

THE AERO PHILATELIST ANNALS



Vol. XVI, No. 1

July 1968

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THE AERO PHILATELIST ANNALS



Vol. XVI, No. 1
July 1968

Henry M. Goodkind, Editor
Philip Silver, Assistant Editor

Advertising Rates

Because of higher printing and mailing costs, the advertising rates for the **AERO PHILATELIST ANNALS** are being increased for the first time since this magazine started 16 years ago.

Effective with this number (July 1968), the advertising rates will be as follows:

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

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

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

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

UNITED NATIONS

First Day Of New 20-Cent Air Mail Stamp

Because the mail of the United Nations is handled by the U. S. Post Office Department, it became necessary for the UN Postal Administration to have a

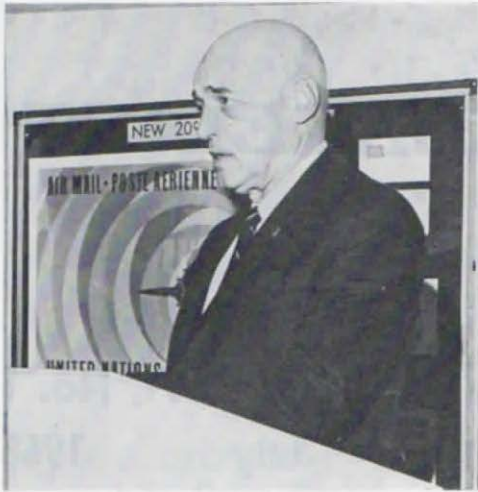


Fig. 1. President William N. Mead addressing the gathering. Behind him is the special frame showing the design of the new 20-cent air mail stamp.

20-cent air mail stamp, due to the increase from 15 to 20 cents of the European air postal charge late last year.

The first day sale of the new 20-cent air mail stamp was scheduled for April 18, 1968 at the organization's headquarters in New York City. In this connection, the UNPA thought it fitting that one of the leading aero-philatelic organizations in this country act as co-sponsor of the first day ceremonies and that a high officer of all the other air mail societies be invited to attend as guests. Consequently, an invitation was extended by the UNPA to AERO PHILATELISTS last December; it was accepted with appreciation.

The Ceremony

At 11 a.m. on April 18, 1968, a number of members with their wives, invited guests, UN and U.S. postal officials gathered on the third floor in the UN Security Council Building to inaugurate this new air mail stamp. High officers attended from the Jack Knight Airmail Society, the Metropolitan Airmail Cover Club, The Rocket Mail Society and Mrs. Ruth Smith, President of the American Airmail Society. Also on hand were UN officials, U. S. Post Office representatives and stamp journalists — all as guests of AERO PHILATELISTS.

Our president, William N. Mead, spoke first, extending a hearty welcome to all present and thanking the UNPA for their invitation to AERO PHILATELISTS to act as co-sponsor on that occasion (Fig. 1).

UNICEF Benefits

Mr. Mead concluded his remarks by announcing that AERO PHILATELISTS had prepared a special deluxe brochure containing both the new 20-cent air mail stamp and a cacheted first day cover. It was a limited printing and was priced at \$2.00. But there was an exceptional factor. The proceeds from the sale of this brochure would not go to our organization, but the net amount would be donated to the United Nations Children's Fund (Fig. 2).

Now follows the exchange of correspondence between AERO PHILATELISTS president, William N. Mead, and the United States Committee of UNICEF:

June 17, 1968

United States Committee for UNICEF
331 East 38th Street
New York, N. Y. 10016

Attention: Mrs. Jane May

Gentlemen:

On April 18, 1968 the United Nations Postal Administration issued a new 20c air mail stamp with First Day of Issue in the United Nations Headquarters. Aero Philatelists, Inc. was granted the privilege of co-sponsoring the ceremony and given permission to prepare a souvenir brochure from whose sale the net proceeds were to go to UNICEF. The brochure contained a mint copy and a first day cover in addition to furnishing the philatelic details of the stamp.

Mr. Robert W. Maxwell, Chief, U. N. Postal Administration, and Mr. K. N. Tooni, Chief, Commercial Management Service, United Nations Headquarters, were most helpful in arranging and producing an interesting and pleasant affair.

Aero Philatelists, Inc. is pleased to enclose check for \$300.00, payable to UNICEF, drawn by Mr. Stanley R. Rice, a member of our Board of Directors, to cover the proceeds from the sale of souvenir brochures issued at the ceremony.

Aero Philatelists, Inc. is honored to be able to make this contribution to the United Nations Children's Fund.

Sincerely,
William N. Mead
President

CC: Mr. Maxwell
Mr. Tooni

June 21, 1968

Aero Philatelists, Inc.
c/o Mr. William N. Mead, President
22 East 35th Street
New York, New York 10016

Dear Mr. Mead:

It is with deep appreciation that we acknowledge your generous contribution to the United Nations Children's Fund resulting from the proceeds of your stamp-brochure sale. This gift will help to meet the needs of the poor children throughout the world. Our official receipt is enclosed.

On December 11, 1967, UNICEF reached its twenty-first birthday, but after twenty-one years of dedicated service to millions of mothers and children who have benefited from UNICEF aid there is still a disparity between the needs and the resources with which to meet the needs. This is understandable when we consider that more than forty percent of the population in areas receiving UNICEF aid is under the age of fifteen. Consequently, UNICEF aid in health, nutrition and education and all other aspects of child welfare is overwhelmingly requested by governments of those areas. The challenge is great and your tangible expression of concern is most appreciated.

With your help, UNICEF is a little closer to its goal. It will be able to remove a little more of the effects of poverty, distrust and ignorance from the world. Peace may be just a little closer.

Sincerely,
C. Lloyd Bailey
Executive Director

UNITED STATES COMMITTEE FOR UNICEF

331 EAST 38 STREET



NEW YORK, N.Y. 10016

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6/19/68

Your gift of \$300.00 dollars to UNICEF, the United Nations Children's Fund, is gratefully acknowledged.

Your generosity will enable UNICEF to give an additional measure of health and the promise of a happier future to more of the world's needy children. Thank you on their behalf.

