

THE AERO
PHILATELIST ANNALS

* * A QUARTERLY MAGAZINE ON AERO-PHILATELY * *

This Issue Features:

- BRAZIL
VARIG AIRLINES
- U. S. S. R.
AIR MAIL COVER
- VENEZUELA
1947 VARIETY

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Vol. III

No. 3

THE AERO
PHILATELIST ANNALS

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Henry M. Goodkind, Editor

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VARIG

Brazil's First Airline

By WERNER AHRENS

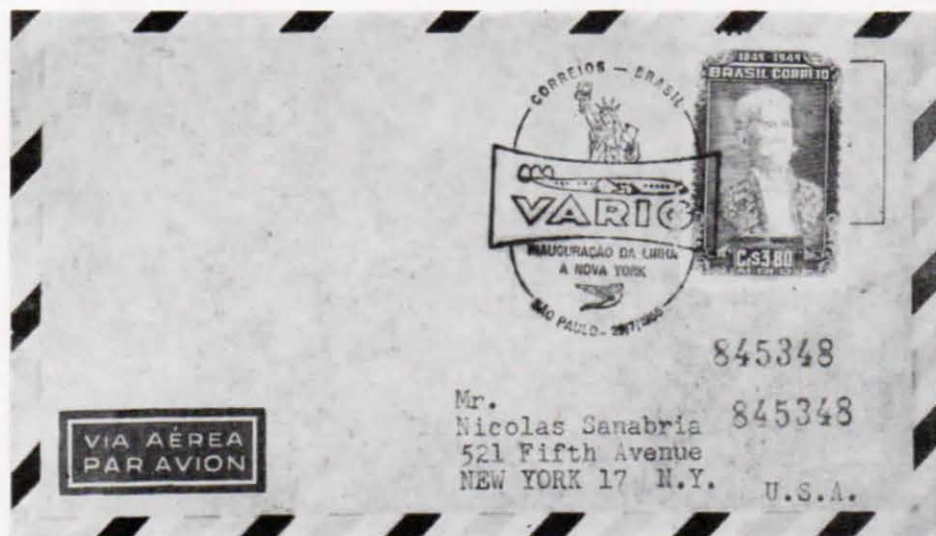
Translator's Foreword

It has been a great privilege to render into English from Portuguese this study of the VARIG issues by the leading authority in Brazil, Mr. Warner Ahrens of Sao Paulo.

These stamps had been in use for almost seven years. Now over twenty years have passed since they were discontinued. Yet it appears, that no comprehensive treatment of these issues has so far appeared in English. It cannot be emphasized too often, that these are *not privately issued stamps, but were issued in accordance with the requirements of official regulations governing the airmail service*. A summary of these regulations were published recently in the publication of the "Friends of Brazilian Philately". (*Bull's Eye*, Vol. II, No. 2, pg. 15-18, "The Air Mail Service in Brasil—The Instructions of March 17, 1927".)

Of the three airlines, which have issued stamps in Brazil, only VARIG has survived and prospered. Indeed, VARIG has now established another link between Brazil and the United States of America through its new service from Porto Alegre to New York, inaugurated in July 1955. (See Fig. 1). One sees its advertisements in our daily newspapers and many of the popular weekly magazines.

Alfred J. Hillel.



All photos by Boutrelle

Fig. 1. A cover with the special "First Direct Flight Brazil-N. Y. VARIG" cancellation dated July 29, 1955.

BRAZIL

Founding Of The Company

The origin of VARIG, short for VIACAO AEREA RIOGRANDENSE, S. A., goes back to the year 1926, when Otto Ernst Mayer, a German businessman and former war pilot, attempted to interest businessmen in Porto Alegre in the formation of a commercial airline. After preliminary discussions had been concluded successfully, Mayer returned to Germany, where he succeeded in interesting the Deutsche Lufthansa in his plans.

The first exploratory flight was carried out in the "Lagoa dos Patos" (Ducks' Lake) region of the state of Rio Grande do Sul on February 2, 1927, by the Dornier plane "ATLANTICO", still bearing its German identification insignia, "D-1012". At the same time, in Rio de Janeiro, Flight Commander Hammer laid the groundwork for the formation of the Condor Syndicate in Brazil. During the early stages, some of the flights in the territory of VARIG, the state of Rio Grande do Sul, were carried out under the Condor flag.

The meeting organizing VARIG took place on May 7, 1927 and permission to operate was given by Decree 17,832 of June 10, 1927. The actual corporate organization of the Condor Syndicate of Brazil did not take place until December 1, 1927 and official permission to operate was granted with Decree 18,075 of January 20, 1928, although actual service had been established before. The two companies cooperated closely, yet from a legal point of view VARIG is the older and hence Brazil's first airline. On March 17, 1927 the first "Regulations governing the Airmail Service" were published in Rio de Janeiro by the Minister for Transportation and Public Works, Dr. Victor Konder, a Brazilian of German descent. At the suggestion of Commander Hammer, a system for the payment of airmail fees was provided, which had already proved its worth in SCADTA's operations in Colombia.

The first regular scheduled flight carrying paid mail took place on the Porto Alegre-Pelotas-Rio Grande route on March 28, 1927, a distance of 280 km; it was carried out by the "ATLANTICO" under the command of Captain Rudolf Cramer von Clausbruch. On this flight the Regulations of March 17, 1927 were observed in part only. In accordance with Article 2-d-II, all airmail was subject to a mandatory special delivery fee; this article was not observed for this flight and was abolished on Feb. 29, 1928.

Under Article 5, the airline was obliged to issue special stamps for the payment of the airmail fees the designs of which were subject to prior approval by the postal authorities. The Regulations also provided a six months period during which provisional means of showing payment of the airmail fees were permitted, pending the preparation of the adhesives.

Hence on this first flight, the payment of the airmail fee was acknowledged by means of a provisional handstamp in the form of a triangle, standing on one of its sides. The inscription reads as follows: along the base, "CONDOR-Syndikat"; in the center, "CORREIO AEREO 1,300 rs."; and along the sides "O futuro do Brasil-depender das suas comunicacoes" (the future of Brazil depends on its lines of communication). Handstamps with fixed values were made for the denominations of 700 rs., 1,000 rs. and 1,300 rs.; there were also handstamps without indication of value; these were for mail requiring higher fees and the amount was entered by hand. An error exists in the inscription of one of the 1,300 rs. handstamps, the word "comunicacoes" being misspelled "communicacoes". At the agency at Pelotas, a straight line handstamp reading "ATLANTICO", the name of the plane, was frequently used in addition to the triangular fee stamp.

Until June 15, 1927, this service was operated by the Condor Syndicate, then still in the process of formal organization. On that date, the route was taken over by VARIG, which used a similar triangular handstamp. VARIG used a triangle standing on its point, inscribed "VARIG" at the top, "Correio Aereo do Brasil" and "value" in the center (700 rs., 1000 rs., 1,300 rs. or blank with value entered by hand in red ink) and along the sides the same inscription as used by Condor.

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Fig. 2. First flight cover Pelotas-Jaguarão cancelled August 17, 1928. Notice also this date is printed on the envelope. (Sam Rodvien Collection).

