

THE AERO PHILATELIST ANNALS



Vol. XVIII, No. 1

July 1970

*** Contents**

Obituary — Henry M. Goodkind	3
The Russian Consular Air Post by I. Braunstein, Eng.	6
Annual Dinner 1970	18
AERO PHILATELISTS	
1970 Officers and 1970-72 Directors	19
United States — 1930 Graf Zeppelin by Henry C. DuPont	21

Better Supplier !

Better Collection !

We have been specializing in unusual Errors and Varieties for more than 40 years.

Thanks to our old accumulations, we are able to supply even advanced specialists.

Lately, we have added to our stock Die Proofs, some-only a few exist) Trial Colors, Artist Drawings (unique) French Communities, Monaco, etc., both Airmails and Topicals.

Requests and Want Lists are welcome. Individual selections will be made without obligation—Convenient Terms.

We are interested in buying fine AIRMAILS, ERRORS, COVERS, COLLECTIONS, etc.

COLOMBIA

1959—50th Anniv. First-Air Stamp	(C347/8—S411/2)
Stamp Centen.	(C351/4—S384/7)
1960—Humboldt	(C357/9—S415/7)
Independ.	(C377/85—S436/44)
Painting	(C387—S446)

ECUADOR

1958—Eucharistic Congress, unsevered horizontal pair of sheets	(C330—S413)
1959—El Telegrafo	(C342—S425)
1960—Bridge Juntas	(C367—S451)
1961—G. Moren	(C387—S471)

These are a few offerings of scarce **imperforates** (only one sheet of each believed to exist), very limited supply on hand — Prices on request!

S. SEREBRAKIAN, Inc.

P. O. Box 448



Monroe, N. Y. 10950

THE AERO PHILATELISTS ANNALS published quarterly each year by Aero Philatelists, 22 East 35th St., New York, N. Y. 10016, a non-profit corporation, chartered in New York State. Distributed free of charge to all members of Aero Philatelists, Inc. Back numbers, when available, for sale at \$1.00 each.

Copyright © 1970, by Aero Philatelists, Inc.

DIRECTORY OF DEALER MEMBERS

CROSS STAMP CO.
551 Fifth Ave.
New York, N. Y. 10017

IRWIN HEIMAN
One Linden Place
Great Neck, N. Y. 11021

P. J. DROSSOS
1 St. Denys Place
Athens (136), Greece

HERMAN HERST, JR.
Shrub Oak,
N. Y. 10588

FATOULLAH & LAZAR, Inc.
116 Nassau St.
New York, N. Y. 10038

W. KOLAKOWSKI Co.
P. O. Box 394
Great Neck, N. Y.

FRANCIS J. FIELD, Ltd.
Richmond Road
Sutton Coldfield, England

JOHN W. NICKLIN
110 West 42nd St.
New York, N. Y. 10036

GIMBELS STAMP DEPT.
B'way & 33rd St.
New York, N. Y. 10001

PENNY BLACK STAMP CO.
P. O. Box 57
Dumont, N. J. 07628

H. R. HARMER, Inc.
6 West 48th St.
New York, N. Y. 10036

NICOLAS SANABRIA CO.,
Inc.
Ridgefield, Conn. 06877

H. E. HARRIS & CO.
108 Mass. Ave.
Boston, Mass. 02117

S. SEREBRAKIAN, Inc.
P. O. Box 448
Monroe, N. Y. 10950

HENRI TRACHTENBERG
115, rue Hoche
94-Ivry, France

THE AERO PHILATELIST ANNALS



Vol. XVIII, No. 1
July 1970

Advertising Rates

Cover Nos. 2 and 3	\$27.50 per number
Cover No. 4	\$30.00 per number
Page	\$25.00 per number
Half Page	\$17.50 per number

A discount of 20% will be allowed if the same space is taken for four consecutive numbers.

Space less than one-half page is not available for advertising.

If new advertising copy is desired, this should reach the Editor, Aero Philatelists, 22 East 35 Street, New York, N. Y. 10016, on or before the first day of January, April, July, and October.

In case of change of address, please notify Secretary, Aero Philatelists
22 East 35 Street, New York, N. Y. 10016.

HENRY M. GOODKIND



In Tribute

Henry M. Goodkind died on August 9, 1970 after a long illness. Thus, ended an era unmatched, perhaps, in philatelic annals. It is the story of a life so dedicated to philately that it tended to obscure many of the other things associated with living.

For twenty-four years, he edited *The Aero Philatelist News* and its current successor publication, *The Aero Philatelist Annals*, establishing for himself an enviable record of integrity and dedication. The publications he edited bore his stamp of scholarly application to the dissemination of fact based upon adequate research. Over the years, these publications received the highest awards for philatelic literature in international competition.

Although essentially a collector of air mail stamps, a field in which he authored some 300 articles for various publications, Henry M. Goodkind did not neglect the other aspects of philately. He served for twenty-one years as Editor of the *Collectors Club Philatelist*, a position which established him securely on the worldwide philatelic scene. In addition, he served for more than twenty years on the Expert Committee of the Philatelic Foundation. There, his knowledge of surcharges and overprints was instrumental in setting up norms and guidelines for the expertizing of many of the early, rare air mail stamps.

Mr. Goodkind also found time to serve for eight years as Editor of "Scott's Monthly Stamp Journal" and, since 1944 he was an advisory Editor of the *Sanabria Air Mail Catalog*. In addition, he authored the following philatelic handbooks:

1. *The Hawker Stamp of Newfoundland*,
2. *First Air Mail Stamp of the United States*,
3. *United States, The 24c Inverted Air Mail Stamp of 1918*,
4. *R F Overprints*,
5. *United States, The 5c Beacon Air Mail Stamp of 1928*,
6. *New Zealand, 1898-99 Great Barrier Pigeon Post Stamps*, this last handbook together with J. Reg Walker and H. L. Chisolm.

