



THE AERO PHILATELIST ANNALS

★ ★ A QUARTERLY MAGAZINE ON AERO-PHILATELY ★ ★

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No. 2

THE AERO PHILATELIST ANNALS

Henry M. Goodkind, Editor

Philip Silver, Assistant Editor

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Editorial

Silver Rice

You know of white rice and brown rice, but the word "silver rice" probably puzzles you. Actually this refers to two fine men, who are philatelists—Philip *Silver*, the new president of Aero Philatelist's and Stanley R. *Rice*, the retiring president, who headed our organization for five years.

Both are keen stamps collectors. Stanley Rice is one of the real veterans, having collected for 50 years. He happens to own some of the finest air mail stamps, one being a cover with the rare 1925 Honduras air mail stamps that has held up as a unique piece. But Stanley's real pleasure comes not from owning expensive and rare stamps. His glee, when a new air letter sheet or an air mail issue from Africa comes his way, is far greater. Stanley in recent years has become very active in philately. He is on the Board of Governors of the Collectors Club and Treasurer of the Philatelic Foundation. He was an International Judge at Havana, Cuba in 1955 and FIPEX in 1956.

Although a collector for many years, Philip Silver is just beginning to make his mark as a philatelic student. About two years ago he blossomed forth as a writer in this magazine on the first air mail stamp of Uruguay, and last year wrote his second article on the United States first air mail stamp, that proved very popular. The pace of his philatelic studies and writings have accelerated to the point where from this number of THE AERO PHILATELISTS ANNALS on, some writing by Philip Silver should be a regular feature. To allow him to write more about stamps instead of correspondence, he has just been promoted from Secretary of Aero Philatelist's to our new president. And another task is being assigned to him. Please note the new addition to the masthead of this magazine on this page. The name, Philip Silver, appears as Assistant Editor. This position, although voluntary, was needed to be filled for sometime. Care, however, was exercised until the right man came along. It appears as if he has been found.

Any organization, philatelic ones included, builds its reputation over a period of

EDITORIAL

years. Some of the prominent philatelists, who founded Aero Philatelist's back in 1946, laid the foundation for our great standing. Within a few years, we were recognized for accomplishments in international philatelic circles. It is one thing to build a reputation. It is perhaps harder to maintain or even enhance a good reputation. This is what men like Silver and Rice have done for Aero Philatelist's. This is why we thought some remarks on "Silver Rice" were appropriate. (H. M. G.)



UNITED STATES New Record Price Set By The 24c 1918 Air Mail Stamp with Inverted Center

By PHILIP SILVER

The United States 24c air mail stamp of 1918 with inverted center, Scott C3a, a stamp which has had a history of being good to every one of its previous owners, behaved according to its established pattern when it set a new record price of \$6,100.00. This record was achieved in the July 30, 1959 auction sale at the Commodore Hotel in New York held by Mr. John A. Fox, the New York dealer and auctioneer.

The previous high for a single copy of this stamp had been \$4,100.00. What makes the new record so newsworthy are the following statistics supplied by Mr. Fox:

1. There were ten (10) bids, each for over \$4,000.00 on the book.
2. Four (4) of these bids were over \$4,500.00.
3. One bid was in excess of \$5,000.00.

The writer was personally present at the sale and noted five floor bidders who bid in excess of \$5,000.00 for the stamp.

The drama at the auction sale unfolded quickly in a hushed room as sixty five (65) people held their collective breath when the opening bid of \$4,800.00 was announced. In quick succession, by \$100.00 advances, the price reached \$5,900.00. One of the floor bidders hesitated momentarily before he bid \$6,000.00, the full catalog value. But, Mr. Raymond Weill, stamp dealer of New Orleans, quickly topped this with his successful bid of \$6,100.00 and stamp history was made.

The stamp, pictured in Fig. 1 through the courtesy of Mr. Fox, has been established by Mr. Henry M. Goodkind as position #77, a position not previously identified in Mr. Goodkind's book*. Coming from the bottom right part of the sheet of 100, it is one of the best centered copies seen so far. It has full original gum and has never been hinged.

One additional statistic is worthy of note. The entire sale of 532 lots realized \$56,700.00. Thus, the 24c invert at \$6,100.00 accounted for almost 11% of the total.

* *United States. The 24c Air Mail Inverted Center of 1918* by Henry M. Goodkind. (1956). The Collectors Club, New York, N. Y., publisher.

FRANCE

Semi-Official Air Mail Stamps

By R. H. SHRADY, M. D.

Introduction

For some time the air mail stamp specialists interested in France have felt that there is much more to collect than is indicated in the air mail catalogues of their own country and even those from abroad, especially in the category of minor varieties of the semi-official air mails. There are many varieties, which collectors may have in their collections, but are unaware of them merely because they have no catalogue listing to help identify them. Thus they don't know what to look for. There is an added appeal in seeking these varieties due to the fact that very few of them are expensive items. Consequently, this article will be an attempt to list the known existing varieties in the hope that some will enjoy checking their collections to discover varieties they never knew they had.

In this article reference will be made to the "Sanabria Air Post Catalogue" numbers, (1959 edition).

The Listings

The first semi-official air mail stamp of France is the 1910 Nantes Aviation Meeting (Sanabria 501). Although Germany claims to have had the first semi-official air mail stamp, (see AERO PHILATELIST ANNALS, April, 1956, page 93) this 1910 French adhesive was used earlier. Illustrated is a cover cancelled August 16, 1910. Incidentally, these Nantes Aviation Meeting covers are extremely scarce, and furthermore only a few of them have the stamp tied by the cancellation (Fig. 1). As for minor varieties of this first issue, there are none except for a few slight differences in color (shades) that do not deserve separate listings.



(Photos by Boutrelle)

Fig. 1. A 1910 Nantes Aviation Meeting cover, very scarce.

FRANCE

As for the next stamp, the *Nancy-Luneville Flight* (*Sanabria 502*), most catalogues list the flight as occurring on July 31, 1912. But one catalogue gives the dates between July 27 and July 31. I own a flown cover with the date of July 28, 1912, so apparently the flights took place over a period of five days instead of on one day only.

The *Bourges Aviation Meeting of 1922* (*Sanabria 503-507*) has a great many unlisted varieties, especially No. 503. I shall list each number separately showing all the listed and the unlisted varieties known to exist by me, being aware that there are probably others that I don't know about as yet. But, perhaps this article will "smoke out" some more.

Sanabria 503 unlisted varieties

- violet with red numeral
- value omitted
- value inverted
- imperforate
- value double
- value misplaced
- value double on color of 50c stamp
- inverted value on color of 50c stamp
- value double on color of 75c stamp
- reversed value on color of 75c stamp
- value in red instead of blue on color of 1F stamp
- value in red instead of blue on color of 2F stamp

Sanabria 504 Blue with red numerals

unlisted

- double value
- inverted value
- misplaced value

Sanabria 505 Blue green with red numerals

unlisted

- double value
- inverted value
- misplaced value

Sanabria 506 claret with blue numerals

unlisted

- value omitted
- value double, one inverted
- misplaced value
- value in red instead of blue

Sanabria 507 Red orange with blue numerals

unlisted

- value omitted
- value inverted
- misplaced value

From here on, one will find mostly tabulations by issue according to the *Sanabria* catalogue of the listed varieties in this book followed by those unlisted but in my collection.

