

THE AERO PHILATELIST ANNALS



Vol. XV, No. 2
October 1967

*** Contents**

United States (E. Elsworth Post)	29
4 Albino Panes From One Sheet of Scott C63 Identified	
Letter To The Editor	39
The Sieger Zeppelin Post Catalogue	
AERO PHILATELISTS	40
1967 Convention at SEPAD Philadelphia, Pa.	
AERO PHILATELISTS	40
1967 Officers and 1967-1969 Directors	
Aerofila '67 (Herbert Rosen)	41
American Prizewinners in Budapest, Hungary	
Central America (Fred O'Neill G.)	43
Scadta Co.'s 1925 Trial Flights	
Poland (Josef Kuderewicz, M.D.)	46
L.O.P.P. Vignettes	
United States (H. M. Goodkind)	49
1964 Crash Cover New Orleans, La.; Possibly Unique	
United States (Philip Silver)	55
Beacon 1929 Crash Cover Poses a Rate Problem	

DIRECTORY OF DEALER MEMBERS

FRITZ BILLIG
168-39 Highland Ave.
Jamaica, N. Y. 11432

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

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

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

P. J. DROSSOS
1 St. Denys Place
Athens, Greece

ORBIT COVERS
132 Nassau Street
New York, N. Y. 10038

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

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

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

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

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

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

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

J. STEPHEN
26 Coed Pella Rd.
Colwyn Bay, Gt. Britain

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

HENRI TRACHTENBERG
115, rue Hoche
Ivry, Seine, France

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

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

Copyright © 1967, by Aero Philatelists, Inc.

THE AERO PHILATELIST ANNALS



Vol. XV, No. 2
October 1967

Henry M. Goodkind, Editor

Philip Silver, Assistant Editor

UNITED STATES

Albino Sheets of Scott No. C63

The Four Panes Of 50 In One Sheet Identified

By E. ELSWORTH POST

My part in this story began in March, 1966, when I acquired an albino pane of 50 stamps of the 15c Statue of Liberty air mail stamp (Scott C63). It had been purchased in an Eastern post office. All of the design impressions, including the plate number, are clearly visible under certain lighting, when the pane is tilted to a proper angle. Not one of the 50 copies had received any ink, so that this is truly an albino pane. The back side is gummed, as should be, because this issue was printed on the Giori Press on single sheets of pregummed paper.

The back also reveals the design impressions, in reverse, the same as found on any normally printed pane of this issue.

It is an upper right pane printed from plate 26886. With the cooperation and permission of Robert C. Masters, editor of "The United States Specialist," I shall begin this story with a reprint that was published in the July, 1966 number of this journal.

ALBINO AIR MAILS

E. ELSWORTH POST (BIA 5608)

53 Hanley Downs

:-:

St. Louis, Missouri 63117

In my many years of constant searching for the odd and unusual in stamps and envelopes I have neither seen nor heard of a full pane of stamps uninked. Albino stamp envelopes, yes. These are quite common and occur when two or more envelope blanks are fed into the printing press together. The blank next to the printing die receives the embossing and the ink while the others receive only the embossed impression.

Partly printed stamps have occasionally been found and while certainly not common, they are hardly unique. These usually occur when some foreign matter covers a portion of the stamp thereby preventing the printing of that part under the foreign matter. Sometimes a fold-over of a corner of the sheet of paper will result in a partly printed stamp or for that matter, several unprinted stamps, with the printed portion being on the back of the paperfold. These I have seen but never a complete pane with an uninked impression of the entire pane, including the plate number.

The pane illustrated here is Scott #C63, upper right pane, 26886, printed on the Giori press on single sheets of pregummed paper. The uninked impression of each stamp, as well as the plate number, is lightly discernible on both the face of the sheet and the gummed side. Of course the impressions on the gummed side are reversed.

It is my opinion that when the automatic sheet feeder, consisting of four rubber suckers, lifted the top sheet off of the pile of pregummed sheets, in some unknown manner two sheets were lifted together onto the transporting tapes which carried the two sheets to the impression and plate cylinders. Perhaps these two sheets were partially stuck together.

Inasmuch as the sheets are lifted off the pile with gummed side up, the albino sheet would have to be the top sheet of the two. As the two sheets passed between the impression and plate cylinders the top sheet (the albino) was pressed against the impression cylinder while the bottom sheet was pressed against the plate cylinder, receiving the inked impression. After passing between the impression and plate cylinders the sheets are then transferred onto a chain conveyor and are still gummed sides up. They then travel on a "cushion of air" as described in "The Giori Press" for a distance of some 16½ feet before being turned over (printed sides up) onto a delivery pile. While moving along this chain delivery belt on the "cushion of air" the sheets are subjected to directed air streams, from holes along the way, to aid in a quicker setting of the ink. These air streams could have played an important role in the separation of these sheets along their journey to the delivery pile.

This albino pane was found in a regular post office pad of 100 panes in an Eastern Post Office. It was the only such pane in the entire pad, the other 99 panes were quite normal. Not knowing the minute details of how these panes are counted at the Bureau of Engraving and Printing at the time the post office pads are being prepared, we questioned our friend who discovered this pane, as to exact count of this particular pad. I wanted to know if the two panes had separated before the count at the Bureau, or if they were still stuck together as one pane in the post office pad. He assured me that it was already separated when the pad was opened and that the pad contained only 99 other panes.

Perhaps someone knows the whereabouts of the other three panes. If so, I will appreciate hearing from him.

Note: Because the colorless impressions would not show in a photograph, I rubbed a light coating of graphite on the one stamp to show the impression.

Initial Detective Work

In as much as this particular issue was printed from plates of 200 subjects, in four panes of 50 stamps each (5x10), there had to be three more albino panes.

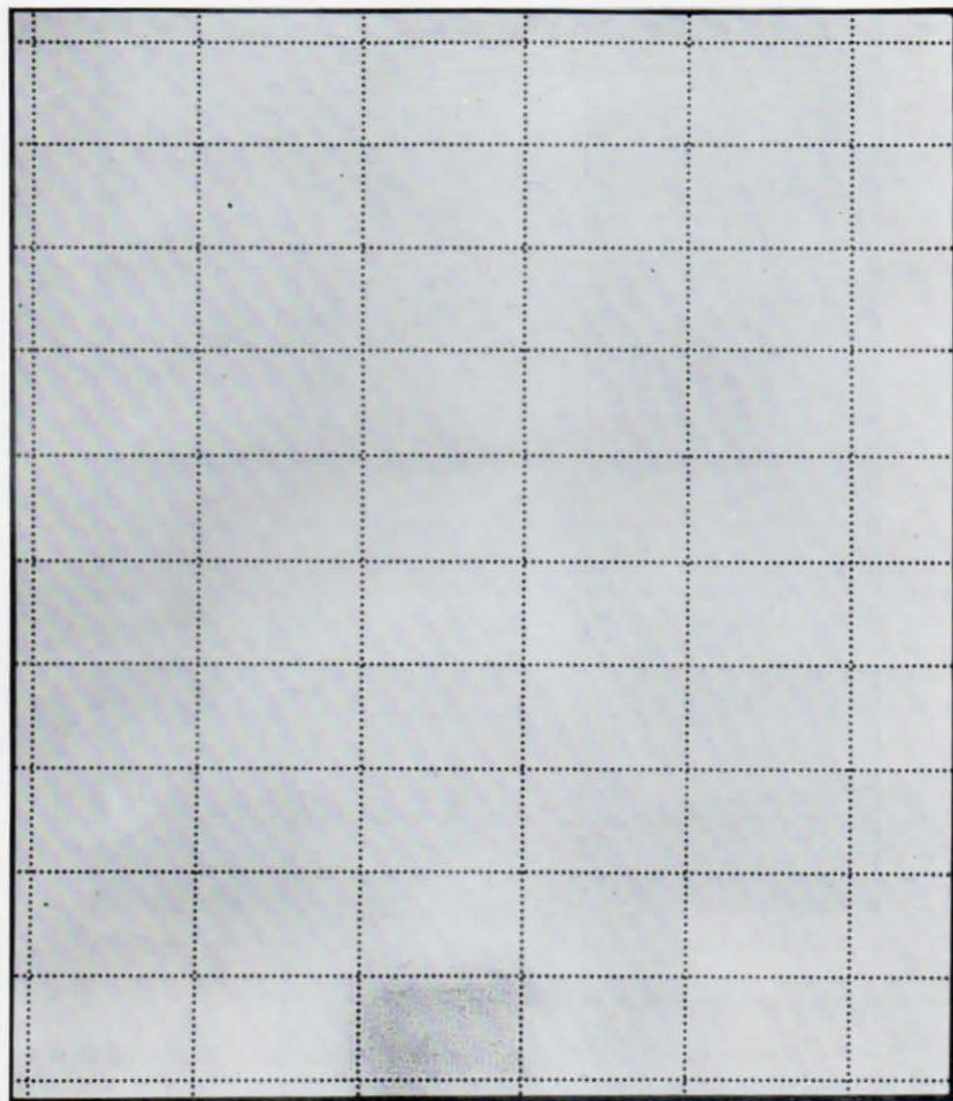


Fig. 1. The illustration as used in The "United States Specialist" article. It can clearly be seen by the impressions of the design on the stamp in the bottom row (photographed with a light coating of graphite) that this is the modified design, Scott C63, with divided framelines.

Of course, this did not mean that the other three panes may have evaded the close scrutiny of the government inspectors as this one did. Any or all could have been discovered at The Bureau of Engraving and Printing, in which case they would have been destroyed. I considered the remote possibility that a piece of paper or other foreign matter of the exact size of my pane, covered only this one pane as it passed through the printing press. Had this occurred then, of course, the other three panes of the sheet would have received normal inking. This did not seem plausible. As a result I believed that there was a good possibility that three more albino panes existed, but a far better chance that some had been found and destroyed at the Bureau.

