

THE AERO
PHILATELIST ANNALS

★ ★ A QUARTERLY MAGAZINE ON AERO-PHILATELY ★ ★

CONTENTS

AERO-PHILATELY IN EUROPE (H. M. Goodkind)	29
As Seen From London, England	
GERMANY (R. H. Shrady, M.D.)	34
Semi-Official Air Mail Stamps	
DIRECTORY OF DEALER MEMBERS	43
UNITED STATES NEW 7c AIR MAIL COIL STAMP	51
Special Souvenir Folder	
UNITED STATES (Philip Silver)	52
24c of 1918. More On Multiple Rate Covers	

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NO. 2

THE



AERO

PHILATELIST ANNALS

Henry M. Goodkind, Editor

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AERO-PHILATELY IN EUROPE As Seen From London, England

One should understand that this report on air mails in Europe is based upon what was seen and heard in England last July during the 1960 London International Stamp Exhibition. The European continent was not visited, but many from there, who came to London, met and talked with us. A similar report had been made on South America in 1956 (AERO PHILATELIST ANNALS, Vol. IV, page 111) when we were invited to the Santos Dumont Exhibition in Rio de Janeiro, Brazil, and on Canada (*Aero Philatelist's News*, Vol. VI, page 78) after CAPEX in Toronto in 1951.

In another magazine (*The Collectors Club Philatelist*), a general report based upon the editor's impression of the entire London Exhibition was published. It is more difficult to report upon only one of its parts, and, at that, on one of minor importance in relation to the rest of this stamp exhibition.

The London Exhibition

Because of difficulties in securing a suitable hall in London, the one selected, the Royal Festival Hall, is for music, not stamp lovers. Consequently, only the lesser portions of this new, attractive building could be used, preventing all of the exhibits of about 1,100 frames from being placed centrally and in one or two units.

The air mail section was on the top level towards the rear. This resulted in far fewer viewing aero-philately than the British exhibits on the lower main floor. Also one must understand the preferences of the more tradition-bound British philatelist. The early 19th century classics are his favorites. There was only one small exception. The Newfoundland exhibits were placed on the main floor. Several of them went beyond the 19th century into the 20th. Thus in three Newfoundland exhibits one saw all the air mail rarities—unused and on covers, a truly magnificent display with the real rare ones such as the Balbo overprint on the 10c instead of the 75c stamp as well as the Balbo and DO-X inverted surcharges.

EUROPEAN AERO-PHILATELY

Of course, all these Newfoundland exhibits had Hawkers, Martinsydes, DePinedos and Columbia flight stamps as well as proofs and errors—in fact, everything.

In the other sections, one did not find much in air mails. One Chile exhibit in the Latin America section had a few air mail stamps. In the United States section there was a three frames of the 1918, 1923 issues and 1930 Graf Zeppelin stamps and covers. In the Thematic (Topical) group, there were three exhibits depicting aviation on stamps, but much inferior to similar ones seen in New York in past years.

Thus one can safely report that 99% of the air mails were displayed in a lonely location near the top floor. *There was a total of thirty-three individual exhibits displayed in fifty-five frames.* Also there were albums entered for competition for the judges' inspection. Not being on public view, obviously no report can be rendered on the album material. We do not know how many albums were entered in the air mail section nor have we any idea of what they contained.

Although we had served as a judge in three American international philatelic exhibitions, but since we were not a member of the 1960 London Jury, we decided to view the exhibition and not to try to second guess the ones delegated to do this work. Consequently, on the matter of the awards, there is only one observation to make. There were two Gold Medals awarded in the air mail section. This was surprising because the Thomas A. Matthews exhibit was far out in front of all the rest, and had no close competition if one judges on the basis of completeness with the air mail stamps of the world.

The thirty-three exhibits received twenty-six awards as follows: two gold, one gold-silver, four silver-gilt, seven silver and twelve bronze. Thus seven entries received no award, only a Certificate of Participation.

Viewing the section as a whole, it was not of the high quality seen in the more recent New York international exhibitions. In our view, we considered the AERO PHILATELIST'S 1958 Exhibition in Philadelphia, Pa. superior to the air mails on display in London.

When a veteran aero-philatelist looks back, recalling the great collections of the past such as Oscar Lichtenstein, Sir Lindsay Everard, Mrs. Heathcote, Lord Bute, Dr. Philip Cole, Mrs. Anson McCleverty, Mrs. FitzGerald, Miss Penn-Gaskell and others, he finds very few similar now except for the Matthews collection. But this is now being dispersed at auction. The widely-exhibited Mrs. Louise Hoffman collection was again on display with practically no changes from past years. The London Jury did not rank her collection with the two top ones. Mr. Tziracopoulo of Egypt won a gold. There is no question about the high standing of this except that it is not world-wide as all of the aforementioned. The strength of this collection is concentrated in semi-official and pioneer air stamps.

In an overall sense, the Europeans demonstrate a preference for aero-postal history. The greater part of the frames did not have stamps but pioneer covers—balloons, Zeppelins and early flights before 1914. One saw nothing of the very common U.S. type of flight cover with those fancy cachets. Air post stamps seem to hold a secondary role for the European collector, even in a one country specialized collection. For instance, there was a New Guinea-Papua exhibit. Not one of the better air mail stamps was featured, only the scarce pioneer covers that bore the more common air stamps or often the ordinary postage.

Contrast this to two collections shown by Americans, each of which gained the highest award given to a specialized collection. Dr. J. Matejka's Newfoundland and Philip Silver's Uruguay were all stamps, no flight covers. Thus a correct conclusion would be that the European aero-philatelist is a postal historian, while the American is a stamp collector.

The weakness in this London exhibition was evidenced in the specialized air mail exhibits. For example, we certainly expected to view at least one Canadian semi-official air mail collection and a New Zealand Great Barrier Islands Pigeongram showing. After all, they both belong to the British Commonwealth. To our great surprise, none were in the Royal Festival Hall. There were no exhibits of Italy and Colonies, France and Colonies, Spain or Portugal, of Switzerland nor the Baltic and Balkan nations. Many of the scarcer air mail stamps come from South America. No European showed Honduras, while Mexico and Nicaragua were completely missing. Nor did we think the Zeppelin collections were as fine nor as complete as some here in New York.

