N.Y. 1935. P. 190.

The \$1.00 Rate For Zeppelin Flight, Miami to Friedrichshafen and Seville

By Philip Silver

Two official advices were issued by the U.S. Post Office Department in connection with the 1933 50-cent special Zeppelin stamp and the use of that stamp on the Graf Zeppelin Century of Progress flight in October of that year.

The first, dated September 21, 1933 and signed by Third Assistant Postmaster General, C. B. Eilenberger states, in part, that "the Department is preparing to issue a special Graf Zeppelin stamp in the 50-cent denomination, for use on air mail matter carried on the flight of the Graf Zeppelin to the Century of Progress Exhibition . . ."

The second, also dated September 21, 1933, is signed by W. W. Howes, Second Assistant Postmaster General. This notice gives the rates of postage for the various legs of the flight. They are as follows:

(a) From U.S.A. by ordinary means to Friedrichshafen, Germany, then by Graf Zeppelin to:

Rio de Janeiro or Pernambuco, Brazil	\$0.50
Miami, Florida	1.00
Chicago, Illinois or Akron, Ohio	1.50
Complete trip, as above, back to Friedrichshafen or Seville, Spain	2.00

(b) Within the United States:

Miami to Akron or Chicago	\$0.50
Akron to Chicago	.50
Akron to Akron (round trip)	.50
Chicago to Akron	.50
Chicago or Akron to Seville or Friedrichshafen	.50

It will be noted that the only rate not provided for was for the return flight from Miami to Friedrichshafen or Seville. As a matter of fact, there is one sentence in Howes' notice which is illustrative of that omission. It states, "It is to be specifically noted that letters and post cards to be dispatched by the return flight should be sent only to Chicago or Akron." (emphasis added)

The omission of a return rate from Miami seems to have been realized by the Post Office Department. Sometime between September 21 and October 23, 1933, when the Graf Zeppelin left Miami on its northward leg to Chicago and Akron, the Post Office announced that covers could be sent from Miami to Seville and Friedrichshafen. The rate was \$1.00. Unfortunately, the date of that announcement is not available to the writer, having probably been misplaced, but the date must have been very close to the October 23rd departure of the Graf Zeppelin from Miami because very few covers with that \$1.00 rate exist. The likelihood is that few collectors saw it in time to prepare their \$1.00 rate covers.

On page 298, Volume 1, of the Fifth Edition of the *American Air Mail Catalogue*, there appears the following listing:

Z-220 1933, October 23 — *Century of Progress Flight, Miami*
Dispatches . . . Rate for this service was 50c per half

ounce, except at Miami, which was belatedly authorized to accept mail for Sevilla and Friedrichshafen at the rate of \$1.00 per 1/2 ounce. (emphasis added)

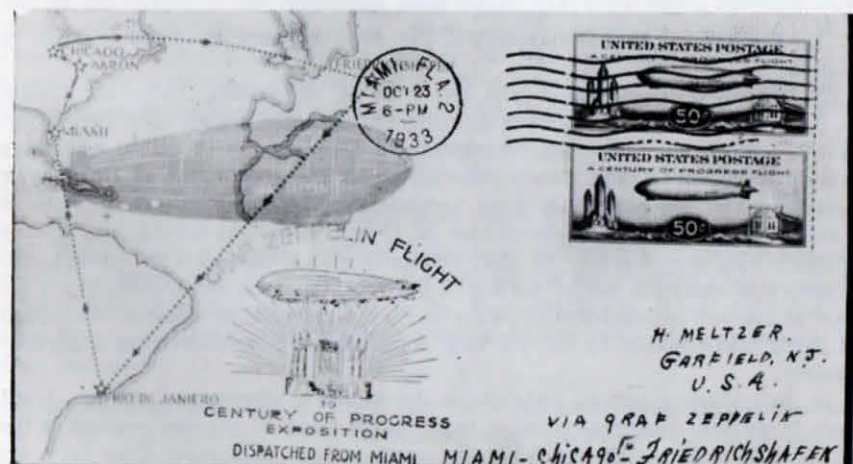
How much after September 21, 1933 does "belatedly" take us? Certainly, beyond October 6, 1933 which is the date of first day covers from Miami. I have never seen such a first day cover using a pair of the 50-cent Graf Zeppelin stamps with a Seville or Friedrichshafen destination. I doubt that I ever will. And my face will be red if one of our readers says he has one. If anyone has such a cover or the announcement of the \$1.00 rate of the Post Office Department, I would appreciate seeing either or both.

My own feeling is that October 23, 1933 covers from Miami paying the \$1.00 rate to Seville or Friedrichshafen are quite scarce. I have been fortunate in acquiring two (illustrated here) after more than twenty years of searching.