First Flights

A further route was inaugurated by Condor in April 1927, flying from Rio Grande to Santa Victoria do Palmar, in the southern part of the state near the Uruguayan border. Covers from this flight should still be in existence. The first co-operative flight of the two companies was carried out by the plane "SANTOS DUMONT" on Nov. 9, 1927; mail was carried by Condor from Rio de Janeiro to Porto Alegre, continuing south by VARIG. The return flight took place on Nov. 11. Mail carried on this flight received a large special cancel bearing the names of both airlines.

A large number of routes were established thereafter; we list below the dates of first flights and, where possible, the amount of mail carried in both directions, a small amount in all cases.

- August 5, 1928.* Pelotas to Jaguarão (180 km.) and return. By the plane "BAN-DEIRANTE" under Capt. Gerhard Kolbe. Quantity carried unknown.
- Sept. 6, 1930. Porto Alegre to Passo Fundo and return, in unnamed Junkers plane, pilot Franz Nuelle. Quantity unknown.
- Feb. 23, 1931. Porto Alegre to Santa Maria via Santa Cruz, (269 km) and return in Junkers plane under Franz Nuelle. Mail carried: 305 gr. to Santa Cruz, 300 gr. to Santa Maria.
- April 19, 1932. Porto Alegre to Livramento via Bagé (562 km), return trip on April 20 by the "SANTA CRUZ", pilots Max Frantz and Roberto Lau. Mail carried on forward trip 355 gr., return trip 1,331 gr.

* Flight covers are postmarked August 17, 1928. See Fig. 2.

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- July 15, 1932. Rio Grande to Livramento via Bagé (375 km), return trip on July 17, 1932 from Livramento to Bagé and thence to Pelotas, as landing could not be made at Rio Grande. Plane and pilots as on April 14 flight. Mail carried on forward trip: 67 gr. to Bagé, 100 gr. to Livramento; on return trip, from Livramento 56 gr., from Bagé unknown. The first flight on this route starting from Pelotas took place on July 19.
- July 25, 1932. Porto Alegre to Uruguayana, via Santa Cruz and Santa Maria (579 km), return trip on July 26. By "LIVRAMENTO" under Harald Stunde and Sebastiao Eder. Carried 148 gr. on forward trip and 1,405 gr. on return trip.
- Oct. 20, 1932. Porto Alegre to Cruz Alta (295 km.) and return, by "SANTA CRUZ", pilots Max Frantz and Roberto Lau. Carried 600 gr. on forward trip and 700 gr. on return trip.
- Oct. 17, 1933. Porto Alegre to Palmeira via Santa Cruz and Cruz Alta (400 km.) and return. By "SANTA CRUZ", pilots Max Frantz and Albin Reppold. Carried 1,383 gr. on forward trip and 865 gr. on return trip.
- May 25, 1934. Porto Alegre to Quaraí via Pelotas (672 km) and return. By "LIVRAMENTO", pilots Harald Stunde and Hans Leo Kley. Carried 1,015 gr. on forward trip and 680 gr. on return trip.

This concludes first flights carried out during the time VARIG stamps were in use. From Sept. 6, 1930 special first flight envelopes were issued for both trips, in quantities of 1,500 or 2,000. A special cover, measuring 165 mm. by 127 mm. and bearing the inscription: "Primeiro Voo Porto Alegre-Livramento" or vice-versa, was prepared for the April 19, 1932 flight; there were three additional special envelopes measuring 155 mm. by 90 mm., in the following colors: brown for the Porto-Alegre to Bagé leg of the trip, white for Porto Alegre to Livramento and blue for Bagé to Livramento. Only a small number was flown properly, the rest appear to have been taken along by the crew and received the arrival cancellation; many covers are found cancelled on departure and arrival, but undressed. On the first flight from Porto Alegre to Quaraí a special envelope was used at Pelotas and a special cancellation was used, reading "PORTO ALEGRE—QUARAI E VOLTA" (Porto Alegre-Quaraí and return trip) in green and "PELOTAS—QUARAI E VOLTA" in violet.

During this period, the following experimental or special flights took place:

- July 17, 1927 Porto Alegre to Tapes and return (160 km.) By plane YPIRANGA, pilot Heintz Puetz, mail carried 180 gr.
- Jan. 2, 1928 Porto Alegre to Torres (240 km.) and return. By the GAUCHO, pilot Rudolf Cramer von Clausbruch. 18 gr.
- Jan. 9, 1928 Porto Alegre to Tramandahy (140 km.) and return. 70 gr., by GAUCHO, pilot as above.
- Aug. 2, 1928 Porto Alegre to Barra do Riberio (30 km.) and return. By BANDEIRANTE, pilot Gerhard Kolbe. No mail carried.
- Sept. 23, 1928 Porto Alegre to Santo Amaro (90 km.) and return, by GAUCHO, pilot August Wilhelm Paschen. No mail carried.
- May 26, 1933 Porto Alegre to Dores de Camaquã (100 km.) and return. By LIVRAMENTO, pilots Harald Stunde and Karl Heinz Ruhl. Only three letters were carried.

In addition, a special flight from Porto Alegre to Caxias took place on Feb. 19, 1933 on this occasion of the Grape Festival at Caxias. (Fig. 3) Owing to poor weather no landing was made, the mail being dropped. The covers received a red cachet and a blue,

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Fig. 3. Cover flown February 18, 1933 on the Porto Alegre-Caxias Flight. (H. M. Goodkind Collection).

double circle cancel at Caxias inscribed: "FESTA DA UVA CAXIAS FEV. 1933". Covers not bearing this blue cancel were not carried on this flight.

This concludes the list of routes on which Varig stamps were used, since these stamps ceased on June 30, 1934 and were replaced by airmail stamps issued by the postal authorities. The network of routes in the state of Rio Grande do Sul however expanded steadily; later on, the service was extended to Rio de Janeiro, covering the States of Santa Catarina, Parana and Sao Paulo and at the present time a direct line to New York was inaugurated in July 1955. (Fig. 1)

Cancellations

At the beginning, double circle cancellations were used at Porto Alegre, Pelotas and Rio Grande reading: "SERVICO AEREO-V. A. Ri. G.," the date, in three lines, appearing in the center. In isolated cases during 1927, the provisional triangular handstamps as well as the agency stamps of Pelotas and Rio Grande were used as cancelling devices. From 1929 on a new double circle cancellation came into use, the upper part reading, in two lines: "VARIG" / "SERVICO AEREO NO BRAZIL"; the lower part gave the place of origin, the two parts of the inscription being separated on each side by six square dots. The date appears in the center in three lines. Such cancellations were in use at the following cities:

- from 1929 at Porto Alegre, Pelotas and Rio Grande
- from 1931 at Santa Cruz and Santa Maria
- from 1932 at Bagé, Cruz Alta, Livramento and Uruguayana
- from 1933 in Palmeira
- from 1934 at Quaraí

In many cases, advertising cachets are to be found on the front or back of the cover in red, black or violet. These include:

BRAZIL

"UTALIZEM OS HYDROAVIOES NACIONAES" and plane. (Use the domestic hydroplanes).

"NAO FACA ME ESPERAR RESPONDA VIA AEREA VARIG" (Don't let me wait, reply by Varig airmail).

"GAUCHO-AUXILIA A VARIG / ELA FOI FUNDADA PARA TE SERVIR" (Gaicho, help VARIG, it was created to serve you.) (Gaicho is a Brazilian term to denote the natives of the state of Rio Grande do Sul).

