

VOLUME II, No. 2

OCTOBER, 1954



THE AERO PHILATELIST ANNALS

★ ★ A QUARTERLY MAGAZINE ON AERO-PHILATELY ★ ★

This Issue Features:

- FRANCE 1930-31

E. I. P. A. 30 INITIALS

- PHILIPPINES 1944-45

VICTORY HANDSTAMPS

- NEWFOUNDLAND

DO-X DROP MAIL

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OCTOBER

1954

THE



AERO

PHILATELIST ANNALS

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AERO PHILATELISTS, Inc.
1860 BROADWAY
NEW YORK 23, N. Y.

THE AERO PHILATELISTS ANNALS published quarterly each year by Aero Philatelists, Inc., 1860 Broadway, New York 23, N. Y., a non-profit corporation, chartered in New York State. Printed by J. W. Stowell Printing Co., Federalsburg, Md. Entered as Second-Class Matter at Federalsburg, Md. under Act of March 3, 1879. Distributed free of charge to all members of Aero Philatelists, Inc. in good standing. Back numbers, when available, for sale at \$1.25 each.

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FRANCE'S 1.50 Frs. AIR MAILS OF 1930-31

Three Different Issues

This is an air mail issue, which, in our opinion, has never been properly understood in this country. Ever since the stamps have been cataloged by Scott, we have questioned their listings as entirely accurate because they neither are in chronological order nor depict the 1.50 frs. air mails of 1930-31 as they were issued and sold.

First Issue

There is no misunderstanding about the first stamp. The 1.50 frs. denomination (shown as design Scott AP1) is *the first definitive air mail stamp of France*. It was issued in June 1930 with a carmine color for a special flight that carried air post at the Vincennes Aviation Meeting. Afterwards, this denomination saw much use on the regular air mail service. One must remember that a regularly scheduled civilian air post service back in 1930 was just about starting. Extensive public use was slow, fear still being existent about the danger of flying. The era of experiments, pioneer barnstormers and trial flights had just about ended. Governments now were stepping in to conduct a set schedule of air mail.

Second Issue

An International Air Post Exposition was held in Paris at the Pavillon de Marsan from November 6 to 20, 1930. Typical of most international philatelic exhibitions, the Committee for the 1930 Exposition had been successful in prevailing upon the French Ministry of Posts to issue a special stamp.

The same design (Scott AP1) was used for another 1.50 frs. air mail, only the color was changed from carmine to *ultramarine*. This was ready for sale on the opening day of the Exposition, November 6, 1930. *It was not sold at its face value, but only along with a ticket of admission to the Exposition for 1.50 frs. plus 5 frs.* In addition, all copies of the new ultramarine stamp had been punched with the initials "E. I. P. A. 30", this being the abbreviation of "Exposition Internationale de Poste Aerienne 1930".¹

The stamps were printed in sheets of 25 (5 x 5)². The initials were perforated four different ways on the sheet, facing left, right, normal and reversed. All sources we consulted mention this fact³, but we were unable to locate one that explained the reason for punching the initials in this manner. Figs. 1 and 2 show a complete sheet of 25 punched.

During the Exposition in Paris from November 6th to 20th, several special flights were made⁴. Special souvenir post cards were printed for this usage and sold at 5 francs each (Fig. 4). Each post card was numbered. Mention is made of "a series of 3 post cards"³, but we have seen only one type. From November 12th to 16th, official trials with fast air mail between Paris, a neighboring capital of a nearby country, and back to Paris all within one day were carried out. For instance, one such flight went from Paris-Brussels-Paris. All mail was cancelled with a special large circular device (Fig. 3).

¹ Theodore Champion "Catalogue de la Poste Aerienne," 1934, page 75.

² Champion's "Buletin Mensuel", June 1930 page 35.

³ "L'Echo de Timbrologie" October 1930 pp. 1286-7.

⁴ "L'Echo de Timbrologie" 1930, page 1434.



Fig. 1. A complete sheet of 25 of the 1.50 frs. ultramarine punched with the initials E. I. P. A. 30 for sale at the International Air Post Exposition November 6-20, 1930. This sheet is from the Adrien Boutrelle Collection. Mr. Boutrelle supplied all photographs for this article with his compliments.

The stamp used on these post cards was the 1.50 frs. ultramarine with the initials E. I. P. A. 30. (Fig. 5). Mr. J. Le Pileur, President of the Organizing Committee of the Exposition recorded⁴ that this mail weighed 11 kilogs and consisted of 2,514 cards.

The writer possesses a mysterious post card which he purchased at a New York auction a few years ago. The stamp on this card is *not* the ultramarine but *the 1.50 frs. carmine punched with the initials E. I. P. A. 30.* (Fig. 6) This card was sent by Mr. S. L. Bayer, now the proprietor of the Penny Black Stamp Co., 116 Nassau St., New York, N. Y., and addressed to himself "Poste Restante" (Fig. 7). No French catalog nor reference source consulted by us mentioned the carmine stamp with the E. I. P. A. 30. Upon inquiry recently, Mr. Bayer remembers the 1930 Paris Air Post Exposition vividly which he attended. He recollects that someone had some of the 1.50 frs. carmine air mails with the punched initials. He bought some copies, using most of them on mail. Although he cannot account for the existence of the carmine stamp punched, we surmise that perhaps a few sheets were punched by favor, being unofficial. Of course, the carmine stamp still was valid for postage in November 1930, so that its use with or without the initials was permissible. If anyone has further information about the carmine stamp with the punched E. I. P. A. 30, the writer would welcome hearing from him.

Third Issue

Almost one year later, this 1.50 frs. air mail was re-issued on July 22, 1931 and remained in use for regular air mail for a number of years.¹ The 1931 re-issue is easily distinguished from the 1930 stamp. First of all, the color is a decided blue, not ultramarine. And also the impression of the re-issued stamp is not as clear and sharp as on the 1930 issue. Due to its longest sale and use, the 1931 re-issue remains a comparatively common stamp.