Rouen Aviation Meeting 1922 (Sanabria 508-512). Issued in sheets of 20(5x4)

Sanabria 508 violet

508 (a) value omitted
508 (b) value reversed

unlisted

- value double, one engraved
- period after numeral

FRANCE

- 24c instead of 25c
 "SEPTEMBRE" instead of "Septembre" (occurs on Position No. 13)
- Sanabria* 509 blue
 509 (a) value omitted
 509 (b) value reversed
- Sanabria* 510 green
 510 (a) value omitted
 510 (b) value reversed
- unlisted* Septembre
- Sanabria* 511 claret and red
 511 (a) value omitted
 511 (b) value reversed
- unlisted* 1F instead of 1FR
 Also with value reversed "Septembre"
- Sanabria* 512 orange
 512 (a) value omitted
 512 (b) value reversed
 512 (c) value double
- unlisted* 2F instead of 2FR
 2F instead of 2FR with value reversed
 2F instead of 2FR with value double
 Septembre

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FRANCE



Fig. 2. 1922 Rouen Aviation Meeting cover with two errors, both showing the value doubled.

<i>Sanabria</i> 513	surcharged "25 cts" orange
513 (a)	inverted surcharge
513 (b)	double surcharge
<i>unlisted</i>	double surcharge and inverted surcharge se-tenant pair, tete-beche surcharge double surcharge, one inverted 2F instead of 2FR with "25 cts" surcharge 2F instead of 2FR with double surcharge, one inverted (See Fig. 2)

LaBaule Aviation Meeting 1922, Sanabria (514-515)

This set occurs on both a white and cream paper which is not generally listed. (See Fig. 3)

<i>Sanabria</i> 514	violet
<i>unlisted</i>	value double value misplaced value in manuscript imperforate
<i>Sanabria</i> 515	blue
<i>unlisted</i>	imperforate value double value misplaced

FRANCE

<i>Sanabria 516</i>	green
<i>unlisted</i>	value double value misplaced value in manuscript
<i>Sanabria 517</i>	orange
517 (a)	red instead of orange (color error)
<i>unlisted</i>	value double value misplaced
<i>Sanabria 518</i>	red
518 (a)	orange instead of red (color error)
<i>unlisted</i>	value double value misplaced
<i>Sanabria 519</i>	blue
<i>unlisted</i>	imperforate without value, albino
<i>Sanabria 520</i>	surcharged "25c", and three bars no varieties
<i>Sanabria 521</i>	no varieties

The highest price



ever paid for a single airmail stamp, \$11,500, was paid in a 1957 Harmer Rooke auction for the 25c on 10c "Black Honduras" (Scott #C12, cataloguing \$17,500). The previous record price of \$5,300 was paid in 1939 for this very stamp.

Let us sell your finest airmails for top prices, too! Consult us now.

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FRANCE

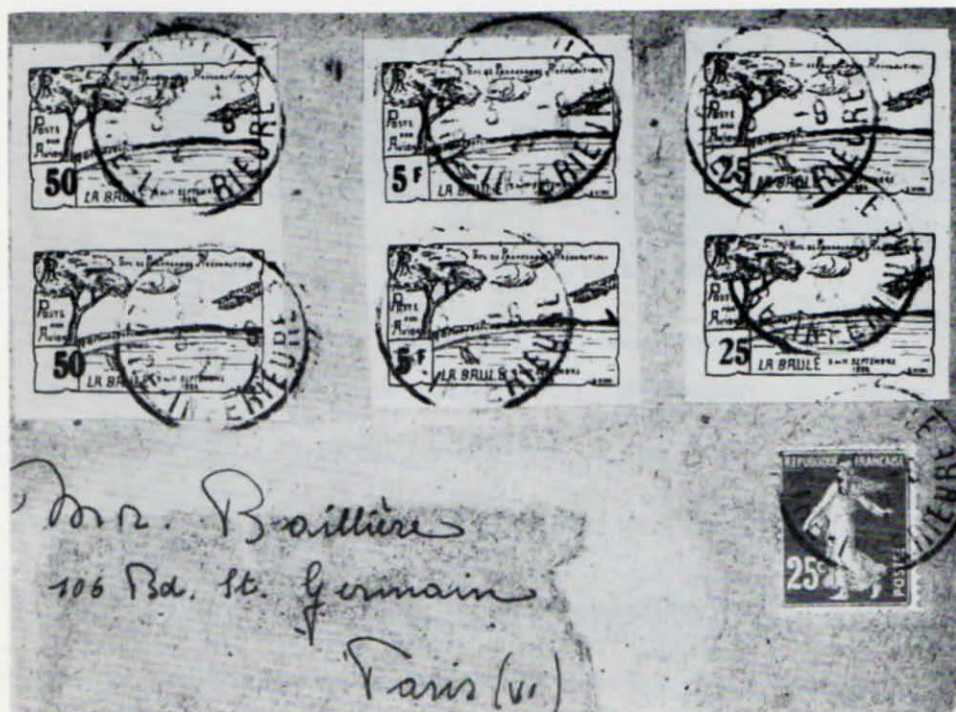


Fig. 3. 1922 LaBaule Aviation Meeting cover with three imperforate pairs, unlisted in the specialized air post catalogues.

Montpellier Aviation Meeting 1923, Sanabria (522-527). Issued in sheets of 10(5x2). (See Fig. 4)

Sanabria 522 orange
522 (a) imperforate

Sanabria 523 blue
523 (a) imperforate

Sanabria 524 olive
524 (a) imperforate

Sanabria 525 green and red brown
525 (a) imperforate
525 (b) blue and red brown (color error)
525 (c) inverted center
525 (d) as (b) blue double
525 (e) double center in red-brown

unlisted inverted comma instead of period next to numeral of value (position No. 1 in sheet)
no period after numeral of value (position No. 6 in sheet)
inverted comma instead of period on 525 (b)
no period after value on 525 (b)