Stamps and Rates

For its first issue of stamps, VARIG used stamps ordered by the Condor Syndikat at the Reichsdruckerei of Berlin, Germany. These stamps did not bear the name of the airline. They were overprinted with a new value and/or "R" for registration or "E" for special delivery mail and the name VARIG by the Livraria do Globo at Porto Alegre. The basic stamp with a value of Rs. 1\$300 was printed in sheets of 50 stamps (5 x 10) on paper watermarked with circles and crosses, and perforated 14 $\frac{1}{4}$. The color is green, generally light green, occasionally dark.



Fig. 4. The First Varig Issues of 1927-28. (Dr. R. H. Shradly Collection).

Originally, the airmail fee for letters and postcards was Rs. 1\$300 up to 20 gr. and the same amount for printed matter up to 50 gr.; additional units of weight were 700 rs., the registration fee was 400 rs. and special delivery fee 700 rs. However, soon Rs. 1\$300 was charged for each unit of 20 or 50 gr. respectively and the special delivery fee was raised to Rs. 1\$000 on August 1, 1933. In December of 1930 weight units were changed to 5 gr. for letters and 12.5 gr. for printed matter and two zones were instituted. The new rates were, for each weight unit, 350 rs. up to 500 km., 500 rs. for distances over 500 km.

The first overprinted stamps were issued on Nov. 9, 1927, the values of 700 rs. and Rs. 1\$300. The first issue of the 700 rs. stamp consisted of 4,000 stamps, overprinted in one operation. A second issue was released in 1928, consisting of 1,000 copies, in which case the value \$700 was added to stamps on which the legend VARIG had already been printed. This second printing may be recognized by the fact that the ink of the \$700 is more glossy and lighter in color than that of the VARIG overprint. Four printings of the Rs. 1\$300 were released, 15,000 stamps on Nov. 9, 1927, (The overprint VARIG measures 12.5 mm.), 5,000 stamps on Sept. 8, 1928 (VARIG measures 9.5 mm.), 8,500 stamps on Jan. 11, 1929 (VARIG measures 13.5 mm.) and 31,000 stamps on April 24, 1929, (VARIG measures 12.5 mm.) The first and fourth printing may be distinguished by the color of the overprint; carmine and dull for the first, light red and glossy for the fourth printing. (Fig. 4)

The registration and special delivery stamps were issued during the period from March 8, 1928 to Aug. 4, 1930. There were three printings of the first special delivery stamp with a total issue of 9,000; and four printings of the first registration stamp with a total of 10,500. (Fig. 5)

BRAZIL



Fig. 5. The First Varig Registration and Special Delivery stamps. (Dr. Shrady Collection).

Owing to the change in rates, a new series of overprinted stamps was issued on Dec. 5, 1930. Stamps were overprinted in black for rates corresponding to the first zone (up to 500 km.) and the following values issued: 50 rs. (4,950 stamps), 350 rs. (15,000), 700 rs. (10,000), 1\$050 (3,000) and 1\$400 (7,000). Stamps were overprinted in red with the values for the second zone (over 500 km.) and 2,500 each issued for the following values; 500 rs., 1\$000, 1\$500 and 2\$000.

An error is found on each sheet of the 1\$000 value, the value appearing incorrectly as 1\$500. Hence there are 50 such stamps, which are included in the above total of 2,500.

The last two overprinted stamps appeared on Nov. 23, 1931, when the Varig definitive issue was already in circulation. One is a registration stamp overprinted with a script letter "R" of which 1,950 were issued. The other is a special delivery stamp, overprinted with a script letter "E", of which 2,000 were issued. Both overprints are in black; however, one sheet of the registration stamp was overprinted by mistake in red. This sheet

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Fig. 6. The 1930 Varig Issue. (Dr. R. H. Shradly Collection).

was withheld from sale and given to a stamp club in Porto Alegre. Altogether, 138,950 basic stamps were overprinted by VARIG.

Very few varieties have been found on the overprinted stamps. Of the first registration stamp, 700 stamps exist without the overprint "VARIG" and in the case of the Rs. 1\$300 stamp, two sheets each of the second and third printing have double overprints, one being inverted. A few other varieties exist, highly desired by specialists.

Definitive Issue

As the stock of stamps printed by the Reichsdruckerei of Berlin neared its end, a new set of definitive stamps was printed by the Livraria do Globo in Porto Alegre. The design, approved by the postal authorities, was prepared by E. Zeuner. It shows the Icarus insignia of VARIG. The stamps were printed in sheets of fifty, (5 x 10), on unwatermarked paper, although some values show a papermaker's watermark. Only the top value, Rs. 10\$000, was printed on paper watermarked "VENCEDOR—EXTRA STRONG". All stamps are perforated 14.

The first series was placed on sale on April 27, 1931* consisting of the following values: 50 rs. sepia on cream, 350 rs. red on white, 500 rs. ultramarine on light blue, 700 rs. orange on light yellow, 1,000 rs. wine on pink, 1,050 rs. green-black on green-white, 1,400 rs. red brown on light yellow, 1,500 rs. green-black on green-white, 2,000 rs. violet on pink and 10,000 rs. black on white.

It has never been ascertained why VARIG changed colors as new printings became necessary. It may have been due to difficulties in procuring regular supplies of the same colored paper. It does not seem likely that these changes were governed by philatelic influence, since printings were determined well in advance for a considerable period.

One year after the original issue, on May 18, 1932, the 50 rs. was issued in olive-grey on pink and was followed on Sept. 19, 1932 by 500 rs. steel blue on yellow. Changes in 1933 were as follows: on Jan. 23, 50 rs. blue-green on light green; on June 27, 350 rs. chocolate brown on white, 500 rs. dark violet-blue on green-white, 1,000 rs. yellow-brown on pink and 2,000 rs. dark blue on pink. The registration stamp 400 rs. on 1,050 rs. and the special delivery stamp 1,000 rs. on 1,400 rs. were issued on Aug. 1, 1933.

On June 30, 1934, VARIG stamps were withdrawn and replaced by airmail stamps issued by the postal authorities. During the last six months of use, the following values with changed colors were issued: Jan. 8, 1934, 350 rs. green on white; Jan. 18, 50 rs. carmine on pink, 500 rs. lilac on pink, 700 rs. green on blue-green, 1,050 rs. orange on pink, 1,400 rs. blue-green on light-blue and 1,500 rs. wine on light-blue. There followed, on Jan. 26, the 400 rs. registration stamp on 700 rs. green on blue-green, on Jan. 31, the 1,000 rs. special delivery stamp on 1,050 rs. orange on pink. Other values appeared as follows:

* *Translator's Footnote:*—Covers and cards exist with an April 22, 1931 Porto Alegre cancellation. Those examined seem to show philatelic rather than commercial usage. One of these cards is illustrated. (See Fig. 7)

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Fig. 7. An unaddressed post card with the April 22, 1931 cancel. (Sam Rodvien Collection).