FRANCE

ETPA30	ETPA30	03A9LE	03A9LE	ETPA30	ETPA30	03A9LE
ETPA30	ETPA30	03A9LE	03A9LE	ETPA30	ETPA30	03A9LE
ETPA30	ETPA30	03A9LE	03A9LE	ETPA30	ETPA30	03A9LE
ETPA30	ETPA30	03A9LE	03A9LE	ETPA30	ETPA30	03A9LE
ETPA30	ETPA30	03A9LE	03A9LE	ETPA30	ETPA30	03A9LE
ETPA30	ETPA30	03A9LE	03A9LE	ETPA30	ETPA30	03A9LE
ETPA30	ETPA30	03A9LE	03A9LE	ETPA30	ETPA30	03A9LE
ETPA30	ETPA30	03A9LE	03A9LE	ETPA30	ETPA30	03A9LE

Fig. 2. The same sheet as shown in Fig. 1 but with the color of the basic stamps filtered to better display the initials and how they were punched into the sheet. It would seem from examination that two vertical rows were punched in one operation.

Choice Airmails



frequently appear in Harmer Rooke auctions. For instance, the "De Pinedo" and "Columbia" shown here are in the magnificent collection of the late William Fitts of Moravia, N. Y.—primarily a U. S. collection—which we are selling on Nov. 2-4. It also includes a stunning copy of the U. S. 24c inverted center.

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FRANCE



Fig. 3. The special cancellations used on flights during the 1930 Air Post Exposition. According to Champion's Air Post Catalogue, these two types of cancels were used.

Catalog Treatment

Now with this background, let us consult the Scott Catalogue listings. The first edition used is the 1941 Scott Air Post Stamp Catalogue with the following:

"1930 C6 AP1 1.50 fr. deep ultramarine (60,000)	\$1.50	—
a.) Re-issue, worn plate '31	.25	.06"



Fig. 4. An example of one of the Special Post Cards used for the Special Flights during November 1930.

FRANCE



Fig. 5. The address side of one of the Special Post Cards also franked with the ultramarine stamp punched E. I. P. A. 30 with a cancellation Champion Type A.

The text notes before this listing read:

"Issued November 6th, 1930, and sold exclusively at the International Air Post Exhibition, Paris, November 6th-20th, 1930.

"The stamp was sold at its face value plus 5 francs, the price of a ticket of admission to the exhibition. This special stamp being of the same design as regular air mail issue, authorities decided to perforate those sold at the exhibition with the initials 'E. I. P. A. 30' (Exhibition International* de Poste Aerienne) so as to distinguish them from a re-issue which would sell at a normal face value of 1.50 fr.

"In 1931 impressions of No. C5 were made from worn plates and placed on sale at Post Offices at face value. These impressions have the lines of the clouds and background faint and broken."

Scott issued another Air Post Stamp Catalogue in 1942. France C6 remained unchanged. The next edition of this catalog was 1946, wherein the following altered listing is found:

"1930-31		Unwmkd.	Perf. 13	
C6—AP1	1.50 fr. deep ultramarine (60,000)		\$10.00	7.50
a.	Without perf initials		6.00	.15
Re-issue, Worn Plate.				
b.	1.50 fr. bright ultramarine ('31)		25.00	15.00
c.	1.50 fr. dark blue ('31)		1.00	.05
d.	1.50 fr. blue ('31)		1.00	.05"

*(Sic) Exposition Internationale.



Fig. 6. The front of a Post Card franked with the mysterious CARMINE stamp perforated E. I. P. A. 30. This has the cancellation Champion Type B.

There is no change in the text notes of the Scott 1946 edition from the previous 1941-42 editions.

Scott has discontinued its Air Post Stamp Catalogues after the 1946 edition. Therefore from then on, one must consult "the Scott Standard Postage Stamp Catalogue Vol. II" for the listing on France C6. Outside of the omission of the text notes, one finds the same listing of this issue in Scott from 1947 through the 1950 editions. But in the 1951 Scott Standard Postage Stamp Catalogue is this amended listing:

"C6 AP1	1.50 fr. dark blue ('31)		\$.75	.08
a.	1.50 fr. ultramarine		3.50	.10
b.	With perf. initials (EIPA30)		10.00	10.00

"First printings of C6a and C6b were sold exclusively at the International Air Post Exhibition, Paris, November 6-20, 1930. The stamp was sold at its face value plus 5 francs, the price of a ticket of admission to the exhibition. Most of the stamps of the first printing were perforated with the letters 'EIPA30'."

The above listing and pricings with the text notes thereafter have remained unchanged up to the current edition of "the Scott Standard Catalogue".

In contrast, "the Sanabria Air Post Catalogue" has two major listings for this 1.50 frs. air mail stamp. San. No. 6 is the 1930 ultramarine with the initials E. I. P. A. 30. San. No. 6a is this same stamp unpunched. San. No. 7 is the commoner 1931 blue re-issue, while San. No. 7a is the scarcer dull blue shade of this issue and 7b is the scarcest bright ultramarine color. The Sanabria catalog prices reflect the comparative



Fig. 7. The address side of the Post Card shown in Fig. 6.

value of each distinct color quite accurately. The only matter of slight criticism with the Sanabria catalog is the difficulty many may have to distinguish between San. 6a, the deep ultramarine, and 7b, the bright ultramarine.

It is our opinion, shared by many others, that Scott to be consistent with its text notes should list the 1930-31 issues similar to that in Sanabria. We never could understand why the original 1930 issue should be listed as a minor variety of the 1931 re-issue. The reasoning behind this may be that the 1931 re-issue is a common stamp, the one most collectors have, so that must be the major number. If Scott were to revise their listing, we believe that the 1930 ultramarine with the initials E. I. P. A. 30 could be listed as *France C61* because this stamp was not sold for its face value of 1.50 frs., but like a semi-postal of 1.50 frs. + 5 frs.

Our reasons for this suggested revision in Scott seem logical. The 1930-31 1.50 frs. air mails are *two different issues*, easily distinguished by color and impression. The present listing, in our opinion, deprives many of collecting a most interesting stamp, because a number of collectors using Scott bypass minor listings. Certainly an air mail stamp specialist should not follow Scott and be content with only a copy of the common C6, the 1931 1.50 frs. blue re-issue. The saddest collector to us is the one who claims that he is nearly complete. Upon inquiry one finds that many in such a group mean complete by major numbers in Scott. A collector reaching a dead-end often loses interest. For his own sake, he should be advised to widen his field and not delude himself that "he is nearly complete except for a few great rarities." That is why we regard separate major listings of this issue as a real service to collectors. (H. M. G.)