To:

Aero Philatelists, Inc.
% William N. Mead, President
22 East 35th Street
New York, N.Y. 10016

U. S. COMMITTEE FOR UNICEF

Harvey Jones
Director, Finance and Administration

Fig. 2. UNICEF's receipt of the \$300 donation from AERO PHILATELISTS from the net proceeds of sale of the special brochure.

Chief Of The UNPA Speaks

Following President Mead, Mr. Robert W. Maxwell, Chief of the United Nations Postal Administration, made the closing address (Fig. 3). As a veteran philatelist, this reporter has heard many speeches over the years by postal officials before gatherings of philatelists. Most all of them were woefully weak and inaccurate when references were made to the art and science of philately. Mr. Maxwell's words were a refreshing exception. Obviously, he had done his homework on aero-philately.

After calling attention to the fact that this new 20-cent air mail stamp was the first air post definitive the UN had issued in four years, Mr. Maxwell began by tracing the history of airborne messages through the ages. He remarked that "ad hoc messages were carried by pigeons in the early days of Babylon."

NEW UNITED NATIONS AIR MAIL STAMP

BROCHURE AVAILABLE

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

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

Remit to:

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

MEETING NOTICES

Every month except July or August

Chapter No. 1 — New York, N. Y.

Meets second Thursday each month at 8:00 P. M. in the Collectors Club, 22 East 35th St., New York, N. Y.

Chapter No. 5 — Philadelphia, Pa.

Meets third Thursday each month at 8:00 P. M. in the Liberty Federal Savings & Loan Assn., 202 North Broad St., Philadelphia, Pa.

Members, friends, guests, and all interested collectors
are cordially welcome



Fig. 3. The Chief of the United Nations Postal Administration, Mr. Robert W. Maxwell, speaking at the first day ceremony of the new UN 20-cent air mail stamp on April 18, 1968.

Continuing, he spoke about the years of 1898 to 1908, when a pigeon post organized and serviced by private companies, carried mail between New Zealand and one of its outlying islands. The birds carried mail until the laying of a telegraph cable put them out of business. This 19th century air mail caused the issuance and sale of the world's first air post stamps (see the "Sanabria Catalogue" New Zealand Nos. 1-8). Mr. Maxwell noted that it was many years later before the transportation of mail by air was done by airplanes, not pigeons.

The Chief of the UNPA also spoke about the new air mail stamp. It was a "first," being printed in Finland, the first time that this Scandinavian country has produced a UN postal adhesive. The designer was Ole Hamann.

The Luncheon

With the ceremonies concluded, all members, wives and guests went to a bar for drinks and snacks that go with them. Following this, those present proceeded to a special room reserved in the UN Delegates restaurant for a very tasty luncheon. There were no further speeches, just a friendly gathering of stamp collectors, stamp dealers, stamp journalists, UN and U.S. post office officials, and the representatives of the other airmail societies.

Running an affair such as this calls for the expenditure of much free time by a few of our members. The "workhorse" for this was our Vice President, William H. Miller, Jr. Thanks also to Past President, Louis N. Staub, who once again printed the deluxe brochure. (H. M. G.)

AERO PHILATELISTS

All Members Are Invited

22nd Annual Convention

Date: Saturday November 16, 1968

Place: The Collectors Club

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

Time: 2 p. m.

ANNUAL DINNER

Date: Saturday November 16, 1968

Time: 7 p. m.

Place: (To be announced in the next number)

Feature: Presentation of the Richard S. Bohn Memorial Award

THE HAWKER STAMP OF NEWFOUNDLAND

By Henry M. Goodkind

An exhaustive study of this famous stamp along with its companion issues such as the Martinsydes. 23 pages are devoted to these aero-philatelic gems along with 14 illustrations.

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RICHARD S. BOHN MEMORIAL AWARD

Stanley R. Rice 6th Recipient



In 1961 the Directors of AERO PHILATELISTS created an award for distinguished services to aero-philately. It was named as a memorial to Richard S. Bohn, President of FIPEX, the fifth international philatelic exhibition in the United States that in 1956 opened New York's Coliseum. He was regarded as the one most responsible for the formation of AERO PHILATELISTS in 1946.

At the June, 1968 meeting of the Board of Directors, the Awards Committee, consisting of three previous recipients — Messrs. Goodkind, Britt, and Silver — submitted the names of several candidates as worthy of this award.

By unanimous vote, the Directors selected Mr. *Stanley R. Rice* of Greenwich, Conn.

Previous Award Winners

Previous to Mr. Rice, there have been five recipients of the Richard S. Bohn Memorial Award as follows:

- 1961 Henry M. Goodkind, New York, N. Y.
- 1962 John J. Britt, Hollywood, Florida
- 1963 Francis J. Field, Sutton Coldfield, England
- 1965 Philip Silver, Brooklyn, N. Y.
- 1966 Ilia Braunstein, Brussels, Belgium

In connection with the above list of names, two matters deserve comment. Firstly, two have received what is regarded as the greatest philatelic honor in the world — Signers of the Roll of Distinguished Philatelists of the Philatelic Congress of Great Britain. Mr. Goodkind was elected to sign the Roll of Distinguished Philatelists in 1966 and Mr. Francis J. Field this year.

Second, in order to maintain the reputation of this award on the highest possible level, it has not been voted annually, but only when a person can be unanimously elected for having truly rendered distinguished services to aero-philately.

1968 Recipient

Stanley R. Rice was born in Philadelphia, Pa. on September 14, 1899. He started collecting stamps when he was eight years old. His grandfather and mother travelled to Europe nearly every summer and took young Stanley along.

His time spent in Europe really sparked his interest in stamp collecting.

His preference was for cancelled copies. Before long he became a specialist, forming a collection of used German Colonies. This was before World War I. Later on, after the war, this collection proved to be very desirable property. He was in Europe when World War I broke out. From Austria, the family went to Switzerland, remained there four months and finally was able to return to the U. S. A.

First, he went to public school in Newark, N. J. When he was nine, his family moved to New York. He went to Franklin School, a private one in Manhattan and graduated in 1916. He entered Columbia University that fall and graduated B.A. in 1920. His college years did not allow him too much time for stamp collecting.

After graduation from Columbia, *Stanley R. Rice* took a six-month trip to Europe, visiting many of the new countries formed after the war. In Czechoslovakia, he noticed the first air mail stamps. He bought the full set of Scott C1-3 in complete sheets. (Now one set catalogues for \$45.) It was in Europe in 1920 that his interest in stamp collecting really grew.