1,000 rs. sepia on white on May 3; on June 14, all on white paper, 50 rs. dark blue, 1,000 rs. dark green, and 2,000 rs. light brown. The last special delivery and registration stamps were issued June 16, 400 rs. and 1,000 rs. both on 350 rs. green on white. Finally, the last Varig stamps to be issued were the 1,050 rs. chocolate brown, 1,400 rs. lilac-rose and 1,500 rs. orange, all on white paper, placed on sale June 19, 1934. Of the 37 stamps of the Icarus design, the following quantities were issued:*

Rs.	4/27/31	5/18/32	9/19/32	1/23/33	6/27/33
50	30,000	40,000	—	50,000	—
350	60,000	—	—	—	30,000
500	20,000	—	30,000	—	20,000
700	40,000	—	—	—	—
1,000	16,000	—	—	—	10,000
1,050	15,000	—	—	—	—
1,400	15,000	—	—	—	—
1,500	16,000	—	—	—	—
2,000	10,000	—	—	—	10,000
10,000	8,000	—	—	—	—
Rs.	1/8/34	1/18/34	5/3/34	6/14/34	6/19/34
50	—	60,000	—	15,000	—
350	80,000	—	—	—	—
500	—	50,000	—	—	—
700	—	50,000	—	—	—

* *Translator's Footnote:* The plates of the VARIG definitives were destroyed on July 28, 1934, in the offices of the newspaper "Diário de Notícias". Among those present were Mr. Rubem Berta as representative of VARIG (of which he is now the president), the regional director of Posts and Telegraphs, a representative of the Livraria do Globo, who identified the plates and representatives of the press and stamp clubs.

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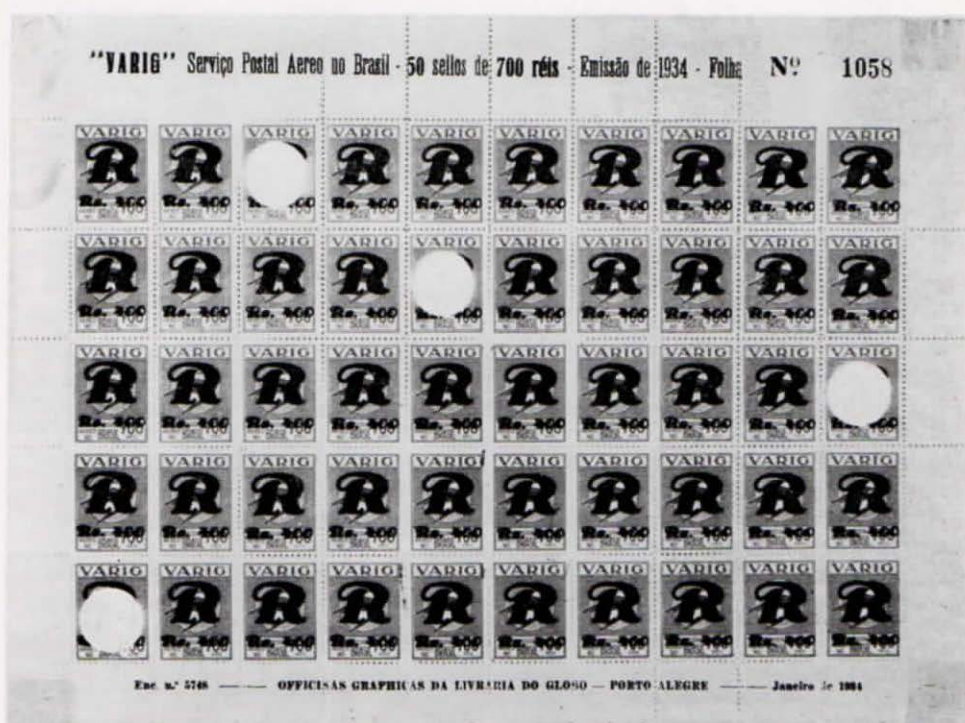


Fig. 8. Registration Stamps of 1934 in a full sheet of 50 with four positions punched out. (John J. Britt Collection).

1,000	—	—	10,000	15,000	—
1,050	—	35,050	—	—	10,000
1,400	—	30,000	—	—	10,000
1,500	—	25,000	—	—	15,000
2,000	—	—	—	6,000	—
10,000	—	—	—	—	—
		8/1/33	1/26/34	1/31/34	6/16/34
"R" Special Delivery		10,000	20,000	—	10,000
"E" Registration		10,000	—	19,950	10,000

In view of the fact that from Aug. 1, 1933 to June 16, 1934 all stamps with faulty printing were destroyed by a control commission, it is necessary to reduce the above amounts by the following quantities. (No faults were found in the last printing).

50 rs. blue	1	1,500 rs.	4	700 rs.	60
50 rs. red	30	350 rs.	24		
1,400 rs.	50	2,000 rs.	120		
			1st	2nd	3rd
				Printing	
Registration stamp			58	1,646	134
Special delivery stamp			149	2,090	12

Altogether, a total of 911,000 stamps were printed of which 4,378 were destroyed, so that a total of 906,632 stamps were placed on sale.

BRAZIL

In the January 1934 printings of the registration and special delivery stamps, faulty overprints were removed by punching a hole, 16 mm. in diameter; in this manner, four registrations and five special delivery stamps were demonetized on each sheet. Pairs with one stamp punched in this manner are highly desired pieces.* (Fig. 10)

It appears to me that at least some philatelic influence is evident in the last issues released in June 1934. These stamps were valid for only 12 and 16 days, and were issued after the agreement between the postal authorities and VARIG (Order 527 of April 1934) terminating the use of VARIG's stamps as of June 30, 1934. There can be little doubt that sufficient quantities of earlier printings were still on hand, especially since a sizeable printing had been released in January. So the June issue could have been avoided. Stamps of the June printings are hard to find in used condition, and most of the few covers are likely to stem from philatelic use.

Most denominations corresponded to multiples of the basic rates, i.e. 350 rs. for the first and 500 rs. for the second zone. The 10,000 rs. value, meant for heavy letters had only one printing and used copies are scarce. The 50 rs. value appears to be rather useless; it could only be used in multiples. In view of its low face value, it seems to have been bought mainly by collectors.

Apart from collectors in the state of Rio Grande do Sul, Brazilian collectors in general have largely ignored the VARIG (as well as the CONDOR and ETA) stamps, regarding them as privately issued. They forget, that, based on postal legislation, use of such stamps was mandatory and that the design was subject to official approval. In the Brazilian stamp market, mint stamps are plentiful, used stamps are hard to find except for the 350 rs. value, and covers are almost non-existent.

* *Translator's Footnote:*—This magazine in its Vol. I, No. 4 pp. 117-21 discussed at length a mystery regarding different opinions written in the past for an explanation of the punched holes on the sheets of the Special Delivery and Registration stamps. The illustrations of two complete sheets with the holes from this 1954 AERO PHILATELIST ANNALS article are shown again. (Figs. 8 and 9).

Since then other complete sheets with the holes exactly as those illustrated have appeared and have been examined. On a recent trip to Brazil, Mr. Sam Rodvien carefully investigated this matter. The Brazilian authorities consulted, who had first-hand knowledge of these issues, all gave the same report, which is substantially the following.

When the examining Committee of Philatelists appointed by the Varig Co. inspected the sheets before sale, slight variations were noticed with the "R" and "E" on several positions. Believing that a few such letters with a slightly different type could possibly create a variety of value for collectors, the Committee recommended the destruction of such varieties. Therefore, it was decided that the most practical means to accomplish this was by punching out all those positions in the sheet that did not have a uniform overprint. This was done by the Committee of Examining Philatelists appointed by the Varig Co. This Committee was careful, which is described in the following passage taken from the authoritative handbook, "Catalogo des sellos da Varig":—

Excerpts from the report of the Examining Commission, January 30, 1934.