EUROPEAN AERO-PHILATELY

The Collectors and Dealers

The attraction of an international exhibition is not only the chance to view fine philatelic material, but also to meet others from foreign lands. Here the American visitor had a gala time, renewing some old acquaintances and meeting many new ones for the first time.

Of course, the British were the largest representation. But we met aero-philatelists from Holland, France, Austria, Belgium, Greece and the Scandinavian countries. In England, there are a few dealers, who have traded in air mails for many years and have become known to air post collectors all over the world. Men such as Francis J. Field, R. E. R. Dalwick and Cyril C. H. Harmer, head of the famous auction firm in London, are real air mail pioneers. It was exciting to meet Messrs. Field and Dalwick for the first time and to again meet Cyril Harmer. The Dalwick-Harmer book on Newfoundland is one of the finest air mail books published. Mr. Field's monthly magazine, "Aero Field," appears to be the one with the longest record.

The British Air Mail Society

Air mail collecting in Britain is being resurrected. Thirty years ago there was a large, active air post group in England. During the war it dwindled and was revived just a short time ago. The new group is still relatively small, but it has some enthusiastic members, who are working to re-establish a strong, active organization for air mails in England.

At the conclusion of the Exhibition, the society held a dinner at the Kingsley Hotel in London to which a few Americans were invited. We recall Dr. and Mrs. Matejka of Chicago and Sam Ray, a dealer from that city. Your editor's invitation was one of his few verbal ones, most all had come in the mails on engraved cards. Having already participated in a full schedule of many social affairs, with keen anticipation we arrived at the Kingsley Hotel.

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EUROPEAN AERO-PHILATELY

It did not take long to learn that our place at dinner was to be at the head table with the "big brass." As we were enjoying the hospitality, the food and wine, Mr. Francis J. Field, sitting at our right, quietly mentioned something about responding for the overseas visitors. This meant a speech. A menu had been placed before us, but the reverse side was not read. As the President of the British Air Mail Society began by proposing a toast to the Queen, we noticed many turning the menu over. On the back was the program of speeches with this at the end: "...A well-known American aero-philatelist." No name! Perhaps the British had someone in mind who had to decline the invitation so that the editor of the *AERO PHILATELIST ANNALS* became the substitute. After our speech, many complimented us upon the excellence of our impromptu remarks. But the British are so polite.

There is, however, more to this than the occasion of having one American aero-philatelist make a speech at a British dinner. There was evidence all around us of a genuine desire to cement closer relations between international aero-philatelists. This seemed to be the reason why the editor of *AERO PHILATELIST'S* was chosen to respond for the overseas visitors.

Brief reports on the speeches appear to be in order. All were short and no doubt better than ours. Dr. John Boesman of Holland is recalled rushing to and fro handing out some gifts at a pace that a New York City subway rider would consider fast. The society president, Mr. James Wotherspoon presided, speaking with a delightful Scotch dialect, a treat for any American's ears. The society editor, Mr. James W. Mills, spoke with a subtle humor until he came to making some complimentary remarks about the editor of the *AERO PHILATELIST ANNALS* writings. His remarks were pleasing to us because a volunteer's only reward is appreciation for his work.

Nor were the ladies neglected. We well remember Mrs. C. M. Gray's impromptu response after receiving a wonderful gift in appreciation for her labors for the society. The entire program evidenced a spirit of comradery, while no one spoke too long. This is a pleasant contrast to many of the air mail convention dinners in America where speakers ramble on to the audience's boredom. Nor was insincere praise dripping with superlatives ladled out to some minor philatelic politico, a favorite pastime at too many affairs over here.

The end of the dinner was not the conclusion of the night. A number of those present retired to the hotel's bar where the British hospitality continued until late in the night. The informal talks and interchange of ideas about air mails were most stimulating. It afforded us an opportunity to further cement a friendship with such well-known philatelic writers as the Williams brothers. L. N. (Norman) and M. (Morris) Williams are best known in the United States for their many writings. They are also intelligent, interesting conversationalists which they evidence along with a genuine spirit of friendliness.

International Air Mail Federation

The European aero-philatelist believes with the strong preference among the majority for 19th century issues that air mails face problems. They think that the most practical way to solve these is by a strong federation of all the air post societies. This was well explained to us by a leading French dealer in air mails, Mr. Henri Trachtenburg.

The Europeans feel a need for international air mail exhibitions. One has already been announced for 1961 in Holland. American participation is desired. As for the regular international stamp exhibitions as the 1960 London or 1959 Hamburg, Germany, they believe that aero-philately must seek a more respected and prominent place than in the past. Too often in these large international shows in Europe, air mails are placed in some inaccessible or poorly located section of the exhibition hall. They do not want to replace the favored "classics," but they do think better treatment for air mails is long overdue. Furthermore, there is dissatisfaction with the judging. Far too often this is done by the "old guard" philatelists, who know the 19th century but not the 20th century stamps and air mails. Thus the good air mail collections are not encouraged to compete.

A federation has been started among the European air mail societies to work for the improvement of past mistakes. Through a united front, they think that more attention will be paid to air mails by exhibition committees both as to the size and location of the air

EUROPEAN AERO-PHILATELY

mail section as well as having internationally-recognized air mail authorities on the international board of judges.

Conclusion

Contrasting American with European aero-philately, there appear to be many indications that the New World is ahead at this time. There are no longer any great air mail collections in private hands in England and only a few on the Continent. For example, one of the British collectors reminded us of a most unusual situation that existed about 25 years ago. There was an outstanding international air mail exhibition in London in 1936. There were at least eight outstanding world-wide air post collections then. *Five were owned by ladies*—Mrs. Ethel McCoy and Mrs. Louise Hoffman in the United States; Mrs. Anson McCleverty, Mrs. FitzGerald and Miss Penn-Gaskell in England. The latter two have since been donated to public institutions. The FitzGerald collection is in the British Museum, where just a few pieces are on display, nothing like the Tapling collection of the 19th century postage stamps. The Penn-Gaskell air mails are in the Science Museum. By appointment, one may examine both of these collections. Unfortunately, this writer had no time to do this on this trip to London.