GERMANY'S LZ-129 ISSUE OF 1936

The Gum May Cause Damage

Two years ago in "*The Aero Philatelist's News*" (Vol. VII, page 47), we quoted from "*The Mercury Stamp Journal*" about the type of gum used by the Nazi Government back in 1936 when the set of two air mails (Sanabria 64-5, Scott C57-8) for use on the German airship, the "Hindenburg", was issued. Collectors were cautioned that



a certain amount of sulphuric acid was contained in the gum, which in time might damage many copies of these stamps. The acid in the gum on these two stamps may either eat into the paper or form heavy dark stains. Consequently any mint stamps or copies on cover with original gum need to be watched.

Just recently we inspected a first flight cover dated May 8, 1936 in our collection, and were shocked to see both stamps of the set on our cover badly flecked with stains. An enlarged photo was taken by Mr. Boutelle to show this present condition and is illustrated here. In a black and white photograph, only the darker stains appear. The lighter ones do not show. An apt description would be to say the stamps appear to be heavily nicotine-stained.

Fortunately, this set is not very costly. But all are advised to examine any copies they possess to see if the gum is causing stains or damage to the stamps. This may be one set *not to collect mint o. g. or on covers* if one is thinking of future preservation.

Aero-Philately Found in Lindbergh's "Spirit of St. Louis"

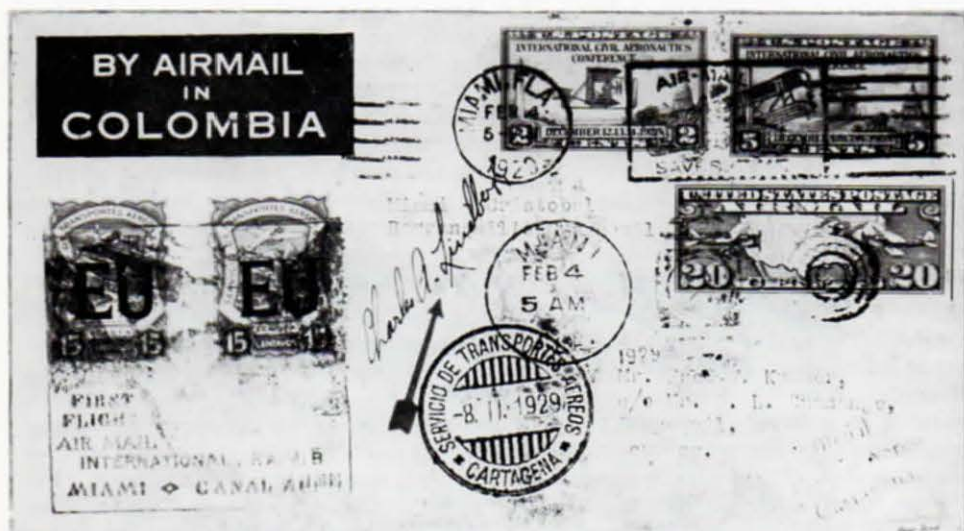
Some consider stamp collecting mundane, lacking color and excitement. Consequently, interest in writings or talks about philately is confined to a small group of ardent stamp collectors. This is an opinion rather than a fact. Nevertheless, accepting this opinion as possibly with some truth, often if one will seek background material associated with stamps, he will come up with some fascinating material. For example, an air mail stamp collector will find a number of significant references to his interest in the recent best-seller, "The Spirit of St. Louis" by Charles A. Lindbergh. Most every one knows that this book, which gained a 1954 Pulitzer Prize for literature, is the detailed account of Lindbergh's 1927 non-stop solo flight from New York to Paris.

The stamp collector always will remember Lindbergh through the 10c blue air mail stamp, the United States issued in 1927 to mark his aviation accomplishment. The aero-philatelist has more to associate with him, such as Cuba Scott C2 and Panama 256-7 plus a number of flight covers that Lindbergh carried with him as mail on his trips other than the historic New York-Paris flight. Incidentally, it is known that Lindbergh was very sparing with his autograph so that very few covers carried by him bear his signature. (See illustration).

Those who have read or may read "The Spirit of St. Louis" will find some passages that have a direct aero-philatelic reference. We noted a number of them, but were struck by the following which have been extracted:—

Page 19. Mention of the famous Italian flyer, De Pinedo, whom we can never forget because of the rare Newfoundland stamp, San. 11, Scott C4.

Page 167. "Those letters create a problem. . . . But I turned down a thousand dollars rather than carry a pound of mail".



An aero-philatelic souvenir of Lindbergh, with his full signature, which is quite unusual. From the author's collection. Photo by Boutrelle.

LINDBERGH'S "SPIRIT OF ST. LOUIS"

Page 295. References to the famous 1919 flights of Hawker and Alcock-Brown, whom aero-philatelists will always remember because of Newfoundland San. 1 and 8, Scott C1 and C2, which now rank among the gems of our hobby.

Page 469. "What limitless possibilities aviation holds when planes can fly nonstop between New York and Paris! The year will surely come when passengers and mail fly every day from America to Europe. Of course flying will cost much more than transportation by surface ship; but letters can be written on light-weight paper " A 1927 prophecy that came true within twenty years. Sometimes we wonder if the air mail stamp collector properly appreciates the material he collects in that he fully realizes how those little pieces of paper have revolutionized not only our economy, methods of communication and travel, but our whole way of life.

Page 98 (the most direct reference to aero-philately). "A stamp collector has offered me a thousand dollars to carry one pound of mail to Paris in the *Spirit of St. Louis*! I reread his letter; yes, a single pound. He has seen newspaper notices about my project. I don't understand it; I don't see why anybody is willing to pay so much money for a few souvenir envelopes and stamps. A thousand dollars would help our financing quite a lot; and maybe there are other ways of earning money that I haven't thought about. But the principle involved—I've determined to hold down every ounce of excess weight. If I once start compromising, I won't know where to stop. Still—one pound—a thousand dollars—I'll write to my partners about it".