"The commission of the undersigned philatelists, which has met at the invitation of VARIG to examine the entire issue of stamps about to be placed on sale by that company and charged with the destruction of all defective stamps or sheets, declares as follows:

2. that VARIG presented various packages containing . . . twenty thousand stamps "R.Rs 400" overprinted in black on stamps of 700 rs. green on blue paper; nineteen thousand and fifty stamps "E.Rs. 1000" overprinted in black on stamps of 1050 rs. orange on rose paper . . . the quantities of which were in agreement with the shipping memos of the Livraria do Globo.

3. Of the value "R. Rs. 400". During the proceedings, 1,596 stamps were rendered useless by means of a punch of 16 mm. diameter because of defects arising from the plate; this was applied to four stamps on each of 399 sheets, this method being used to avoid later difficulties by VARIG in the control and handling of the stamps. One sheet of 50 stamps, No. 1001 was burnt, being a proof sheet.

Of the value "E.Rs. 1000", 1,990 stamps, i.e. five stamps from each of a total of 398 sheets were rendered useless in the same manner and for the same reason as for the "R.Rs. 400", as they contained defects arising from the plate. One sheet, No. 1076, containing fifty stamps was rejected and burnt because the overprint was excessively displaced.

8.) As part of these proceedings, the plates used for the two overprints mentioned above were rendered useless and burnt."

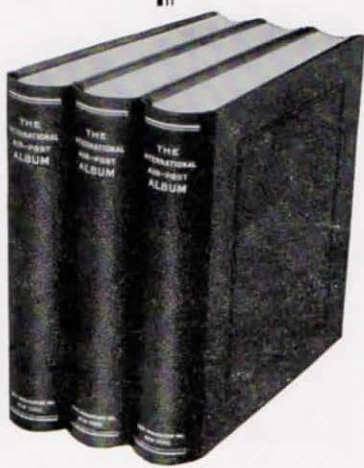
BRAZIL

While these stamps were in circulation, only two were involved in philatelic speculation, the special delivery and registration stamps with black script "R" and "E" overprints on the original basic stamp. When they were issued on Nov. 23, 1931, the registration stamp was sold out in six hours, the special delivery stamp in four. It is said that in the absence of special delivery or registration stamps, ordinary stamps were used instead.

We now turn to those stamps of the Icarus issue, on which parts of the papermakers watermark is visible. In the case of the two line watermark "VENCEDOR—EXTRA STRONG", this appears on about 10% of the respective quantities for the following values: 50 rs. sepia, 1,050 green, 500 rs. steel-blue, 50 rs. dark green and the registration stamp 400 rs. on 1,050 green.

Approximately 10% of the respective quantities of the following stamps show parts of the watermark "WESTERPOST:" 500 rs. ultramarine, 700 rs. orange, 1,400 rs. red-brown, the special delivery stamp 1,000 rs. on 1,400 rs. red-brown. Of the Jan. 18, 1934 printing this applies to the 50, 500, 700, 1,050, 1,400 and 1,500 rs. stamps; the special delivery stamp 1,000 rs. on 1,050 rs. orange, the registration stamp 400 rs. on 700 rs. green and the 1,000 rs. stamp, sepia. Finally, approximately 5% of the total issue of the 50rs. olive-grey on pink of May 18, 1932 shows part of the watermark METROPOLE BOND.

At various times, trial proofs of the Icarus stamps were made to determine suitable colors and papers; the number of different trial proofs made was 68 in 1931, 24 in 1933 and 54 in 1934, in the quantity of fifty imperforate and ungummed stamps for each proof. These proofs are found only in large specialized collections.



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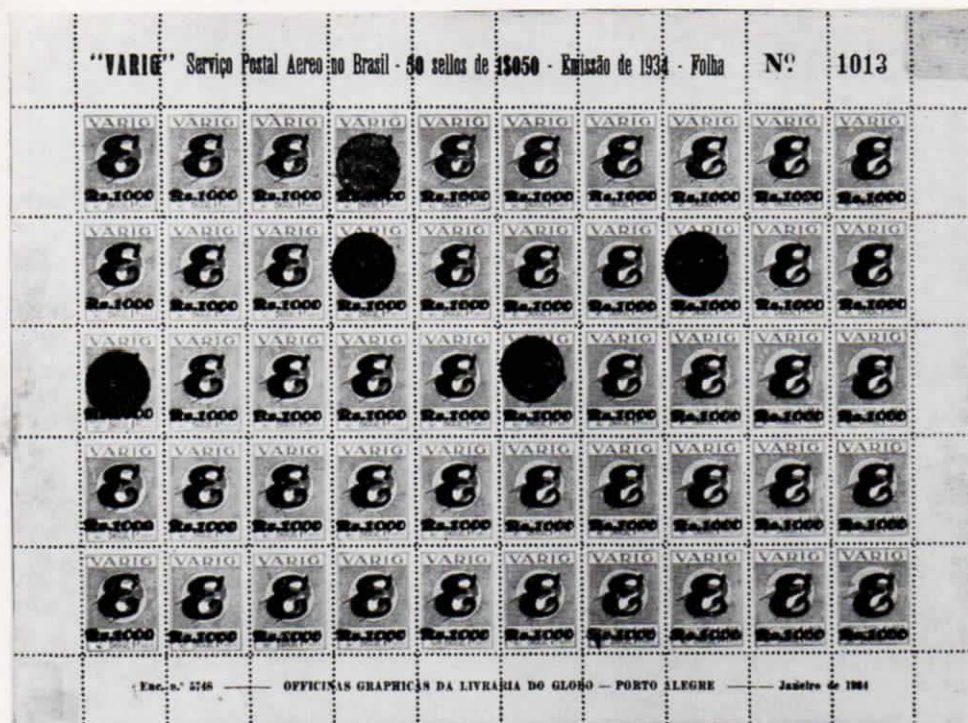


Fig. 9. Special Delivery Stamps in full sheet of 50 where five stamps have been removed by holes. (John J. Britt Collection).

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BRAZIL



Fig. 10. Cover flown in June, 1934 including a copy of the REGISTRATION stamp with the CENTER PUNCHED OUT as seen in the lower left corner. (Sam Rodvien Collection).

Counterfeits

Registration and special delivery stamps overprinted with black script letters "R" and "E", issued Nov. 23, 1931 have been counterfeited to defraud collectors. The basic stamp, 1,300 rs. overprinted VARIG in red was freely available to the forger, so the large possible profit tempted them. These two counterfeits are dangerous so that these stamps should not be bought without an expert opinion.

The entire set of Icarus basic stamps was forged abroad; these counterfeits are not dangerous however, since many occur with fantasy cancellations of various types, none of which were ever used by VARIG. In the originals, there is a definite though small break between the three circles surrounding the figure and the back of the head of the Icarus figure; this break does not exist in the counterfeits. (Fig. 11)

Covers

Most covers bearing VARIG stamps are from services within the state of Rio Grande do Sul. Especially desired are covers from the interior of the state, sent to the North or abroad via Porto Alegre, such as covers to Uruguay, Argentina or Europe carried by AEROPOSTALE. From February 1934 on, we may find covers forwarded to Europe by the Deutsche Lufthansa. A few Zeppelin covers from that period exist also, which are regarded as greatly desirable pieces by specialists.

BRAZIL



Fig. 11. Genuine copies of the Icarus stamps on top, counterfeits on the bottom.