Although in our opinion American aero-philately surpasses that in the Old World now, the spirit and dedication of many abroad may begin to change this situation. After the last war, much fine material came here seeking dollars. Now that Europe is enjoying prosperity, it may start returning to Europe.

Another matter impressed us. There are many collectors and dealers in Europe, who do not specialize in air mails, but who hold a healthy respect for aero-philately. They too think that air mails should be featured more prominently in international exhibitions and that they should be judged by air mail authorities. Many of these people serve on the exhibition committees and they are prepared to speak up for air mails. They told us that they admired what had been done in 1947 and 1956 in New York and they wish to see the same take place in Europe. (H. M. G.)



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GERMANY

Semi-Official Air Mail Stamps

By R. H. SHRADY M. D.

Introduction

In the past, the semi-official air mail stamps of Germany have been exceedingly popular with collectors, especially in Europe. A perusal of the the price realizations of auctions in recent years, both in this country and abroad, shows that there is an increasing, popular demand for these stamps. Since the supply of stamps and covers is becoming more and more limited, the general trend of prices is markedly on the rise. Furthermore, some of the items from the very beginning have been very scarce and seldom come up at auctions or on the retail market; this would seem to indicate that those, who have these stamps, are not selling. This appears to be an indication that they are good property.

The aim of this article is to delve deeper into the details of these stamps, by offering more information than might be found in the specialized catalogues, and to classify more in detail some of the uncatalogued minor varieties of these issues.

For the reader's convenience, "Sanabria Air Post Catalogue"¹ numbers are used throughout this article.

The Bork-Brueck Issues

The first early flights from Bork and Brück, which were towns a short distance from Berlin, were experimental in nature and were made over a period of sixteen months by the pioneer pilot, Hans Grade, and his associates from February 18, 1912 to June 25, 1913.



Fig. 1. Imperforated Bork-Bruck stamp (Sanabria No. 501) used February 26, 1912, the first day of the regular scheduled flights. The German postage stamp affixed in the center of the air mail stamp is the 10pf. "Germania" red, the letter rate for first class mail. (Author's collection).
(All photos by A. Boutrelle)

GERMANY



Fig. 1A The picture side of post cards with the Bork-Brueck stamps. These depict the early days of flying. The one on the left shows those in the Grade Aviation School. The picture on the right identifies O. Karsten, the one on the extreme right in the adjoining photo. (Henry M. Goodkind collection).

Several different types of semi-official air mail stamps were issued for the various flights during that period.

The first stamp (*Sanabria No. 501*), violet with no value indicated, for flights between Bork and Brück by the aviator, Hans Grade, was issued imperforate, ungummed, lithographed on thick glossy paper, so that many thought them really to have been proofs. Of the ninety copies said to have been printed², very few have survived. However, a few copies were used on mail, questioning whether they are proofs. (Fig. 1).

The earliest known cover is dated February 18, 1912². The flights, however, from February 18th to 25th were experimental. The regular scheduled air post service did not begin until February 26, 1912. This is considered by many aviation authorities as the world's very first air mail stamp which actually carried mail.³

The early flight cards or covers have a small black local circular cancellation with "Brück" at the top, the date of the flight in the center, and "Mark" at the bottom of the cancellation. Another special cancellation in violet was used, also circular but considerably larger. This latter cancellation read "Flugpost Bork und Umgegend durch Gradeflieger." (See Fig. 1).

Regular German postage stamps were required on all mail to be affixed in the space provided for them on the semi-official stamp. Many of the postage stamps were punched with the initials "G. R.," being those of Georg Rothgiesser, who was the manager of the "Mars" airfield near Berlin which trained 25% of all German pilots.⁴ (See Fig. 1A).

There were three different mail rates: 10 pfennig for a letter, 5 pfennig for a post card, and 3 pfennig for printed matter.

There is one minor printing variety of this semi-official stamp, not generally mentioned in the catalogues. There is a small slanting line to the right side of the base of the letter "F" in "Flugpost." This is considered very scarce and is shown on the cover illustrated (as Fig. 1), which was flown February 26, 1912, the first day of the regular scheduled flights.

Sanabria No. 502, violet, no value indicated, perforated 12 has the same design as No. 501 and also is the same color, but it was printed on mat instead of glossy paper in sheets of ten (2x5) with a plain white selvage all around the sheet of ten. (Fig. 2). The variety with the small slanting line to the right of the base of the letter "F" in "Flugpost" occurs in position 4. There is also another minor variety on position 5, consisting of a small line joining the bottom of the letter "P" in "Flugpost" with the top of the letter "B" in "Brück" on the line below. It is assumed that this latter variety also occurs on *Sanabria No. 501*, but the latter stamps are so scarce that the writer has never seen a full sheet or even multiple pieces to examine. *Sanabria No. 502* also exists imperforate. The same postal rates and cancellations were used as with the first stamp issued, *Sanabria No. 501*.

Sanabria No. 503, black, no value indicated, was issued March 3, 1912. It is im-

GERMANY



Fig. 2. The complete sheet of ten of the perforated Bork-Brueck stamp (Sanabria No. 502). The arrows point to the two varieties mentioned. (Thomas A. Matthews collection).

perforate, ungummed and lithographed on thick cardboard paper. (Fig. 3). It was used for flights between Bork and Brück, organized by the Tourist Association of Bork. Examples on flown cover are exceedingly scarce.

Sanabria No. 504, violet, no value indicated, was also issued March 3, 1912. It is gummed, perforated 12, and lithographed on ordinary paper with the same design as the black, *Sanabria No. 503*. The perforating was such that well-centered copies seem to be scarce. Also this stamp is scarce on flown covers and cards, but not as scarce as the previous stamp.

The special cancellation used was a black circular one with the words "*Flug Beförderung*" at the top, below this "*Bork-Brück*," in the center the date and at the bottom "*Durch Gradeflieger*." (Fig. 4).

Also illustrated is a post card with this same stamp, but it only has the March 23, 1912 Railroad cancellation tying both stamps. The special air post cancellation, for some reason unknown to the writer, is missing. (Fig. 5).