A Nassau St. Dealer

Returning to New York, he decided to try his hand dealing in stamps. He had brought back a nice stock from Europe. He set up an office on downtown New York's Nassau Street, then a famous world stamp center. Many friends were made in the stamp trade. He became friendly with the late John Kleeman of the Nassau Stamp Co. and Mr. Eugene N. Costales, now the co-editor of the Scott Catalogues. Also, he got to know the famous Mr. John N. Luff and visited him in his home.

Nassau Street is near Wall Street. At first, Stanley would drop into a brokerage office to watch the stock market and then spend most of his time in his stamp office. But a reverse trend set in. Within time, more hours were spent with the stock market and less with the stamp market. So in 1926 with three friends, he formed Curtis & Co., members of the New York Stock Exchange. In 1932, he became a partner in Erdman & Co. and remained until 1962, when he became a limited partner of this firm.

Enter Air Mail Stamps

Around 1936, *Stanley R. Rice* took a hard look at air mail stamps because he saw that they were being issued and used in very limited quantities. Also, he noticed that there were many air mail stamp dealers but their stock was all mint copies. He wanted a real challenge and sought used off cover copies. A decade or more before, when he had been a stamp dealer, he had made contacts in Europe. Not finding many used air mail stamps in the New York market, he began ordering them overseas. This way he built up a vast foreign correspondence.

While doing this, he acquired many air mail stamp on flown covers. At first he soaked the stamps off but after a while, he preferred the entire. For the rest of his collecting career, he specialized in air mail stamps on flown covers.

Often he would write to faraway places for stamps on cover. From those years, one still finds a number of desirable air mail stamps on cover addressed to Stanley R. Rice, Erdman & Co., 120 Broadway, New York, N. Y.

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

Two good friends were made in the pre-World War II days. One was the great air mail stamp dealer, the late Nicolas Sanabria, who made Stanley R. Rice an Associate Editor of the "Sanabria Air Post Catalogue." Also, he wanted to share his love for the hobby with another. It would be greater fun collecting with someone who had the same enthusiasm. In 1938, he met another aero-philatelist also interested in flown covers. They became friends, a close relationship that has lasted until now. The name? The one writing this article, the editor of the AERO PHILATELIST ANNALS, Henry M. Goodkind.

Philatelic Honors and Positions

Stanley R. Rice was a founder of AERO PHILATELISTS and served as a Director since the beginning. In 1958 until 1960, he was President of our organization. He was elected a Trustee of the Philatelic Foundation, New York in 1957 and later was elected its Treasurer, a position he still holds.

In 1921 he became a member of the Collectors Club, thus making him one of the oldest living members of America's premier philatelic organization. He was elected to the Board of Governors of the Collectors Club in 1960 and still serves on this board. He is a Fellow, the Royal Philatelic Society, London, a member of the American Airmail Society, and the A. P. S.

Three times Stanley R. Rice has done service as an international judge at philatelic exhibitions. The first was in 1955 at Havana, Cuba's CUPEX. The next year, he was judge for FIPEX and in 1966 was one of the panel of international judges for AEROPEX at the Americana Hotel, New York, N. Y.

Stanley and his wife, Helene, attend many philatelic functions together. They have two married daughters and a son, and two grandchildren. (H.M.G.)

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(July, 1967 to April, 1968)

(Compiled by the Editor)

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UNITED STATES

50th Anniversary U. S. Air Mail Commemorative Stamp

By KENDALL C. SANFORD

Never had I thought about having a hand in designing a postage stamp. That, is, until I became involved in the celebration for the 50th anniversary of the U. S. air mail service. When I attended the first meeting in May 1967 to organize the Golden Air Mail Anniversary celebration, I had an idea for the design of the commemorative stamps. Yes, "stamps," because at that time it was hoped that the Post Office Department would also issue a souvenir sheet.

The Idea

My idea was quite logical. A reproduction of the famous 1918 24-cent air mail stamp (Scott C3) with an additional appropriate inscription such as "50th Anniversary U. S. Air Mail Service" would be a natural. But would the Post Office Department be reluctant to reproduce it? No, it would not be the first time that they had reproduced old stamps on commemoratives. It had been done in 1947 on the CIPLEX souvenir sheet.

At that May meeting, I expressed my idea. Not surprisingly, the other aerophilatelist, who attended that meeting, had the same idea. Quite frankly, I was not sure how to go about carrying the idea forward by submitting actual designs to the Post Office Department.

The next meeting was held in June 1967 for the purpose of organizing the GAMA Philatelic Committee. This meeting was attended by the president of the Air Mail Pioneers, the Director of Philately for the U. S. Post Office Department, some philatelists, and representatives of four major air mail societies, including the writer. George T. Turner was elected Chairman of the Philatelic Committee. When the subject of a souvenir sheet came up, it was made clear that there could be none, because it was the policy of the U. S. Post Office Department to issue souvenir sheets only for the International Exhibitions. There went our hopes for a souvenir sheet — and my idea for a design.

The Designs

It was also at this meeting that General Allen and Howard Brooks, who



Fig. 1. Designs submitted by the Golden Air Mail Anniversary Coordinating Committee.



Fig. 2. A Karlsson design which was not submitted to the U.S. Post Office Department.

were the ones that had organized and were coordinating the GAMA project, showed two designs for the commemorative stamp by a New York City artist, George C. Adams, that they were to submit to the Post Office Department. These designs are shown as Figure 1. Frankly, I did not care for either one. There was one thing that seemed particularly out-of-place. One of the designs depicted a DH-4 mail plane. In fact in its letter to the Postmaster General, the Air Force Association advocated the design with the DH-4.

Of course, the DH-4 was not the plane that started it all in 1918. That was the Jenny. As far as I was concerned, the Jenny had to be the plane on the 50th Anniversary commemorative stamp. The DH-4 was not introduced into the air mail service until late in 1918.

Now I thought, if we can find someone to make up some designs for the GAMA Philatelic Committee, we can submit them to the Post Office Department. There was a secretary who worked in my office at the Air Transport Association, whose husband was an artist. I told her about my ideas for a stamp. She informed me that her husband had designed the United Nations stamp for the International Monetary Fund in 1961, and that sixteen European countries had used his design for the Council of European Posts and Telecommunications (CEPT) stamps in 1965. Here was our man!