In all cases, these covers bear the official airmail stamps issued by the postal authorities in addition to the VARIG stamps; the government issue paid for the carriage from Porto Alegre on, where these stamps were cancelled by the post office. For registered mail, VARIG used a rectangular handstamp, divided into two sections by a vertical line; it shows an "R" in the box to the left, and to the right, in two lines, VARIG, and below No. _____, the proper number being entered by hand.

Registered letters destined beyond Porto Alegre were transferred there to the post office, where they received a new registration number. Many VARIG letters bear the cancel "M. P.", denoting "mao propria" (by hand); this means that such letters were given to private individuals or employees of the airline by the post office, after proper payment of postage had been verified.

In preparing the present work, we have drawn heavily on the excellent "Catalogo historica e descritivo dos selos da VARIG". This catalog, which contains 57 pages 23 x 16 cm. with three tables was published in 1935 by the Commission on Studies of the Philatelic Union of Porto Alegre, consisting of Messrs. Ruy Vargas, Gerhard Schmeling (brother of the former boxing heavyweight world champion), Oscar Werkhaeuser and Fernando Ronna. The archives of the VARIG airline as well as the Livraria do Globo were at the disposal of the commission. This catalog also contains copies of the certificates and minutes of the proceedings dealing with the destruction of the printing waste and the destruction of the plates on July 28, 1934.

It is to be regretted that the VARIG as well as the CONDOR and ETA stamps are omitted from the Scott catalog, probably on the assumption that these stamps were privately issued. This is not so, since these stamps were used pursuant to government regulations. We are in fact dealing with semi-official stamps worthy of catalog recognition; at the time of their use, no airmail could be sent without these stamps. These stamps are listed by Sanabria, yet the note describing them as "Issues of private companies sanctioned by the government" requires correction, since these stamps were required to be used by government regulations.

Once the collector becomes interested in the VARIG stamps, he cannot fail to become fascinated with this field of early Brazilian airmail and commercial aviation.

Paraguay's Gunboat

Similar to the joke about the Swiss Navy is the one about Paraguay. Many years ago the United States of America sold Paraguay one of our obsolete naval boats, and this South American Republic became a proud owner of something we had discarded. Paraguay's Navy of one gunboat meant so much to her that it was commemorated on a stamp. Look in your Scott Catalogue and see design AP12. In fact, Paraguay was so fond of "her navy" that from 1931 through 1939 this design was re-issued several times making a total of 15 stamps showing the "Gunboat Paraguay" (C39 to C53).

Late in September of last year, "Gunboat Paraguay" hit the newspaper headlines when dictator Peron was booted out of Argentina and tried to find a sanctuary on this boat. By 1955 "this tub" must be pretty old. So we wonder if "the Gunboat Paraguay" in the news with Peron of Argentina is the same as the one shown on Scott design AP12? Could be.



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RUSSIA

An Air Mail Cover Found With The Error (San. 39, Scott 449a)

Probably every stamp collector dreams of finding valuable stamps in some hidden or unknown place, or of buying a more valuable stamp that had been incorrectly identified as the more common variety. The trouble is that such dreams seldom come true. This is the account of an exception.

As an avid cover collector, we know that covers with Russian stamps from the time that the Soviet Government started issuing its flood of multi-colored commemoratives are scarce. Most all Russian stamps from the year 1930 on, that one sees in air mail collections, are either unused or cancelled-to-order copies by the Philatelic Agency in Moscow. Very few of these air mails from Russia are known used on cover. Obviously these Soviet stamps are issued for philatelic revenue rather than for postal requirements. Not long ago, we were browsing among some dealers' stocks, while attending a regional stamp exhibition. There seemed to be very little air mail material offered for sale. However, at one dealer's table, there was a long black box jammed full of covers. Going through this rather hurriedly, nothing in our specialty was found until our eyes lit upon the cover illustrated.

Studying it, we noticed that it was air mail, and, furthermore, seemed to show a commercial usage, most exceptional because the relatively few Russian air mail covers known usually were prepared by philatelists. The stamps on this cover catalog price for a few dollars. The air stamps are Scott 449, C37 and C38 (San. Nos. 37, 53-4). The cover was mailed in 1940 and so backstamped. Its asking price was \$5.00.

At first, we were inclined to think the price a bit high. But upon further reflection, we realized that Russian air stamps used on commercial covers were perhaps worth double catalog. So we decided to buy the cover at the asking price.



Afterwards we showed the cover around. It was politely admired, but no one went into ecstasy about it. The general opinion was that we had bought an interesting cover for \$5, which would fit nicely in our collection. We brought the cover home, placed it in our box where we keep material to be placed in our albums and forgot about it.

Months later, we were working on the material in the abovementioned box and came upon the Russian cover again. Seeking the correct annotation for the album page, we consulted "the Sanabria Air Post Catalogue" for the pertinent information. Only then did we make the following discovery. The top stamp (shown with an arrow) is not the normal one, the 50 kopecks black brown (San. No. 37, Scott 447), but the scarce variety, the 50 kopecks GRAY BLUE, San. No. 39. This variety is listed in Scott, but as a minor variety, No. 449a and unpriced. Many had previously examined this cover, but no one ever noticed that it had the scarce variety, the GRAY BLUE color.

We close this story on this note. It cannot be determined if our commercial cover with the stamp, Russia San. No. 39, is unique. Very possibly it may be. But we do feel that it may be a long time until a similar purchase will be made with unexpected results as pleasing as this one turned out to be. (H. M. G.)

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THE AIRMAIL BAG

(Under this heading a regular feature will be run with correspondence from Members. Names in full will be used unless a contrary request is specified when a correspondent will be identified by initials only. Nothing unsigned will be used.)

In Vol. I, No. 1 (July, 1953) AERO PHILATELIST ANNALS, you list the following six air mail stamps known as having *inverted centers*:

Country	San. No.	Quantity	Cat. Price
U. S. A.	1a	100	\$4500.
Bolivia	1a	50	500.
Bolivia	6a	25	750.
Liberia	90a	80	325.
Lithuania	42c	200	25.
Mauritania	15a	50	500.

The above catalog prices are not those stated in the article, but the revised ones as listed in the latest edition of the Sanabria catalog.

Since your article, I have noted five more *inverted centers* as follows:

Country	San. No.	Quantity	Cat. Price
Bolivia	12a	—	—
France	525b	—	\$ 5.
France	526a	—	5.
France	527b	—	5.
Liberia	91a	80	325.

R. H. Shrady, M.D.
Englewood, N. J.

Ten Years Old

Back in the July, 1955 number of this magazine, attention was called to 1956, "the Big Year Coming Up". 1956 has now arrived. So AERO PHILATELISTS is 10 years old. Those who have been members since our inception may be inclined to say, after reading this:—"My, how time does fly!"

Many recollections are vivid of "only yesterday", when a group of about fifteen air mail collectors met to explore the possibility of forming a specialty society interested primarily in air mail stamps. It was surprising to observe that most of these collectors, although having a common interest and being near neighbors, did not know each other. A number of successive organizational meetings were held in which a few more aero-philatelists joined. Looking back, it is now realized that it is not easy to start a stamp group. There were many matters to consider, which were discussed and debated at great length. For instance, the selection of a name was not easy. A constitution and by-laws had to be drawn up. These seemed to have to be argued word by word. One would make a suggestion, to which others would agree. Then our legal advisor would rule it out as not permissible. And so it went.