The first two were published by *Aero Philatelists, Inc.* an organization he helped found. Mr. Goodkind also served for many years on the Board of

Directors of that organization. The other four handbooks were published under the auspices of The Theodore E. Steinway Memorial Publication Fund of the Collectors Club of New York. He served The Collectors Club both as Governor and Trustee, positions which he held at the time of his death. In appreciation of his many years of service, The Board of Governors of The Collectors Club had elected him to Honorary Life Membership.

Henry M. Goodkind served on the jury at many international philatelic exhibitions including CIPEX(1946), FIPEX(1956), RIO De JANEIRO(1956) and SIPEX (1966). His death prevented him from serving on the jury for PHILYMPIA(1970) for which he had been chosen.

For his work, he received the highest honors philately could bestow, The Alfred F. Lichtenstein Memorial Award, The Roll of Distinguished Philatelists, The Richard S. Bohn Memorial Award, The Sepad National Merit Award among others.

At the time of his death, Mr. Goodkind held memberships in many of the world's great philatelic societies including The Collectors Club, The Royal Philatelic Society, London of which he was a Fellow, Aero Philatelists, Inc., The American Air Mail Society, etc.

Henry M. Goodkind received his A.B. degree from Cornell University in 1925. After graduation, he did post-graduate work for one year at Oxford University in England.

He is survived by his widow, Frances. He also leaves behind a son, daughter and four grandchildren.

It is most fitting that here, in a magazine devoted to his first love—Aerophilately, this sketch more in tribute than in memoriam should appear. Henry M. Goodkind was a rare individual. He was combative and frequently pugnacious but he fought for his principles, sometimes to his own detriment. His credo was to dispense truth without fear or favor and, in the good fight, he attacked the shibboleths of false prophets on the philatelic scene and elsewhere. He leaves a heritage of rich and enduring scholarship. The hobby of stamp collecting is richer for his having lived among us. His death has put an end to a long and distinguished philatelic career. (*Philip Silver*)

TWO UNITED NATIONS AIR MAIL STAMP BROCHURES STILL AVAILABLE

In conjunction with their co-sponsorship of the new United Nations 20 cent air mail stamp, issued on April 18, 1968, AERO PHILATELISTS has again produced an attractive brochure to honor the occasion. Limited to an edition of 300, the 8½" by 11" brochure contains both a first day cover of the new stamp and a mint single. Pertinent information as to the design and production are included in the text. The brochure is available for \$2.00, with all net proceeds being donated to UNICEF.

Still available are a small quantity of the 1959 United Nations brochures containing examples of three air mail postal stationery items issued on September 21 of that year. Price: \$2.00.

Remit to:

Aero Philatelists
22 East 35 Street
New York, N. Y. 10016

VATICAN CITY COVERS

Bolaffi's Prices in ()

#14	Provisional on First flt. cover		50.00
47-54	Catholic Press	(120.00)	95.00
55-60	on reg. letter Arch. Cong.	(65.00)	60.00
61-67	fl. to France Interregnum	(20.00)	14.00
72-76	Medallions	(12.00)	10.00
122-131	E11-12 Basilicas-Exp.	(270.00)	P. O. R.
132-139	Holy Year	(90.00)	50.00
140-42	— Palatine Guard	(80.00)	45.00
143-44	— Dogma of Assumption	(75.00)	40.00
145-48	— Pope Pius X	(175.00)	90.00
149-53	Calchedon	(160.00)	90.00
155	— Roman States	(27.00)	20.00
155A	— Roman States souvenir sheet	(90.00)	60.00
156-57	Maria Goretti	(27.00)	17.50
158-68	E13-14 Popes & Basilicas - Exp.	(30.00)	25.00
239-42	— Brussels Fair	(25.00)	18.00
242A	— Brussels Fair souvenir sheet	(20.00)	22.50
C9-15	2nd Airmail	(40.00)	35.00
C16-17	— Tobias	(1000.00)	P. O. R.
C18-19	UPU	(400.00)	P. O. R.
C20-21	registered with cachet	(400.00)	P. O. R.
C22-23	— Dome I	(160.00)	80.00
C24-32	— Angels	(32.00)	30.00
C33-34	Dome II (high values)	(50.00)	35.00
C45-46	Archangel (high values)		25.00
C45-46	Archangel with designer autograph		45.00

PENNY BLACK STAMP CO.

P. O. Box 57

Dumont, N. J. 07628

S. L. Bayer, Prop. Member Aero Philatelists, Collectors Club, ASDA.

AIR MAIL STAMP BOOKS

AERO PHILATELIST ANNALS

Bound Volumes

Red Book Vols. 3-4-5	\$15
Brown Book Vols. 6-7-8	\$15
Green Book Vols. 9-10-11	\$15
Beige Book Vols. 12-13-14	\$15

A very limited printing. Only about 10 of each remain.

Send order and remittance to:

AERO PHILATELISTS

22 East 35 Street, New York, N. Y. 10016

RUSSIA

The Russian Consular Air Post Emissions of 1922

By I. Braunstein, Eng.

of the Belgian Philatelic Academy; President of
the Air Mail Society of Belgium

Before commencing a description and study of this issue, known as "consular," which has raised many questions as to its origin, it would be useful to recall briefly the early beginnings of aviation in Russia before the First World War.

In 1912, France and Germany were demonstrating the progress of aviation and the prowess of their pilots, paving the way for the revolution on the horizon in civil transportation and military aviation.

With these examples in mind, that same year the Russian government created a military aviation school at Gatchina, and soon afterwards another at Sebastopol.