We have thought long about the above statements. Reading his book, one of course receives a good insight into Lindbergh's character and personality. Our own impression was a man with a strong one-track mind. Aviation was his whole life, blotting out everything else. It was this strong dedication to his profession that made Lindbergh achieve the almost impossible. Consequently one could not expect him to understand stamp collectors. It is, however, significant to point out that Hawker and Alcock-Brown in 1919 carried a pound of mail on their pioneer Trans-Atlantic flights, which brings us to a further thought about air mail stamp collecting.

From time to time, within our own ranks we read or hear of criticism about certain air mail stamps such as the Newfoundland "Hawker" and "De Pinedo", the many "Graf Zeppelin" issues and the "Balbo" stamps as totally unnecessary issues, sometimes so harshly branded as "philatelic rackets". But these unhappy critics fail to see the great services these stamps rendered. All of these great pioneer flights seemed to be handicapped because of a lack of financing. General Lindbergh in his book time and again manifests this as one of his greatest problems. In the passage quoted from page 98 in the "Spirit of St. Louis", we see how tempting he found the offer of one thousand dollars for philatelic mail. He finally decided to reject it. But Hawker, for instance, accepted it. Consequently, we philatelists in retrospect contributed greatly to the development of aviation as we see it today. In the beginnings of aviation, philately was an excellent source for raising the needed finances. Collectors were not exploited. No one has proven a racket in connection with the sale of the stamps or handling of the mail. So much criticism is not only entirely unwarranted, but the critics fail to see the far-reaching consequences behind these air mail stamps.

Hawker almost declined to carry mail. But by deciding to carry a very limited amount, he created a great souvenir of high value to stamp collectors. Lindbergh decided differently. Had he instead accepted the offer for philatelic mail, he too would have created a souvenir of exceptional philatelic value that would have endured for a long period of time. We do not question his decision, which was with great merit. Had we been in his place at that time, we probably would have reached the same conclusion. But different from Lindbergh, we understand the sound wisdom of a thousand dollar offer for mail to be carried on his historic flight. It would have turned out to be another great philatelic investment just as the other pioneer aviation stamps have turned out to be. (H. M. G.)

NEWFOUNDLAND

DO-X Drop Mail

By C. H. C. HARMER

Mr. H. M. Goodkind was good enough to warn me he proposed to write an article on the above subject. Having now studied this in Vol. No. 1 of *THE AERO PHILATELIST ANNALS*, I had an opportunity further to check details of the flight. It still seems to me that there are no grounds to support the theory.

First let us follow the fortunes of the Do-X on the two final legs of her return trip to Berlin. The giant flying boat left the Spanish port of Vigo on May 23, 1932, passed over Cape Finisterre, then over the open sea to Start Point (on the southern tip of Devon), and made for Calshot, the R. A. F. base near the mouth of Southampton Water. After flying up Southampton Water she landed at Calshot at 7.30 p. m. A glance at the map will show that on this flight the plane passed probably some 300 miles to the west of Paris and nowhere near London which is some 75 miles N. E. of Southampton.

The following day, May 24, the plane left Calshot at 10 p. m. but did not fly over London. It made for Hamburg, and from there on to Berlin reaching the German Capital at 6.30 p. m.

It seems clear that at no time on either leg was the plane anywhere near London or Paris.

Dealing with the cover illustrated in the article as Fig. 1, this has the London postmark of May 25 8 p. m.

According to our records some twenty covers received London arrival postmarks, mostly May 25, some May 26. In the book, "Newfoundland Air Mails 1919-1939", we illustrate on page 139 a cover with London May 25 5.30 p. m. postmark, 2½ hours earlier than the so-called drop mail cover. We show it again as Fig. B.

Probably very little mail went to France but the backstamp of May 26 for the Paris suburb of St. Cloud is exactly what one would expect as shown in your Figs. 2 & 3. I have seen at least one cover to Ireland involving a similar rail-ship trip with the May 26 backstamp. A May 26 date would be abnormally late if mail had been dropped when the plane was flying over France on May 23.

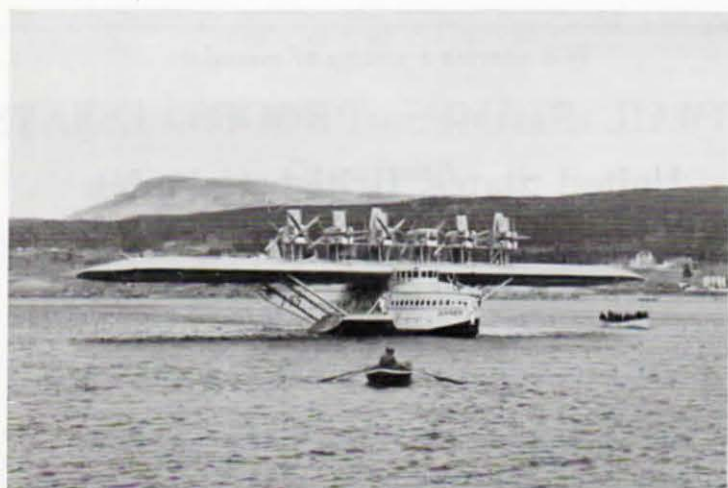


Fig. A. The Dornier Do-X at Holyrood prior to the Atlantic crossing.

NEWFOUNDLAND



Fig. B. A Do-X cover with London May 25th postmark.

(Illustrations by the courtesy of H. R. Harmer Ltd., London, England.)

Summarizing the evidence against the drop mail theory we find:

- (1) On neither leg of the flight did the Do-X pass over Paris or London.

(Continued on Page 60)

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LIBERIA

New Variety Found on the 1944 Local Surcharges Issue

By GEORGE W. LINN

The pair of air mail stamps on this Liberia cover (Fig. 1) is unlisted by Sanabria and I know of no other catalog that may list it. The sender and addressee are both well known being found on much Liberian mail, so I feel that there can be no question of its genuineness.