Thus, I met Hordur Karlsson. I had obtained from the Smithsonian Institution's Department of Philately and Postal History a photograph of Scott C3. This I gave to "Whitey," as his friends call Mr. Karlsson, along with my ideas for a stamp design. He was quite enthusiastic and advised that he would go to work on it. When I told George Turner about this, he, too, was enthusiastic and gave "Whitey" some ideas of his own.

"Whitey" went to work on the designs; within a few weeks they were ready. Figure 2 was not submitted to the Post Office Department, but Figure 3 designs were. Figure 4, of course, is the winning design. This was later modified by Mr. Karlsson by enlarging the plane, substituting the words "UNITED STATES POSTAGE" with "AIR MAIL" on the righthand edge, and changing the denomination from 9 to 10 cents. At the time these designs were submitted, it was thought that the air mail rate would be increased only to 9 cents.

At this point, it might be of interest to know how these designs were prepared. As I stated previously, in the first stages of planning, we wanted to reproduce the 1918 24-cent stamp on the commemorative. "Whitey" attempted to do so on three designs (Figures 3 and 4). However, they were not entirely satisfactory from various standpoints, such as the public possibly mistaking the



Fig. 3. Two of the other designs by Mr. Karlsson which were submitted to the Post Office Dep't.

face value of the stamp, thinking it was 24 cents. Also, these were somewhat crowded designs. The idea of using just the Jenny from the 24-cent stamp was "Whitey's." It was historically correct and it would also be partially related to the old stamp. From a philatelic standpoint, it would show the change in philatelic design in fifty years.

"Whitey" made preliminary sketches in pencil prior to the final designs, which were done in ink and hand-lettered, then photographed on line film and contacted on white photographic paper, and the colors introduced. The originals were done about ten times the stamp size. The final designs were reduced about a third.

The Designer

Hordur Karlsson (Fig. 4) was born in Reykjavik, Iceland in 1933, and there began his art studies. In 1954, he came to the United States and settled in Washington, D. C. He later studied at the Corcoran School of Art under John

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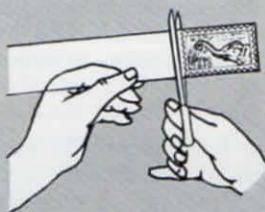
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Hundreds of thousands of stamps have been "crystal mounted" since this product was first placed on the market, and its ever-increasing popularity with collectors gives proof of its usefulness and high quality.

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- PS-1008 Intermediate Size:** $1\frac{1}{8}$ " high, to fit slightly larger stamps (Famous Americans, Silver Jubilees, etc.) without folding over; 19 12-inch tubes to a pkg.
- PS-1009 Medium Size:** $1\frac{3}{8}$ " high; 18 12-inch tubes to a pkg.
- PS-1010 Large Size:** $2\frac{1}{4}$ " high; 15 12-inch tubes to a pkg.; shapes and cuts to fit about 95% of all stamps in existence.
- PS-1011 Block-of-Four:** $2\frac{3}{4}$ " high; 10 15-inch tubes to a pkg.
- PS-1012 Cover Size:** $3\frac{5}{8}$ " high; 7 15-inch tubes to a pkg.
- PS-1014 Assorted Package:** Contains some of all sizes.

Price, per pkg. \$.89

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Fig. 4 (left). The winning design as originally submitted to the Post Office Department by the GAMA Philatelic Committee. It was modified slightly by the artist, Hordur Karlsson, in the final version, and (right) Hordur Karlsson at work in his studio designing the 50th Anniversary U.S. Air Mail Service commemorative stamp.

Chapman Lewis, and briefly (in 1959) at Mexico City College in Mexico.

In a 1961 competition sponsored by the United Nations, he and an associate won the prize for the design of the stamp issued in honor of the International Monetary Fund. In 1965, he won a European competition for a stamp design sponsored by the Council of European Posts and Telecommunications (CEPT). Sixteen countries used his design for stamps which were issued in September 1965.

In addition to his stamp designing, he has had some success as a painter. He has had three one-man shows in Washington at the International Monetary Fund, where he is on the graphics staff. These were in 1958, 1960 and 1968. Mr. Karlsson also had been a participant in various group shows in the Washington area. In 1965, he was invited to present a one-man exhibition of oils and drawings in Reykjavik, Iceland (which sold out) and is presently planning for exhibitions in Mexico and Spain in the near future.

The Unveiling

Under the auspices of the Air Transport Association, the Air Mail Pioneers, the GAMA Coordinating Committee, and the Post Office Department, the unveiling of the new air mail stamp design was held in the lobby of the South Terminal Building, San Francisco International Airport at 10:30 a. m. on February 21, 1968.

Approximately 100 air mail pioneers from all parts of the country were in attendance. Moreover, there were ten pilots from the early air mail service, all of them hale and hearty in spite of their 80 years.

The First Day

The first day of issue of the stamp was, appropriately, on May 15, 1968. The GAMA Philatelic Committee had tried to convince the Post Office Department to issue it on May 13th, which was the day that the 24-cent stamp was issued in 1918. However, some of the other groups involved in the GAMA celebration felt that May 15th would be more appropriate. The Philatelic Committee reluctantly had conceded to that date.