Sanabria No. 505 (Fig. 6) violet, no value indicated was issued in March 1912, used also for flights between Bork and Brück. It was lithographed, ungummed and perforated 12. Two different cancellations were used; one the same as applied on No. 503 and No. 504, (Fig. 8). The other circular, in violet reads "*Erste Deutsche Flugbeförderung Von Bork Nach Brück*" on the outside and "*Durch Gradeflieger*" in the center, (Fig. 7). This stamp also is very scarce on cover.



Fig. 3. The black imperforated Bork-Brueck stamp, *Sanabria No. 503*. (Illustration courtesy F. W. Kessler).

GERMANY

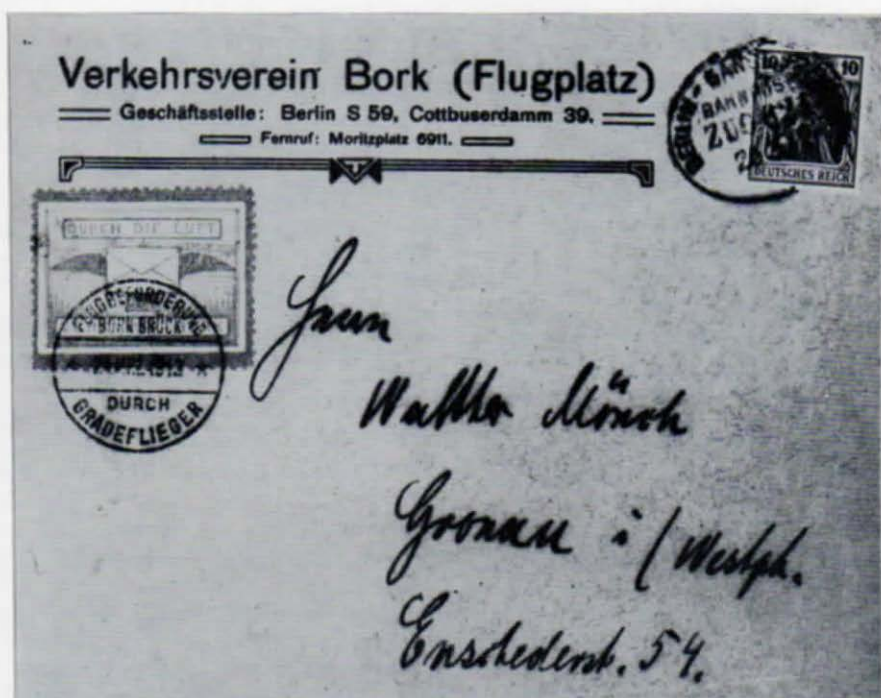


Fig. 4. Cover flown March 23, 1912. The air mail stamp, Sanabria No. 504, has the special air post cancellation. The 10pf. postage stamp in the upper right has a railroad cancellation with the same date. (Author's collection).

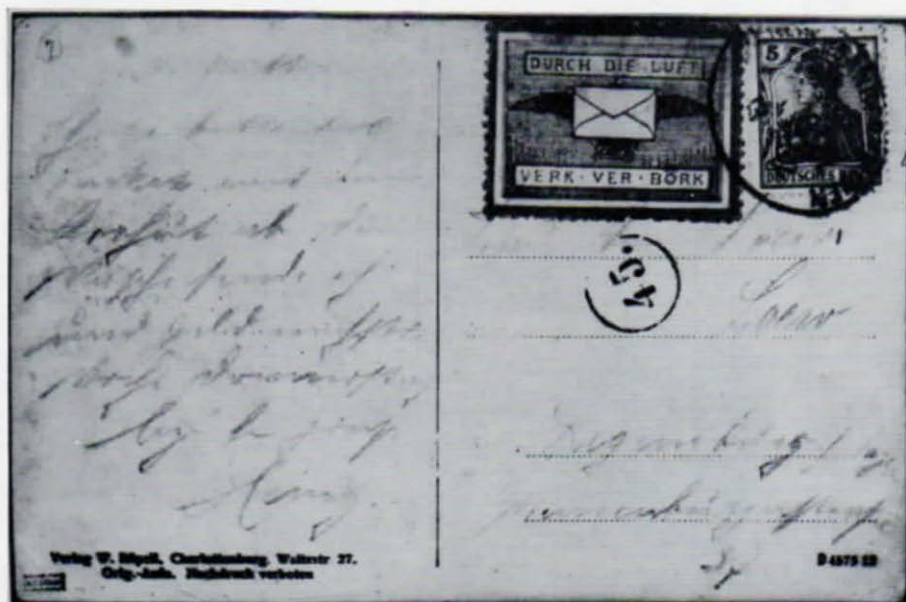


Fig. 5. Postcard with Sanabria No. 504 also cancelled March 23, 1912, but without the special air post cancellation. (Henry M. Goodkind collection).

GERMANY



Fig. 6. (Left) Bork-Brueck stamp. Sanabria No. 505. (Courtesy F. W. Kessler).

Fig. 7. Sanabria No. 505 on a piece showing the second type of cancellation used on this stamp. This cancel is purple. (Author's collection).

Sanabria No. 506 has the same design as No. 505, but the color is listed in the catalogs as a pale gray mauve.

The author has examined a number of copies of stamps classified as Sanabria No. 505 and No. 506. The color of each one varies in shade from a deep violet to pale violet to a dull lilac gray (similar to the United States 24-cents stamp of the 1857-61 issues). In his opinion there is no sharp difference in color. The so-called "pale gray mauve," as Sanabria designates its No. 506, appears to be nothing more than a faded color of the violet (No. 505) shade. Therefore, he questions two separate listings, but believes that only one stamp should be listed with the other shades as minor shades, such as U. S. Scott 70. Nevertheless, all color shades are scarce, especially Nos. 505 and 506 used on cards or covers.