Sanabria under Liberia No. 68 lists the 2c lake and black triangular stamp surcharged 70 cents "ovpt'd x's at base obliterating original denomination and surcharged with new value". Sanabria No. 69 reads "Regular issue of 1936 ovpt'd with a row of small stars in black or violet blue, obliterating the original denomination and surcharged with new value" and lists:

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LIBERIA

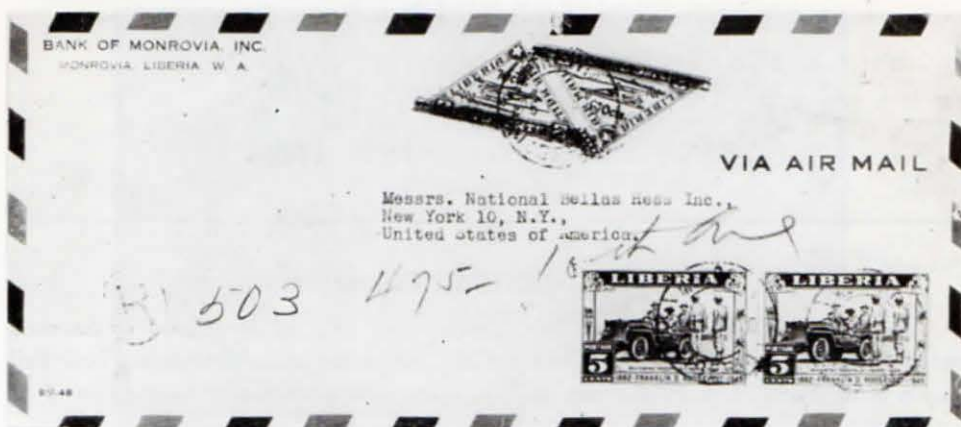


Fig. 1. The front of the cover.

69 3 70c/2c lake and black (B) \$45.00
 a. star in blue 55.00

The obliteration across the bottom on the cover illustrated from my collection appears to be a solid bar, about a six-point slug, running clear across the stamp.* (Fig. 2). The stamps are cancelled Monrovia February 26, 1946 and backstamped New York, N. Y. March 4, 1946.

In my collection are Sanabria 66, 67, 68 used, unused and some of the minor varieties of these. But this variety of No. 69 with the obliteration of crosses not stars is unlisted. It would therefore appear to me that an item like this would be of interest to air mail stamp collectors.

* Another interesting matter about the pair of triangular air mail stamps on this cover is that the obliterating bar on the right hand stamp is BLUE but BLACK on the left hand one. (Editor)

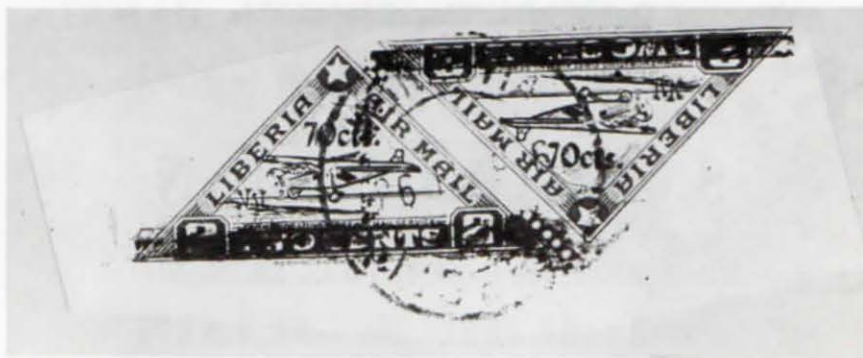


Fig. 2. Enlargement of the pair of triangular air mail stamps. Photos by Boutrelle.

BULGARIA

Counterfeits of the 1931 Air Post Stamps

By E. M. ARKHANGUELSKY †

From Germany, I had received for my opinion two air post stamps of Bulgaria, the 1931 issue, the 1 and 2 Leva (Sanabria No. 5-6, Scott C5-6). They proved to be counterfeits, which could deceive many philatelists because the differences from the originals are not too glaring. Such counterfeits had never been seen before*. They probably were manufactured in Switzerland. As these stamps frequently are offered, it seems advisable to check them thoroughly before acquiring them. Therefore, I am tabulating in detail the distinguishing points on the original and counterfeit of the 1 Leva. The counterfeits of the other six values have the same characteristics and differ considerably from the colors of the originals. Here is the analysis:



Photo by Boutrelle

Original

1. Color: Dark green, bright
2. Paper: White
3. Perfs: $11\frac{1}{2}$, more or less rough and uneven
4. Printing: Typographed
5. Size: 23 x 34 mm.

Counterfeit

- Dark olive green, pale white
White
 $11\frac{1}{2}$, clean-cut and even
Lithographed
23 x 34 mm.

† The original manuscript was sent to us in Russian. Thanks to Messrs. V. Rachmanov and Edwin Mueller of the Mercury Stamp Co. New York, N. Y. for contributing their translation services.

* We have known of counterfeits of the complete set of seven of Bulgaria Sanabria 5-11, Scott C5-11 being marketed over here for several years. The author, Mr. Arkhanguelsky, is now a resident of Jugoslavia. (*Editor.*)

BULGARIA AND REVIEWS

- | | |
|---|--|
| 6. Figure "1": Curved serif and long distinct foot stroke. | Straight serif, the vertical lines bent and indistinct, foot stroke short and indistinct |
| 7. At right: Below the curved ornament, five square dots | Five irregular and differently shaped dots, the last one small |
| 8. Clouds: Those above the dove consist of regular dots arranged in curves, the lower cloud consists of 6 squares | The dots are not arranged in curves but irregularly; the lower cloud consists of dots and coarse squares |
| 9. Seal on Cover: oval | rectangular |
| 10. Dove: Pointed beak, the first feather of the tail at bottom left is an oval dot | The beak is blunt, the first feather is a round dot. |
| 11. The right hand of the peasant girl's fingernails are clearly defined | The right hand is without fingernails and coarse |
| 12. Earring: A circle attached to a curved line | Earring is coarse and there is no curved line |
| 13. Line separating the face from the neck has a break | This line is coarse and has no break |
| 14. The collier consists of circles, the right hand has the fingers and the fingernails clearly defined | The collier consists of irregular coarse ovals, the fingers are thick and the nails irregular |
| 15. The windows of the buildings are rectangular and even | Windows are oval-shaped and irregular |
| 16. Letters and Numerals have sharp corners | Corners are rounded, especially after the middle stroke. The "3" and "A" are badly formed. <i>These are typical in all counterfeits.</i> |
| 17. Gum: Often crackly, giving the paper a yellowish tint** | White and smooth, making the paper white. |

CATALOG AND BOOK REVIEWS

Zumstein Europe Catalogue 1955 Edition. Edited and published in Berne, Switzerland. (German language). Cloth Bound. 1280 pp. 16,700 illustrations. Available in U. S. A. from Harold Cohn & Co., 3131 Lincoln Avenue, Chicago, Ill. or Helmut Stuempel, 85-21 168th St., Jamaica, L. I., N. Y. Price \$4.00 or \$4.30 with Thumb Index.