The first attempts at flight took place on May 17, 1912, from St. Petersburg in a Farman biplane. One year later, Captain D. Andreadi, after long preparation, flew from Sebastopol towards Saint Petersburg. Unfortunately, this experimental flight met with an accident in which the aviator lost his life.

However, in the same year of 1913, while also experiencing an accident on route from the capital to Kiev, the famous aviator, I. I. Sikorsky, was rescued from his mishap.

At the end of 1918, the Russian government gave the green light to the development of military and civilian aviation by creating several centers for pilot training and to the planning of departments and the installation of numerous interior air routes for transportation of mail and passengers.

During this period, the Soviet air fleet was made up of still useable military aircraft. These were soon augmented by two new planes — the Lebed XII and the Ilya Mourometz.

The troubled years of 1919 and 1920 did not permit Soviet aviation the development hoped for, and except for a few experimental flights, no regular line was put into service.

After December 1920, the Central Bureau explored and transferred to the planning stage the first definite outline for expansion and development of national aviation. That year witnessed the study and creation of interior passenger and mail-carrying lines.

In September 1921, the private German aviation company, "Lufthansa," suggested to the Russian government the joint creation of a line from Berlin to Moscow via Königsberg and Smolensk.

This was the period when cultural and commercial relations between Russia and Germany were greatly expanding. During the 1921 Plenary Assembly of the Ministry of Commerce and Industry of the USSR, the proposition of a joint venture was studied and accepted.

The new organization was called "Deruluft," with equal participation by the Russian government and Lufthansa. The actual activity of the company got under way in May 1922 with the opening of a line from Moscow to Berlin via Königsberg and return.

Deruluft acquired 10 Fokker III monoplanes, each being capable of carrying about 450 kilos. At the beginning only diplomatic mail was accepted. The first trip took place May 2, 1922.

The schedule called for two flights a week from Moscow to Smolensk in Russian planes piloted by Russians. At Smolensk the mail and passengers were transferred to German planes. This complicated change was necessitated by the Treaty of Versailles which prohibited Germany from operating an airline beyond its borders.

Origin of the Consular Issue of July 15, 1922

We have mentioned above that Deruluft Company consisted of the Russian government and a group of important German industrial firms.

According to the articles of Deruluft, letters despatched on its line from Moscow had to be franked with Russian stamps. Conversely, those carried from Germany were franked with German stamps.

At this time Soviet Russia maintained not only diplomatic but also commercial relations with Germany. Many industrial and commercial organizations had their headquarters in Berlin. These companies carried on an extensive correspondence with Moscow composed of exports, merchandise, samples, etc.

Air mail use was very much intensified at that time, and letters from Russia were accepted at all German post offices.

The twice-a-week departure barely sufficed for the volume of mail and caused important delays. Complaints were presented to M. Krestinsky, Russian consul in Berlin. This gentleman had the idea of, and took the initiative of, releasing the mail sent to the Consulate by the various organizations of his country at the same time as the diplomatic mail. Mail to be delivered by the Legation was given an understandable priority over the private correspondence delivered to the German post office.

However, the diplomatic mail enjoyed postal immunity whereas the private corporations had to pay postage.

We can suppose, since it was the intention to give a certain official "status" to those letters, and, at the same time, in order to be able to maintain compatibility with the diverse organizations, that certain Imperial Russian consular tax stamps were surcharged by M. Krestinsky's orders. These were stamps that had been found in the archives of the Consulate.

Letters sent to the Legation for re-forwarding were franked according to the schedule in force for the German post of 12 marks per 10 grams.

The initiative of the diplomatic representative in Berlin was poorly received in Moscow, and after the first mail was received, the Central Administration gave the order to the Berlin authorities to immediately stop these frankings and to return at once the surcharged stamps.

It is likely that the mechanical means employed to make up the surcharges were destroyed in Berlin forthwith after receipt of the orders. However, this conclusion has never been officially confirmed.

Cancellation of the Stamps (Figure 1)



Properly speaking, one cannot qualify absolutely as "cancellations" the annulments made on the few surcharged stamps which had been used and sent by the consular service on one or more occasions before the rescinding orders from Moscow.

Certain catalogs mention these obliterations as "annulled by crayon or ink." Another catalog lists a dated obliterator stamp. At the moment, the authenticity of these cancellations is widely contested.

On the contrary, it is certain that the employees of the Consulate "cancelled" the stamps which were applied on packages with an obliteration of four "molettes" (a small wheel), the identical obliteration, moreover, which the Legation used to annul documents and consular tax fee stamps. The imprint of these consists of four equally distant lines (6.5 mm.) made from thick ink intended for metallic printing pads.

Description of the Surcharge

The surcharge was applied typographically on the consular tax stamps of Imperial Russia. Four values of stamps received the surcharge, and, supposedly, the choice was dictated by the stock available in the archives of the consulate.

In fact, no other explanation can be given for the fact that the surcharge 1200 marks was used on four different basic stamps, namely the 10 kopecks, 50 kopecks, 2.25 rubles and 3 rubles.

The stamps upon which the surcharge was placed were imprinted with great care and present no varieties, except for the intensity of color.

The values in kopecks measure 29.5 mm. by 67.8 mm; the values in rubles measure 31.8 mm. by 70 mm. (Figure 2).

1	C	C	O	C	C	5
	C	C	C	C	C	
	C	C	C	C	C	
	C	C	C	C	C	
21	C	C	C	C	C	25

Fig. 2.

The intense red surcharge in three lines in Russian translates as follows:

- Air Post
- The Federated Republic of Soviets in Russia
- German Marks . . . (Figure 3)



Figure 3



Figure 4

The initials of the second line were valid for all Russian stamps until 1923. After that date the name became the Union of Soviet Socialist Republics (USSR).