Sanabria 526 red and blue
526 (a) imperforate
526 (b) inverted center

FRANCE

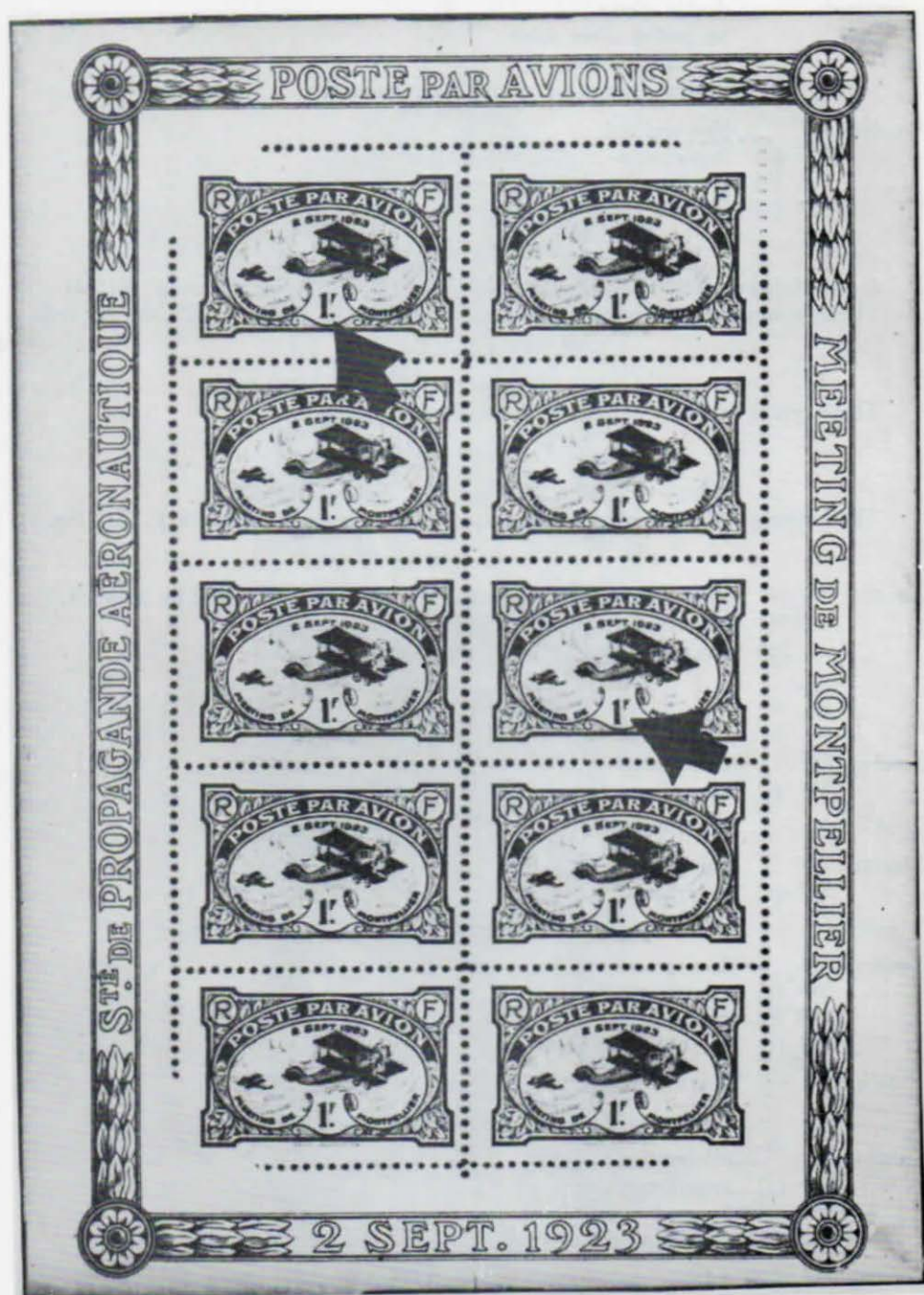


Fig. 4. 1923 Montpelier Aviation Meeting a complete sheet of ten (2x5). Stamp No. 1 has an inverted comma instead of a period. Stamp No. 6 has no period after the "F".

FRANCE

unlisted	double center
	no period after value
	thin tail on numeral "2"
	asterisk instead of period after numeral
<i>Sanabria</i> 527	blue and red
527 (a)	imperforate
527 (b)	green and red (color error)
527 (c)	inverted center

Rouen Aviation Meeting 1923, Sanabria (528-533). Issued in sheets of 10(5x2)
The only variety in this set appears to be an imperforate variety of 529, the 50c red.

Amiens Aviation Meeting 1923, Sanabria (534-538).
There appear to be no varieties in this issue.

Vincennes Aviation Meeting 1924, Sanabria (539-544).
There appear to be no varieties in this issue. Issued in sheets of 14(7x2). (See Fig. 5)

<i>Sanabria</i> 545-546	these were issued in sheets of 14, not previously noted by Sanabria.
545	has one variety, 545 (a) inverted surcharge.
546	has one variety, 546 (a) inverted surcharge.

	<i>Aero Club de Provence 1926, Sanabria (547-549)</i>
<i>Sanabria</i> 547	ultramarine
547 (a)	imperforate
unlisted	bisect on cover
<i>Sanabria</i> 548	red
548 (a)	imperforate
unlisted	bisect on cover (See Fig. 6)
<i>Sanabria</i> 549	deep green
549 (a)	imperforate
549 (b)	tete-beche
549 (c)	as (b) imperforate
unlisted	bisect on cover

	<i>Overprinted "Garros 1913", Sanabria (550-552)</i>
<i>Sanabria</i> 550	ultramarine
550 (a)	imperforate
550 (b)	inverted overprint
550 (c)	double overprint
<i>Sanabria</i> 551	red
551 (a)	imperforate
551 (b)	inverted overprint
551 (c)	double overprint
<i>Sanabria</i> 552	deep green