Philately should be pleased with the annual production of both general and specialized catalogs from many quarters of the world. Among those with a high repute is the Zumstein Catalogue that has appeared without interruption for 39 years. Zumstein, a product of Swiss philately, issues two annual catalogs. One, a specialized one for Switzerland and Lichtenstein; the other, a much larger book, for Europe, European p. o. abroad and former German colonies.

The 1955 edition of Zumstein's Europe has been sent to this magazine for review. Its coverage is tremendous. Limited to European stamps only, this book is a thick 1280 closely printed pages. It is our recommendation that every American, who has been collecting for more than a few years in a rather serious fashion, should acquaint himself

** Several sets of counterfeits seen were not unused o. g. but cancelled with what several authorities who examined opined were a fake cancellation. (*Editor.*)

CATALOG REVIEWS

with some of the better foreign catalogs such as Zumstein, so as to compare it with the reference books he most likely uses, the Scott Catalogues. He will find many differences—more comprehensive listings, different pricings often and additional philatelic information not given by Scott. Also it is well to remember that Zumstein's Swiss franc prices are significant because not only is this currency "hard", but Switzerland represents an international philatelic market.

Now what about air mail stamps in Zumstein? One finds many more listed, including issues that Scott considers "not issued primarily for postal purposes". Examples of these are the 1932-33 commemorative airs of Latvia and the 1932-34 colorful commemoratives of Lithuania (see *Aero Philatelist News*, Vol. VIII, page 42). Also the German Military Airs from World War II, the "Inselposts", are comprehensively listed and priced in Zumstein. Many in America collect these legitimate issues, so that when a collection containing these is offered for sale at auction, the American auctioneer's catalog uses Zumstein's listings and prices.

Being a Swiss product, one looks especially at the air mails of Switzerland that Zumstein lists. They start with the 1913 Pioneer airs that Scott completely ignores. The 1919-54 issues then follow, and are listed in greater detail than Scott's, offering a collector the opportunity of knowing about the various types of papers and gum used for the printing of Swiss air stamps. Thus Zumstein parallels Sanabria much more than Scott which limits its listings mostly to a single major type with no breakdown.

(Next Page, Please)

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CATALOG REVIEWS

But the semi-official vignettes listed in Sanabria as Nos. 501 to 516 are not listed and priced by Zumstein. Instead Zumstein mentions them at the end of the air mail section and calls them "Private Air Mail Products". Six of these are illustrated with a long explanatory text note as to their true status of issuance and use. Those excluded are Sanabria Nos. 511-16. In fact, Zumstein points out the completely PRIVATE nature of Sanabria Nos. 501-10, so that one could properly question any "official" status to these, either semi, quarter or the smallest fraction thereof.

The air mail stamp collector can spot his interest easily because every air post issue in Zumstein is prominently marked with a symbol resembling a bull's eye. Another helpful feature is an accompanying text note of warning when counterfeits exist.

Although in German, Zumstein is so well styled and illustrated that the American collector can consult this catalog without undue handicap. (H. M. G.)

Scott's Standard Postage Stamp Catalogue, 1955 Edition, Vol. II for Europe, Africa, Asia. Scott Publications Inc. New York, N. Y. Price \$5.00.

Practically timed to co-incide with the start of the 1954-55 philatelic year, the first section of the annual edition of America's leading stamp catalog came out early in September. The order of issuance was changed because for the first time the second volume preceded the first.

The Press Release from Scott Publications Inc. proudly announces many important changes in listings and prices. In this respect, the air mail stamp collector is in for a disappointment because from A to Z, the 1955 edition shows no significant changes from the year before. It seems almost as if the editors decided to commence with a series of major revisions, but first came the 19th century issues, with this century's and the air mail stamps perhaps to undergo "major surgery" in 1956 or later.

Surely a collector familiar with air mails could advise with good reasons, that Scott discontinue or revise some of its long-standing listings or omissions. For instance, the German Military "Inselpost" stamps do not belong in the Tentative Listing section, but should be in the catalog along with Germany MC1. Disbarred issues of French Colonies, Latvia, Lithuania and Spain all are in need of a re-examination and changes according to research articles of the past few years.

So with no outstanding changes from the 1954 edition except for a few price changes, a reviewer from the air mail stamp viewpoint has very little to comment upon in the new edition. In general, it is a big book, a good one and a fine tool for those collecting stamps. But even with all these sterling qualities, Scott is quite deficient in many respects, full of inconsistencies when examined by a discriminating and experienced philatelist. (H.M.G.)

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PHILIPPINES

The 1944-45 VICTORY Handstamp Overprint



Fig. 1. An unused copy of Philippines Sanabria 68, Scott C13. From the Richard E. Samek collection. Illustration courtesy of "The Collectors Club Philatelist".

There has been speculation as to which air mail stamp issued within the last two decades has become the scarcest (see *AERO PHILATELIST ANNALS* Vol. 1, page 6). Our nomination for this aero-philatelic honor is the 4 centavo red air mail stamp of the Philippines (Sanabria design 4, Scott A44) which was overprinted during the last war with the provisional handstamp VICTORY.

The story behind this issue is a fascinating one. In addition, its background is replete with historical interest. A study of the entire issue was written in the May 1954 number of "*The Collectors Club Philatelist*". One interested in the entire issue (postage, commemoratives, postage dues, special deliveries, stamped envelopes, post cards and booklets) is advised to consult this article.

Only ONE air mail stamp was included in the whole lot overprinted. It is listed in Sanabria as No. 68, priced at \$500.00 unused, \$400.00 used, \$500.00 on cover and \$3000.00 for an unused block of four. Scott lists this as C13 but omits a price.