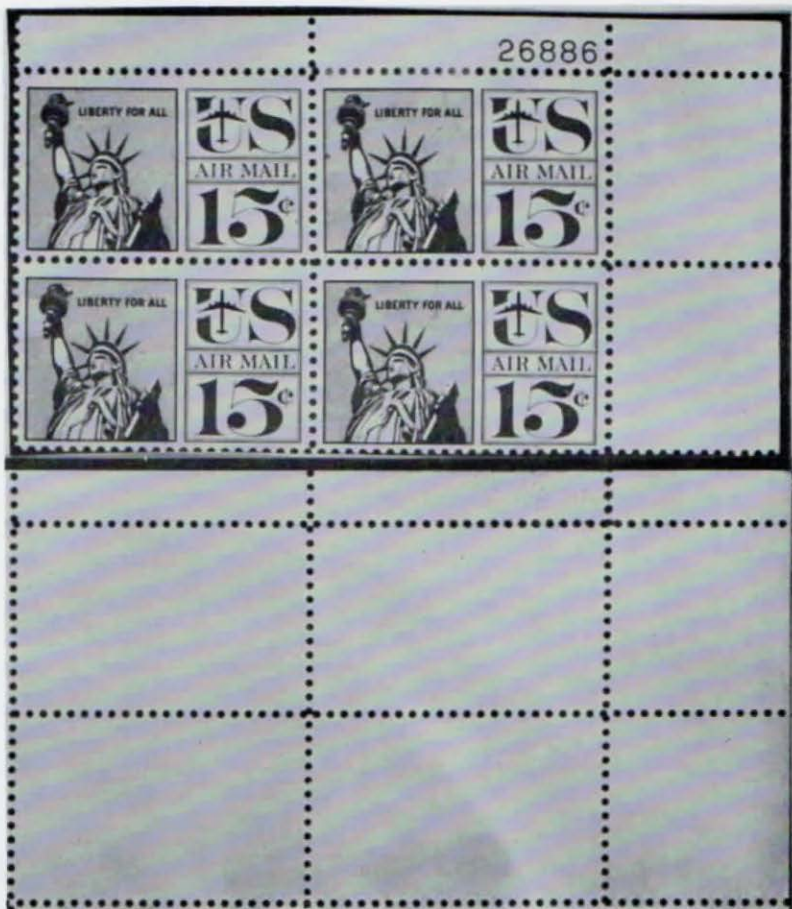


Fig. 2. A normally printed C63, the upper right plate block from the plate, 26886.

Fig. 2A. The upper right plate block from the albino pane, again photographed with a light coating of graphite in an attempt to show the same plate number as on Fig. 2.

I took my pane to the 1966 convention of the American Philatelic Society, held in Cincinnati, Ohio. It was shown to several stamp dealers at the show. All had never before seen a full pane of albino stamps like mine. They had seen at most a few copies of a stamp that had not received an inked impression, because of a foldover, double paper or the result of some foreign matter on the paper, but never a full pane. Several expressed opinions that this very well might be a unique item.

Then, I obtained my first good lead. Mr. Louis Scharff of J. & H. Stolow, Inc., New York City looked at the pane. To my surprise, he told me that about four or five years ago his firm had had a pane of albino air mail stamps. He believed it was the same issue as mine. He admitted, however, he could not be sure about it. To the best of his recollection, his firm had sold the pane at private treaty. He was certain of one thing — the pane had been written up and illustrated in the *AERO PHILATELIST ANNALS*. That he knew, because he had read the article.

My next step was to write a letter to Henry M. Goodkind, the editor of

the AERO PHILATELIST ANNALS; I could hardly wait for his answer. It came promptly, with the article he had written in the July, 1961 number entitled, "Interesting New Printing Variety — Albino Sheet Of The Current 15c Air Mail Stamp."

In his article, Mr. Goodkind had illustrated both the front and back of an upper left pane of the same air mail stamp, Scott C63, as I had. Also, an enlarged photograph of one stamp of the pane plus a portion of another was shown. This fine illustration clearly shows parts of the embossed design on the albino pane. This is now illustrated again as Fig. 3. It shows the modified design (the two panels in the design separated by double vertical lines in the center, different from the design of the first issue of this 15c air mail stamp, Scott C58, which has only one line separating the two panels).

According to the July, 1961 article, the upper left pane was found in an Upstate New York post office by a party, who had purchased five panes of this stamp. Upon returning to his office, he discovered the one albino pane along with four normally printed ones. It was Mr. Goodkind's opinion then that two sheets of pregummed paper became stuck together as they entered the printing press with the result that one sheet was inked, while the other received the embossed impression only.

Mr. Henry Kraemer of New York, N. Y., was mentioned as the owner of that pane. Unfortunately, the plate number was not mentioned in the article. However, Figs. 3 and 4 show it to be, without question, the upper left pane of the same 15c air mail stamp as my upper right pane. Incredible that one pane bought at a post office in the spring of 1961 could be from the same sheet as another one found five years later in the spring of 1966 — but more about that later.

Five Years Later

Through the cooperation of a former associate of Mr. Henry Kraemer and later through Mr. Kraemer's personal help, I received a letter from the present owner of the upper left pane. I wanted to learn the plate number of that pane. This party does not wish to have his name divulged. Unfortunately, in his desire for secrecy, he would not tell me the plate number, nor permit me to examine



Fig. 3. The same illustration was used in the AERO PHILATELIST ANNALS article of July 1961. (Photo by Boutrelle).

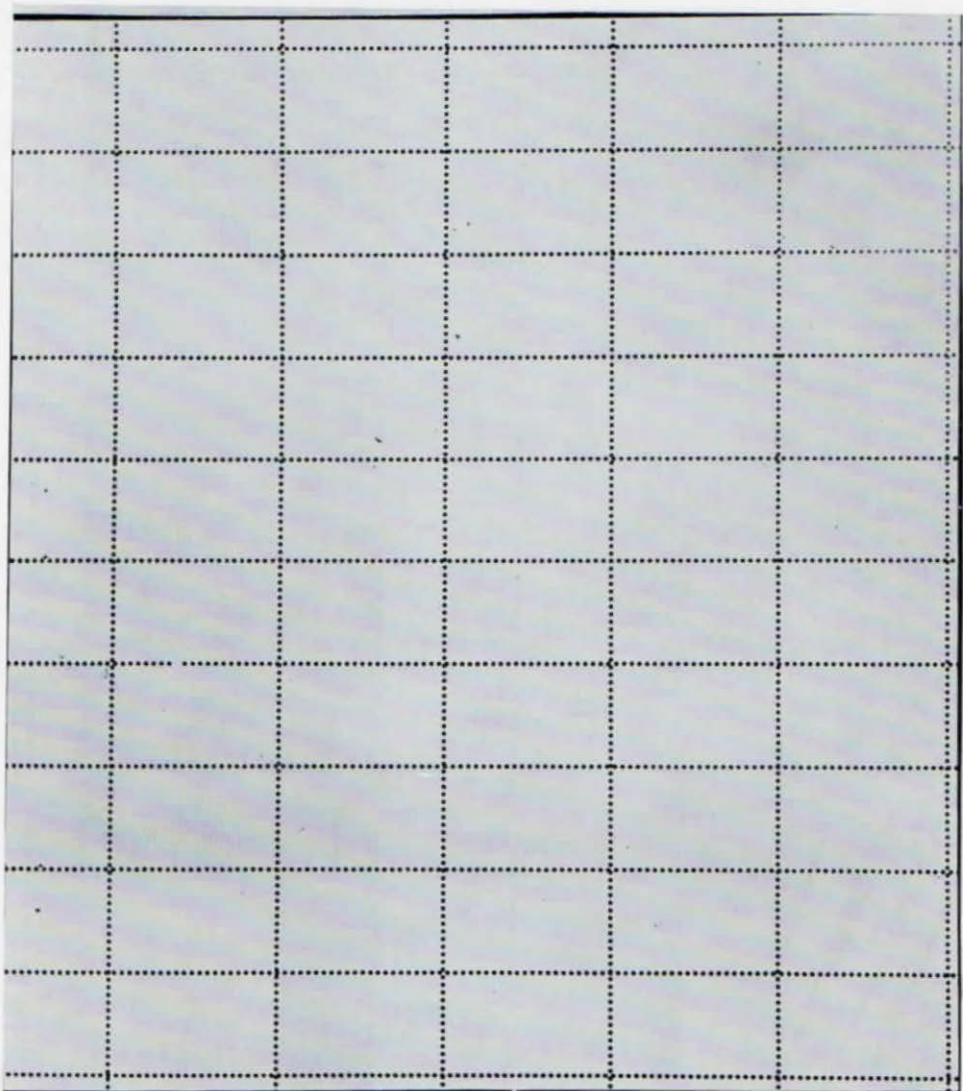


Fig. 4. In the July, 1961 article by Mr. H. M. Goodkind this was Fig. 1, showing the front of the upper left pane. (Photo by Boutrelle).

his pane or send me a photograph of it, so that I could identify the plate number. He only told me he has had his pane "put away for more than five years." He did mention that he had paid quite a lot of money for it and would be willing to sell it if he received what he considered a satisfactory offer.

During the several weeks that elapsed while I was tracking down the present whereabouts of "UL" pane, I was still corresponding with my friend from whom I had purchased the "UR" pane seeking additional information on that one.

A colleague, also interested in collecting freaks and oddities, had just informed me that the Simmy's Stamp Company of Boston, Mass. was offering an albino pane of C63 in their October 1, 1966 auction. Curiously, I had received the auction catalog in the mail but had not read it — had not even glanced

through it. It did not take me long to dig it out from among several other current auction catalogs I had on my desk. My friend was right — there it was printed in black and white as follows:

“Lot 833. Reissue (C63), A VERY RARE & Possibly UNIQUE ALBINO SHEET OF 50, OG, NH, has full impression of stamps but without any ink whatsoever.” No mention made of the plate number or pane position.

Upon request, the auction house mailed it to me for inspection, explaining that it had been consigned for auction sale by another stamp dealer, who was acting in behalf of a client. Obviously, I was happy to learn, upon receiving and examining this pane, that it was unquestionably the same issue (Scott C63) as both the other “UL” and “UR” panes.