FRANCE

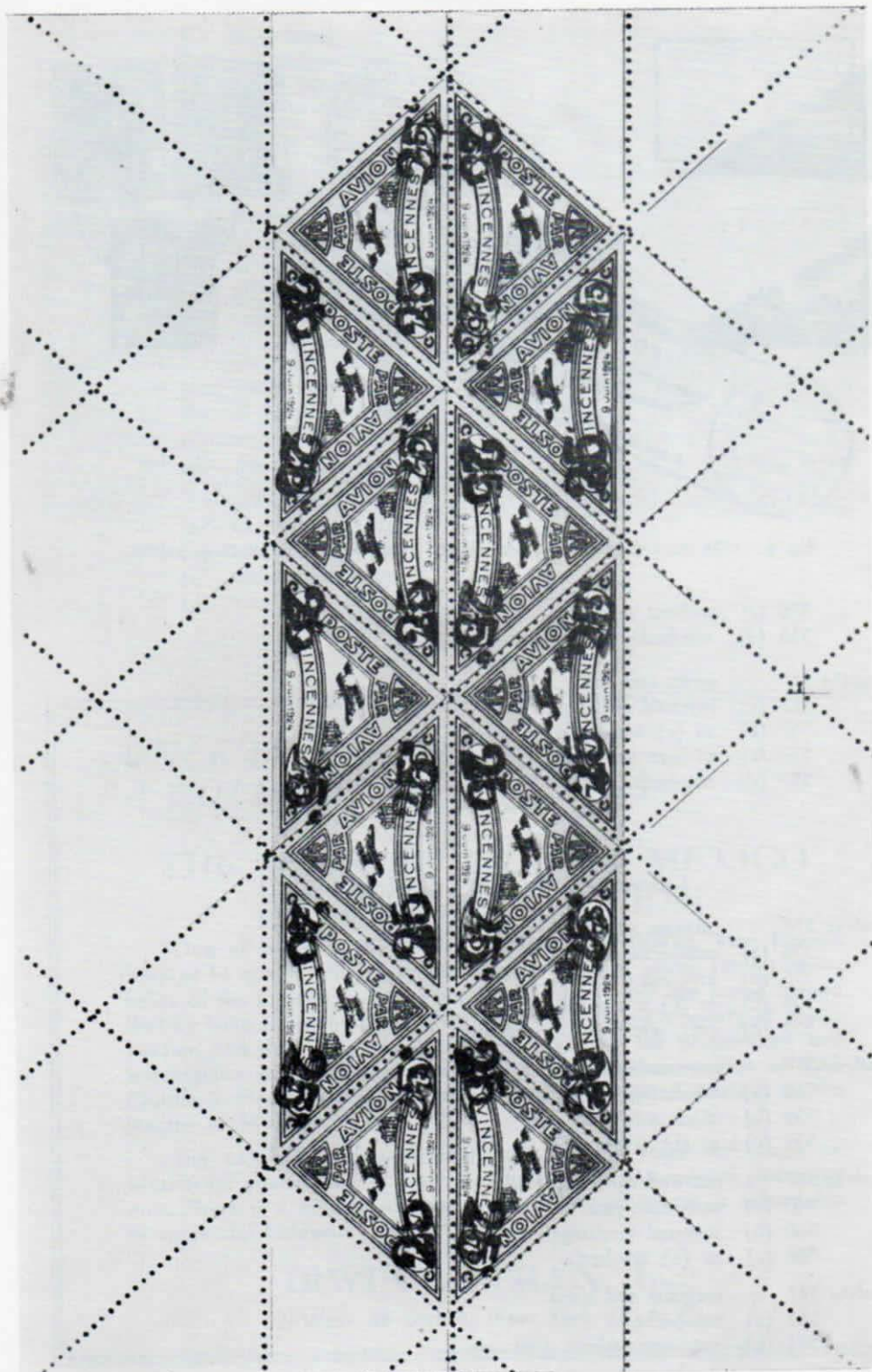


Fig. 5. 1924 Vincennes Aviation Meeting a complete sheet of fourteen showing the handstamped surcharges.

FRANCE



Fig. 6. 1926 Aero Club De Province cover using bisects of all three values.

- 556 (c) without surcharge
- 556 (d) tete-beche pairs

- Sanabria* 557 green and red
- 557 (a) inverted surcharge
 - 557 (b) as (a) tete-beche
 - 557 (c) without surcharge
 - 557 (d) tete-beche pairs

LaBaule-Ile D'Yeu 1939, Sanabria (558-562)

- Sanabria* 558 carmine and black
- 558 (a) tete-beche pair
 - 558 (b) inverted surcharge
 - 558 (c) as (b) tete-beche
 - 558 (d) pair, one without surcharge

- Sanabria* 559 gray violet and red
- 559 (a) tete-beche pair
 - 559 (b) black surcharge
 - 559 (c) as (b) tete-beche

- Sanabria* 560 red and carmine
- 560 (a) tete-beche pair
 - 560 (b) inverted surcharge
 - 560 (c) as (b) tete-beche

- Sanabria* 561 magenta and black
- 561 (a) tete-beche
 - 561 (b) pair, one without surcharge

FRANCE

- 552 (a) imperforate
- 552 (b) inverted overprint
- 552 (c) double overprint

Jean Mermoz Club 1938, Sanabria (553-557). Issued in sheets of 20(5x4)

- Sanabria 553* carmine and black
 - 553 (a) inverted surcharge
 - 553 (b) as (a) tete-beche
 - 553 (c) without surcharge
 - 553 (d) tete-beche pairs. (Occurs on Position No. 10)
- Sanabria 554* gray violet and red
 - 554 (a) inverted surcharge
 - 554 (b) as (a) tete-beche
 - 554 (c) without surcharge
 - 554 (d) tete-beche pairs
- Sanabria 555* red and carmine
 - 555 (a) inverted surcharge
 - 555 (b) as (a) tete-beche
 - 555 (c) without surcharge
 - 555 (d) tete-beche pairs

(Continued on Page 55)

ONCE IN A BLUE MOON A COLLECTION LIKE THIS

THE JOHN M. TAYLOR MEXICO AT PUBLIC AUCTION

One of the most impressive collections of Mexico ever formed both as to quality and rarity; Mr. Taylor was well known for his knowledge of the subject as well as his discrimination. We are proud indeed that we have been chosen to offer this extraordinary property at public auction (the date: early in 1960) and right now the preparation and cataloguing is already under way with the close association of Col. Charles S. Hamilton and Mr. John K. Bash, foremost authorities on the stamps of Mexico.

The catalogue unquestionably will be the reference piece on Mexico for years to come. May we suggest that you reserve your copy now. There is a nominal charge of \$1 which, of course is refundable to successful bidders.

IRWIN HEIMAN, Inc.

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13th Annual Aero Philatelists Convention UN First Day Ceremony Featured

A straight report of the events and activities transpiring during AERO PHILATELISTS 13th Annual Convention will allow those, who were unable to attend, to draw their own conclusions as to the success of these events that took place on September 19 thru September 21, 1959.

The Exhibit

The meeting opened at the Collectors Club, 22 East 35 Street, New York, N. Y. with a non-competitive exhibition by invitation to members only. The entire part of this program was directed and handled by *Maurice Tripet*.

This exhibit marked the first held by a philatelic organization other than the Collectors Club itself in the new Stephen G. Rich Memorial frames that were dedicated on September 16, 1959.

The exhibits and the exhibitors were:

France Semi-Official Air Mail stamps and covers. Jack Klein

Round-the-World Flight covers. Albert Cohen

UN Aerogrammes. Sol Whitman

UN First Air Mail Issue covers. Sam Rodvien

Graf Zeppelin covers. Mrs. Florence Brown

Lundy Island Air Mails. John J. Britt

Colombia Scadta Issues. Jacob S. Glaser

Italy 1917-34 Air Mail stamps on covers. Henry M. Goodkind

Austria First Air Mail Issue of 1918. Harry A. Holman

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CONVENTION



13th Annual Convention September 19, 1959, The Collectors Club, New York, N.Y. Top: Left to right (seated): M. Tripet, S. R. Rice, H. M. Goodkind, L. N. Staub, Philip Silver, H. Holman, B. Fink, J. J. Britt and Dr. A. C. Baugh. (Standing): J. Braun, A. Boutrelle, Wm. Mead, Wm. Higginbotham, L. E. Livingston, F. Barovick, Mrs. Ethel McCoy, F. Keizer, S. Whitman, H. Feist, H. Rosen and Fred Bauer.

Bottom: The Brass Rail Restaurant (left to right) Mr. and Mrs. Stanley R. Rice, Mrs. Brown and John J. Britt, Mr. and Mrs. Henry M. Goodkind and Mr. and Mrs. Jules L. Wacht.

Guatemala Air Mail stamps. Fred Keizer
 Air Letter Sheets. William N. Mead
 Spain Air Mail stamps. Raymond Young
 Brazil Air stamps. Herbert Feist
 Semi-Official Air Mail Rarities on cover. Stanley R. Rice
 India Rocket Mail. John R. Dilworth
 United States 1923 & 1927 Air Mail stamps. Philip Silver
 French Air Mail Proofs. Herman Seltzer
 Switzerland and RF covers. Maurice Tripet

The Business Meeting

This was held at 2 PM at the Collectors Club, New York on September 19. Some old-time members, who had not been seen in recent years, were on hand especially Leonard

CONVENTION

(Duke) Livingston, Aero Philatelist's first Treasurer.

Various Officer reports were read. Two members were lost through death, five through resignation. 38 new members were admitted. The sales of the Bound Volumes of the old *Aero Philatelist's News* (Black) and Volumes I-II (Blue), Volumes III-V (Red) of THE AERO PHILATELIST ANNALS have added several hundred dollars to the Treasury, thus maintaining our record of financial solvency inspite of the increased printing and mailing costs of this magazine. The latest order came from the British Air Mail Society, who ordered all three books for its Library.