The combination of four basic stamps and five values of surcharge gave rise to a series of eight stamps. The plate of the surcharge was based upon the dimensions of the sheet of consular stamps which consisted of 25 stamps (5 x 5).

The general characteristics of the surcharge, in the same way as the inks employed, indicate it was carefully applied, and, up to now, no forger has been able to fool a connoisseur of these emissions.

On the other hand certain constant markings permit recognition and plating of authentic surcharges.

The first two lines of the surcharge are used for the expression of all the values; it is not until the third line that recombination occurs to change partially or entirely the figures of value and the last words, "e. a. d. Marki" or "Marok."

The printer did not have in stock a sufficient quantity of the letter "C" of the same type, and, therefore, made up the second line with three different "C's," thus creating three different types of surcharge in each sheet.

The following diagram shows their arrangement:

Type I. — C closed. Repeated 12 times in a sheet.

Type II. — C open. Repeated 8 times in a sheet.

Type III. — C small and open. Repeated 5 times in a sheet.

The spacings for different types of the letter "C" are not the same; the lengths in the second line differ for each type (with 3 exceptions):

Type I. — 32.5 mm. (except numbers 9 and 14: 33.4 mm).

Type II. — 33.5 mm. (except number 13: 32.9 mm).

Type III. — 29 mm.

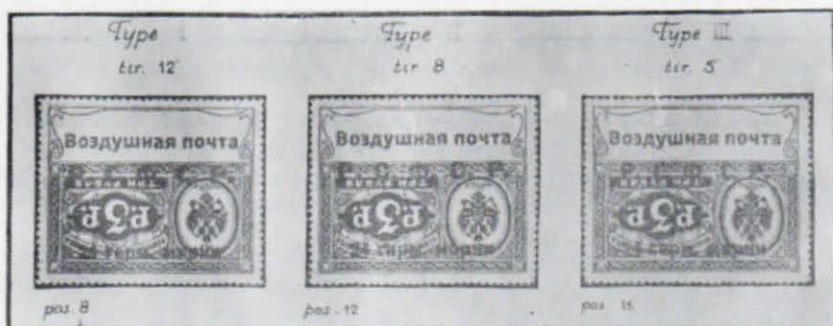


Figure 5.

The printings of the surcharges were very limited, and, as noted above, depended largely upon the supply of stamps which the Legation had on hand.

The printings of the surcharges were very limited, and, as noted above, depended largely upon the supply of stamps which the Legation had on hand.

Respected stamp catalogs have, however, often listed quantities printed, with which we tend to disagree. For the record, we list below the quantities appearing in certain catalogs:

Champion 1926 — Total for the 8 values: 580 stamps; of all varieties and errors, a total of 24.



Figure 6.

Field 1931 — Of all varieties and errors, a total of 22.

We believe, on the contrary, that the printings for the different values can be established at a minimum as follows:

12M./2.25R.	1000 to 1500
24M./3R.	1000 to 1500
120M./2.25R.	500 to 750
600M./3R.	400 to 500
1200M./10K. (Figure 10)	250 to 300
1200M./50K.	50
1200M./2.25R.	150 to 200

Varieties — Their Origin and Supposed Quantity Inverted Surcharges

Two values with surcharge inverted are known. These are the 12M./2.25R. (Figure 13) and 24M./3R. (Figure 14). The inverted surcharges come in three types. All those examined, along with those in our own collection, originate in a different position on the plate. We have never seen the same value in the same plate position. It seems almost certain that a complete sheet of 25 went through the press inverted.

The information appearing in all the catalogs lists only eight stamps of each value. This might be the case only if the remainder were destroyed at the printers.

It is quite a different story concerning the status of the variety with the word "РЕРМ" inverted. The surcharge was prepared in ignorance of Cyrillic (Slavonic) print, and a word was involuntarily inserted in the surcharge inverted. This error always occurs at the start of the plate in two values:

- 24M./3R. (Figure 15)
- 1200M./3R. (Figure 16)

The stamps containing this error were removed from the sheet while the plate for the surcharge was corrected. These varieties are extremely rare. The catalogs list two to four. Unhappily, this listing cannot be verified. In any case, it seems that the varieties which should have been destroyed were instead appropriated and sold by an employee of the printer.



Figure 7.

The Error of the 12M./3R. (Figure 8)

This error is listed in the catalogs as a variety of the 12M./2.25R.-stamp (Sanabria 1f), or as a variety of the 1200M./3R.-stamp (Yvert 9b, Sil. 8b). We believe that the latter classification is more logical, because in the case of a sheet of the 3 rubles mistakenly placed amongst those of the 2.25 rubles, the printing would have been 25 pieces.

We rather believe, that the two zeros have been omitted in the overprint 1200M./3R. Once again, the error was quickly discovered and corrected. It is thus possible that the variety exists only on 3 or 4 examples. The error occurred, we think, on the same plate as the error of the inverted "repm."



Figure 8.

Characteristics of the surcharge

We already have given the description of the surcharge and noted the different arrangements of the three different types of "C" (Figure 2), which give the possibility to subdivide the stamps of a same sheet into three types.

The dimensions of the second line of the surcharge permit determination of two sub-types of identical composition, but of different width (Figure 9).

Воздушная почта

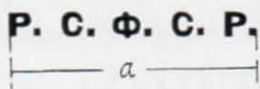


Fig. 9.

Thus a complete sheet contains the following types:

Type I	— 10 stamps —	dimension second line: 32.5 mm
Type IA	— 2 stamps —	" " " : 33.4 mm (9 and 14)
Type II	— 7 stamps —	" " " : 33.5 mm
Type IIA	— 1 stamp —	" " " : 32.9 mm (stamp no. 13)
Type III	— 5 stamps —	" " " : 29 mm.