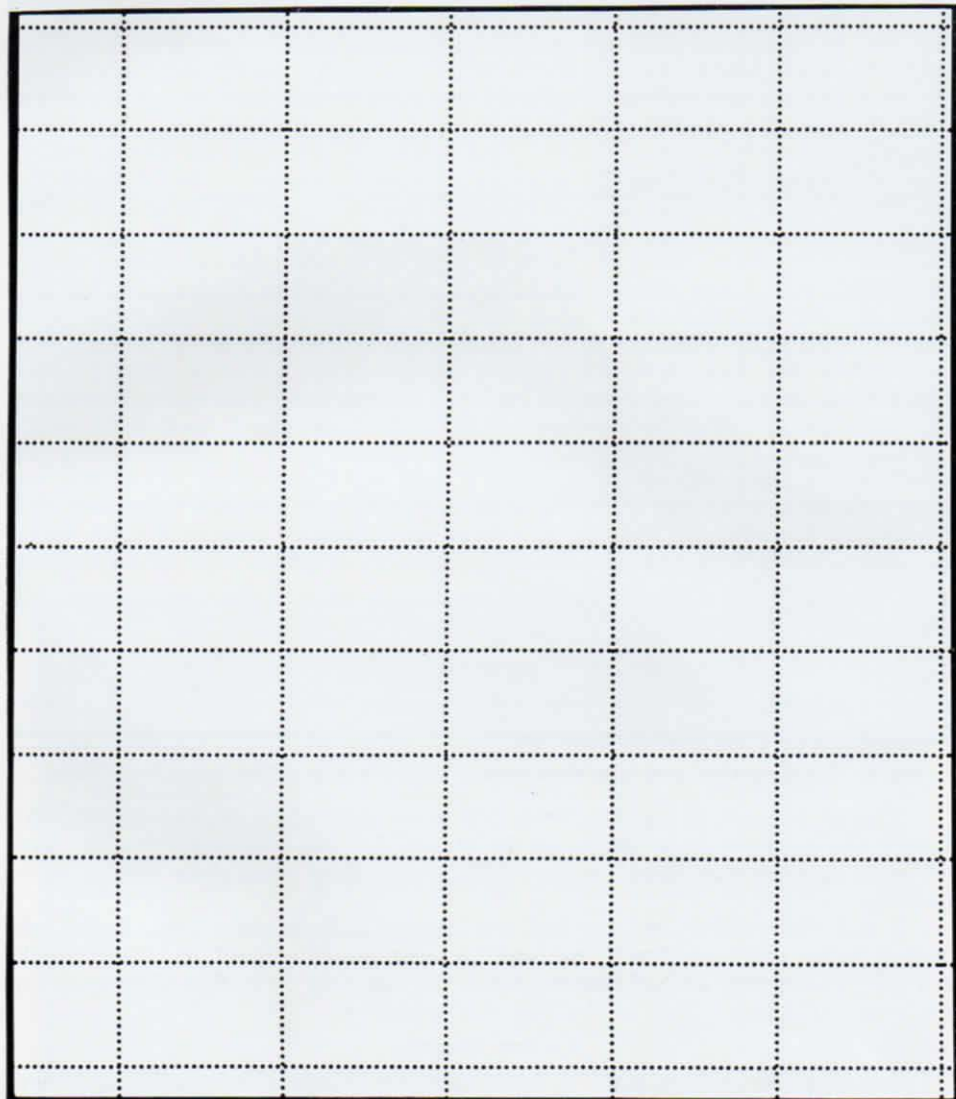


Fig. 5. The lower left pane. (Courtesy of Mr. Paul W. Persons, Jr. of Boston, Mass.)

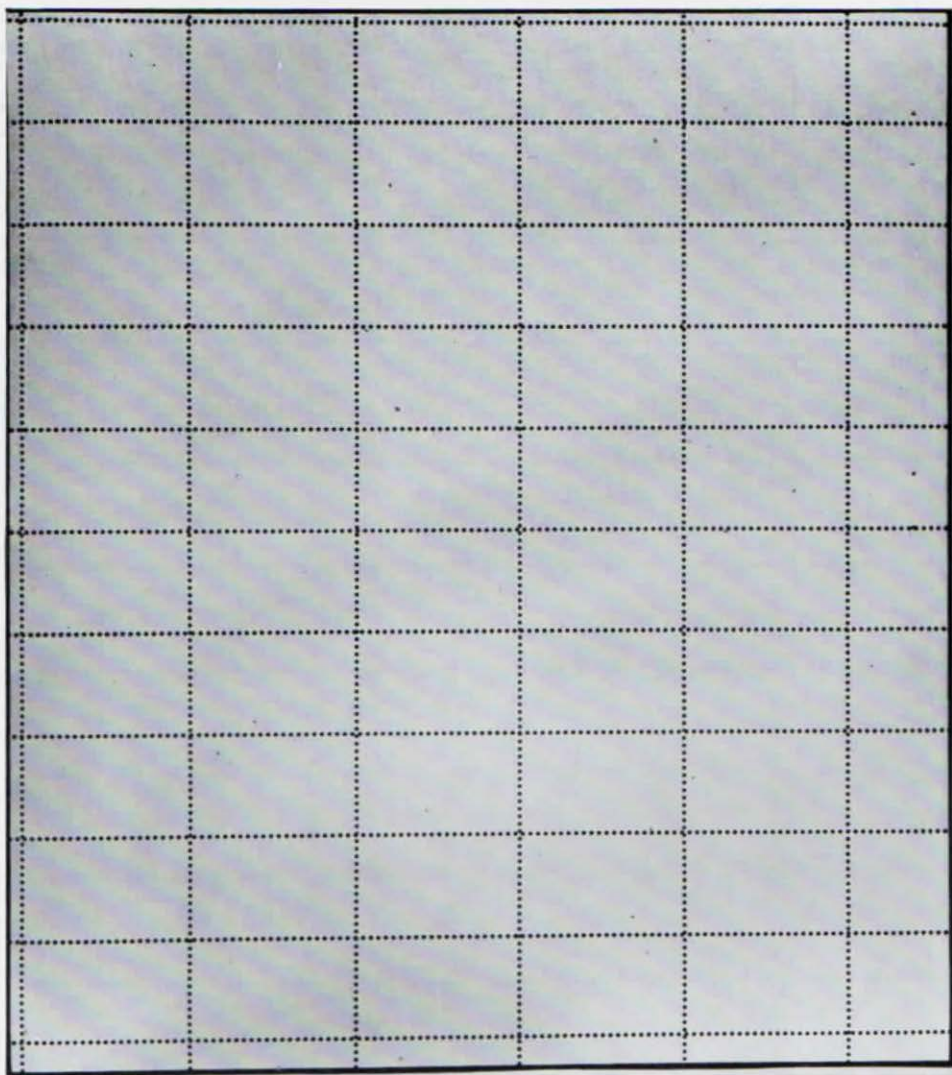


Fig. 6. The lower right pane with plate number 26886 found in a New Jersey Post Office.

Also of interest, it was the lower left pane with plate number 26886. Although the colorless impressions of the stamp designs and plate number were not quite as strong as those on the "UR" pane, they were clear enough to be identified.

A bid was mailed, but my bid was topped — they often are. Later, the auction house cooperated with me and had the buyer contact me. My thanks to Paul W. Persons, Jr., of Boston, Mass., for sending me a fine photograph of his lower left pane. This is the Fig. 5 illustration.

Further Progress

Out of a "clear blue sky," I began hearing things which made me believe there could be more than one sheet of 200 of the Scott C63 albino air mails. I heard that a New Jersey collector friend of mine also owned a pane.

Next, I heard that a Brooklyn, N. Y. stamp dealer had offered a pane to a friend of mine in San Francisco, Calif., who specializes in U. S. freaks and oddities. Finally I learned that two more panes had been found in that Eastern post office — my “UR” pane plus another. My source of information explained that the two panes had been found in different pads (post office pads of 100 panes each), and that one was sent to me — the other to a stamp dealer in Michigan.

Now, I was beginning to wonder which were really the freaks — the albinos or those with inked impressions. I toyed with the idea of breaking up my pane into singles for sale. Seriously, I was baffled. Could there possibly be six panes? If there were, then there had to be two complete sheets; that would mean eight panes.

Obviously, I could not quit now, not after all the research I had done. And to think my original mission was only to account for the whereabouts of only four panes that made up the full sheet of 200 albino stamps. More letters had to be written — one to that stamp dealer in Michigan, another one to the Brooklyn, N. Y. dealer and a third one to my friend in New Jersey, who was supposed to own one of the panes.

First, I had to learn the names of all these stamp dealers; that meant more letters had to be written. For the next few days, I was quite busy corresponding. Soon, the replies came. Now, things began to happen — pieces began falling into place — it was not so bad, after all.

My New Jersey friend did own a pane, the fourth one I was looking for, lower right, plate number 26886. He sent me a clear photograph of his “LR” pane, shown in Fig. 6, and also an enlarged one of the lower right portion of his pane (Fig. 7) showing plate number 26886. Unfortunately, the albino plate number may not show too well in the Fig. 7 illustration. This pane was purchased in a New Jersey post office in the summer of 1966. It was the only one found there.

About the same time I received a letter from the Michigan stamp dealer (remember, he had the pane that had been found in the same post office from which mine had been bought). He informed me that he had sold his pane to another party who, in turn, placed it in Simmy's Boston, Mass. auction. He

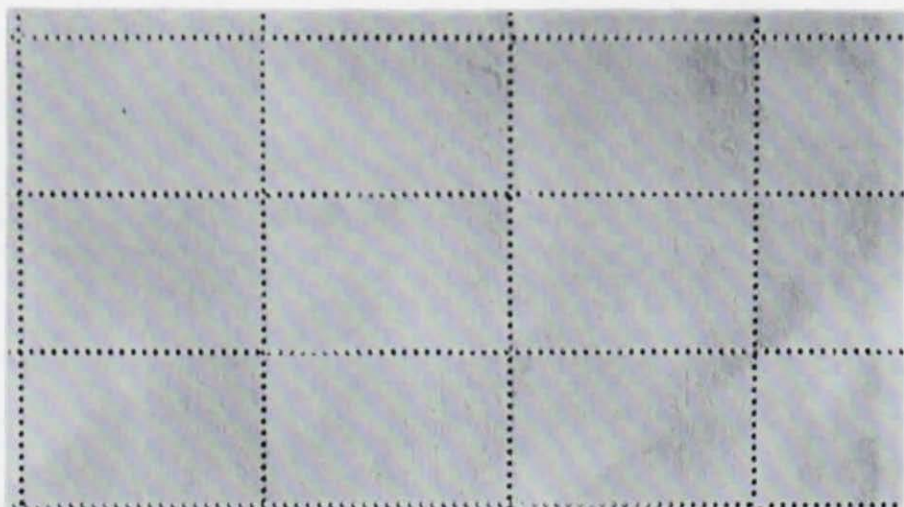


Fig. 7. An enlargement of the Fig. 6 pane of the upper right block of nine that has the plate number 26886, which is not strong enough to be reproduced in this illustration.

even sent me a tearsheet from the auction catalogue with the description. By that time, I had already known that was the pane owned by Paul W. Persons, Jr.