Upon motion of John J. Britt, the first Honorary Life Member, the editor, Henry M. Goodkind, was elected to Honorary Life Membership by a rising vote of all present.

Sol Whitman tendered his resignation as a Director and in his place the name of Harry Holman was placed in nomination and he was duly elected without opposition.

The following Directors were elected to serve for the 3-year term ending in 1962:

John J. Britt
Frank Glanz
Stanley R. Rice
Anthony Scala
Ira Seebacher
Louis N. Staub

Following this, the Board of Directors elected the following slate of Officers for the 1959-60 term:

President	PHILIP SILVER
Executive Vice President	SAM RODVIEN
First Vice President	LOUIS N. STAUB
Secretary	HARRY A. HOLMAN
Assistant Secretary	FRANK GLANZ
Treasurer	BERNARD FINK

Before adjoining the meeting, the retiring President, Stanley R. Rice, spoke for all those present regretting the absence of our Executive Vice President, San Rodvien, because of illness.

The Annual Dinner

This took place on Saturday September 19th at the Brass Rail Restaurant, Fifth Avenue and 43rd Street, New York City. It began with cocktails at 6 PM, a dinner and then a few short speeches. There were only two presentations. William N. Mead, President of the Philadelphia Chapter, presented John J. Britt with a gold membership card marking his election at the 1958 Convention to Honorary Life Membership. Retiring President, Stanley R. Rice presented to Louis N. Staub a pair of cuff links specially made from the Aero Philatelists membership emblems to show him the members' appreciation for his generous donation of the United Nations Souvenir Folders.

UN First Day Ceremonies Monday September 21, 1959

To mark the issuance of the new United Nations air mail stationery—a 5c postal card and two sizes of a 7c embossed envelope—Aero Philatelists had received an invitation from the United Nations Postal Administration to participate in the First Day ceremonies as a co-sponsor.

The locale was the Military Staff Conference Room in the United Nations Library at the United Nations, N.Y. At 11 AM, Mr Reidar Tvedt, Chief, the United Nations Postal Administration, opened the ceremonies in connection with this First Day sale. After some short introductory remarks, he then proceeded to present special UN folders to the Officers and Editor of Aero Philatelist's and a few other prominent philatelic organization's

CONVENTION*

presidents, who were present. The room was well filled, the estimated attendance being about 150.

Mr. Tvedt then turned the ceremonies over to *John J. Britt*, who had worked so diligently and untiringly in preparing this event. Among the many tasks was the preparation and printing of a Souvenir Folder containing the three pieces of stationery first sold on September 21. Mr. Britt introduced our new president, Philip Silver, who welcomed those present.

Then, Editor Henry M. Goodkind was asked to present some of these Souvenir Folders to the members of the United Nations staff, who honored us with their attendance. Next retiring President, Stanley R. Rice, continued with more presentations to the Directors of Aero Philatelist's and William N. Mead, President of the Philadelphia Chapter. This was followed by Past President, Jules L. Wacht, presenting Souvenir Folders to prominent philatelists in the audience such as Winthrop S. Boggs of the Philatelic Foundation, Sol Glass of the B. I. A., Jacob S. Glaser and Edwin Elkins, past presidents of the Collectors Club and Harry L. Lindquist, also a past president of that organization. Bernard Fink, the Treasurer, completed the presentations to other prominent philatelists such as Vincent Lopez and Ernest A. Kehr.



United Nations, N. Y. September 21, 1959. Top (left to right): Stanley R. Rice, Retiring President; John J. Britt, our First President; Philip Silver, President; Reidar Tvedt, Chief, UN Postal Administration and Editor, Henry M. Goodkind. (Photos by Boutrelle).

Bottom: Vincent Lopez, the famous entertainer (before microphone) expressing his appreciation for the presentation of the Souvenir Folder after Treasurer Bernard Fink (far right) had done this.

CONVENTION

The ceremonies closed with the presentation of the two bound volumes of THE AERO PHILATELIST ANNALS to the United Nations Library by the Editor.

Then the stationery was placed on sale, while many bought the Aero Philatelist's Souvenir Folders.

Through the request of the United Nations Postal Administration, all those who attended these First Day ceremonies, were invited to take the tour of the United Nations buildings as guests. So many took advantage of this invitation that three groups of twenty tourists had to be formed. Mr. Abraham Sturman, the Postal Administration's Assistant to the Chief, made all the arrangements for the tours. Each group was assigned a special United Nations guide.

Luncheon Taft Hotel

Originally it had been planned to have a luncheon at the United Nations restaurant following the ceremonies and tours. Because the UN General Assembly had just opened its regular Fall session and also the Soviet Premier had just addressed this body, arrangements could not be made to provide ample space at the United Nations for such a luncheon. Our member, Vincent Lopez, the famous entertainer, stepped in and offered us the facilities of the Grill Room of the Hotel Taft at Seventh Avenue and 51st Street, New York City. A number of members, guests and all of the United Nations Administration, who were at the First Day ceremonies, met here at 1 PM. Following this luncheon, Vincent Lopez introduced his new television program, Singo and for this premier performance Aero Philatelists were honored to participate. Mr. Lopez spoke for a few minutes about our organization and then introduced John J. Britt, who in turn pointed out some of the well-known philatelists present.

(Continued on Page 54)

Vatican City Air Mail FDC

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C16-17	Tobias (30,000 sets issued)	65.00
C18-19	U. P. U. (40,000 sets issued)	32.00
C20-21	Gratianus on cacheted FDC	40.00
C22-23	Dome 1st issue, regist.	18.50
C24-32	Now Obsolete on 3 cach FDC	7.00
C33-34	Dome 2nd issue on cach. FDC	5.25

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ITALY

The 1934 Rome—Buenos Aires Flight

By L. H. HARRIS

Editor's Note: Since we edited the first AERO PHILATELIST publication almost fifteen years ago and have continued uninterrupted over this period of time, it has been our policy, both with former *Aero Philatelists News* and its successor, the AERO PHILATELIST ANNALS, to publish only original articles.

The following article from the British monthly, *Stamp Lover*, (Vol. 52, Nos. 1-2, June-July 1959) marks an exception. It is reprinted because it is believed that very few American aero-philatelists have had the opportunity to read this instructive, comprehensive study of one of Italy's most interesting air mail issues. The six illustrations, however, were not in the original article and have been supplied by us, coming from the editor's collection.

Our sincere appreciation to Messrs. L. & M. Williams, editors of the "Stamp Lover," James Negus, Hon. Librarian of the Junior Philatelic Society, London and the British author, L. H. Harris, for their kind permission to reprint this article. (H. M. G.)