But somehow we got started even with some money in the bank. Then the memberships began coming in. That was back in the Spring of 1946. All this and what was done in the next ten years is in the record. Much has been accomplished. We also know that much remains to be done. But on balance, our deeds seem to far outstrip our procrastinations.

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EDITORIAL

What must be borne in mind always is the basis of this work for AERO PHILATELISTS. *Every bit of it is a labor of love.* Anyone, who has done some work for a philatelic club or society in any capacity, knows that it is not easy. The biggest problem volunteers face is the time factor. One would like to do this or that. But he cannot spare the time from his business or personal life. But the work was done. For instance, your editor, if he could, would like to total all the time he has given to AERO PHILATELISTS since 1946 on writing, editing and publishing. It must run into thousands of hours. And it is similar with all the other officers and committee workers. Just an active President and Editor will not make a successful stamp organization. A hard-working Secretary and a conscientious Treasurer is very essential. Few realize, even as members of a stamp organization, that it is hard work just to keep a mailing list up-to-date. So many seem to move around. And if they do not receive their publications, most are not bashful about telling us.

Well, all this work and lots more besides has been faithfully carried out by those, who have served AERO PHILATELISTS in the past ten years. Also we should not forget our Chapter workers. For instance, the Program Director has to plan well in advance, be prepared for last-minute cancellations but have something set for the meeting night. All of this is—work like a Turk with no pay.

Which leads to the obvious question:—Why do people sacrifice so much time and work for a relatively unessential activity like running a philatelic specialty organization? *The answer is philately.* This means so much to so many that we volunteer to organize for our mutual interests and benefit. *The bedrock of philately is knowledge.* The mere accumulation of stamps with no purpose or no understanding is not very lasting. The more enthusiastic collector wants to go far beyond this. His key to the greater enjoyment of stamp collecting is the free interchange of knowledge. If one slants it or connives to use it for selfish gain, to that extent is philately weaker. Realizing this, we find the ready explanation for an organization like AERO PHILATELISTS, and what prods so many to work to keep it going.

As previously written, 1956 will be "A Big Year" for another reason. It marks the fifth International Philatelic Exhibition staged in the United States. We all know that FIPEX will be one of the three shows to open the famous New York Coliseum on April 28, 1956. AERO PHILATELISTS have a big stake here. Why?

In the first place, as in 1936 and 1947, FIPEX will have a separate division for air mails. It is anticipated that 1956 should exceed the previous exhibitions both in a quantitative and qualitative sense, because as aero-philately ages it must show improvements. Therefore, FIPEX will offer a great opportunity to many of our members. Some have waited close to ten years to exhibit. Since 1947 many have either added to or completely refined their collections. Others will decide to show in competition of the highest calibre for the first time. And many a non-exhibitor will wish to view this vast panorama. An international exhibition affords us the exceptional opportunity of seeing about the finest in philately spread out before us under one roof.

The second matter reverts to this question of hard work with no pay. Running such a vast undertaking like FIPEX is most demanding. Unless one is close to the scene, he cannot have a conception of the myriad of problems that must be solved to have a successful exhibition. And where did FIPEX look for the ones who would be charged with the responsibilities of this leadership? The answer is within AERO PHILATELISTS. Call it boasting, if you will, but most all of the top men on this 1956 exhibition first came onto the philatelic scene from that small group of AERO PHILATELISTS' founders who gathered together back in 1946.

It is virtually impossible to look ahead and prophesy what the next decade will mean to our organization. We do know that during our first decade we have established and built upon a solid foundation. So from here on, with the spirit as shown by many members, the next ten years could be highly successful with high hopes of greater accomplishments.

This is the outlook. Let us hope that it will be fulfilled.

VENEZUELA

More on the Surcharge Error of C225, San. 398

This magazine has disclosed the discovery of a previously unknown error on one of the denominations of the 1947 Provisional Issue (AERO PHILATELIST ANNALS, October 1954, pp. 57-58). The surcharge on some copies showed the "20" missing from the inscription "Vale Bs. o. 20". A piece of a commercial cover with three single copies was illustrated. For our purposes, we illustrate this again. Notice the cancellation date is Caracas September 1, 1948. (Fig. 1)



Fig. 1. The piece of cover illustrated in our first article with the 3 single copies cancelled Caracas Sept. 1, 1948.

Three more copies with this variety, the "20" omitted, have been found, and are here-with illustrated as Fig. 2. Two important things to examine on Fig. 2 are:

1. the stamps are in a vertical strip of three
2. the Caracas cancel is September 2, 1948, the day after the one on Fig. 1.

The finding of this second piece leads to a plausible theory that further material can prove as a fact. It seems probable that out of the complete sheet when surcharged, one vertical row missed having the "20" printed. Conclusive proof of this theory would be the location of horizontal pairs or strips, or blocks of C225, which could show one copy with the normal surcharge, but another with the "20" omitted.

(Continued on next page)

Single copies of back numbers of **THE AERO PHILATELIST'S NEWS** are available at 25c each. For these, please remit to Aero Philatelists, 1860 Broadway, New York 23, N. Y.

VENEZUELA

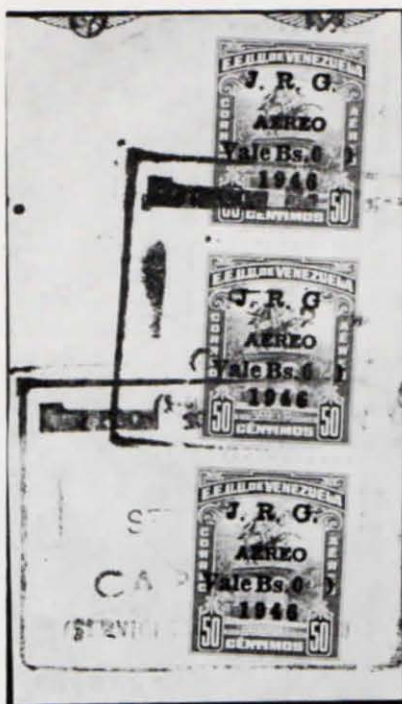


Fig. 2. The newly found vertical strip of 3 with the variety, "20" missing on a piece cancelled Caracas Sept. 2, 1948. Photo by L. W. Giles.

This strip of three does offer good evidence that the stamps with this variety will be found only in the vertical rather than the horizontal rows on the sheets.

We are indebted to *Mr. Louis W. Charlat*, well-known air mail dealer and authority, for bringing this new information to our attention. The illustrated pieces are from the collection of Sam Rodvien.

Sold Out

AERO PHILATELIST'S NEWS — VOL. 1 - 5 LIMITED EDITION BOUND VOLUMES

A limited edition of 50 books of Volumes 1 through 5 of THE AERO PHILATELIST'S NEWS had been bound in beautiful red fabrikoid with gold lettering. **All copies have been sold.**

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The book consists of 432 pages, and is completely indexed.

Another binding will be ready in time for FIPEX.

AERO PHILATELIST'S Publications Gain Honors In Colombia and Cuba

Last Fall, invitations were extended by both the "Exposicion Filatelica Nacional in Bogota, Colombia" and "the Cuban Postage Stamp Centennial" (CUPEX) to enter some of our publications in the Philatelic Literature Division. These invitations were accepted, and each of our entries earned high awards.