The stamp was first placed on sale at the Washington City Post Office. The designer, Mr. Karlsson, purchased the first sheet of stamps. The Post Office Department previously had announced that in addition to the stamp, commemo-

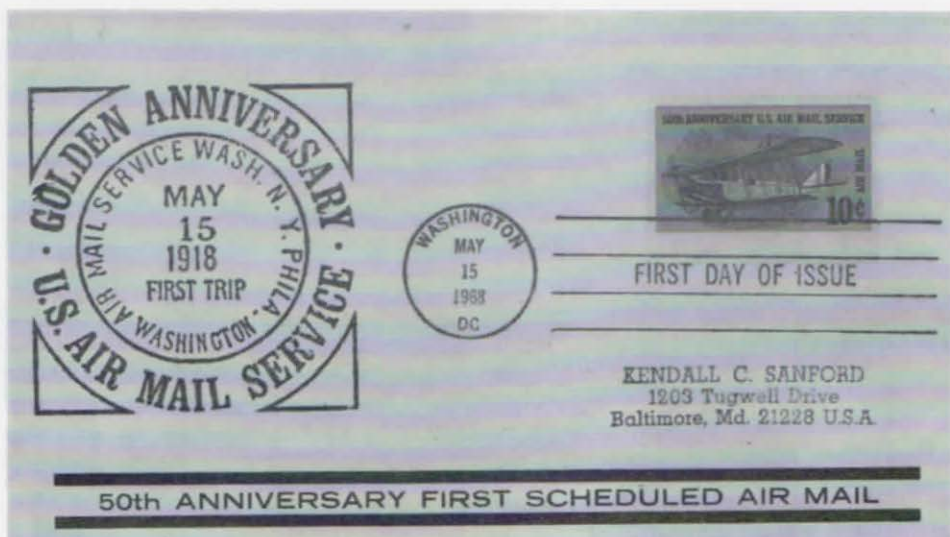


Fig. 5. First day cover of the 50th Anniversary of U.S. Air Mail. This one was cancelled in Washington, D.C. and is backstamped New York. There were a total of six serviced between New York, Philadelphia and Washington.

rative cachets would be applied to collectors' covers at Washington, Philadelphia, and New York, which would then be dispatched through the regular air mail service on May 15 to each of the other points. Of course, the covers had to be sent to the postmasters ahead of time and bear air mail postage. This meant that there was apparently no way to obtain the commemorative cachet on a cover with the new stamp also on it.

A few collectors were pleasantly surprised to discover on the morning of May 15th, that at the first day window in the Washington City Post Office, the clerks had the commemorative cachet. They would apply it to first day covers, but only upon request, and only to covers that did not already have a cachet. There was no sign or anything to indicate that the commemorative cachet was available, and that first day covers to which it would be applied would be included in the commemorative dispatches to either Philadelphia or New York, whichever the collector specified.

Most collectors had printed cachet envelopes, not plain ones. This means that covers with a Washington "First Day Of Issue" postmark, the commemorative cachet, and a Philadelphia or New York backstamp are very few. Thus these are extremely scarce. I would venture to guess that less than 200 exist.

The stamps were also on sale in the Smithsonian's Arts & Industries Building, where the first day ceremony was held. Here, too, first day cancellations were being applied. One could ask that the commemorative cachet be applied to any uncacheted first day covers. But from my observations only a small handful of collectors had plain envelopes and took advantage of this. Figure 5 is one of these flown first day covers bearing the commemorative cachet.

The Error In The 1968 Design

While preparing this article, I made quite a startling discovery. When we submitted the designs to the Post Office Department, we were not sure what the colors on the tail of the Jenny were. It seems that all photos of these planes are black and white. And no amount of research or references to the Jenny revealed the tail colors. I wrote, therefore, to Mr. Earl H. Wellman who knows

Capt. Ben Lipsner, First Superintendent of the Air Mail Service, to find out what the tail colors were. Mr. Wellman checked with Capt. Lipsner and wrote back to me that they were red, white and blue, with the red toward the pilot. We gave this information to the Post Office Department.

When I was going through my GAMA file, I came across the letter from Mr. Wellman. At the same time, there was a first day cover of the 50th Anniversary stamp lying on my desk. I happened to glance up at the cover and then it hit me—the stamp had the tail strip toward the pilot printed in blue. Someone, either at the Post Office Department or the Bureau of Engraving & Printing had switched the colors!! On the first day, when I saw the printed stamp for the first time, I had not even given the tail colors a thought. This means that every one of these stamps has the tail colors in the wrong order. They are blue, white, and red; they should be red, white, and blue.

My part in the story of this stamp has been a most enjoyable and satisfying experience. Needless to say, it will always be my favorite stamp.

Book Review

The Ross Smith England-Australia Flight — A Postal History by Leonard H. Smith, Jr. 177 pages (11x8½"), 117 illustrations. Paper cover. Published by Norma H. Smith, P. O. Box 4993, Clearwater, Fla. 33518. (Edition limited to 200 numbered copies.) Price \$7.50.

Australia's 1920 Ross Smith "stamp" mint and on cover has been a popular and valuable air mail item for many years. The auction sale realizations in New York and London show a steady increase. It, therefore, has long deserved its own philatelic handbook setting forth as much information as presently known. The drawback for obtaining this has been that, not being a "stamp" issued, sold to the public and used under 100% government monopoly, there are no official post office records. But there are other sources for reliable data.

Colonel Smith has done an excellent job of sleuthing. He has found old newspaper accounts about this history-making flight that do explain the usage on certain covers. He has read letters enclosed in these covers and properly interpreted their postal use. Also, he has conducted a lengthy correspondence with philatelists in Australia, England and the United States in order to obtain as much information from others as possible.

The resultant publication is great. The story is not now complete but enough is known, as this book discloses. Exactly how many Ross Smith covers exist is not known; nor is the adhesive's date of issuance. The author admits this.

The bulk of this book and its great contribution is the census of all the covers known to the author. Each one is illustrated on a separate page as well as accurately described in another chapter (keyed to each illustration) on pages 45 to 63. Colonel Smith has a record of 97 covers. No two are alike, so that an interested reader will want to study the individual characteristics of each Ross Smith cover.

When writing about the stamp, Colonel Smith goes into its catalogue treatment in detail. He mentions all the specialized catalogues that list this item and correctly notes that Scott and Gibbons do not. Then, he sets forth four theoretical reasons of his why the latter two books do not catalogue the Ross Smith. Finally, he proceeds to refute with good philatelic common sense each of these four reasons for non-listing.

In this reviewer's opinion, however, Australia's Ross Smith has done exceedingly well without a Scott or Gibbons listing. This is also true of other pioneer air mail adhesives such as our own Vin Fiz and Buffalo Balloon, New Zealand's Great Barrier Island Pigeonpost stamps and Germany's pre-World War I semi-official air post stamps, to mention just a few examples.

Some faults were found, but this reviewer does not like to mention them for fear that this could alter his overall general opinion of the great contributions made by this book. More editorial care could have been exercised to eliminate misspellings — one example "propellor." The literary style did not always guide the reader as easily as it should have. Too often passages had to be reread at least once in order to correctly understand the author's message.