The stamp dealer in Brooklyn also wrote me that he did not own an albino pane, but he had been commissioned by the owner of "LR" pane (the New Jersey collector who wished to remain anonymous) to sell the pane, if a buyer at the asking price could be found. The Brooklyn dealer has never had this pane in his possession but he did have a photostat of it, which he had mailed to the San Francisco collector. This has all been later confirmed by my friend in New Jersey. Now, we are back to four panes again.

A Recapitulation

In the event that you are somewhat confused by now, it might be well to sum up my identification of the four panes of 50 as follows:

1. *Upper left pane* (plate number unknown to me) was found in an Upstate New York post office in the spring of 1961, and was first reported in the *AERO PHILATELIST ANNALS* in July 1961. The present owner lives in New York City. However, I am not at liberty to divulge his name, but we have corresponded.

2. *Upper right pane* (plate 26886) was found in an Eastern post office in the spring of 1966. It was first reported in the "United States Specialist" in the July 1966 number. Owned by the author.

3. *Lower left pane* (plate 26886) was purchased in the same Eastern post office where the upper right pane was found, in the spring of 1966. It was first reported in the *Simmy's Auction* (Boston) in the catalogue for their October 1, 1966 auction sale. Now, it is owned by Paul W. Persons, Jr., of Boston, Mass.

4. *Lower right pane* (plate 26886) was bought in a New Jersey post office in the summer of 1966. Its existence has not been reported in any philatelic publication until now. Owned by the New Jersey collector, who wishes to remain anonymous. However, I have seen this pane.

Mission Accomplished

To the best of my knowledge, no other albino panes have been reported, only the aforementioned four, each with a different position and three with the same plate number. Consequently, it is reasonable to assume that "UL" pane with plate number unknown to me, must be from the same sheet that produced the other three panes.

How could this happen? I have already explained the cause of the albino panes. (See Henry M. Goodkind's article in the July, 1966 *AERO PHILATELIST ANNALS* and my article in the July, 1966 "United States Specialist".)

What explanation is there for one pane being found in 1961, while the other three did not appear until 1966? Could it be that a five-year supply of this stamp had been printed in 1961, and that three of the four albino panes had laid unsold in stock pads for five years, either at the Bureau of Engraving and Printing or the Post Office Department in Washington, D. C. Or could they have been shipped to the post office in 1961 and remained unsold there? I know nothing about the operating methods in the Upstate New York post office, where the first pane was found nor the New Jersey post office, where the fourth pane was bought. I have been informed, however, that the Eastern post office, where the other two panes had been found, had reordered this 15-cent air mail stamp at least twice since its initial shipment. Also, I have been told that it is the common practice of this particular post office to place its new stock at the bottom of the stack and use its older supply first. This may all be well and good, but to use an ancient cliché, "To err is human." Perhaps, the older stock did remain at the bottom of some stack for five years, either in Washington, D. C. or

at the post offices where the panes were found.

According to official records, plate 26886 was certified on December 21, 1960. It was first sent to press on December 22, 1960 and was first placed on sale January 13, 1961. It was cancelled on December 27, 1965. A total of 654,484 impressions were made from this plate.

Should anyone have any knowledge of more albino panes of this 15-cent air mail (Scott C63), I would appreciate hearing from him (or her).

I am grateful to each person mentioned, either by name or other means in this article, for his time and efforts in supplying the information and material needed to record this story.

Ballons Montes Collection at Private Sale

A carefully selected collection of 18 items of the Paris Balloon Post of 1870-71. The balloons include: Le Garibaldi, Le Torricelli, Le Washington, Le Newton, La Poste de Paris, Le Colonel Charras, Le Duquesne, Le Godefroy Cavaignac, La Ville de Paris, La Ville d'Orléans, Le Ferdinand Flocon (Gazette des Absents), Le Vaucanson (Gazette des Absents) and Le Parmentier (Dépeche-Ballon). Condition fine to very fine, and clean Price \$825

HARMER, ROOKE & CO., Inc.

International Auctioneers of Fine Stamps

589 Fifth Ave. (at 48th), New York, N. Y. 10017

Letter To The Editor

The Sieger Zeppelin Post Catalogue

I read with great interest in the July, 1967 number of your magazine (Vol. XV, No. 1) the article by Sebastiao Amaral on the San Marino Zeppelin covers not listed or incorrectly included in my catalogue.

There are many Zeppelin items that should be included and also revised in the next edition of my catalogue that I am now working on. I invite any reader of the AERO PHILATELIST ANNALS, who has some constructive suggestions for the "Sieger Zeppelin Post Catalogue," as Messrs. Amaral and Bernard Fink have, to send this information to me. I shall be glad to include it.

The problem always has been that we hear about such matters, as Mr. Amaral writes about, after the catalogue is published.

*Hermann W. Sieger
Postfach 69, 7073 Lorch (Württemberg), Germany*

21st Annual Convention and Exhibition

AERO PHILATELISTS

Friday, Saturday and Sunday

NOVEMBER 10, 11, 12, 1967

To be held in conjunction with

SEPAD

Hotel Sheraton

Philadelphia, Pa.



1967 OFFICERS

<i>President</i>	WILLIAM N. MEAD
<i>Vice President</i>	R. H. SHRADY, M.D.
<i>Secretary</i>	HARRY A. HOLMAN
<i>Treasurer</i>	BERNARD FINK

DIRECTORS

<i>Class of 1967</i>	<i>Class of 1968</i>	<i>Class of 1969</i>
JACOB S. GLASER	JOHN J. BRITT	BERNARD FINK
HENRY KRAEMER	WILLIAM H. MILLER, JR.	H. M. GOODKIND
GEORGES A. MEDAWAR	STANLEY R. RICE	HARRY A. HOLMAN
WILLIAM N. MEAD	IRA SEEBACHER	JACK KLEIN
R. H. SHRADY, M.D.	LOUIS N. STAUB	HERBERT ROSEN
PHILIP SILVER		

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

AEROFILA '67

The American Prizewinners

By HERBERT ROSEN

A large number of awards were received by American collectors, who participated in the International Air Mail Exhibition AEROFILA '67 in Budapest, Hungary.

A Gold award was won by Bernard Fink, the longtime Treasurer of AERO PHILATELISTS, for his collection of covers flown on Graf Zeppelin flights throughout the world.

A special award of a china vase plus silver medal was presented to Dr. James B. Helme for his specialized airmail collection including artists' drawings, Die Proofs and most of the known errors.

Silver medals were given to Otto Gabor Schaffling (Hungary air mail Collection); Harry A. Holman (Covers & Cards of Austrian air mails); Dr. James J. Matejka, Jr. (China air mails).

A silverbronze medal was received by Mr. Zdzislaw Wagrowski for First Flights of Poland and two Silverbronze medals went to Mr. Alfred Szebel, one for his Dornier Pioneer Flights and the other for 30 Years of U. S. A. Rocket Mail Experiments.

Bronze medals were obtained by William N. Mead (Overprints on air mail stamps, resulting from Military and Political Activities during and following World War II); Abe Kleint (Conquest of Outer Space, The men who led the War), Alfred Szebel (U. S. Manned Space Flights of Mereury and Gemini Projects) and Ludwik Pieczara (Telstar).

Special vases of crystal and china were presented as separate awards to Admiral Jesse G. Johnson for his collection of "Transatlantic Mail" and Herbert Rosen, the United States Commissioner to AEROFILA '67, for "History of Aviation," both exhibited in the Court of Honor, not for competition.

Karl L. Keldenich received the Pestalozzi Kinderdorf Balloon Post Medal.

Literature Awards

Diplomas in rank of silver medals, the highest award in the literature section were given to Henry M. Goodkind for his "U. S. 5c Beacon Air Mail Stamp" book, to the AERO PHILATELIST ANNALS, Ernest M. Cohn and Nicolas Sanabria Co., Inc. for the catalogue.

A Souvenir Sheet was won by Bert. L. Werner.

The exhibition was very well attended and could be considered a great success due in part to the tremendous efforts extended by Dr. Laszlo Steiner, the General Secretary.

Next year's International Air Mail Exhibition will be held in Vienna, Austria, under the auspices of FISA from May 30 to June 4th. Full details can be obtained by writing to the U. S. Commissioner, Herbert Rosen, 121 W. 45 Street, New York, N. Y. 10036.

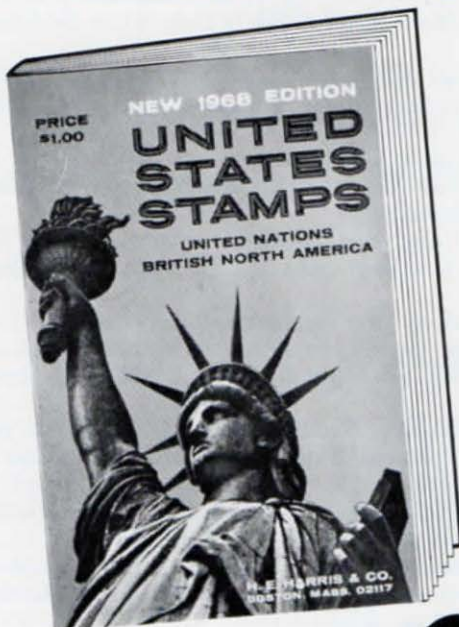
TO JOIN AERO PHILATELISTS

Simply fill in the membership Application on Page 48 and mail to:
Aero Philatelists, 22 East 35 Street, New York, N. Y. 10016.

NEW! 1968 EDITION

HARRIS

US/BNA CATALOG



OVER 3,400 PRICE CHANGES.