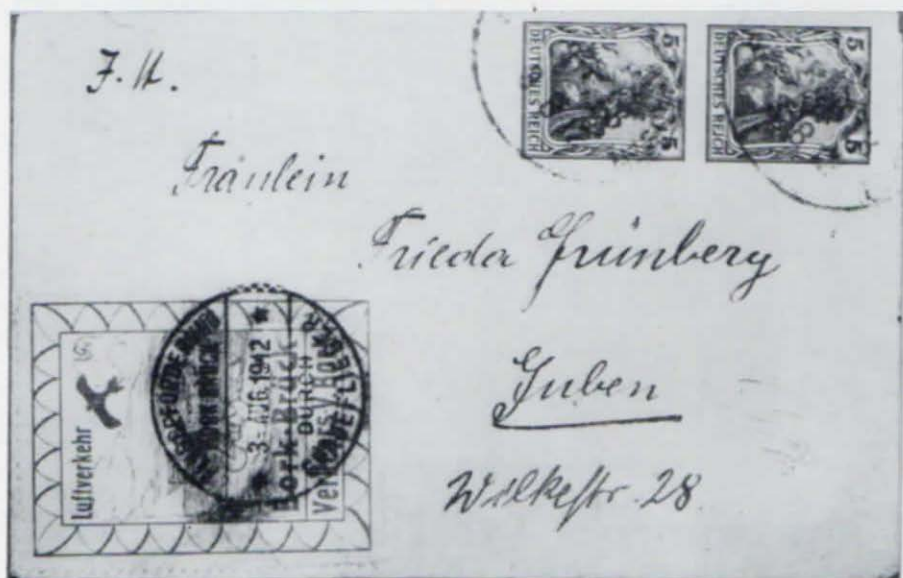


Fig. 8. Cover with Sanabria No. 505. The air mail stamp has the special air mail cancellation in black. The date is August 3, 1912. (Author's collection).

GERMANY

Leipzig-Lindenthal Flight

The next stamp (Sanabria No. 507), a 50 pfennig, pale blue color, was issued May 18, 1912 for flights between Leipzig and Lindenthal in connection with the Margarethen Volksfest (Fair). It was lithographed and perforated 12. It also comes in a pale ultramarine shade; both shades also exist imperforate. The special cancellation used has an elongated oval shape generally applied in violet diagonally across the semi-official stamp and inscribed "Durch Flugpost 18-5-12." (Fig. 9). The regular postal cancellation is round, in black and reads "Margareten-Volkfest Zu Leipzig Am Mai 1 1912." Special cancellations in red have been seen, but are believed to be either trials or counterfeits.⁵ The writer has never seen this stamp with a red cancel on a legitimate cover.



Fig. 9. The Leipzig-Lindenthal flight stamp. (Sanabria No. 507) on the 1912 flight postcard. (Author's collection).

1912 Rhine Flight Issues

A group of stamps, which Sanabria catalogues as Germany Nos. 1-6, *should be listed instead in the semi-official section*, because they were not issued by the government. Their use was only sanctioned by the postal authorities and all mail required regular postage stamps as well as the special air mail stamp.

These stamps were used for the first German air mail flights on the Rhine June 10-23, 1912. The flights were organized by charitable societies under the patronage of the Grand Duke of Hesse. Mail was carried by the airship "Schwaben," or the airplane "Gelber Hund" between the cities of Darmstadt, Frankfurt, Mainz, Offenbach and Worms. Numerous flights were made during this period.

The first three stamps (Sanabria Nos. 1-3) are the 10 pfennig, red brown; 20 pfennig, red brown; and 30 pfennig, green. They are all typographed, perforated 11½ and printed on tinted paper.

Sanabria No. 4 is the 10 pfennig red brown stamp overprinted "1M" and "Gelber Hund." There is a well-known variety where the upper stroke of the "d" in "Hund" is missing, reading "Gelber Huna." This variety occurs in the same sheet with the normal stamps. The overprint is found inverted, the position with "Huna" error inverted is considered a scarce item.



Fig. 9A. The scarce E.E.L.P. overprint of the Rhine flights of 1912 used on the specially printed post card, cancelled June 23, 1912. (Author's collection).

Sanabria Nos. 5-6 are the 10 pfennig and 20 pfennig stamps overprinted "E.E.L.P." The Sanabria catalog says that the "E" stands for Eleanore, "EL" for Ernst-Ludwig, Grand Duchess and Grand Duke of Hessen-Darmstadt, and "P" for Pistorius, the pilot of the plane. According to the Champion catalog, however, these letters are the abbreviation for "Ex Est Luft Post." Which catalog is correct?

These stamps were used only on the closing flights June 22-23, 1912, (Fig. 9A) and are very scarce on flown cards. Sanabria Nos. 1-4 are not scarce on cards or covers. The cancellation used on mail with all these stamps is a large round cancellation in black reading "Flugpost am Rhein u. am Main" then the name of the town of origin and the date. This cancellation was used at all points, the name of the town only being changed. Those originating in Darmstadt are the most common. Cards from Worms, Mainz, Offenbach or Frankfurt are much scarcer. The special printed post cards used were brown-olive or brick-red in color.

Aero Club of Bavaria Issues

Sanabria No. 508, 25 pfennig, blue, typographed, perforated 12 was issued late in September 1912 and used extensively through June 18, 1913 on various flights, sponsored by the Aero Club of Bavaria. Ten thousand were issued, about half of which were used for postage. The regular Bavarian 5 pfennig postage stamp was also required. This semi-official air mail stamp was used again in April 1921 on a special flight from Munich to Constance.

Two varieties are known; one on a greyish-tinted paper and the other on a paper thicker than the normal. The official cancellation in black used at Munich was a milled-edge circle with the words "Flugpost-München" and the date. (Fig. 10).

Also special postal stationery was issued. (Sanabria Nos. SC505-506). There are two different post cards with the 25pf. Aero Club of Bavaria stamp imprinted at the left and the regular 5 pfennig Bavarian stamp at the right. One type has the Aero Club's stamp inscribed "BAEC," (Fig. 11), the other "Nuernberg." (Fig. 12).