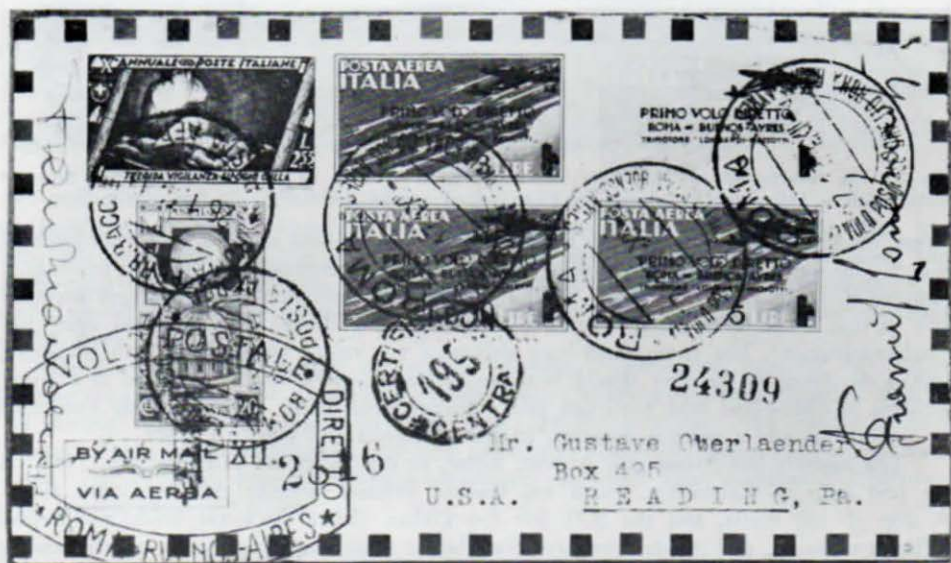


Fig. 1. Italy's Rome-Buenos Aires Flight Issue (Scott C52-55, Sanabria 57-60) on the Special Flight cover. In the lower left corner is the Special Flight cachet hit in red ink. At the far left and right of this cover are the pilot's autographs, making this a scarce item.

Photos by Boutrelle

Towards the end of 1933 both France and Germany were engaged in a very active rivalry to establish a regular fast air mail service between Europe and South America. Fascist Italy, always mindful of her vast numbers of emigrants in South American countries, could not afford to stand aloof, and was determined to forestall both her neighbours with an effective Italian service. Thus the Rome-Buenos Aires flight of January 1934 was intended both as an experiment and a prelude to a regular air mail service.

Experience gained in the mass-formation trans-Atlantic flights of 1930 and 1933 had impressed Marshall Balbo with the vital necessity of speed in a successful transoceanic flight, and part of the interest aroused abroad in this flight was caused by the proposal to use a land plane instead of the more usual, but very much slower, flying boat. For maximum

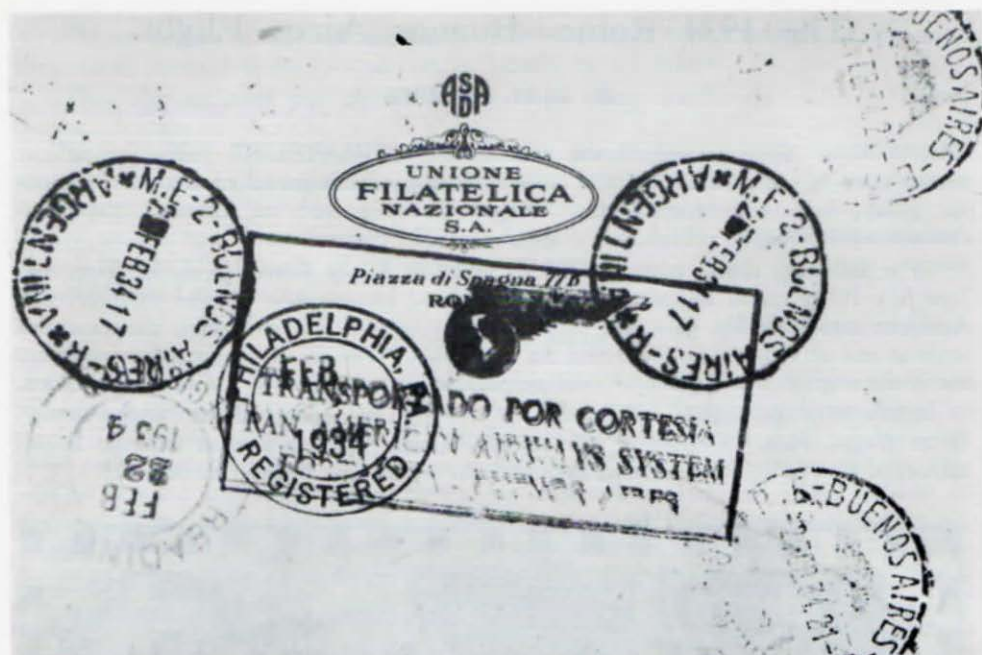


Fig. 2. The reverse side of the cover shown in Fig. 1 with its six different backstamps plus the rectangular cachet of the Pan American Airways that carried the mail to its final destination.

safety on the long ocean crossing a three engined plane was selected, a Savia-Marchetti S.71. This was a commercial high-wing monoplane with accommodation for eight passengers: powered by three 370 h. p. Piaggio "Stella" engines her maximum speed was approximately 168 m. p. h. The two pilots, Francesco Lombardi and Franco Mazzotti, had both had much experience. The former had been decorated for valour when flying with the Royal Italian Air Force in the first World War, and Mazzotti—who was to be killed in a flying accident in 1941—had held a civilian pilot's licence since 1928. The crew was completed by a mechanic and a wireless operator, Marino Battaglia and Davidi Giulini.

The aircraft left Montecelio Airpost, Rome, at 6:42 a. m. on 27th January, 1934, on the first stage to Casablanca, which was reached without incident after ten hours flight. A stop of 1½ hours, and the S.71 left for Dakar. Here thick fog made the airport difficult to locate, and it was necessary to circle for some two hours before a safe landing could be made at 8 a. m. on 28th January. Ahead lay the hazards of the long ocean section, but only a short time sufficed to check and refuel the plane, and by 10 a. m. it was heading out to sea, bound for Natal in Brazil, and thence via Rio de Janeiro to Buenos Aires.

The Crash

At first all was well, and wireless messages received showed that very good progress was being made. Then came silence. Routine transmissions from the aviators were not received. Attempts to contact the aircraft from both sides of the Atlantic failed. Ships in the area were warned, and pilots on the Pan American South American coastal route were alerted to keep a special watch for signs of wreckage. Not till the 30th came the news—Lombardi and Mazzotti had crashed 12 miles north of Fortaleza in Brazil.

The report had come from an American, Bert Sours, Captain of the north-bound Pan American *Commodore* that had left the base at Fortaleza soon after dawn on 30th January. He had seen wreckage and survivors on the beach, and had circled and dropped a message informing the Italians that he had reported their position by radio and that help was on the way. The airport manager at Fortaleza, Burnett Boyd, headed the rescue party, and the

ITALY



Fig. 3. Cyrenaica's Rome-Buenos Aires Flight issue (Scott C20-23, Sanabria 20-23) on a Special Flight cover cancelled Rome, Italy January 28, 1934 and Bengasi, Cyrenaica.

crew and mails were brought to the Pan American base by road. The pilots were unhurt, but both the crew were injured. Bad weather had been encountered when the plane was some 200 miles from the Brazilian coast, and there had been difficulty in receiving and interpreting the radio directions sent out by the Air France and Brazilian stations. Off course and running out of petrol, they had just managed to reach the beach before being forced down.

The crash was subsequently the subject of some recrimination between the Italian government and Air France. Italian newspapers alleged that the Air France wireless stations had omitted to give the S.71 correct and proper directional signals. Air France in turn maintained that correct instructions had been given, and blamed the pilots for not following them. The Brazilian government held an inquiry in which they exonerated their own radio stations from any blame.