Briefly, here is how the issue came about. In the fall of 1944, the re-conquest of the Philippine Islands had begun. It commenced with the invasion of the Island of Leyte. As our armed forces gained a foothold, a postal service for the civilians in the newly liberated sections was revived. To distinguish the new stamps from those used in the Japanese-occupied parts, any postal stocks on hand were appropriately overprinted VICTORY. A regular, machine-overprinted issue was being prepared in Washington, D. C. But pending its arrival (not until January 1945), a crude rubberstamp was rushed into use starting in November, 1944. The first day of sale was November 8th.

The postal stocks available were old, pre-war issues, odds and ends that had either been stored away or hidden underground during the Japanese Occupation. The Postmaster in Tacloban called in all stocks from the neighboring cities and towns. When a

PHILIPPINES



Fig. 2. One of the few covers known with the air mail stamp of the 1944 provisional Victory issue. Eight stamps of this issue frank this cover, the air mail being in the upper right-hand corner.

This is a historical piece because the President of the Philippines sent it to the U. S. Secretary of the Interior, Harold T. Ickes. When the late Mr. Ickes' collection was sold at auction a few years ago, the present owner, Mr. Richard E. Samek, purchased it. Illustration courtesy of "The Collectors Club Philatelist".

sufficient quantity had been accumulated, the handstamp was applied individually to each piece.

Under such circumstances, the condition of most stamps was bad from a philatelic viewpoint. It was not until a few philatelists on Leyte at that time got wind of the issue that the story began to unfold. The postal authorities were no philatelists. Anything and everything sent in was pressed into use. Some of the basic issues were already many years old and of philatelic value. Torn copies, straight-edges, stained stamps, sealed envelopes came into Tacloban. Broken sheets with only a few copies remaining were needed. Of course, no civilian air mail had been re-established on Leyte in 1944, but among the old stocks sent in for the rubberstamping was the 4 centavo air mail of 1933. The amount made according to the Postmaster's records was *only 122*, and all of them with at least some minor philatelic defect.

By courtesy of "The Collectors Club Philatelist," the author of the VICTORY article, Professor Idus P. Murphree and the owner of two of the items illustrated, Mr. Richard E. Samek we have been able to show you the air mail stamp (Fig. 1) and a most interesting cover. (Fig. 2) Mr. Samek was glad to have his pieces shown in this magazine because he has been a longtime member of Aero Philatelists Inc. Incidentally, he exhibited them at the Collectors Club, New York in January 1954 when Aero Philatelists Inc. presented the program.

Now let us attempt to analyze the reasons for our contention that this is the scarcest air mail since the time of the last War. Of course, if one chooses to use a quantity-issued basis, then Liberia Sanabria 31, 32 or 33 are scarcer. The 1c, 2c and 3c of the 1941 Liberia-U. S. Flight Inaugural Issue are recorded with only 43 copies of each. No doubt, all three are very scarce and desirable stamps. So is Corfu Sanabria No. 5, the 100 drachmas with only 62 reported, certainly about one-half as many as the 122 copies of the Philippines' air mail. But mathematics do not always control philatelic stature. There are other considerations. The Philippines VICTORY airmail is an issue of the United States, and so inscribed on the stamp when the Islands still were an American possession. It was an emergency issue for postal purposes only. In fact, philatelic sale was forbidden. In contrast, the stamps of Liberia do not rank with those of our own

PHILIPPINES



Fig. 3. A block of four of the air mail stamp. Oscar R. Lichtenstein Collection.



Fig. 4. The back of the block of four shown in Fig. 3.

(All photos by Boutrelle)

country. As for Corfu, the same reasoning can apply. Furthermore, it is no secret that philatelists had some "fingers in the pie" with both the Liberia and Corfu Occupation Issue. This is no attempt to detract from the desirability of those stamps. But comparing and weighing all factors, we are simply making a choice to come out with a Number One. Furthermore, ten years or more after all these stamps were issued, their prices must be a further good indication. All are so scarce that one finds them seldom on the market. But the Philippines VICTORY air mail shows price increases whereas the Liberias and Corfu issues are either holding their price or even showing slight decreases from former prices. All this influences our selection of Philippines Sanabria No. 68 as the rarest air mail issued over the last years. We would not mind owning one; how about you?

(Concluded on Page 56.)

PHILIPPINES

Now one piece of advice must be given. A handstamped provisional overprint like on this Philippine stamp is easily imitated. Besides the basic stamp only catalogs for ten cents. So it is very profitable for one to take the basic 4c air mail (Philippines Scott C4, Sanabria 47) and rubberstamp it with the word VICTORY to counterfeit the rare Scott C13, Sanabria 68. And don't fool yourself, it has been done to the regret of too many collectors. Fortunately, the fakes, although tricky, have not fooled our experts and dealer authorities. So the prudent one will consult those few *who know* before ending up with these scarce Philippines' VICTORY handstamps.

Now for the grand finale! Those who saw "Life" magazine of May 3, 1954 (and who didn't?) probably admired a block of four of this VICTORY air mail illustrated in color. "Life" captioned this piece as follows:

"In 1944, when the Americans occupied the island of Leyte, they handstamped the word 'victory' on odds and ends of Philippine stamps. Only three blocks of the four-centavos air-mails are now known to exist. One such block (see above), which cost eight U. S. cents, is now worth \$3000."

Since "Life" was beaming its information to the mass of non-collecting public, understandingly there were some omissions solely because of the more limited philatelic interest. For instance, the owner of this scarce piece is a Director of Aero Philatelists Inc., Mr. Oscar R. Lichtenstein, who has kindly loaned us his block for illustration (Fig. 3). Nor was the back of this block of four shown as we are doing (Fig. 4). Notice the waxed paper adhered to the gum which happened during the long period of storage in the hot, humid Philippine climate. Also on the back is the signature of the official who had been in charge of the issue. The large spot is a stain, a most common occurrence on o. g. stamps when in tropical climate for a period of time. And finally, "Life" because of space requirements had to crop the sheet margin on this block. We illustrate it (Figs. 3 and 4) showing the full right-hand sheet margin as the block of four exists in Mr. Oscar R. Lichtenstein's collection. (H. M. G.)