The one fault that truly bothered this reviewer was the fuzzy and unclear illustrations. Any good jeweler will tell you that a wonderful gem stone can suffer from a cheap, inferior mounting. Colonel's Smith book can be properly compared to a gem stone. The Ross Smith is a valuable item. Consequently, the mounting (or the illustrations) should have been of a much higher quality.

This book's liabilities, however, are so very minor when compared to its assets — the wealth of information placed on the record for the first time. Wisely, Colonel Smith has not repeated the aviation history previously published in great detail from first-hand accounts. Instead all his work relates to the Ross Smith adhesive and its varied use on covers, making it a very fine philatelic handbook. (*H. M. G.*)



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RUSSIA

Air Fleet Labels

A Revised Listing (Part 3)

By FRED W. SPEERS

(Continued from Vol. XV, Page 112)

CRIMEA

Simferopol

1923

Lithographed

1. No face value stated. Red on thick yellowish paper. Size 52 x 35 mm. Design shows large single-engine biplane flying to right bordered by two intersecting wavy lines with flowers at right and left, star at top, and crossed hammer and sickle below. Imperforate. No gum. Inscription reads "For Aeroplane named for Crimean Soviet Socialist Republic." (Fig. 76) A-B

1924

2. 5 Kopecks. Milky blue on white paper. Size 33 x 24 mm. Design shows low-wing monoplane flying over darkened land mass of Crimea. Perforated 11. No gum. Inscription (in Ukrainian) means a plane "for them" (members of Crimean O.D.V.F.) (Fig. 77) C-D
- 2a. Imperforate C-D



Figs. 76-77.

1925

3. No face value stated. Red on white paper. Design in square format with one corner at top. Design measures 60 mm on side. It shows high-wing monoplane flying to right beneath five-pointed red star sending seven straight-line rays downward. Beneath plane is inscription of letters standing for "Crimean Society of Aviation and Defense." To its right is rocky coastline as suggested by waves beneath the letters. Imperforate. No gum. (Known on cover postmarked Saratov 1 September 1927. Also known unused with two small — 8 x 11 mm — R.S.F.S.R. O.D.V.F. receipts for 5



Figs. 78-80.

- and 15 units of currency, denomination unstated, blue and red, respectively, seen in the upper left.) (Fig. 78) B-C
4. No face value stated. Red on white paper. Size 43 mm on a side. Design somewhat resembling No. 3, is on square format standing on one corner. It shows a high-wing monoplane flying to left over rocky coastline with white cloud in background. Plane's fuselage bears initials standing for "Crimean O.D.V.F." Imperforate. No gum. Inscription reads "For Aviation of the Crimea." (Fig. 79) B-C

Seals

1926 (?)

- 1C. 10 Kopecks. Red and black on grayish paper. Size 45 x 72 mm. Design shows seal of Aviation and Chemical Defense Club with crossed rifle and propeller blade in front of five-pointed star and gas mask below. Three-line inscription above reads "Osoaviakhim supports world peace and works for defense of U.S.R." Below seal are words "Aviation Fund" and the

face value. Perforated $10\frac{1}{2} \times 11$, but imperforate at bottom. No gum. The printer's legend indicates these were printed at Simferopol.

- (Fig. 80) B-C
 2C. 10 Kopecks. Like No. 2C, but on yellowish paper. Perforated $10\frac{1}{2}$, but imperforate at top. No gum B-C

URAL DISTRICT

1924-1925

Lithographed

1. 5 Kopecks. Blue on fairly coarse white paper. Size 53×37 mm. Design shows two monoplanes, one behind other, flying to left over factories. Face value in circles at lower left and right, and between them is two-line inscription "Ural O.D.V.F." Perforated 11. No gum. (Known on post card postmarked Zlatoust 6 April 1927 and as single copy with Moscow cancellation of 27 April 1933.) (Fig. 81) A-B
- 1a. Like No. 1 but with coarse brown gum A-B
- 1b. Imperforate C-D
2. 10 Kopecks. Orange red on fairly coarse white paper. Like above. Perforated 11. Pale yellow gum. (Known with postmark, probably Zlatoust, of 7 April 1926 and on post cards with Zlatoust postmark of 6 April 1927 and of 27 February 1932.) A
3. 15 Kopecks. Olive green. Paper and design like above. Rough perforated 11. No gum A
- 3a. 15 Kopecks. Like No. 3. Perforated 11. Pale yellow gum A



Figs. 81-84. (Photos by Boutrelle)

4. 20 Kopecks.* Yellow orange. Like No. 3. Rough perforated 11. Coarse brown gum. (Known with Moscow postmark of 17 February 1933.) A-B
5. 25 Kopecks.* Dark orange and black on fairly coarse white paper. Size 53 x 37 mm. Design shows front section of large biplane faced right. Above is nine-letter word which may be translated as "Uralian" and, below, initials "O.D.V.F." with "kopeck" between the numerals of value in circles at bottom corners. Initials "AKH" in small letters in lower left corner. Rough perforated 11. No gum. (Fig. 82) B-C
- 5a. 25 Kopecks. Like No. 5, but with coarse brown gum B-C
6. 50 Kopecks. Red and black on fairly coarse white paper. Size 53 x 37 mm. Design shows two boys, one at each side, watching three planes in sky over factories. Face value in squares at each lower corner with inscription "Ural O.D.V.F." between them. Rough perforated 11. No gum. (Fig. 83) B-C
7. 1 Ruble.* Red and black on fairly coarse white paper. Size 53 x 37 mm. Design shows red monoplane flying low to left before tall factory chimneys from which smoke is pouring. Face value in circle at lower left with inscription for Uralian "O.D.V.F." to right. Rough perforated 11. No gum. (Fig. 84) C-D

SOUTHEAST DISTRICT

The district lies between and northward of the Caspian Sea and China's western border. It included the Kazakh (Cossack) Soviet Socialist Republic, the south Volga, the north Caucasus and the Don areas. Alma-Ata became the capital of the K.S.S.R. in 1927.

All labels in the three series were of similar design except for minor differences as noted. The basic design shows Mikhail Kalinin, chairman of the U.S.S.R. Central Executive Committee from 1919 to 1936, sowing seeds which grow into airplanes. Initials "O.D.V.F." appear across top with initials for Southeast District to left of Kalinin's head. Denominations (in gold currency) are in rectangles at lower corners.