GERMANY

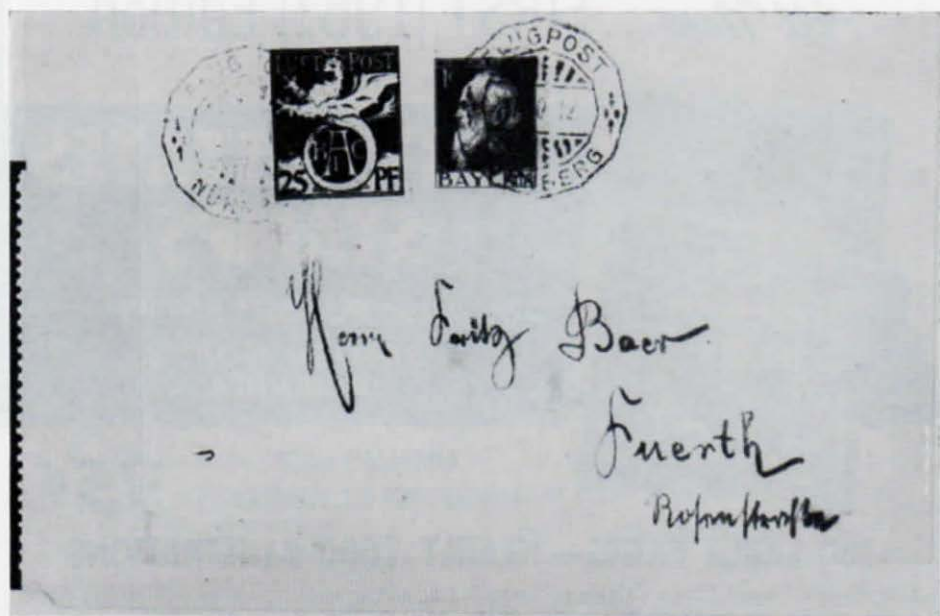


Fig. 10. 25 Pfennig Aero Club of Bavaria stamp (Sanabria No. 508) on a flown cover dated October 17, 1912. (Collection of Henry M. Goodkind).



Fig. 11. Post card (Sanabria No. SC505) with B.A.E.C. imprint used on one of the earliest flights, September 26, 1912. It was mailed to a prominent American philatelist, Mr. Hans G. Zervas, a past president of The Collector's Club. (Author's collection).

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Fig. 12. The upper part of the Aero Club of Bavaria post card (Sanabria No. SC506) with the Nuernberg inscription. (Author's collection).

Regensburg Aviation Meeting

These three stamps (Sanabria Nos. 509-511) were used from October 11 to 13, 1912 for special flights at the Regensburg Aviation Meeting. Although advance arrangements may have been made to launch this service, there was never any regular transport of aerial post, the local authorities having refused official sanction. The pilots, however, did carry correspondence on the very short flights they effected.³

These stamps are unusual, being photographic impressions on thick, glazed paper, perforated $11\frac{1}{2}$. Sanabria No. 509 is the 10 pfennig, black, $28\frac{1}{2} \times 25$ mm. in size, inscribed on the top "Regensburger Fliegetage." No. 510 is the 10 pfennig, black, but differently inscribed "Erste Regensburger Flugpost" and is the same in size as No. 509. (Fig. 13). The 20 pfennig brown, (Sanabria No. 511), is inscribed "Erste Regensburger Flugpost," but is larger in size 51×33 mm. (Fig. 13). There were only 200 of each printed. They are

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Fig. 13. The three Regensburg Aviation Meeting stamps (Sanabria Nos. 509-511). (Courtesy F. W. Kessler).



Fig. 14. The exceedingly scarce 20 pfennig brown Regensburg Aviation Meeting air mail (Sanabria No. 511), used on a post card dated October 13, 1912. Since the message, written lightly in pencil, does not show on the illustration, only the upper part of this piece appears here. (Author's collection).

all scarce on cover, especially the 20pf. brown. (Fig. 14). All covers were required to also have the regular Bavarian postage stamp. Three different circular violet cancellations were used, reading "Erste Flugpost, Regensburg," "Erste Regensburger Flugtage" and "Erste Regensburger Flugpost" plus the date of the flight in each instance.

Gotha-Erfurt Flight

A 10 pfennig, Sanabria No. 512, dull violet stamp, lithographed, perforated 11 was used for the Gotha-Erfurt flight July 25, 1912. About 1,000 cards and covers were flown.⁵ Cancelled copies on cover bear a facsimile of the pilot's signature, "E. Schlegel," written diagonally across the stamp. The ink of the signature varies from a pale violet black to a deep purple color (this could be due to oxidized or faded ink). The signature sometimes runs off the stamp onto the cover. The use of a regular German postage stamp was also required. (Fig. 15). The pilot and plane is shown in Fig. 15A.

Duesseldorf Flight

This interesting air stamp, Sanabria No. 513, 10 pfennig, blue, lithographed, perforated 12 was used on Zeppelin flights around Duesseldorf on April 20, 1913 for the benefit of charity. These stamps were sold already affixed to special cards and the stamps were not usually cancelled. (See Fig. 16). Therefore, unused copies are ungummed, having merely been removed from the special cards.

GERMANY



Fig. 15. The Gotha-Erfurt Flight stamp (Sanabria No. 512) on a post card dated July 25, 1912. (Henry M. Goodkind collection).



Fig. 15A. The picture side of the Gotha-Erfurt Flight card.

Mulhouse-Feldberg Flights

This stamp, Sanabria No. 514, 25 pfennig, red, lithographed, perforated $11\frac{1}{2}$, was used from September 10 to 13, 1913 on a special flight. The pilot set off from Mulhouse September 10th for Fribourg where a small parcel of letters was handed him. On September 11th the aviator left for Feldberg, where another parcel of letters was given him, and he returned to Mulhouse on the 13th. At Mulhouse the postal officials refused to dispatch the letters which he had left at the post office and it was not until September 18th, under orders from the Ministry that the post accepted the letters for dispatching to the addressees.⁵ The special cancellation is circular in violet-black color and reads "Erste Flugpost"

GERMANY



Fig. 16. The Duesseldorf Flight stamp as affixed to a post card. Only the postage stamp is cancelled April 20, 1913, because the air mail stamp was sold already affixed to the card. (Henry M. Goodkind collection).



Fig. 17. The Mulhouse-Feldberg air mail (Sanabria No. 514) on a cover cancelled Feldberg September 11, 1913. The 5 pfennig regular postage stamp is cancelled Mulhausen September 18, 1913. (Courtesy F. W. Kessler).