- 192 pages.
- Deluxe flat-back binding.
- Heavy, washable covers.
- High quality paper.
- Latest up-to-the-minute revisions.

One of the most important editions in our many years of publishing this most widely used catalog — a "must" for every stamp collector.

Compiled and edited by the experts of H. E. Harris and Co., The World's Largest Stamp Firm.

Mail the handy order coupon below for your personal copy TODAY!

US/BNA Catalog Includes:

- 192 informative pages with more than 2,000 illustrations.
- All major U. S. Postage and Airmail issues . . . PLUS Special Delivery, Parcel Post, Envelope Squares, Postal Cards, Officials, Revenues, Postage Dues.
- Popular specialties such as mint position blocks, plate number blocks, zip blocks, mint sheets, perforated coils, booklet panes, first day covers.
- Complete illustrated U. S. Possessions, Confederate States, United Nations and British North America.
- Big "Americana" section — postal tributes to the United States, on foreign stamps.
- Mounted collections, albums, popular supplies and accessories.
- U. S. Stamp Identifier — fully illustrated, check your own collection for valuable hidden stamp treasures!

FLAT-BACK DELUXE BINDING — FOR YOUR LIBRARY SHELF AND PERMANENT REFERENCE

\$1.00

MAIL THIS COUPON NOW!

H. E. HARRIS & CO., Catalog Dept., Boston, Mass. 02117. Please RUSH me, post free, the new 1968 Edition of your 192 page catalog, UNITED STATES STAMPS, U. S. POSSESSIONS, UNITED NATIONS & BRITISH NORTH AMERICA, including the U. S. Stamp Identifier, etc. I am enclosing \$1.00. (Mass. res. add 3% Sales Tax)

NAME

ADDRESS

CITY
STATE ZIP

H. E. HARRIS & CO. CATALOG DEPT. BOSTON, MASS. 02117

CENTRAL AMERICA

The SCADTA Co.'s 1925 Trial Flights

By FRED O'NEILL G.*

In the January and April 1967 numbers (Vol. XIV, Nos. 3 and 4), of the *AERO PHILATELIST ANNALS*, Messrs. H. M. Goodkind and Roberto Levi-Castillo, referred to two very interesting aspects of Colombia and Ecuador's SCADTA air mail stamps, flights and postal markings. This has prompted me to prepare this brief commentary on SCADTA's first flight in Costa Rica, and the interesting philatelic material it produced. The following details are not mentioned in F. W. Kessler's¹ nor Eugenio Gebauer's² important handbooks.

The Aviation Aspects

In the 1920's the SCADTA Co. sought to spread its sphere of operations beyond Colombia and to popularize the use of air mail; they carried out a series of test flights. Among the most important, because of the greater number of countries involved, was the one made on August 10, 1925, trying to establish possible air mail routes in Central America.

This flight left Barranquilla, Colombia with the following tentative schedule: Cartagena, Colombia; Cristobal, C. Z.; Port Limon, Costa Rica; Managua, Nicaragua; Ampala, Honduras; Guatemala City, Guatemala, and Belize, British Honduras.

For this test flight, SCADTA used the two of the most modern seaplanes available at that time, German Dornier-Wall planes: twin-motor, 720 H.P.

*Our member, Mr. Fred O'Neill G. resides in Port Limon, Costa Rica.

1. F. W. Kessler. "The Air Posts of Colombia". Brooklyn, N. Y., 1936.

2. Eugenio Gebauer. "The Air Post of Colombia". Caracas, Venezuela, 1963.

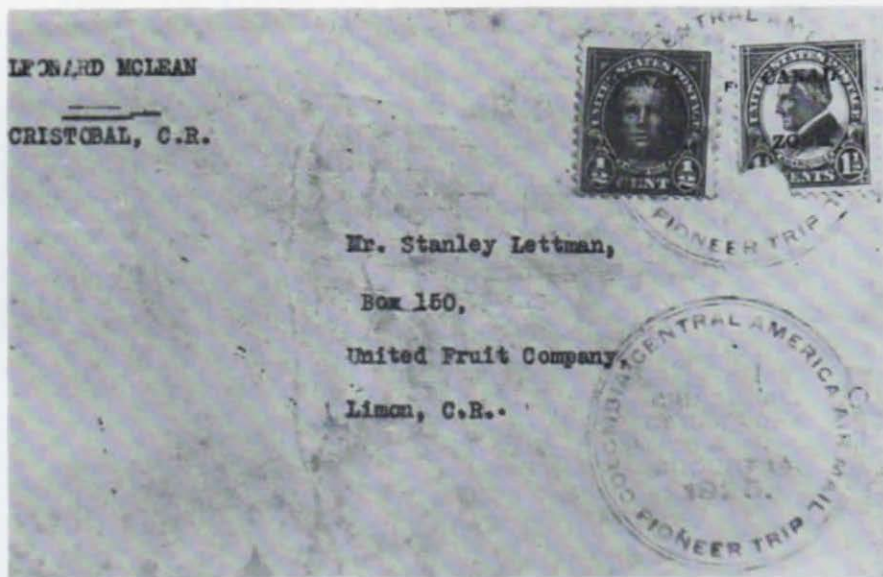


Fig. 1. The front of the August 14, 1925 cover flown by the Colombian SCADTA Co.'s two seaplanes from Cristobal, Canal Zone to Costa Rica.

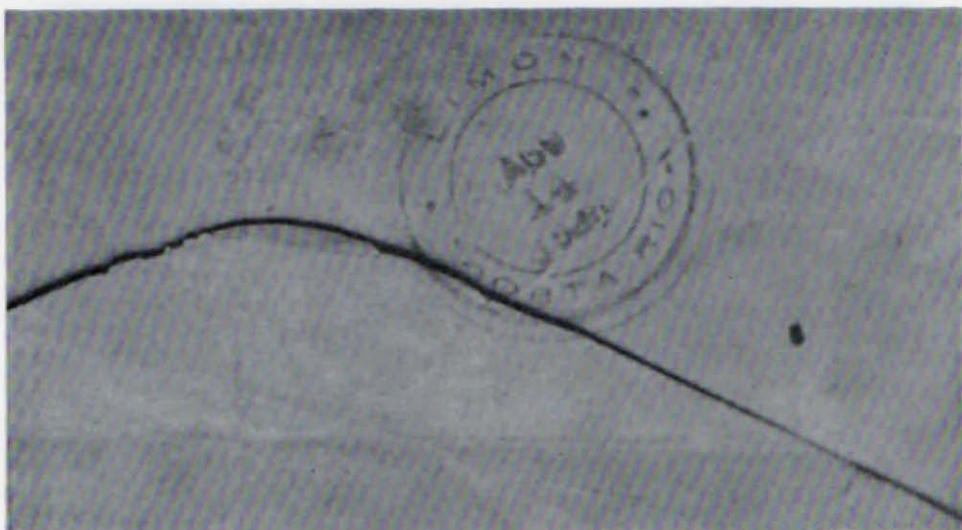


Fig. 2. The Limon, Costa Rica backstamp dated August 14, 1925.

with a cargo capacity of 2,500 kilos plus space for 10 passengers and a cruising range of 700 miles. These hydroplanes were named "Atlantico" and "Pacífico," their registry Nos. were A-22 and A-19, respectively.

The crews were made up as follows: Capt. F. Hammer in command of the "Atlantico" and Capt. F. von Buddenbrock in command of the "Pacífico;" second pilots were G. Schuster and H. Muentzer; the mechanical engineers were H. Teegen and F. Nulle; mechanics: F. Pereira and H. Duest. Dr. Peter von Bauer, co-founder and general manager for many years of SCADTA, was designated as the Chief Scientist. All were German, with the exception of Pereira who was a Colombian.

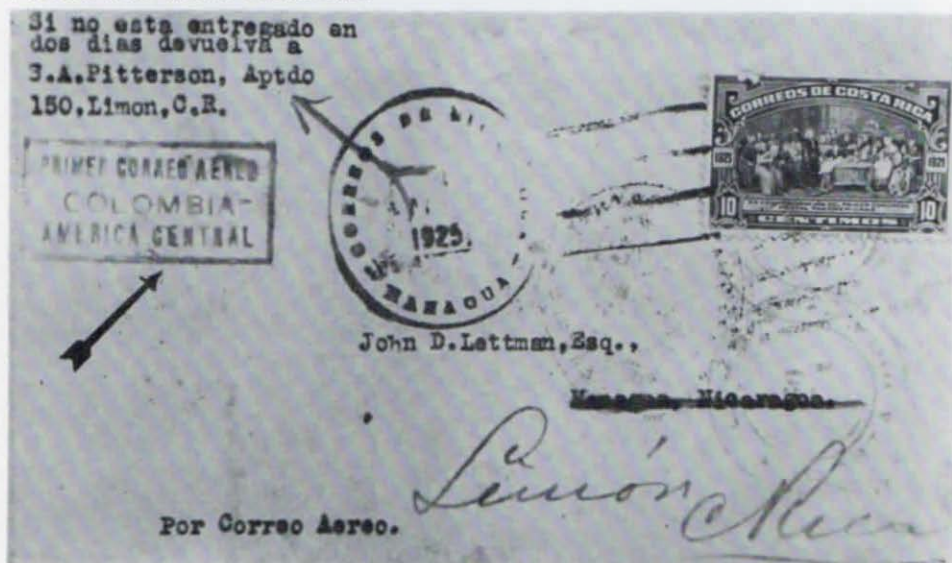


Fig. 3. The August 15, 1925 Costa Rica to Nicaragua flight cover. Notice the rectangular Colombia cachet in the upper left corner.