All were issued in 1924-1925 and were lithographed in black, yellow and brownish red on white paper. All were sized 45 x 61 mm. and were perforated 11, although many are known with one or two intersecting edges, suggesting that the outer edges of sheets or panes were imperforate. They were issued without gum, although some examples with gum added have been found.

Rostov Issues

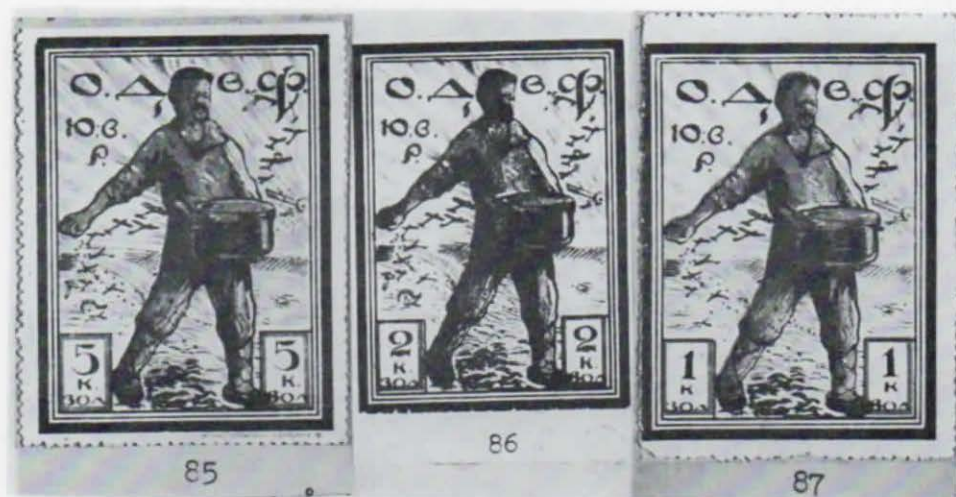
First Series

1. 1 Kopeck. The numerals of the denomination are in heavy Gothic type without serifs. No printer's legend (Fig. 87) C-D
2. 2 Kopecks. Like No. 1 C-D
3. 5 Kopecks. Like No. 1 C-D
4. 10 Kopecks. Like No. 1 C-D
5. 25 Kopecks. Like No. 1 C-D
6. 50 Kopecks. Like No. 1 C-D
7. 1 Ruble. Like No. 1 C-D

Second Series

8. 1 Kopeck. Like No. 1 but denomination's numerals are thinner and have had serifs added. Printer's legend at lower right ends in "703." .. C-D

*As pointed out in the Western Siberia section, that appears later, the Zlatoust cachet is also known on the 20 and 50 kopecks as well as the 1 Ruble of this Ural District series.



Figs. 85-87. Fig. 86 is smaller, because it was photographed in this reduced size, although all three labels' size is the same.

- | | | | | |
|-----|-------------|-------------|-----------|-----|
| 9. | 2 Kopecks. | Like No. 8. | (Fig. 86) | C-D |
| 10. | 5 Kopecks. | Like No. 8 | | C-D |
| 11. | 10 Kopecks. | Like No. 8 | | C-D |
| 12. | 25 Kopecks. | Like No. 8 | | C-D |
| 13. | 50 Kopecks. | Like No. 8 | | C-D |
| 14. | 1 Ruble. | Like No. 8 | | C-D |

Novocherkassk Issue

- | | | | |
|------|---|--|-----|
| 15. | 3 Kopecks. | Like No. 1 but style of lettering of denomination has been changed to a thin, flowing one. Printer's legend at lower right end in "1953."* | C-D |
| 16. | 5 Kopecks. | Like No. 15. (Fig. 85) | C-D |
| 17. | 10 Kopecks. | Like No. 15 | C-D |
| 17a. | Like No. 17 but with two half-strikes of oval violet handstamp, the meaning of which is not known | | C-D |
| 18. | 15 Kopecks. | Like No. 15. (Known with Alma-Ata postmark whose date cannot be discerned.) | C-D |
| 19. | 20 Kopecks. | Like No. 15 | C-D |
| 20. | 25 Kopecks. | Like No. 15 | C-D |

North Caucasus

1927

1. No face value stated. Lithographed in red on rough grayish paper. Size 90 x 67 mm. Design shows red high-wing monoplane flying to left. Its fuselage has name "Maikop" on it in white letters. Imperforate. No gum. Inscription at left and below reads: "Our Response to Chamberlain," referring to crisis of 1927. (Maikop was administrative center of Adygey oblast in North Caucasus.) (Fig. 88) C-D

*There are reports of printer's legends ending with "709" on this issue of labels which may mean there were two series.



Figs. 88-89.

Kabardinian-Balkarian Autonomous Republic

This republic, established in 1921, is located on northern slopes of Caucasus mountains. Administratively it is part of R.S.F.S.R.

1923-1924 (?)

1. No face value stated. Lithographed in dark blue on rough grayish white paper. Size 41 x 65 mm. Design shows high-wing monoplane faced right with Aviation and Chemical Club seal imposed on it. Beneath are three people, a farmer, a soldier and a worker shaking hands. At left is two-line inscription reading: "Strengthen Defense" and "СССР" in ribbon below. This scene, beneath plane, is enclosed in octagonal frame. Below it is two-line inscription referring to Osoaviakhim of Donets okrug (national area) and Kabardinian republic, both of which lie on northern slopes of Caucasus range. Imperforate. No gum. (Fig. 89) D-E

MIDDLE ASIA SECTION

Region was comprised roughly of Union Republics of Turkmenistan and Uzbekistan, whose boundaries were fixed in 1924 under administrative authority of National Delimitation of Central Asia. Along with them were created three autonomous republics — Tadzhikistan (within Uzbekistan) and Kazakhstan and Kirghizia (both within the R.S.F.S.R.).