GERMANY

at the top, the date in the center, and "*Feldberg Mulhausen*" at the bottom. (Fig. 17). Several shades of red have been noted on these stamps. Unused copies are much scarcer than those used on cards or covers.



Fig. 18. The Liegnitz Flight stamp used on a post card, dated November 9, 1913. (Author's collection).

Liegnitz Flight

This air mail semi-official stamp (Sanabria No. 515) has no value indicated, is a violet on orange color, typographed, perforated $11\frac{1}{2}$. Five thousand copies were printed in sheets of 10.⁵ Between November 5-9, 1913, the Zeppelin "*Sachsen*" made a special



Fig. 18A. This picture of the airship going into its hanger after a flight is seen on most all of the Liegnitz Flight post cards. Notice the typical German cabbage field in the foreground. (Henry M. Goodkind collection).

GERMANY

flight from Dresden to Liegnitz on the occasion of the dedication of the new Zeppelin base at Liegnitz. (See Fig. 18A). Cachets were affixed on board the airship "Sachsen" during flight. After landing, the mail was collected at the post office and forwarded by ordinary means to the addressees. The special cancellation is circular in violet-black and reads "Flugpost" at the top, below this in smaller print "Liegnitz," next the date across the middle and "A. D. Katzbach" at the bottom. Below the stamp on the card is a special cachet in violet, reading in large letters "Sachsen" and below this in smaller letters and in two lines "Hamburg-Amerika Linie, Abtlg. Luftschiffahrt." (See Fig. 18). There are two varieties of this semi-official stamp. It exists in violet on yellow and also imperforate. Despite the 5000 quantity printed, flown post cards do not seem to be plentiful.

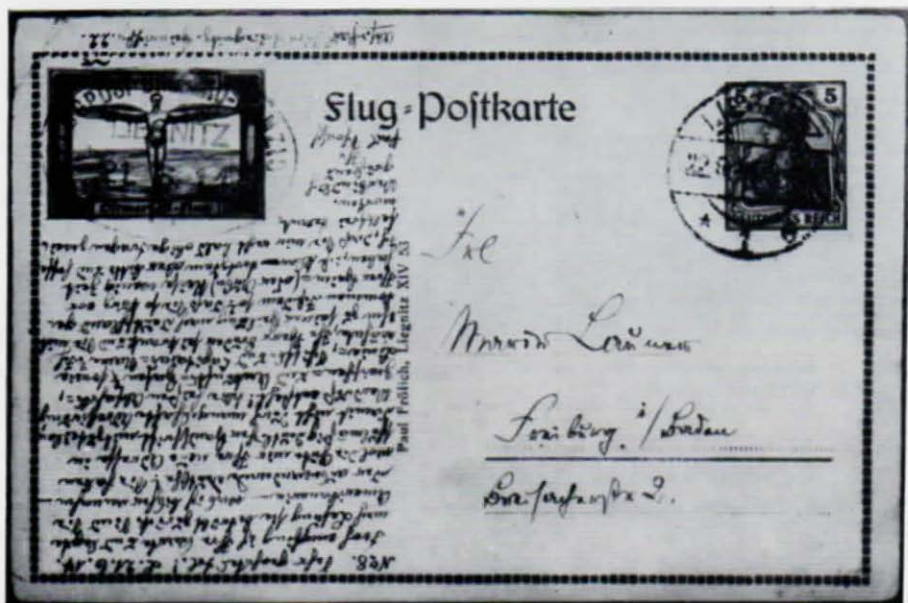


Fig. 19. The red-brown Ostmarken Flight air mail stamp (Sanabria No. 518) used on a post card, dated June 22, 1914. This is an exceedingly scarce item. (Author's collection).

"Ostmarken" Flights

Four air mail stamps, (Sanabria Nos. 516-519), no value indicated, typographed, perforated 11 were issued in four different colors, i. e., blue, deep brown, red brown and green. Special cards were prepared on June 20, 1914 for flights to Eastern Territories, using an oval cancellation in violet, reading "Flugpost-Breslau-Danzig" at the top, "Liegnitz" in the center and below this the date. The meeting was exclusively confined to military aviation; there was no regular transport of civilian mail. These cards are exceedingly scarce and are seldom seen. (Fig. 19). Reprints in color different from the above-mentioned four, have been made.

This ended the pioneer air mail period because of World War I, which started in 1914. Semi-official air mail stamps of Germany do not appear again until July 1924.

Berlin-Angora Flight 1924

Although listed as Sanabria No. 522, it should be No. 520, because Sanabria Nos. 520-21 were issued a year later. This is a 2 mark, blue and brown, typographed, perforated 12, was issued for the Berlin-Angora Flight July 5, 1924. One thousand were printed.⁵ Most of the special envelopes used are a deep red color. The special cancellation is circular in black and reads "Erster Flug" at the top, the date in the center, and "Berlin-Angora" at the

GERMANY

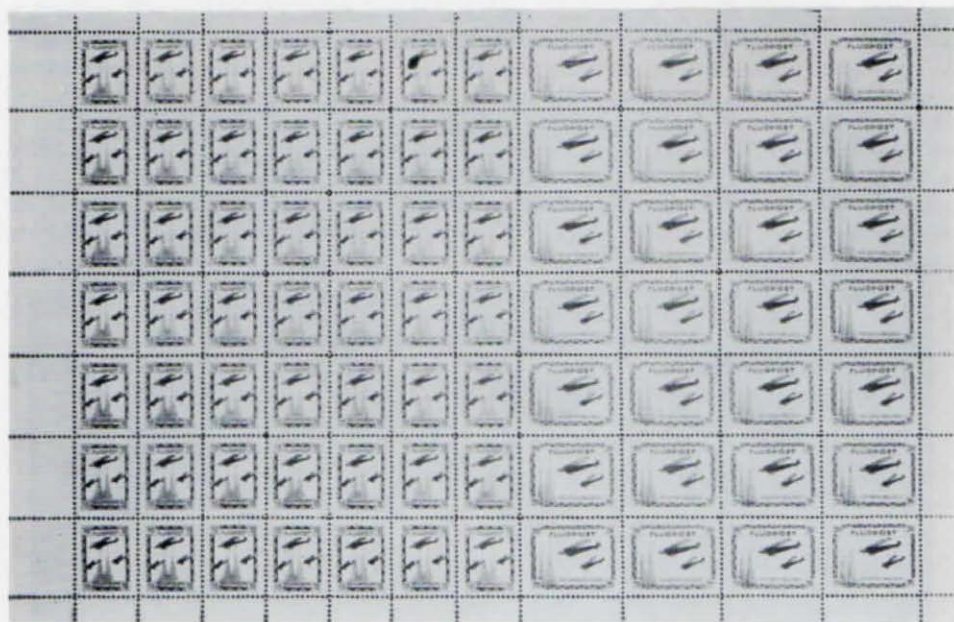


Fig. 20. A complete sheet of 77 of the 1925 Regensburg Aviation Meeting showing both values. (Thomas A. Matthew's collection).

bottom.