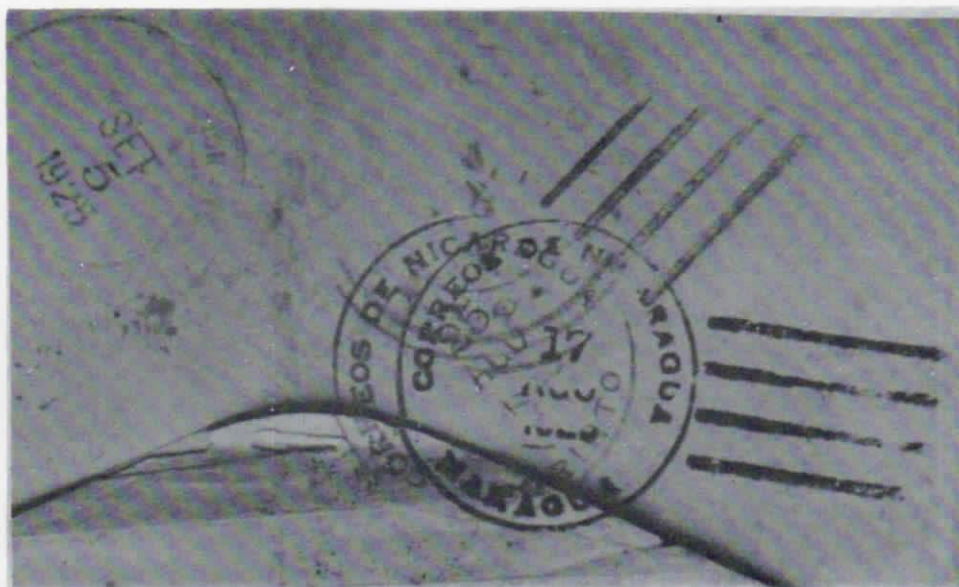


Fig. 4. The back of the Figure 3 cover postmarked Managua, Nicaragua August 17, 1925.

The two planes arrived at Cristobal, Canal Zone during the afternoon of August 12, 1925. The crews were guests of the United States until August 14th when they left France Field at 9:00 a. m. for Port Limon, Costa Rica. They were escorted by U. S. planes for a short stretch after leaving the Canal Zone.

The seaplanes alighted at Limon, Costa Rica at 12:30 p. m. on August 14, 1925 and were greeted by Costa Rican authorities and the German and Colombian Consuls. The seaplanes did not stay long in Costa Rica. They left on August 16, 1925 for Managua, Nicaragua, where they arrived on the same day.

Philatelic Aspects

Canal Zone's postal authorities prepared a special postmark to commemorate the occasion; all covers brought to Costa Rica from Cristobal on the Dornier-Walls carried it. The postmark, in form of a circle carries the following words: "COLOMBIA - CENTRAL AMERICA AIR MAIL - PIONEER TRIP. CRISTOBAL, CANAL ZONE, 8 a. m., AUGUST 14, 1925." (Fig. 1).

This cancellation is not mentioned in Kessler's book¹ and also is not described by Gebauer². When later I informed Mr. Gebauer about his special Canal Zone cancellation, he said that he had no knowledge of it when he prepared his work.

This postmark on covers undoubtedly is very scarce.

These covers when received by Costa Rican postal authorities, were postmarked on the back with the postmark then in use in the Port Limon Post Office with the following inscription: "LIMON - COSTA RICA - AGOSTO 14, 1925" (Fig. 2).

The SCADTA Co. offered to transport air mail from Costa Rica to Nicaragua on this pioneer trip. But, probably due to the short amount of time available, a proper commemorative postmark could not be prepared.

According to information supplied by the late Mr. Gamaliel Noriega, Costa Rica's Post Office Director at that time, only 25 covers were transported from Costa Rica to Nicaragua. The 1923 10c. postage stamp was used (Scott No. 122).

Covers were cancelled (Fig. 3) with the postmark used in the Limon Post Office on August 15, 1925 with the same one as shown by Fig. 2.

After this correspondence was received by the crew of the SCADTA hydroplanes, it was desired to offer evidence that the mail had been transported by SCADTA. A special rectangular cachet was placed on the covers with the following words: "PRIMER CORREO AEREO - COLOMBIA - AMERICA CENTRAL" (Fig. 3). This cachet is described in both Gebauer's and Kessler's handbooks.

When this mail arrived at Managua, Nicaragua, it was backstamped "CORREOS DE NICARAGUA - MANAGUA - 17 AGOSTO 1925" (Fig. 4). The reason the Fig. 4 postmark is dated August 17, 1925, although the two seaplanes arrived the 16th, is that the latter was a Sunday; the post office was closed.

These covers seem to be rare. Up to the present time, I know of only three collections that has them. Two are in Costa Rica, including mine. The third set belongs to a Collectors Club of New York member. If there are any more, I would be very pleased to learn of them and so request correspondence.

VATICAN CITY COVERS

Bolaffi's Prices in ()

#14	Provisional on First flt. cover		50.00
47-54	Catholic Press	(120.00)	95.00
55-60	on reg. letter Arch. Cong.	(65.00)	60.00
61-67	fl. to France Interregnum	(20.00)	14.00
72-76	Medallions	(12.00)	10.00
122-131	El1-12 Basilicas-Exp.	(270.00)	P. O. R.
132-139	Holy Year	(90.00)	50.00
140-42	— Palatine Guard	(80.00)	45.00
143-44	— Dogma of Assumption	(75.00)	40.00
145-48	— Pope Pius X	(175.00)	90.00
149-53	Calchedon	(160.00)	90.00
155	— Roman States	(27.00)	20.00
155A	— Roman States souvenir sheet	(90.00)	60.00
156-57	Maria Goretti	(27.00)	17.50
158-68	El13-14 Popes & Basilicas - Exp.	(30.00)	25.00
239-42	— Brussels Fair	(25.00)	18.00
242A	— Brussels Fair souvenir sheet	(20.00)	22.50
C9-15	2nd Airmail	(40.00)	35.00
C16-17	— Tobias	(1000.00)	P. O. R.
C18-19	UPU	(400.00)	P. O. R.
C20-21	registered with cachet	(400.00)	P. O. R.
C22-23	— Dome I	(160.00)	80.00
C24-32	— Angels	(32.00)	30.00
C33-34	Dome II (high values)	(50.00)	35.00
C45-46	Archangel (high values)		25.00
C45-46	Archangel with designer autograph		45.00

PENNY BLACK STAMP CO.

P. O. Box 57

Dumont, N. J.

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

POLAND

The L.O.P.P. Vignettes

By JOZEF KUDEREWICZ, M.D.

In reference to the article by Mr. Jean Gravelat in the July, 1967 AERO PHILATELIST ANNALS, on pages 19-21, I can offer some words of explanation.

As for the eight unidentified items shown in Figs. 1 and 2, these are as follows:

- Figure 1:* No. 1 For Building of a School for Pilots in the city of Lodz.
(Date of issue unknown).
No. 2 For Building a Civilian School of Aerial Defense;
("Anti-gasal" means "against the use of poison gas.")
No. 3 is Sanabria S77 in that catalogue.
No. 4 is Sanabria S113.
No. 5 is Sanabria S109.
No. 6 The 11th Anniversary (1934).
No. 7 The 12th Anniversary (1935).
Figure 2: No. 8 is Sanabria S89.

The collecting of these Polish vignettes is very difficult, because at the time of their issuance, philatelists in Poland had very little interest in them. Therefore, information, when it could have been obtained, was not recorded. Furthermore, even now, the material is scarce, in Poland, too.

The listings in the "Sanabria Catalogue, 1966 edition" are not complete. Some dates of issue are wrong, and some sets are mixed up, such as Nos. S76-80 and S109-113.

At present, I am in touch with some collectors in Poland, and in the future, I am hopeful to secure from them a revised, more accurate listing of the L.O.P.P. vignettes.

For A Specialist

Are you interested in completing your collection with unusual varieties? **YOU NEED A SPECIALIST!**

We have been specializing in **ERRORS** and **VARIETIES** for over 35 years. We have on hand a large selection of **AIRMAILS**, listed or not, mint, used, and covers.

We are particularly strong in **Trial Colors**, **Die Proofs** (Some of which only 18 exist — ask for free description), **Unique Artist's Drawings**, etc.

We will gladly compose individual selections for you according to your instructions and **WANTS**. (No Obligation — Convenient **TERMS**).

S. SEREBRAKIAN, Inc.

P. O. Box 448

Monroe, N. Y. 10950

MEMBERSHIP APPLICATION



19.....

AERO PHILATELISTS, Inc.

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

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

NAME

ADDRESS

Street

City, Town or Village

Zone

State

OCCUPATION

SPECIALIZING IN

APPLICANT'S SIGNATURE

REFERENCES

Each applicant is requested to furnish two references preferably philatelic.

References:

1. NAME

ADDRESS

2. NAME

ADDRESS

EXTRACTS FROM BY-LAWS, ARTICLE III—MEMBERSHIP

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

UNITED STATES

1964 Crash Cover — Possibly Unique

By HENRY M. GOODKIND

This story is a personal one. The editor of this magazine owns what his friend, Joseph L. Eisendrath of Highland Park, Illinois, the well-known authority on U.S. crash covers, says is the only one known in philatelic hands, because it happened to be correspondence of my immediate family.

The events behind the story of this crash cover are interesting, certainly to me and I hope also to other aero-philatelists. Fig. 1 shows the newspaper account of what happened with this cover. But my family did not know about this for over a month.

The Background

My daughter, Mary G. Freeman, gave birth to her second child in New York City early in February, 1964. We have a niece living in Oklahoma City, who previous to her marriage had lived in New York for some years. Conse-

TUESDAY, FEBRUARY 25, 1964

58 DIE IN JET

Plane Crashes Into Lake Pontchartrain

NEW ORLEANS—An Eastern Air Lines four-engine DC-8 jet carrying 58 persons on a flight from Mexico City to New York crashed Tuesday minutes after take-off from a New Orleans stop and plunged into Lake Pontchartrain.

Officials said there were no survivors.



(AP Wirephoto)
MAP traces path of jet liner before crash at point marked by cross.