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VENEZUELA

Surcharge Error Found on Scott C225, Sanabria 398

Over seven years after its issue, an error in the surcharge has been discovered on the 20c on 50c of the 1947 Provisional Issue. Although the date "1946" is overprinted on the stamp, which was to mark the advent of a new regime, this stamp was not placed on sale until January, 1947.

Through the courtesy of *Sam Rodvien*, we illustrate a piece of cover (Fig. 1) with three copies of San. 398, Scott C225 on it. It is from commercial mail. Enough of the address remains to show that the letter had gone on September 1, 1948 from Caracas, Venezuela via air mail to the London, England branch of the Hanover Bank & Trust Co. of New York, N. Y.



Fig. 1. The piece of cover as it now exists. Photos by Boutrelle.

The error is obvious, as shown so clearly in Fig. 2. The second line of the surcharge reading "Vale Bs. 0.20" lacks the "20".

Its finding coming at this late date sheds little light upon the scarcity of this error. Had it been noticed about the time of issue, perhaps with a bit of philatelic scheming behind it—not too unusual with more than a few errors on provisional air mail stamps—we may have been informed whether one or more sheets of 100 stamps had come to light with this error. But from this use on commercial mail, the plausible theory would be that at least one sheet lacking the "20" was sold undetected over the post office counter.

VENEZUELA

J. R. G.

AEREO

Vale Bs.0.

1946

Fig. 2. The stamp enlarged with the color of the basic stamp filtered out to show the error in the surcharge, no "20".

The buyer, being no philatelist, used up his sheet on his mail. Therefore, perhaps only these three copies from the sheet survived. Then again, maybe two or more sheets were surcharged with this error. If so, there is a possibility that some copies, unused or used, may be in some collection or dealers stock as yet unnoticed. Who knows or who can tell?

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Propagate Knowledge or Glorify Ignorance

The well-known United States Senator, J. W. Fulbright of Arkansas, in an address to the Senate in June, 1954 spoke of "this era of the glorification of the ignoramus." This present trend seems prevalent in every phase and walk of our lives, the pleasant pastime of aerophilately being no exception. Within our specialty, two groups are at work, whose objectives are diametrically opposed to each other. Let us examine some of these manifestations and operations.

One group of air mail stamp collectors and dealers—it does not matter if it is a large or small one—has been striving to bring to aero-philately a certain respect through a high standard of scholarship. This movement has been progressing without fanfare. Quick results were not anticipated. Rather it was realized that it involved a slow process of education and enlightenment that will in time add a brilliant stature to the collecting of air mail stamps. This magazine, *THE AERO PHILATELIST ANNALS*, definitely is a vital part of this work, and proudly brags about it. Those responsible for your magazine make sure that every effort expended is devoted to elevating our specialty, not trying to lower it to a mythical mass appeal or even seeking to keep aero-philately at its present status.

Another group—and again it matters not whether it is large or small—glorifies the ignoramus. Its constant aim is to look down, not up. Here follows some of its favorite means of operating.

(Next Page, Please)

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EDITORIAL

1. All knowledge is ridiculed as something high and mighty, lacking in popular appeal. The substitute advocated for knowledge is writings replete with gossip, rumor mongering and half truths.

2. In order to glorify ignorance, the expert and student must be made a target of disparagement. Anyone having knowledge is deemed poisonous. Ignorance and stupidity cannot exist with expert knowledge, so a student must be pictured as a clown, and pot shots are continually aimed at him.

3. Glorify the ignoramus by writing only about common, cheap stamps since the masses can only afford to collect them. Overlook completely the strong instinct within every collector to hope that some day somehow he might own a "24-cents invert" or "a Hawker". Satirize the wealthier collector by alleging that his only forte is his means to afford any stamp he wants. Never publish articles, like *THE AERO PHILATELIST ANNALS* does, on the rarest "Black Honduras" stamp or a "Buffalo Balloon" cover. That is too highbrow, a dish solely for a handful of dilettantes. Instead set the standards low and work hard to keep them down.

4. Glorify the ignoramus and keep him away from all worthy aero-philatelic information. One may happen to read that faked material is being marketed. He may find out that the price of a set of new stamps has been rigged. He may learn that some issues being sold are nothing but printed labels. The dissemination of all such knowledge is bad. Why? Simply because it may diminish or eliminate the sales of such material. Collectors rather spend their money solely upon the bland assurance of the seller along with the assumption that all of them are completely honest and ethical.

Now mention was made in the beginning about the sharp conflict of interests between a magazine like this and those glorifying the ignoramus. We are not in the least bit pessimistic about the eventual outcome. Knowledge is all powerful and always defeats ignorance. Dictators and despots throughout history have resorted to extreme measures to stem the flow of knowledge. They burned books. Scholars, intellectuals, scientists and artists were persecuted and killed. But in the end, the dictators were routed, while knowledge emerged the winner and champion to continue onward.

The first U. S. commemorative stamp of 1954, the one for Columbia University, bears this slogan:—"Man's right to knowledge and the free use thereof." Even in a pleasant pursuit like aero-philately this is essential. But this is being fought. Everything of high standard is labelled as harmful. Aero-philatelic experts are being attacked only because of their knowledge. Believe it or not, it is nothing but their knowledge that makes them "dangerous". But "dangerous" to whom? Obviously to those trying to capitalize upon ignorance by foisting questionable material on those uninformed. They profit upon ignorance and lose money when knowledge is spread. And it is not always the sellers of stamps who object to the spread of knowledge. Certain amateurs relish buying "bargains". So woe to anyone who may objectively disclose that the "bargain" contained little or no philatelic value.

So let those who glorify the ignoramus bark and bray. Whether they know it or not, their influence in aero-philately is on the way out, although we must confess that in our eyes their end is coming too slowly. (H. M. G.)

Newfoundland Do-X (From Page 46)

- (2) The London and Paris (St. Cloud) postmarks are as one would expect with normally delivered mail.
- (3) Although the flights of the Do-X were well publicized and fully written up in the *Philatelic and Daily Press* no mention of drop mail was made. Twenty years have elapsed before the suggestion comes forward.
- (4) Apart from the bare statement that these five covers are drop mail, no proof whatever has been forthcoming.

Surely a consideration of the facts completely disproves the drop mail theory in both cases.



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