The Mail

Careful plans had been made by the postal authorities in preparation for the flight. It had been intended at first to carry mail on the preliminary stages, but it was finally decided that only mail for South America should be accepted. Plans were made to carry mail from Cirenaica and Tripolitania as well as from Italy, and three sets of special stamps were issued. That from Italy (Scott C52-55) consisted of a reprinting of the 1930 2 lire air mail definitive designed by Nerio Brunetti depicting a flight of arrows above a cloud. Printed by the State Printing Works at Rome, in four new colours, yellow, sage-green, rose-carmine and dull violet, each was surcharged in black "PRIMO VOLO DIRETTO/ROMA-BUENOS AYRES/TRIMOTORE 'LOMBARDI-MAZZOTTI'".

To the top right appeared the S.71 with the date "1934" above, and the Fascist year "XII" below the right wing. New values—2, 3, 5 and 10—were inserted before the word "lire", while fasces obliterated the original value. Fresh printings in changed colours were also made of 5 lire air stamps from the two colonies. They received a similar surcharge, except for the 5 lire stamps, which retained their original value: 300,000 sets for Italy, and 40,000 sets for each of the two colonies were prepared. Postal rates for the flight were

ITALY

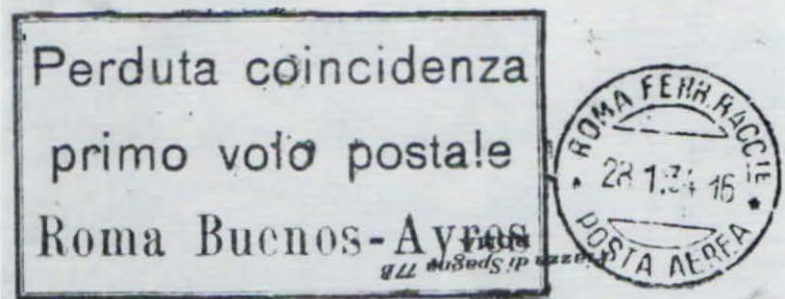


Fig. 4. The reverse of the Fig. 3 cover showing the rectangular cachet hit in red ink signifying that this mail missed connections.

fixed as follows:—

- 2 lire: Newspapers up to 50 grammes
- 3 lire: Postcards
- 5 lire: Letters up to 5 grammes
- 10 lire: Letters from 5-10 grammes

The stamps were on sale only from 15th to 26th January in Italy, and from 20th January in the two colonies. They were valid for use only on mail to be carried on the flight, and arrangements were made to collect all such mail at Rome. Letters posted outside Rome bearing the special stamps were automatically forwarded for inclusion, but the appropriate postage to Rome had also to be prepaid with ordinary stamps. No special superscription was needed, and at the office of posting only the ordinary stamps were obliterated with a commemorative postmark "ROMA/1o VOLO POSTALE DIRETTO ROMA BUENOS AYRES/27.1.34. XII", and a red cachet "PRIMO/VOLO POSTALE/DIRETTO/ROMA-BUENOS AIRES/1934 Fasces XII" applied to each cover. (Figs. 1-3-5) Similar arrangements had been made to accept mail from the two colonies, but unfortunately bad weather prevented the arrival of all mail from Cirenaica, and most of that from Tripolitania, until after Lombardi and Mazzotti had left. Eight postcards franked with the special Cirenaican stamps had, however, been posted in Rome and were not detected by the postal authorities. On the mail that was too late a red additional cachet was struck "Perduta coincidenza/primo volo postale/Roma Buenos-Ayres" (missed connection flight Rome-Buenos Aires), (Figs. 4 & 6) together with the circular commemorative postmark showing the actual date of the arrival of the mail in Rome. In this case the postmark was applied to the face of the letters, and did not cancel the stamps. It is reported that 2,800 registered and 4,000 ordinary letters and cards were flown; a total of 6,800 divided into 1,750 addressed to Rio de Janeiro and 5,050 to Buenos Aires. A specially prepared souvenir edition of a newspaper was also carried. The colonial mail that arrived in Rome after the departure of the plane is stated to have numbered 371 (283 from Cirenaica and 88 from Tripolitania).

From Fortaleza all the mail for the Argentine was flown direct to Buenos Aires by the Pan American company, who applied on the reverse of mail a violet cachet "TRANSPORTADO POR CORTESIA/PAN AMERICAN AIRWAYS SYSTEM/FORTALEZA-BUENOS AIRES". (Fig. 2) This was very carelessly done, some covers being missed and others having two or more imperfect impressions. The mail arrived in Buenos Aires on 2nd February, 1934 and was backstamped before distribution. A very small number of letters were signed by both pilots (Fig. 1), and the stamps may also be found cancelled-to-order with ordinary "Posta Aerea" postmarks. Mint stamps may also be found diagonally overprinted "SAGGIO" (Specimen).

ITALY

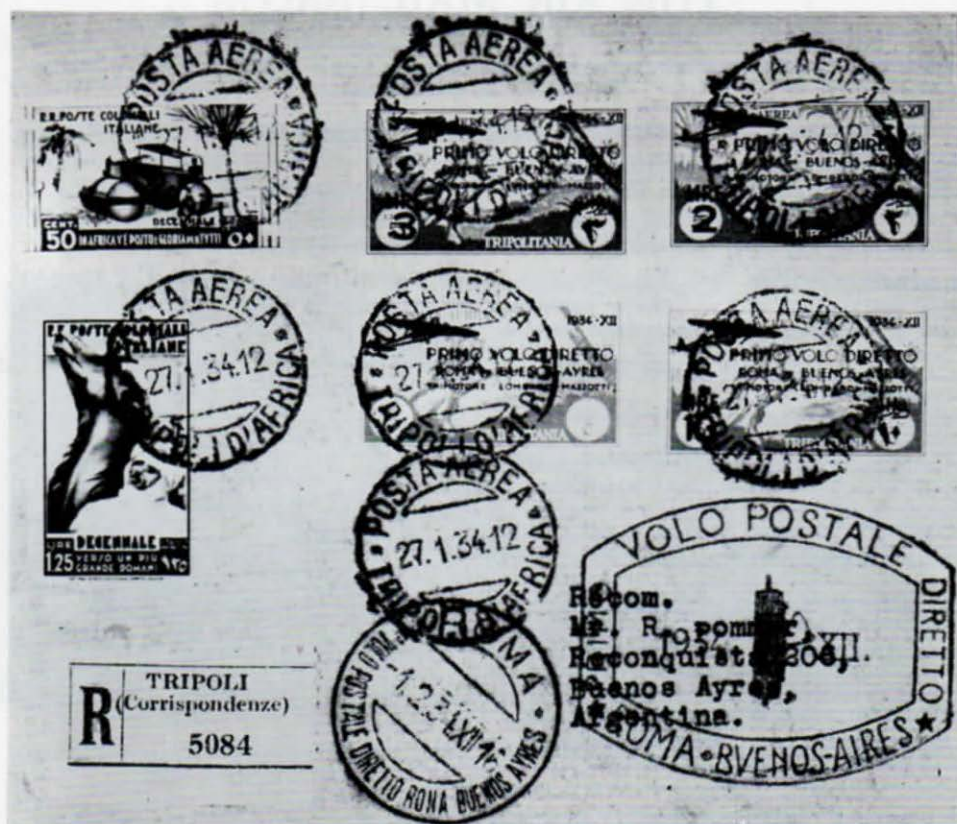


Fig. 5. Tripolitania's Rome-Buenos Aires Flight Issue (Scotet C29-32, Sanabria 30-33) on a Special Flight cover cancelled Tripoli and Rome January 27, 1934.