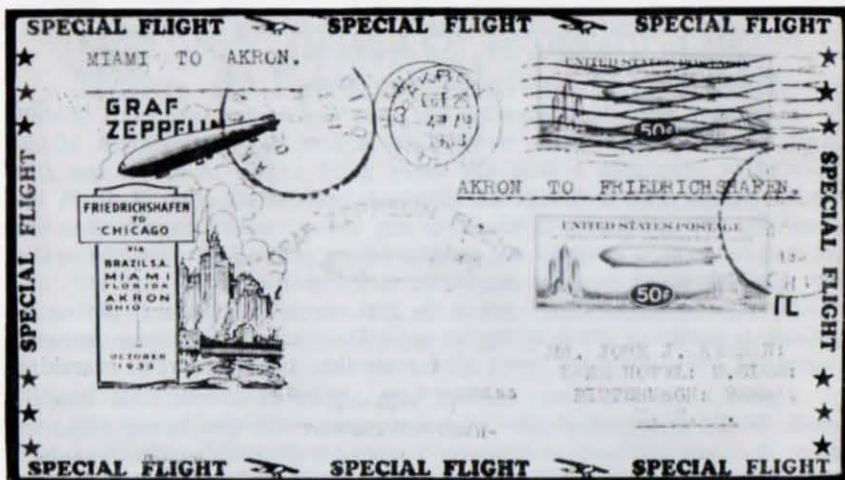
Figure 1 shows a cover franked with a pair of 50-cent Graf Zeppelin stamps, Miami postmark dated October 23, 1933, with destination Friedrichshafen. It is backstamped at Chicago October 26, Friedrichshafen November 2, New York November 18 after the return sea voyage from Friedrichshafen, and Garfield, New Jersey, November 20.

Figure 2 shows a cover franked with two singles of Scott C18. The top stamp is cancelled Miami, October 23, 1933. It is also obliterated with an Akron, Ohio machine cancellation dated October 28. There is also an October 28 handstamp at top left and the bottom stamp is also cancelled with this same handstamp which is for the return flight from Akron to Chicago and from there to Friedrichshafen. The backstamps are October 25 at Akron which indicates the receipt in that city of the Miami dispatches; November 2 at Friedrichshafen, and November 18 at New York.

This Figure 2 cover, in my opinion, is a tribute to the ingenuity of the collecting brethren. The sender paid the \$1.00 rate — probably before it was "belatedly" announced — with two single stamps, each with a typewritten legend describing the service to be received. The first is indicated as "Miami



Pair of 50-cent Zepp stamps used to pay \$1.00 rate from Miami to Friedrichshafen via Chicago. (Photos by Boutrelle)



Two single Zepp stamps on cover flown first to Akron. Second stamp covered rate from Akron to Friedrichshafen.

to Akron." The second indicates service from Akron to Friedrichshafen. In the process, the cover received an Akron marking in addition to the one from Miami. But, I suspect, the sender was simply complying with the notice which gave 50-cent rates from each of the cities. I do not believe he was aware of the true \$1.00 rate from Miami when the cover was prepared.

A note of caution should be added here. The covers described in this article are not to be confused with covers bearing a pair of 50-cent (C18) stamps but cancelled at New York on October 2, 1933 (first day from that city) and October 4, 1933 from the same place.

THE EDITOR SAYS —

(Continued from page 39)

it. He did not! If it was indeed his, the skull-duggery was compounded, of course.

The angel for the show was Mr. Juan K. Kobylanski, Honorary Consul of Paraguay in Tenerife, Canary Islands. Try that title on for size! Mr. Kobylanski, among other interests, happens to be a stamp dealer whose wheelings and dealings have taken some of the lustre off the good name of Uruguayan philately. He has extremely good relationships with the postal officials of Paraguay and Bolivia. Resident now in Uruguay, he has established a cozy rapport with the overseer of that country's postal service. Mr. Kobylanski somehow obtains the major portion of certain stamp issues, holding them for sale at his own inflated prices. Some of these achieved the dubious distinction of being black-blotted by the relevant committees of the American Philatelic Society.

Kobylanski's actions bode ill for the future of Uruguayan stamps. Until now, these have been free of taint. Our readers know of my own interest in the air mail stamps of that tiny country, a specialization of more than 25 years standing. I never believed it could happen there! — P. S.

(1) Available from The Collectors Club, 22 East 35th Street, New York.

"First Flight" Covers of July 15 and Dec. 16, 1918

By Philip Silver

Covers with the 16-cent U.S. air mail stamp, Scott C2, cancelled July 15, 1918 and with the 6-cent stamp, Scott C1, postmarked December 16, 1918 are usually referred to as "first flight" covers. They are so listed in Scott's Specialized Catalogue of United States Stamps. Yet, there is no listing for these "first flight" covers in the **American Air Mail Catalogue**. Why?