Various imperfections or deformations of the letters which served for the creation of the overprint permit identifying and nearly all the stamps, even those presented separately. These signs are constant, but do not appear always with the same clarity.

It must be noted that the numbers 1, 16 and 24 of the sheet present no constant marks. The numbers 3, 11, 15 and 23 on the contrary are easy to plate, if they still have a sheet margin, because the latter were perforated when the original stamps were printed.

For the other marks of the sheet, we have worked out the annexed table (Figure 10); please note that the drawings are somewhat approximate.

PARTICULARITES DE CHAQUE TIMBRE DE LA PLANCHE.

2	Воздушная	у	марон	р
3	Р. С. Ф. С. Р.	Ф	марон	р
4	Воздушная	А	defor. à droite	
5	Р. С. Ф. С. Р.	2me pt.	почта	alignement
6	герм. déformation	e	марон	р
7	герм. déformation	e	Г point	□ □
8	Воздушная	Ш	défaut	
10	Р. С. Ф. С. Р.	Ф	déformation	С
11	Воздушная	Ш	coin tronqué	
12	герм.	e	déf. au dessus	
13	герм.	M	barre droite déformée	
14	Воздушная	А	amorce d'une cassure	
15	Р. С. Ф. С. Р.	point après le 2me	С	□ □
17	почта	а	déformation	
18	марон barre droite	M	герм. cassure	р ²
19	Воздушная	А	coins tronqués	
20	Р. С. Ф. С. Р.	4me point	□ □	герм. e défaut
21	Р. С. Ф. С. Р.	Ф □	espace	герм. petit o
22	Воздушная	О	déformation à droite	
23	герм. deformation	Г	B et P : alig. vertical	
25	марон	О	déformation à gauche	

Figure 10.

Relative Rarity of the Consular Stamps

A. Degree of Rarity of Surcharge Type:

Type I	— C open	coefficient:	1
Type IA	— C open		4
Type II	— C closed		1,5
Type IIA	— C closed		10
Type III	— C small and open		2

B. Value of the stamps with sheet margins in multiples:

Without sheet margin	1	3	8
	Singles	Pairs	Blocks
With sheet margin	2	5	10

Remarks Concerning the Counterfeits

As with all rare stamps, the consular overprints have not been forgotten by the unscrupulous and have often been counterfeited. Some of these are extremely well done, and it takes a good bit of experience to recognize them.

However, whether the origin of these counterfeits be French, German, Lithuanian, or others, they are always lacking some minor detail and, above all, do not have the general appearance of the genuine surcharges.

Certain counterfeits are easily recognizable under ultraviolet lamps. In other instances this is not the case.

We advise amateurs to be most wary in the purchase of these stamps. Signatures, or even certificates, are not always proof of genuineness. In many cases, the experts have been fooled. Sometimes even expert signatures have been imitated.

**if you think selling your collection
is like breaking up a lifelong
love affair...we understand!**

**IT DOESN'T HURT SO MUCH
WHEN YOU DEAL
with HARMER, ROOKE!**

• NO PROPERTY TOO LARGE!

• NO DISTANCE TOO GREAT!

**REGULARLY SCHEDULED PHILATELIC AUCTIONS ARE HELD
IN OUR OWN GALLERIES and OPEN TO MAIL BIDDERS**

Write for complimentary auction catalog and descriptive brochure

HARMER, ROOKE & CO., INC.

Negotiants in Fine Properties

APPRAISERS • SALES AGENTS • AUCTIONEERS

THE HARMER, ROOKE BUILDING 604 FIFTH AVENUE NEW YORK, N.Y. 10020

For direct inquiry, CALL (212) 765-3883. For long distance, Call collect.