Fig. 1. A portion of the newspaper, the "Chicago American," with its front page, headline account of the accident of February 25, 1964. (Courtesy of Joseph L. Eisendrath)

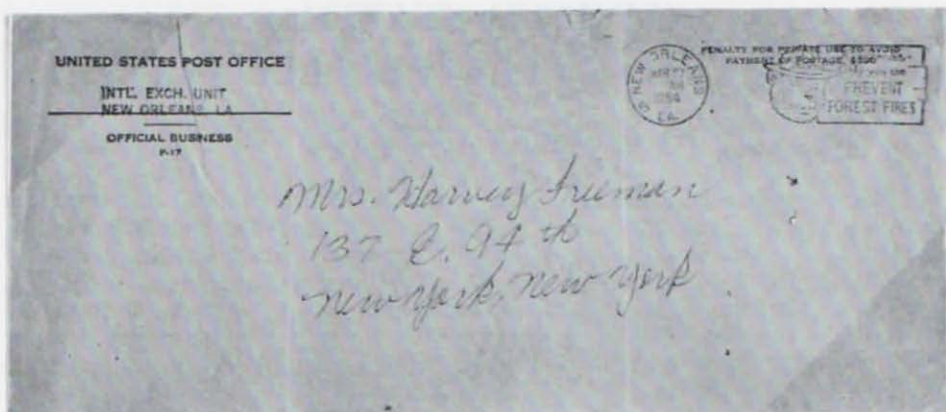


Fig. 2. The U.S. Post Office Department's outside cover that contained the crash cover.

quently, my daughter and my niece became quite friendly, more than the usual first cousin relationship, due to their years together in New York.

Each time one of the girls gave birth to a child, they exchanged very cordial letters of congratulations between Oklahoma City and New York. That is until March and early April of 1964. Because a birth is such an important family event, my daughter was baffled. For the first time, she had not had one word from Oklahoma City about the new baby. This was by April 1, 1964.

Around that time, when my wife was speaking to Oklahoma City on the telephone, she mentioned that our daughter was mystified about receiving no word on the birth of her second child. Now, there was mystery in Oklahoma, because the usual cordial letter of greetings had gone forth weeks before then. You know what we say about the mails being so unreliable these days.

Long Brown Envelope Arrives

On March 28, 1964, my daughter received in her mail at her home in New York City a brown legal-sized envelope from the United States Post Office, New Orleans, La. (Fig. 2), postmarked March 27, 1964.

Opening it, she found enclosed a damaged, badly stained envelope; she hardly could make out her name and address (Fig. 3). The back flap was missing; the back was even more stained and torn than the front (Fig. 4).

The letter inside, from her cousin in Oklahoma City, was so watersoaked that she had difficulty reading it. Actually, the handwriting had run off onto the inside of the envelope, so that if you held this (Fig. 5) up to mirror, you could read it more easily than the letter itself.

Now, my daughter was all the more baffled. She showed it to her mother, who said: "Let me show it to daddy; he's an expert air mail collector and I think that he can explain this."

When it was shown to me, I needed only one quick look. It was a crash cover. I explained the procedures the U.S. Post Office Department follows to deliver all mail recovered after an aeroplane accident.

My daughter, not being a collector, and having no need to return this letter of congratulations, gave it to me for my air mail collection.

The Investigation Begins

Obviously, I did not wait long to start making an investigation about the circumstances of the accident in which this cover had been involved. I remembered the horrible Eastern Air Lines crash in New Orleans and thought that

this cover could be from that accident. But usually, air mail from Oklahoma City, according to what I knew, flew directly to New York by American Airlines. I wondered what this cover could be doing in New Orleans, La.?

A telephone call was made to the head office of Eastern Air Lines in New York, but outside of confirming the date of the crash, no further details could be given. It was suggested I contact the U. S. Post Office Department in Washington, D. C.

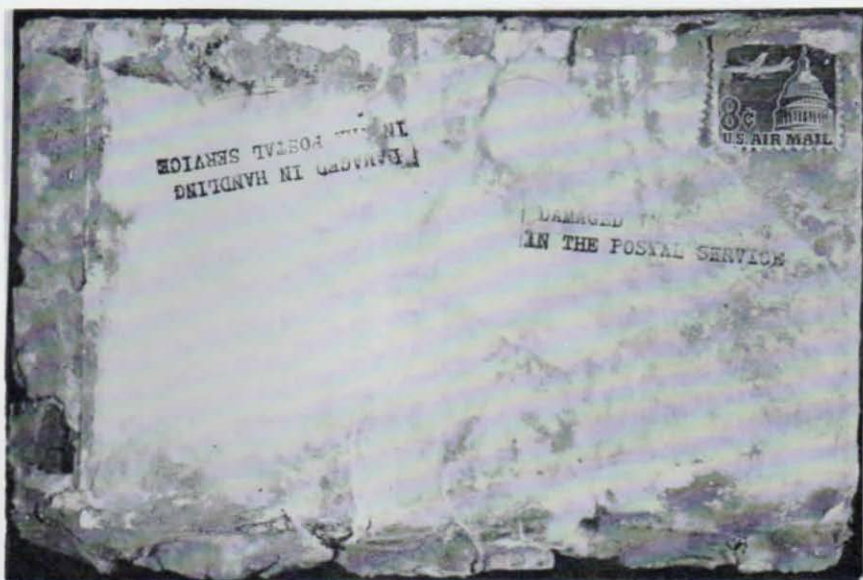


Fig. 3. Front of the crash cover. It is postmarked, "Oklahoma City, February 24, 1964".

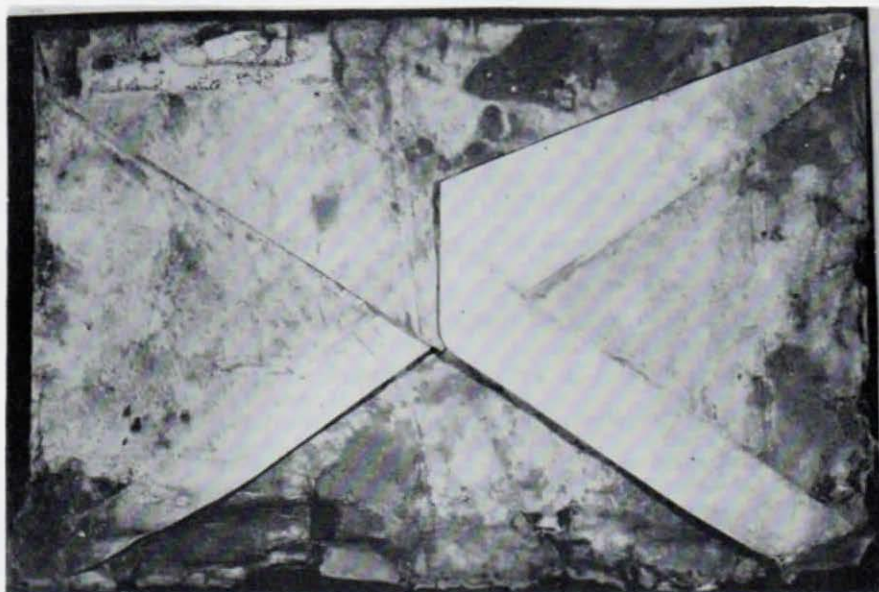


Fig. 4. The back of the crash cover. (Photos by Boutrelle)

Therefore, I wrote to my friend, Stanley Hodziewich, Director, Division of Philately, U. S. Post Office Department, and also to another friend, Joseph L. Eisendrath in Illinois, because of his profound knowledge of crash covers, in an effort to get some further information.

Mr. Hodziewich, as usual, was obliging. On April 28, 1964, the following was written to me by the Special Assistant to the Postmaster General:

"Dear Mr. Goodkind:

"Reference is made to your letter of April 10 to Mr. Hodziewich of my staff.

"We have checked with the Bureau Of Transportation and find that air

Memorandum • POST OFFICE DEPARTMENT

SUBJECT: Report of Accident - AM 5-304 (Preliminary)

DATE: March 3, 1964

FROM: Director
Transportation Division
Fort Worth, Texas 76101

IN REPLY
REFER TO: 601:HAM:bk P.O. Cl.

TO: Director
Air Transportation Branch
Bureau of Transportation & International Services
Washington, D. C. 20260

The following is a preliminary report of the crash of Eastern Air Lines flight 304 near New Orleans on February 25, 1964. Main wreckage has not yet been found. Full report will be submitted later.

- (1) Flight - AM 5-304 of February 25, 1964, scheduled to depart New Orleans at 0155. Actual departure lift off time 0201.
- (2) Carrier - Eastern Air Lines, Inc.
- (3) Aircraft - Douglas Aircraft Corporation DC-8 Fan Jet Airliner.
FAA registration number will be supplied later.
- (4) Place - Lake Ponchartrain in Louisiana, approximately 15 miles north of Moisant Airport, New Orleans, Louisiana.
- (5) Time - Approximately 0207, February 25, 1964.
- (6) Cause - Undetermined.
- (7) Crew - All dead.

Captain:	William B. Zeng, 47, Ringoes, N J
Pilot:	Grant R. Newby, 39, New York, N Y
Pilot Engineer:	Harry J. Idol, 39, South Farmington, N Y
Purser:	Grover W. Flowers, 36, Hampton, Ga
Stewardess:	Mary Ann Thomas, 21, Hopeville, Ga
Stewardess:	Barbara Gelane Norman, 21, Atlanta, Ga
Stewardess:	Tove E. Jensen, 24, Hopeville, Ga

- (8) Passengers - 51, including two infants, all dead.

Fig. 6. Page 1 of the report of the Post Office Department's Transportation Division dated March 3, 1964. (Courtesy of Joseph L. Eisendrath).

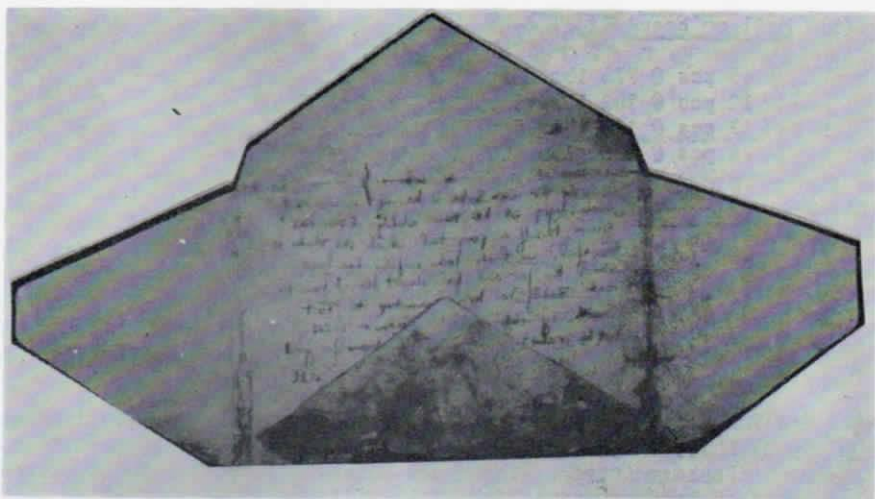


Fig. 5. The inside of the crash cover, showing that the handwritten message had run onto it. (Photo by Boutrelle)

mail from Oklahoma City is normally routed through New Orleans. Also, we have learned that 104 pounds of the mail recovered from Eastern Airlines Flt. 304 crash near New Orleans on February 24 has been dried and either forwarded to the addressee or returned to the sender."