Tashkent

1923-1924

Lithographed

1. 5 Rubles. Dark gray on yellowish paper. Size 38 x 25 mm. Design, centered between four small circles enclosing value in each corner, shows

- biplane flying upward to right with sun and its rays in background. (Central portion of design somewhat resembles that of Zlatoust cachet.) Above is lettering standing for Middle Asia Section. Between that and biplane is inscription reading "Working people build Air Fleet." Flanking panel on each side, reading upward on left and downward on right is word for rubles. Beneath is lettering referring to Society for Friends of Air Fleet. Perforated 11. No gum C-D
2. 15 Rubles. Like No. 1. (Fig. 91) C-D
- Several labels like Nos. 1 and 2 were handstamped (presumably in 1924 because of monetary reforms) in violet with new, lower values. The surcharges occur in two sizes: large, 8.5 mm high; small, 6 mm high.
3. 1 Kopeck (large) on 5 Rubles C-D
4. 2 Kopecks (large) on 5 Rubles C-D
5. 2 Kopecks (large) on 15 Rubles C-D
6. 3 Kopecks (large) on 5 Rubles C-D
7. 3 Kopecks (large) on 15 Rubles. (Fig. 92) C-D
8. 5 Kopecks (small) on 5 Rubles C-D
9. 5 Kopecks (large) on 5 Rubles C-D
10. 5 Kopecks (large) on 15 Rubles. (Known in block of four.) C-D
11. 10 Kopecks (large) on 5 Rubles C-D
12. 10 Kopecks (large) on 15 Rubles C-D
13. 15 Kopecks (large) on 5 Rubles C-D
14. 15 Kopecks (large) on 15 Rubles C-D
15. 15 Kopecks (small) on 15 Rubles C-D

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Tadzhik Republic

1924 (?)

1. No face value stated. Lithographed in blue and red on white paper. Size 55 x 35 mm. Design shows pair of wings with four-bladed propeller imposed on five-pointed red star in center. Star has initials "TCCP" in white letters circling hub of propeller. Beneath in white letters on blue ribbon are initials "O.D.V.F." Inscription with two words above design and remainder of three words (two under wings and one beneath design) reads "Working People Build Air Fleet." Imperforate. No gum. Possibly produced at the capital, Dyushambe, a stopping point on the first Central Asian airline opened in 1924. (Fig. 93) C-D

WESTERN SIBERIA

Zlatoust Cachet

The cachet, circular with diameter of 45 mm, was handstamped in violet on various labels in the R.S.F.S.R. city of Zlatoust. Inside cachet's outer border is inscription identifying it as seal of Zlatoust Friends of Air Fleet. Inside this is biplane in flight with sun and its rays in background. Below is small inscription which reads "Working People Build Their Own Air Fleet." (Fig. 94)

Cachet is known on Moscow Central Committee labels of 1924 Fourth Issue, being on 1, 2 and 3 kopeck values. It was stamped on four labels at once with its center roughly on intersection of perforation lines.

It was also applied on Urals General Issue 20 and 50 kopecks and 1 Ruble, as mentioned in a footnote on page 22 listing these labels.

The crudely lithographed labels described below as Nos. 1 and 2 probably were issued in Chelyabinsk, 60 miles east of Zlatoust. Both cities lie on the eastern slopes of the Ural mountains. Former is the site of one of first aircraft factories built east of Urals.

1. No face value stated. Red black and brownish yellow on white paper. Circular format 42 mm. in diameter. Crudely drawn design shows red ribbon with "O.D.V.F." lettered on it. Beneath it biplane is flying toward lower left in righthand side of range of hills extending toward upper left. Imperforate. No gum. (Fig. 95) C-D
2. No face value stated. Red and black on thick dark brown paper. Design like No. 1. Imperforate. No gum C-D

Omsk

1. 50 Kopecks. Lilac brown. Size 32 x 41 mm. Design shows high-wing monoplane rising over hills in background, as rider on camel facing left watches. Inscription urges giving for Red Wings for Siberia. Denomination in square at lower left with "Kop." at lower right. Between them is designation of "Omsk O.D.V.F." Imperforate. (Not illustrated.) D-E

EASTERN SIBERIA

Chita

1923

1. 100 Rubles. New denomination — 100 p. O.D.V.F. — overprinted by typography in slanted line from lower left to upper right on 10 ruble gray of Central Committee's Second Issue. (Known with postmark Lala Tomsk 3 March 1924.) (Fig. 96) C-D



Figs. 91-99.

1923-1924

First Series. Lithographed.

2. 3 Rubles. Black on white paper. Design in form of five-pointed star on square cut white paper measuring 49 x 51 mm. Design shows star's five points radiating from circle inside whose outer circumference is inscription "y. (for Chita) O.D.V.F." in upper portion and, below, "For Benefit of Air Fleet." Centered in circle is crudely drawn biplane flying to upper left with face value below it. Imperforate. No gum C-D
3. 3 Rubles. Like No. 2. (Fig. 97) C-D

Second Series. Lithographed.

4. 3 Rubles. Black on thin grayish white paper. Rectangular format, 30 x 38 mm. Design shows denomination "3" between two solid black five-pointed

stars and above it are crossed hammer and sickle enclosed by wreath. Beneath word "Rubles" under "3" is a small oval enclosing solid black airplane flying toward upper left. This portion of design is enclosed in square in whose four corners are small circles containing one letter each of "O.D.V.F." Beneath square is an inscription whose wording reads "For Benefit of Air Fleet." Imperforate. No gum. (Fig. 98) .. C-D

- 4a. Like No. 4. Rough perforation 13½ C-D

Third Series. Lithographed.

5. 5 Rubles. Like No. 4 except that inscription above oval in square has been changed to six letters separated into three and three letters by two small dashes, one above other. Imperforate. No gum C-D
6. 10 Rubles. Like No. 5. Imperforate. No gum. (Fig. 99) C-D

Correction

In the April number of this magazine that ran Part 2 of this serial article on *Russia's Air Fleet Labels* on page 101 under UKRAINE, label No. 2 was omitted through an oversight. This item was illustrated, however, as Figure 49 on page 102. The text describing it reads as follows:

2. No face value stated. Black on thick gray paper colored through. Size 55x47 mm. Design shows Lenin's armored train used in Civil War era crossing bridge with three biplanes flying above it. Inscription "Defense Fund" is across design from lower left to upper right. It was printed on reverse of receipt forms in Bulgarian. (There were about 100,000 Bulgars in east central region of Ukraine.) Imperforate. No gum. (Fig. 49) C-D

(To Be Continued)

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