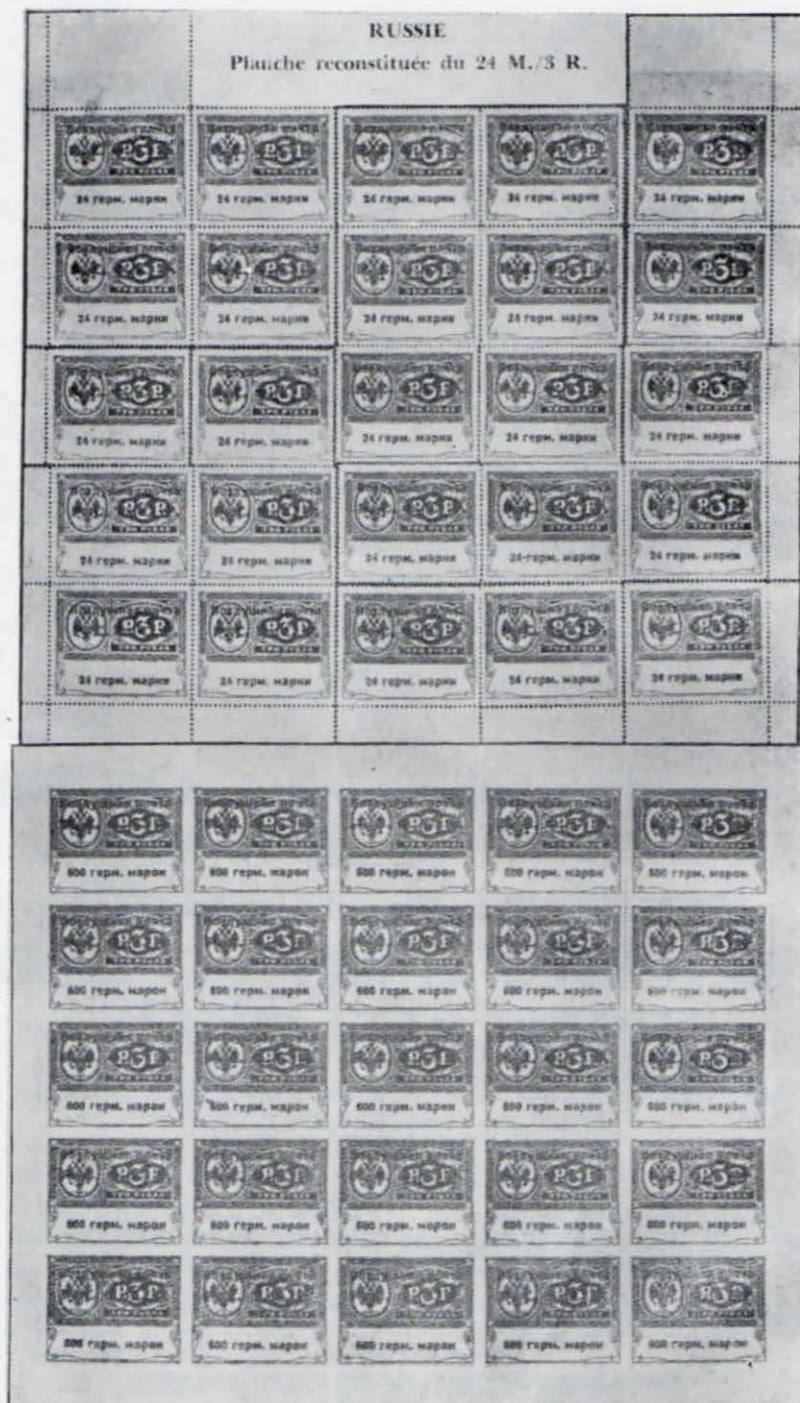


Figure 11.

If you want to Know About

AIR MAIL STAMPS

and

Their Use On Covers

This 18-year old magazine is your best source of information

As proof, only twice was this magazine entered in the philatelic literature division in International Philatelic Exhibitions.

Both times, it took the top honor — THE GRAND AWARD.

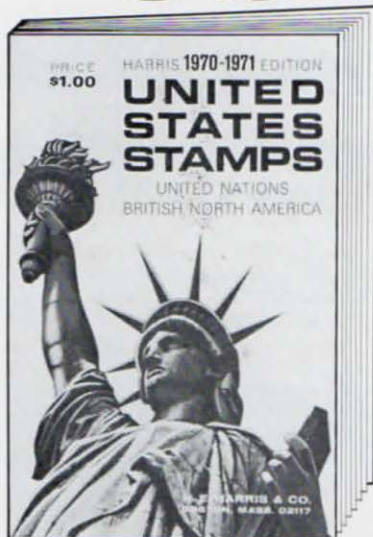
Aero Philatelist Annals

22 East 35 Street

New York, N. Y. 10016

NEW! HARRIS US/BNA

1970-1971



CATALOG

With
thousands
of price
changes

\$1.00

- 200 PAGES, 2,000 ILLUSTRATIONS.
- DELUXE FLAT-BACK BINDING.
- HEAVY WASHABLE COVERS.
- HIGH QUALITY PAPER.
- LATEST UP-TO-THE-MINUTE REVISIONS.

One of the most important editions in our more than 37 years of publishing this most widely used catalog — a "must" for every stamp collector. Compiled and edited by the experts of H. E. Harris and Co., The World's Largest Stamp Firm.

- All major U. S. Postage and Airmail issues . . . PLUS Special Delivery, Parcel Post, Envelope Squares, Postal Cards, Officials, Revenues, Postage Dues; also other popular specialties.
- Complete illustrated U. S. Possessions, Confederate States, United Nations and British North America.
- Big "Americana" section. Mounted collections, albums, popular supplies and accessories.
- U. S. Stamp Identifier — fully illustrated, check your own collection for valuable hidden stamp treasures!

MAIL THIS COUPON TODAY!

H. E. HARRIS & CO., Catalog Dept. Boston, Mass. 02117.
Please RUSH me, post free, the NEW 1970-1971 EDITION of
your 200 page catalog, UNITED STATES STAMPS, U.S. POS-
SESSIONS, UNITED NATIONS & BRITISH NORTH AMERICA,
including the U. S. Stamp Identifier, etc. I am enclosing \$1.00.

Name

Address

City & State Zip

**H. E. HARRIS
& CO.**

CATALOG DEPT.

BOSTON

MASS. 02117

Founded in 1916

MEMBERSHIP APPLICATION



....., 19.....

AERO PHILATELISTS, Inc.

22 EAST 35th STREET, NEW YORK, N. Y. 10016

I hereby apply for admission to membership in AERO PHILATELISTS. Annual dues of \$5.00 are remitted herewith and are to be returned to me if my application is not accepted.

NAME

ADDRESS
Street

.....
City, Town or Village Zone State

OCCUPATION

SPECIALIZING IN

APPLICANT'S SIGNATURE

REFERENCES

Each applicant is requested to furnish two references preferably philatelic.

References:

1. NAME

ADDRESS

2. NAME

ADDRESS

EXTRACTS FROM BY-LAWS, ARTICLE III—MEMBERSHIP

Any person of good character interested in aero-philately, over the age of twenty-one, and who will be an asset to the Society, may become a member. Application for membership shall be in writing, and shall be accompanied by annual dues of \$5.00

AERO PHILATELISTS

24th Annual Convention and Dinner

Saturday, November 21, 1970

CONVENTION

To be held at

The Collectors Club

22 East 35 Street, New York, N. Y.

Time: 2 p. m.

All members are invited

ANNUAL DINNER

Time: 7 p. m.