The Exhibition in COLOMBIA was held in conjunction with the 7th International Postal Congress of the Americas and Spain. Although the entries in the philatelic exhibition were limited to material of the Postal Union members only, those in the Philatelic Literature Division totalled 60. Both of the AERO PHILATELIST entries were awarded SILVER medals as follows:

The AERO PHILATELIST ANNALS, Volume I complete.

"The Hawker Stamp of Newfoundland", a handbook by Henry M. Goodkind.

To learn more about the recognition behind these awards, we have heard from Sr. F. G. Larsen, Director of the Colombia Exhibition, that out of the total of 60 entries of Philatelic Literature, only FOUR GOLD MEDALS were awarded by the Judges and about 15 SILVER MEDALS, the rest being Bronze.

In Cuba, the honor accorded to AERO PHILATELISTS was one of the handsome FIRST (Silver-gilt) medallions awarded to the Editor along with a Diploma signed by the Exhibition Committee.

Considering the fact that our publications entered in these Philatelic Literature Divisions are relatively newer than many of the other entries against which they competed, we feel sure that all members of AERO PHILATELIST will be pleased about these International Honors. Our authors in the AERO PHILATELIST ANNALS, Volume I,—S. L. Bayer, Richard N. Cone, Louis W. Charlat, Henry M. Goodkind, Irving I. Green, Stanley R. Rice, Ira Seebacher, Jules Wacht and others—all deserve to share the high honors awarded.

TWO HANDBOOKS AVAILABLE

In 1950 and 1951, AERO PHILATELISTS distributed to its members and then sold to the public two exceptionally informative handbooks on some of the most interesting and historical air mail stamps ever issued. A small supply is still available for any one interested. When ordering, please send cash to:

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EXTRACTS FROM BY-LAWS, ARTICLE III—MEMBERSHIP

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CATALOG AND BOOK REVIEWS

"*Jean Silombra's Catalogue de la Poste Aerienne. 9th Edition. 1956-57.*" Edited and published by Jean Silombra, 11 Rue de Provence, Paris, France.

The 9th edition of this catalog of air mail stamps of the world, published in France, runs to about 700 pages. It is attractively bound in a blue cloth cover with gold lettering. There is an alphabetical Index in the back of this book, and a four-page introductory section for the user's guidance in the front.

Silombra's air mail catalog by now has become a standard reference work in many parts of Europe. It is of greatest service to those familiar with the French language and currency.

Pages 1 through 625 cover the listings of the government-issued air stamps of the world. Pages 626 through 665 offer a very comprehensive treatment of Semi-Official and Pioneer air mail stamps. We find that such a separation, rather than listing both types of issues under the country, quite useful.

France and its Colonies obviously receive a relatively full treatment. A total of 26 closely printed pages is devoted to France, including the 4 pages on Semi-Officials and Pioneers. The first 22 pages are divided like this. First are the air mail stamps authorized and issued by the P. T. T. Next is a page with the War issues; the questionable "Richelieu" and the unquestioned "RF overprints", which Silombra still incorrectly assigns to France rather than to the United States. Then come the French Consular Overprints on the 1921-23 Colombia Scadta Co. issues. A half-page of cancels used during the Pioneer period, 1909-14, follows. And the final 13 pages covers the 1870 Balloon Montes. The whole French section is full of valuable informative and price indications from which collectors of air mails can benefit.

Spain and her Colonies are well treated. This also applies to Italy and her Colonies. This catalog's listings of the American countries are the weakest portion. For example, the 1925 issues of Honduras are far inferior to the listings and pricings in our American catalogs. Mexico shows some glaring omissions and errors. Obviously the editor has not yet incorporated new research. Some Brazil, Nicaragua and Venezuela listings and prices show errors. However, Colombia and Uruguay are done far better.

In conclusion, we may state that this is a big book covering a big field. Therefore, it represents a tremendous undertaking. Under such circumstances, mistakes are bound to escape into print. The American part definitely needs a general revision. But by and large, there is much valuable information in this catalog. A French language specialized catalog on air mail stamps is a real service. We have had them ever since aero-philately began to grow back in 1920. So every aero-philatelist can be indebted to Jean Silombra for producing this book. We hope to see it continue for many, many more editions. (H. M. G.)



"*Sassone's Catalogo dei Francobolli d'Italia-Trieste-Vaticana. 1956. XV edition.*" Published and edited by Sassone, Milan, Italy. U. S. agent, Penny Black Stamp Co., 110 Nassau Street, New York, N. Y.

This is a relatively compact catalog of about 130 pages. It covers only Italy and her Occupation issues (no former colonies); Trieste, both Zones A and B; and Vatican City. It is in Italian and priced in liras, which represent the net retail on the Italian market and are said to be accurate.

Included are the air mail stamps from the above countries with prices for unused and used. In only one or two instances are stamps priced on cover, which is disappointing because so many Italian air mails like the Balbo, Graf Zeppelin, Medal of Valor and Rome-Mogadiscio Flight issues on cover are worth considerably more than the prices of

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cancelled copies. The text notes are concise and accurate, but they add no information that is not already known.



"Rocket Mail Catalogue" by Stephen H. Smith. 2nd Revised Edition, 1955. Published by Billig, 168-39 Highland Ave., Jamaica 3, N. Y. Price \$3.

This 68-page booklet with paper cover is devoted to a specialty that up to now has interested comparatively few collectors. All Rocket adhesives and mail are of a private nature. There are indications that, in the not-too-distant future, governments may have regularly scheduled rocket mail. Then this pioneer material will take on far greater interest and a book like this will have laid the basic groundwork for information.

Besides a booklet like this, offering complete information not found in the specialized air mail catalogs, may tempt more collectors to expand their aero-philatelic interests into Rocket stamps. The information therein of great reference value, although unfortunately too often it is couched in a literary style that makes for difficult reading. Publication of a booklet like this on a highly specialized field with a limited interest always represents a fine philatelic contribution. It is done mostly for informative reasons because no one can profit financially. So all those responsible for making available this great fund of knowledge on these relatively unknown Rocket labels deserve full credit. We would like to see collectors, who know nothing about Rocket Mail, study this booklet and learn for themselves how much there is in this field. It can be just as fascinating to the air mail collectors as U. S. Local stamps are to the U. S. specialist.

Our only criticism is that the pricings seem far too high.



"My Hobby is Collecting Stamps", by Ernest Kehr. Published by the Hart Publishing Co. Inc., 670 Fifth Avenue, New York 19, N. Y. 128 pp. Illustrated. Cloth bound. Price \$2.95.

This is an attractive book, profusely illustrated tailored exclusively for the young beginner. Ernie Kehr, well-known newspaper stamp columnist, mentions this magazine on page 78 and writes the following about the AERO PHILATELIST ANNALS:

"AERO-PHILATELIC NEWS, Aero-Philatelists, Inc., 1860 Broadway, New York 19, New York. A superbly edited and printed journal about air-mail stamps with emphasis on the very expensive rarities."

Too bad the compliment about editing cannot be returned, because Ernie Kehr got the name of this magazine wrong. And the name of our organization is not hyphenated. Furthermore, a check of the contents of our first ten numbers shows that less than 20% is devoted to "the very expensive rarities", not even to just expensive air mail rarities. Nevertheless, mention of our magazine is appreciated, but we hope for better accuracy the next time.

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