The plane left Berlin on July 5, 1924 and arrived in Angora on July 7, 1924, with a mail of some thousands of covers franked only by the regular German postage of air mail stamps. Afterwards, on about 250 of these covers the special semi-official stamp was placed after arrival and cancelled with the private cancellation described above.⁵

1925 Regensburg Aviation Meeting

Sanabria Nos. 520-521, are a 10 pfennig, green, and a 20 pfennig, green, typographed, perforated $11\frac{1}{2}$. These stamps were issued in large sheets of 77 (11x7) with an unusual arrangement of the two different sized stamps as illustrated. (See Fig. 20). This allows for seven se-tenant pairs in the middle of the sheet, which is perforated with a white selvage all around. These stamps were used for the Regensburg Aviation meeting, April 12-13, 1925. The special cancellation is circular in violet, reading "Oster-Flugtage Regensburg" at the top, below this "Flugpost" in smaller print and then the date. Covers are known with both single stamps, one of each size, (Fig. 21), and also with se-tenant pairs.

Conclusion

The writer has tried to bring out in the article that there is much more to collect and to know about these German semi-official air mail stamps than the listings in most air mail catalogues might indicate. These stamps have a special fascination for the collector of pioneer flights, since they were some of the very first flights to actually carry mail by plane. They are rare, interesting, historical and desirable philatelic items and are avidly sought by air mail collectors.

The writer has also noticed that the catalog prices are on the low side, many items often bring prices 50% and more over catalog. It is recommended that interested collectors compare the prices realized in recent auctions with those given in the 1959-60 edition of Sanabria to bear out the factuality of this statement.

GERMANY



Fig. 21. The 1925 Regensburg Aviation Meeting 10 and 20pf. stamps on a post card, dated April 12-13, 1925. [Author's collection].

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24c Red and Blue of 1918

More On Multiple Rate Covers

By PHILIP SILVER

In my article on multiple rate covers with the 24c air mail stamp of 1918 (January 1960, Volume VII, No. 3), I stated that it was hoped that additional covers franked with multiple pieces and carried on the first flights of May 15, 1918 from New York, Philadelphia and Washington or bearing date of May 16, 1918 from Washington would be "smoked out" so that they might be recorded in *THE AERO PHILATELIST ANNALS* in future articles. In the correspondence received from some of the members, was a very interesting letter from *Mr. William P. Laird of Minneapolis, Minnesota*, noting the items in his collection franked with such multiple pieces. Mr. Laird was also kind enough to comply with my request in reply to his letter that his covers be sent along to be photographed and, as a result, we reproduce them here for the record.

It was hoped that additional covers, other than the five illustrated in my January 1960 article would come to light. It will be noted, however, that of the three covers now shown, none was flown on the first flights of May 15th and 16th. So, one may conjecture again that multiple piece covers flown on the first flights are extremely scarce. Nevertheless, the three more covers illustrated in this following article are extremely interesting and desirable items for a collector of the 24c air mail stamp of 1918.

Block of four on cover dated July 15, 1918

The cover shown in Fig. 1 is of more than passing interest because it was flown on July 15, 1918, the effective date of the new 16c air mail rate for a one-ounce letter including



Fig. 1. Block of four on July 15, 1918 cover from New York, flown on the first day of the new 16c rate. William P. Laird collection. (Photos by Boutrelle).

UNITED STATES

special delivery. In the handwriting of the late L. W. Charlat, it was sent to a well-known dealer, Mr. Bertram W. H. Poole. It is cancelled "Jul/15/9 AM/1918/New York" and the arrival backstamp in Philadelphia reads July 15, 1918 at 4 PM. The cover bears no evidence of weight in excess of one ounce. Indeed, this appears to be a philatelic cover and, at 96 cents, probably represents an overpayment of 80 cents.



Fig.2. Block of four on July 19, 1918 cover from Washington. William P. Laird Collection.

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Fig. 3. Bottom arrow block of four from the first printing on July 30, 1918 cover from Washington. William P. Laird collection.

Block of four on cover dated July 19, 1918

The cover shown in Fig. 2 again seems to be a philatelic item sent to another stamp dealer, Mr. Alfred Lechner of New York City. It is cancelled "JUL/19/1918/Washington," and bears a New York backstamp "July 19, 1918, 6 PM." Since there is also nothing to indicate weight in excess of one ounce, the overpayment on this cover is probably 80 cents, as well. If one should try to guess the reason why this cover was made, one answer might be that it was done to fill a need for blocks of four on cover since there were undoubtedly few prepared even in 1918. July 19th was not a significant date such as the July 15, 1918 date on cover illustrated in Fig. 1. Note however, portions of the centerline on the two left stamps of the block.

Block of four on cover dated July 30, 1918

Here is third cover, obviously philatelic. It was sent to the same stamp dealer, Mr. Alfred Lechner. Cancelled "JUL/30/1918/Washington," the backstamp indicates that it was received in New York on the same day at 5:30 PM. The block has the bottom arrow which indicates that it came from the first printing, because the bottom sheet margin was cut away on the second and third printings to make the sheets fit the post office folders. Also since the envelope lacks evidence of excess weight, it appears that this cover also was overpaid 80 cents. (See Fig. 3).

Again, the writer would like to conclude with a plea to other United States and air mail stamp collectors to look to their collections for 24c air mail covers used during 1918 with multiple pieces. All such material received will be duly recorded in future issues of this magazine.

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