Place: Chambertin Restaurant

348 West 46th Street, New York

Price: \$11.00 per person including gratuities

All members, spouses, guests and friends are cordially invited

Because of limited seating, it is urged that reservations, with remittance made out to the order of AERO PHILATELISTS, be mailed in advance to:

Aero Philatelists Dinner Chairman

22 East 35 Street, New York, N. Y. 10016

Presentation of the Richard S. Bohn Memorial Award
will be made at the dinner

A New Book

AERO PHILATELIST ANNALS

Volumes 12, 13, 14 Bound (The Beige Book)

Price \$15

Order and remit to:

AERO PHILATELISTS

22 East 35 Street
New York, N. Y. 10016



1970 OFFICERS

<i>President</i>	WILLIAM N. MEAD
<i>First Vice President</i>	WILLIAM H. MILLER, JR.
<i>Executive Vice President</i>	HERBERT ROSEN
<i>Secretary</i>	HARRY A. HOLMAN
<i>Corresponding Secretary</i>	JACK KLEIN
<i>Treasurer</i>	PHILIP SILVER

DIRECTORS

Class of 1970
DR. ALBERT C. BAUGH
HENRY KRAEMER
GEORGES A. MEDAWAR
WILLIAM N. MEAD
R. H. SHRADY, M.D.
PHILIP SILVER

Class of 1971
JOHN J. BRITT
WILLIAM H. MILLER, JR.
STANLEY R. RICE
IRA SEEBACHER
LOUIS N. STAUB
FRED KEIZER

Class of 1972
H. M. GOODKIND
HARRY A. HOLMAN
JACK KLEIN
ROBERT L. MARKOVITS
HERBERT ROSEN
GERHARD WOLFF

AERO PHILATELISTS HANDBOOKS

One Going, Two Gone

ONLY 4 AVAILABLE

Because of requests from many members, it has been a longtime practice to bind some parts of our publications soon after they have been distributed. 50 copies of each number are bound together into an attractive handbook. Usually, three volumes of the magazine are bound and sold as a unit with an INDEX.

During 1968, the BLUE BOOK, the AERO PHILATELIST ANNALS Volumes 1 and 2, was sold out.

The BLACK BOOK, the AERO PHILATELIST'S NEWS, 1946-53, Vols. 1-8 Complete with a separate Index, no longer is available. The last copy was sold in January, 1969.

Furthermore, the stock of the RED BOOK, the AERO PHILATELIST ANNALS Volumes 3-4-5, now is only 7. At the rate that the books have been selling, the RED BOOK probably will be sold out within a year or so.

Listed below are the books that are available.

AERO PHILATELIST ANNALS

Bound Volumes

Red Book Vol. 3-4-5	\$15
Brown Book Vols. 6-7-8	\$15
Green Book Vols. 9-10-11	\$15
Beige Book Vols. 12-13-14	\$15

Send order and remittance to:

Aero Philatelists

22 East 35 Street

New York, N. Y. 10016

UNITED STATES 1930 GRAF ZEPPELIN ISSUE

The Three Flights To Seville

By Henry C. Dupont

In many auction catalogs, there is often found for covers franked with the U. S. Graf Zeppelin stamp (C13-15) and flown on the Europe-Panamerican flight the following description: "TO SEVILLE, RARE."

Graf Zeppelin covers to Seville are, indeed, not common but many auction describers give this designation without differentiation to all covers flown to Seville of which only some are rare and others even very rare. It is sometimes difficult for aerophilatelists whose collections are not specialized to distinguish these covers. Thus, I believe it to be useful to note their features.

1. First Flight Friedrichshafen to Seville

It is known that covers were sent to Germany by sea and were placed on the Graf Zeppelin at Friedrichshafen on May 18, 1930, the day of departure of the airship. The dirigible landed at Seville on May 19, 1930. The rates were \$0.65 for postcards and \$1.30 for letters, the maximum weight being one ounce. Mail for the flight was cancelled in the United States between April 19th (first day in Washington D. C.) and May 7th. Pieces were struck with the magenta U. S. lozenge cachet, Type 1, showing, in dotted line, the complete triangular route the American and European continents and also the sea route in a solid line. They bore the red, circular German cachet as well. Such covers were backstamped in Seville on May 19, 1930. 326 postcards and 393 letters, altogether 719 pieces, were carried. These are, therefore, fairly scarce. (Figs. 1 and 2)



Figure 1.

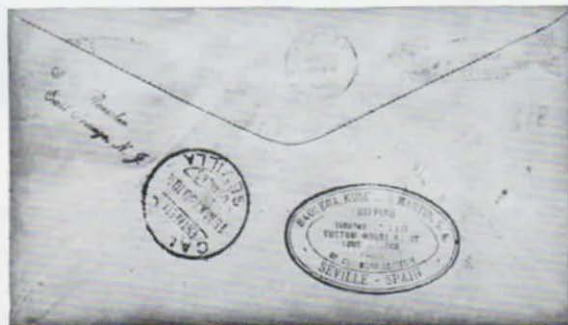


Figure 2.

2. Return Flight Lakehurst to Seville

The Graf Zeppelin, flying from Friedrichshafen via Seville-Pernambuco-Rio-Pernambuco, landed at Lakehurst, N. J. on May 31, 1930 and took off from this air base on June 2nd for the return flight to Friedrichshafen via Seville. It arrived in that Spanish city on June 5th. The rate was also \$0.65 for postcards and \$1.30 for letters. This mail was cancelled between April 19th (first day) and June 2nd. Items posted before May 7th were obliged to mention: "FROM LAKEHURST TO SEVILLE" in order that they might not depart for the first flight from Friedrichshafen. But such examples are not numerous; the majority was posted after May 8th.