Want To Know? Ask A Philatelist

As they say: "Leave it to an expert!" Through his years of experience with crash covers and how to run them down, Mr. Eisendrath knows how to do it. He made inquiries, because he also was interested. I had sent both him and Stanley Hodziewich the Fig. 3 photograph. Mr. Eisendrath sent me copies of the letters he had received. These are shown on Figs. 6 and 7. The essential information about the mail is on Fig. 7, the second page of the letter. Section 10 of this March 3, 1964 letter states:

"... only about 40 lbs. of mail has been recovered. Two pounds were recovered in damaged condition with part of the mail missing."

The part of the Post Office Department's letter before the foregoing, Section 9, mentions that the total mail was 1320 lbs. Therefore, a very small fraction was recovered. This letter does not state if all or only a portion of the 40 lbs. of salvaged mail had enough identification remaining to permit delivery or return to the sender. But from what Mr. Eisendrath later said after his inquiries, my cover seems to be the only survivor known to philatelists. Others may have been delivered, but the recipients possibly did not retain the covers, not realizing that they were of interest to collectors.

Bad Condition

Lake Pontchartrain, outside of New Orleans, (see Fig.1) is marshy with a muddy bottom. From the Post Office Department letter of March 3, 1964, it seems likely that the 40 lbs. of mail was not quickly found. Certainly, the condition of my cover (Figs. 3, 4 and 5) discloses that this had been submerged in muddy water for at least a few days.

The handwritten address on the front (Fig. 3) is barely legible. It is so faint that even with special lighting, the photographer, A. Boutrelle, could

(9) Mail on board

45 pcs @ 774 lbs for ATL & conns
12 pcs @ 202 lbs for DCA & conns
17 pcs @ 364 lbs for IDL & conns
74 pcs @ 1320 lbs TOTAL

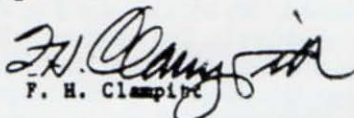
- (10) Mail recovered - At this date only about 40 lbs of mail has been recovered. Two pouches were recovered in damaged condition with part of the mail missing. Investigation is being made to catalog registered mail due to be on flight.

The CAB and FAA teams conducting the investigation are under the direction of William L. Lamb, CAB, Washington, D. C. Members of the transportation and aeronautic subcommittee of the House Interstate and Foreign Commerce Committee headed by Congressman John Bell Williams (D-Miss) visited the scene on Thursday, February 27. Other members of the subcommittee at New Orleans were Samuel L. Devine (R-Ohio) and Abner Sibal (R-Conn).

The search continues. If the plane is found probably a coffer dam will be constructed around the area in order to get to it. The lake covers about 600 square miles but is very shallow, averaging only fifteen feet in depth. However, there is four to six feet of loose silt below the water and it is believed the aircraft is below the silt.

We are keeping in close contact with the searching operation at New Orleans and the ATO will be on hand to assist when recovery operations begin. Further reports will be furnished you as search continues.

Reproduction of early newspaper coverage is attached.



F. H. Clamper

Fig. 7. Page 2 of the Post Office Department's report on the mail.

not bring it out so that it would be shown on Fig. 3. It is believed that if another day or two had elapsed before the recovery of the mail, my cover's address would have completely disappeared; delivery might have been impossible.

Unique

As previously stated, Mr. Eisendrath kept on investigating. He would have liked to have found another crash cover. But according to his report to me, my cover seems to be the only one known from this 1964 crash.

In the belief that perhaps other crash covers might appear, the telling of this story was withheld. But now it is nearing 4 years. It seems quite certain that if Mr. Eisendrath had located another, he would have speedily sent me the news.

Consequently, after 44 years of air mail collecting, finally I own an item that possibly is unique. The obvious question is: "Is this a thrilling experience?" I answer: "Yes and no."

(Continued on Page 56)

UNITED STATES

A Beacon Crash Cover Poses A Rate Problem

By PHILIP SILVER

The illustrated cover poses some interesting rate problems. As can be seen, it is franked with a pair of the 5c Beacon air mail stamps (Scott C11), cancelled Los Angeles, California, January 4, 1929. It is also a crash cover; this, in and of itself, compounds the rate problem.



Photo by Boutrelle

Effective August 1, 1928, the air mail rate was set at five cents for the first ounce and *ten cents for each additional ounce*. Prior to that date, the rate had been ten cents for each half-ounce. Thus, on January 4, 1929, an ounce letter would require a single five-cent stamp, in this case the 1928 Beacon air mail stamp. A two-ounce letter would require fifteen cents in air mail stamps; if the Beacon stamp was used, three stamps would have been necessary. Thus, this cover with only a pair of Beacon stamps was probably underfranked five cents. Nevertheless, it was not rated for postage due by the Post Office clerk.

Now, the felony is compounded. The mail plane crashed at Fort Crook, Nebraska air field on January 6, 1929. Official records, as recorded in the "American Air Mail Catalogue," indicate 235 lbs. out of the original mail cargo were salvaged. The illustrated cover was forwarded by the postal authorities with an appropriate two-line cachet "DAMAGED BY-FIRE JAN 6/FORT CROOK NEB AIR FIELD." Also, a notice concerning the fate of the mail was included in the "ambulance" envelope in which it was returned. So, the postal authorities had a second chance to rate the cover postage due for the five-cent underpayment. As can be seen, this was not done.

There are, of course, two possibilities which may completely negate the previous comments. First, there is no proof that the cover did indeed weigh more than one ounce requiring the fifteen-cent rate. It may be that the sender believed that the ten-cent rate for a half-ounce was still in fact. Remember, it was only five months previous that the air mail rates had been changed. Therefore, it is possible that the cover was five cents overpaid, not five cents underpaid.

Another possibility is that when the plane crashed, and the postal officials once again had the chance to rate the letter for postage due, they were too embarrassed to do so. How could they ask the addressee to pay an additional five-cent fee for a service that had been delayed by the crash at Fort Crook, Nebraska? The cover was probably kept for the next mail plane, or possibly even sent on by train.

This is a problem, to which no certain answer can be furnished. Only the hypotheses can be stated. At least, they can evoke our interest, even if a definite conclusion may escape us.

A CHANGE OF ADDRESS---

—But there is no change
in our method of doing business.

For 40 years we have provided a market — at Public and Private Sale — for specialized and general stamp collections, dealers stocks, estates, rarities and other properties.

IRWIN HEIMAN

INC.

ONE LINDEN PLACE
Suite 305



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

1964 CRASH COVER

(Continued from Page 54)

When I showed this crash cover to a member of AERO PHILATELISTS in New York City, who is an old friend of mine and told him about it possibly being unique, he said that he thought I must be exceedingly happy with this crash cover. "No," I replied, "I would not say I'm 'happy' because everytime I look at this cover, I cannot forget the great tragedy associated with it. Life is funny. A few dirty little pieces of paper survived, while 58 people lost their lives in this accident."

HRH

NEW YORK

UNRESERVED AUCTION

EVENING OF NOVEMBER 21

"Specialties and Rarities"

An exceptional auction with many dozens of rarities in the \$100 to \$10,000 class.

Aero Philatelic rarities include:

Australia, "Ross Smith" mint; **France** "Ile de France" mint set, 10fr on 90c mint vertical pair with both spacings, flown cover; **Italy** "Servicio di Stato" mint vertical pair of the triptych, mint single 10L, **Colonies** two mint "Servicio di Stato"; **Mexico** 1939 "Sarabia" mint sheet; **Newfoundland** "Hawker" mint, "Pinedo" cover, "Columbia" mint, "Do-X" mint sheet, four covers, "Labrador" set in mint imperf. pairs, Balbo mint sheet, two covers; **"Balbo"** flown covers from Canada, France, Italy (2), Newfoundland and United States; **"Zeppelin"** flown covers from Aegean Islands, Tripolitania and San Marino, etc.

De-luxe catalogue ready October 20; request a free copy
if not on our mailing list.

H. R. HARMER, INC.

International Stamp Auctioneers

6 WEST 48th STREET, NEW YORK, N. Y. 10036

Sanabria 1966

The World Airmail Catalogue

More than 1300 pages
7500 illustrations!

The new World Airmail Catalogue is now ready. This, the most informative catalogue in the world, has been completely revised and updated. Extras that you will get in the new Sanabria include:

- Illustrations of all face different stamps . . . a help to all collectors and a necessity for Topical collectors.
- Souvenir sheets illustrated and priced.
- Covers listed — of great importance; a stamp on cover can be worth many times more than the same stamp off cover.
- Quantities of stamps issued are given when known.
- Proofs, essays and specimen are listed.
- Many major listings in Sanabria do not appear until much later in other catalogues. Knowing these stamps from the outset can save many times the cost of the catalogue. Examples:

The Italian Colonies 'Servizio di Stato' overprints were listed and priced at \$17.50 each by Sanabria in the 1936 edition of the catalogue. These stamps, now worth \$500.00 each, were not listed by Scott until 1953.

The Scadta surcharges of Ecuador were listed in Sanabria back in 1936; Scott first listed them in 1958.

Chile #1-5, listed in Sanabria in 1936, appeared in Scott in 1948.

The famous Earhart & Sanabria issues of Mexico were first included by Scott in 1956 . . . some twenty years after Sanabria had listed them.

The Air Fund issues of Turkey, in Sanabria since 1937, appeared in Scott for the first time in 1965.

There are more than 750 listings in Colombia alone which are not found in other catalogues. These facts speak for themselves . . . be informed . . . know your stamps.

Order now PRICE \$15.00

Sanabria

Ridgefield, Conn. 06877

Phone: (203) 438-3763