In a pure sense, they are not "first flight" covers. They are, in my opinion, first day of use covers flown on the first day the rate changes became effective on July 15, 1918 and Dec. 15, 1918, respectively. Since Dec. 15 was a Sunday — there were no Sunday flights in 1918 — the first day the mail could be flown with the new 6-cent air mail stamp was Monday, December 16th.

There were no special ceremonies on July 15 or December 16, 1918. The words "FIRST TRIP" do not appear in the air mail handstamps prepared by the Post Office Dept. as they do on May 15 covers. On that latter date, the air mail was officially inaugurated for the first time. Thus, the words "FIRST TRIP" had a special meaning and, with their insertion on the handstamp cancelling devices, they truly mark a cover as "first flight".

Some will reply that special four-page inserts are sometimes found in the number 10 size envelopes prepared by the Aerial League of America and other organizations. This was purely an unofficial type of commemoration. It gave these organizations another chance to issue propaganda for expansion of the fledgling Signal Corps air force.

A word of caution about December 16, 1918 covers postmarked New York but addressed to Chicago should be inserted here. These are not true first day of use covers of the 6-cent air mail stamp like those flown between New York and Washington. The latter were actually flown on December 16th. Covers postmarked New York December 16, 1918 addressed to Chicago are merely "pre-first flight" covers intended for the first regularly scheduled route that was to be inaugurated on December 18th between those two cities.

CANAL ZONE —

(Continued from page 37)

These are preliminary starting figures for listings whose time has come. It will be noted that the total value of \$220.00 for the six covers is approximately five times higher than for C15-20. The 1931 series should be rated at least five times higher, in my opinion; these stamps are extremely scarce on first day covers. (1)

(1) This article was written during July 1975 and an advance copy submitted to the editors of the Scott Catalogue. After the article had been sent to press, the 1976 edition of the Scott Specialized Catalogue of United States Stamps appeared. It contained the new first day cover listing as suggested herein but with somewhat lower values.

INDEX TO VOLUME XVIII

(July 1970 to January 1971)

(Compiled by the Editor)

AERO PHILATELISTS 1970 Officers, 1970-72 Directors	19, 25
1971 Officers, 1971-73 Directors (Nos. 3 & 4)	4
Donation Auction	40
24th Annual Convention (Nos. 3 & 4)	23
AERO PHILATELISTS ANNALS Index to Volume XVII (July 1969 to April 1970) Nos. 3 & 4)	27
American Air Mail Catalogue, Volume 3, Fourth Edition, Published by American Air Mail Society. (Book Review by William H. Miller, Jr. 52	
Bohn, R. S. Memorial Award Louis N. Staub 8th Recipient (Philip Silver) 38	
Book Review	52
Colombia. The Flights of the Compania Colombiana de Navegacion (Eugenio Gebauer)	44
Correspondence. Alex E. Cohen and Irving I. Green Exchange Views on Green's Article on The Honduras 1932 Interior Air Mail Surcharges (Nos. 3 & 4)	19
Czechoslovakia. The Praga Helicopter Issue of 1962 (Nos. 3 & 4)	16
Honduras. Control Signatures on Airmail Stamps in the 1958-1959 Period (Richard A. Washburn) (Nos. 3 & 4)	7
(See Correspondence) (Nos. 3 & 4)	19
Montserrat. Air Mail Service (Leonard E. Britnor) (Nos. 3 & 4)	12
Obituary. Henry M. Goodkind 1904-1970 (Philip Silver)	3
Russia. The Consular Air Post Emissions of 1922 (I. Braunstein, Eng.) . 6	
Cover with 1922 Consular Surcharge (Herbert Rosen) (Nos. 3 & 4) ..	14
Scadta. (See Colombia)	
Staub, Louis N. 8th Recipient R. S. Bohn Memorial Award (Philip Silver) 38	
United States. May 15, 1918 Washington, D.C. 10 a.m. First Trip Cancellation Also an Error (Henry C. Dupont)	51
1930 Graf Zeppelin Issue (Henry C. Dupont)	21
Navy Pigeon Post (William H. Miller, Jr.) (Nos. 3 & 4)	14
Vatican City. First and Special Flights (Sam L. Bayer)	29
Zeppelin. (See United States)	

ANGOLA "TAXE PERCUE" —

(Continued from page 35)

colleagues not neglect the collection and study of these items **on cover** — that is to say from the moment the value was inscribed — and this in spite of the unjustified ostracism to which they have been subjected in Portuguese catalogues.

The illustrated cover was sent from Lobito, Angola on July 18, 1938, flown in an aeroplane of the Aero Club of Angola as far as Leopoldville, Belgian Congo where it received a backstamp of July 22, 1938 and from there by the regular Leopoldville/Brussels Sabena service via Fort-Lamy, French Equatorial Africa; Zinder, French West Africa; Gao, French West Africa; Oran, Algeria, Alicante, Spain and Marseilles, France, a service in existence since 1935. The letter arrived in Lisbon, Portugal on July 28, 1938, ten days after it was mailed.