The covers were struck with the magenta U. S. lozenge cachet, type 2, showing only, in a dotted line, the airship route between Lakehurst, Seville and Friedrichshafen and with the red, circular German cachet, but often this last cachet is missing. These pieces were backstamped in Seville the 5th, 6th and 7th of June 1930. 814 postcards and 1,548 letters were carried, altogether 2,462 pieces, on this return flight. They are, therefore, not scarce but not common either. (Figs. 3 and 4)



Figure 3.



Figure 4.

3. Complete Round Flight Friedrichshafen-Lakehurst-Seville

These pieces made the complete round trip flight from Friedrichshafen-Seville-Pernambuco-Rio-Pernambuco-Lakehurst and return to Seville between May 18th and June 5th. The rate was \$1.95 for postcards and \$3.90 for letters.

The pieces were cancelled between April 19th (first day) and May 7th. They were struck with the magenta U. S. lozenge cachet, type 1, showing, in a dotted line, the complete round flight route of the Graf Zeppelin. Also, the red, circular German cachet. Such pieces also received this small violet, circular cachet:

"THIS ARTICLE MADE THE COMPLETE ROUND TRIP
VIA GRAF ZEPPELIN"

These covers were backstamped in Seville on June 5, 6 and 7, 1930. 14 postcards and 49 letters, altogether 63 pieces, were carried and are, consequently, great rarities. (Figs 5 and 6)

The postcard shown in Fig. 5 is underfranked having only a 65c stamp instead of \$1.95 but Dr. Eckener, commanding officer of the Graf Zeppelin, had ordered the carrying of all underfranked mail, letting the U. S. Post Office tax this mail on arrival in the United States. In this circumstance, the U. S. Postal Officials were unaware of such orders or did not examine this postcard on arrival.

Therefore, it is only by serious examination of cancellations and cachets that aerophilatelists will be able to know if pieces to Seville are common, scarce or very rare.

Why is this complete round trip flight to Seville so rare? The fault lies with the U. S. Post Office which, in its information release, Postal Bulletin No. 15282 of April 25, 1930, indicated only the complete round trip flight of Friedrichshafen to Friedrichshafen. Only because seasoned aerophilatelists had the idea to send pieces to Seville were these rare cards and covers created.



Figure 5.

Figure 6.



The July issue was delayed due to the demise of our editor, Henry M. Goodkind. The Editorial Board will endeavor to continue the excellent work of the past editor. All offers of articles, and help will be welcomed and should be forwarded to 22 E. 35th St., N. Y.

WAYS TO SELL ----

1. PUBLIC AUCTION

A popular and satisfactory method of sale for many types of collections, rarities and other philatelic properties. We have conducted successful public auction sales for over 35 years.

2. PRIVATE SALE OR PRIVATE TREATY

Some properties, because of their nature are best sold privately. We place many valuable holdings in this manner.

3. "SPECIAL OFFERS" CATALOGUE

A new concept in philatelic selling. Published at periodic intervals these catalogues will offer selected classic and modern rarities, collections and other consignments at fixed prices for immediate cash.

4. IMMEDIATE CASH

We are always interested in buying suitable material for immediate cash. Correspondence invited.

We are recognized appraisers for estate, tax, insurance and other purposes.

IRWIN HEIMAN
INC.

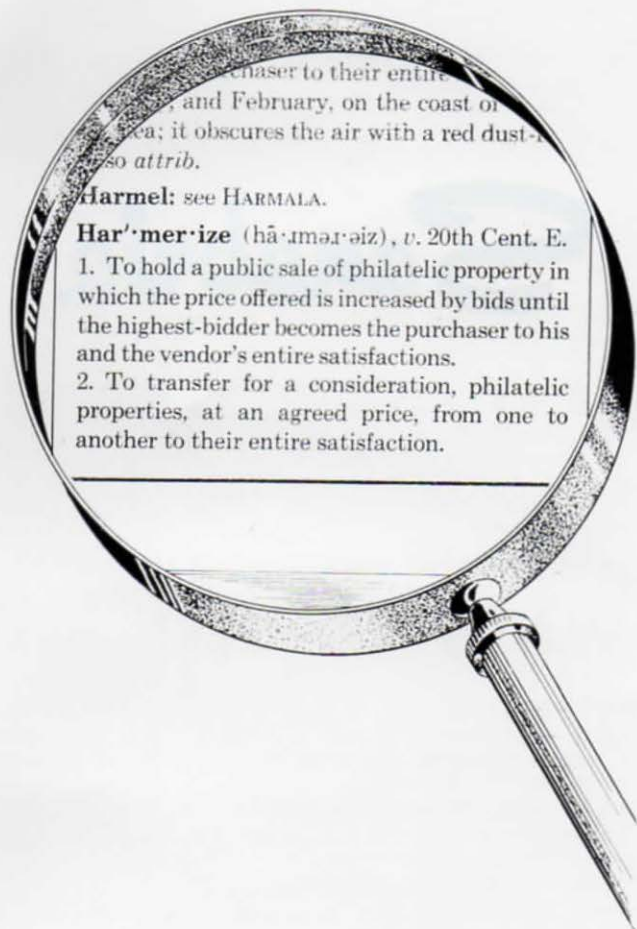
ONE LINDEN PLACE
Suite 305



GREAT NECK, L. I., N. Y. 11021
Tel. (516) 466-3144

HRH

NEW YORK



A booklet "Modern Methods of Philatelic Selling" detailing the facilities — many unique — of the Harmer Organization is available free on request.

H. R. HARMER, INC.

The International Stamp Auctioneers

6 West 48th Street, New York, N. Y. 10036

(212) 757 - 4460

NEW YORK

—

LONDON

—

SYDNEY

Sanabria

Ridgefield, Conn. 06877

Phone: (203) 438-3763