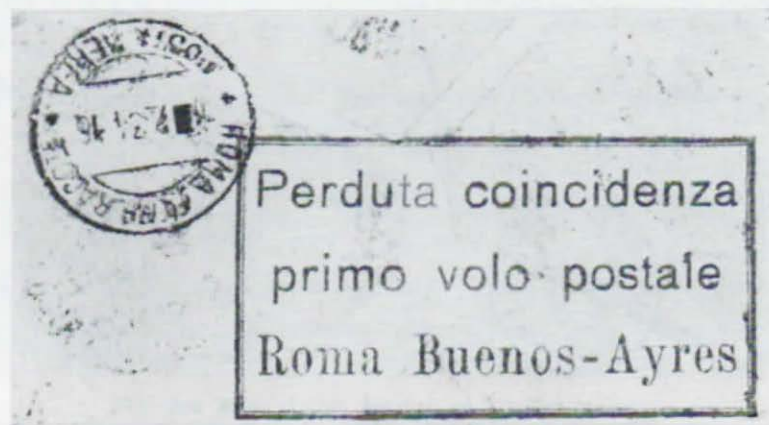


Fig. 6. The reverse of the cover shown in Fig. 5 with the same cachet as on the Cyrenaica cover of Fig. 4 indicating that the mail missed connections to go on this special flight.

(Continued on Page 54)

THE AIR MAIL BAG

(Under this heading correspondence is published. Full names will be used unless a contrary request is specified; then a correspondence will be identified by initials only. Nothing unsigned will be used).

In Mr. Silver's article about the United States 24c Air Mail Stamp of 1918, concerning the discovery of a new cancellation used on the first flight of May 15, 1918, AERO PHILATELIST ANNALS, Vol. VI, No. 2, Page 57, I note that he illustrated one of his covers (Fig. 6) which shows the first day of use of the new type of Washington Air Mail cancellation. The inscription on this cover indicates that the first day of use was May 14, 1919.

In my collection, there is a cover with an earlier date, May 12, 1919. This was used on a commercial cover to Peoria, Illinois. A photo of the front and reverse side of this cover is submitted for informational purposes.

Edward Paul Bender, New York, N. Y.



TO JOIN AERO PHILATELISTS

See Page 56

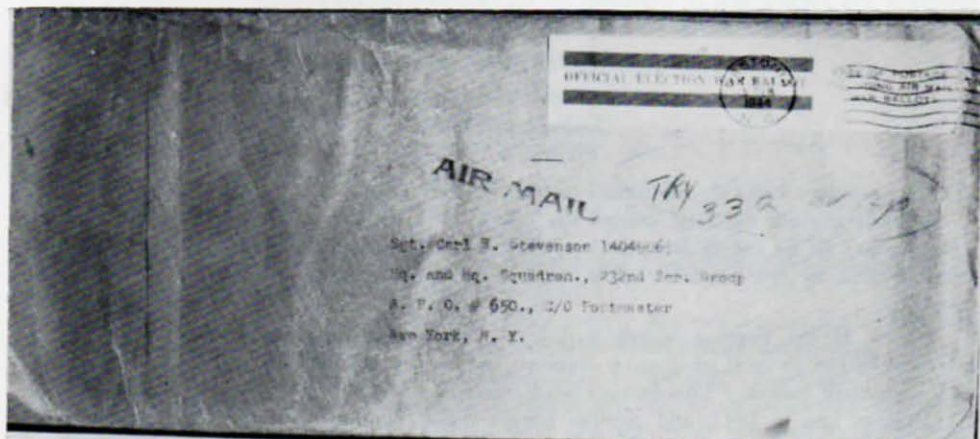
UNITED STATES

A War Ballot Adhesive Provisional

By GLEB A. POPOFF

261 Irving Avenue, Monterey, Calif.

During my service with the U.S. Air Force overseas in the second world war, I was stationed in Pomigliano d'Arco, near Naples, Italy. This was during April and May of 1944, just prior to the Presidential election in which Republican Thomas E. Dewey sought



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UNITED STATES

unsuccessfully to prevent President Franklin D. Roosevelt from winning a fourth term.

While at the Air Base, I noticed in the hand of one of our sergeants an envelope, which he gladly gave me. It was an absentee ballot envelope from the Election Board at Gastonia, N. C.

I made a tour of the barracks and asked our boys if they had such envelopes, but this request came too late. Most had thrown them away and after a long search I found only a few envelopes.

Among those few was the one illustrated here. It is different from the others in that the large manila envelope is franked with an adhesive label, and the label is tied by the postmark and cancellation of Gastonia, N. C., on April 18, 1944.

The label, in red ink on white paper, bears the inscription:

OFFICIAL ELECTION WAR BALLOT

Free of Postage
Including Air Mail
(WAR BALLOT)

The envelope bears the additional handstamp "Air Mail."

This large-sized envelope carried the blank ballot to the Air Force sergeant overseas. The sergeant (if he voted) returned his ballot to the Gastonia Board of Elections in another envelope, also by free air mail. The return envelope was enclosed in the illustrated outer cover.

Many of the election boards had local printers prepare "provisional" envelopes to carry the ballots to local servicemen overseas, and to provide for the free return by air mail of the executed ballots. This free air mail privilege for the 1944 election had been enacted by Congress late in 1943, and election boards began sending the ballots to servicemen as early as April, 1944. A partial listing of these appears in the March-April, 1958 issue of *Postal Stationery* (Whole No. 69), and many others are known to exist.

However, all I have seen except the Gastonia item had the "Free of Postage Including Air Mail" inscription actually printed on the envelope, thus qualifying as official air mail stationery.

Is the Gastonia envelope just another item of postal stationery? Or does it qualify as a wartime provisional *adhesive* air mail stamp? Certainly it is an adhesive; and just as surely, it *did* perform its function of franking the envelope to its Italian destination by air mail.

I have shown this envelope to Emmett Peter Jr., who has an extensive collection of war ballot stationery. He tells me this is the only example he has seen. I would welcome correspondence with any other collector who may have saved one of these Gastonia envelopes.

ITALY (Continued From Page 51)

Despite the fact that the flight was claimed to have demonstrated successfully that a rapid air mail service to South America was perfectly feasible, no regular Italian service followed from this experiment. Not until December, 1939, and after two Ala Littoria survey flights, did the regular service operated by the Linee Aeree Internazionali Italiane from Rome to Rio de Janeiro commence. By a coincidence, the first return plane of this service also crashed killing the crew and severely damaging the mail. But that is another story.

CONVENTION (Continued From Page 46)

Exhibition Closes

On Monday September 21st, Maurice Tripet closed the Exhibition at the Collectors Club and dismounted the material in the frames by 6 PM. Thus Aero Philatelist's 13th Annual Convention ended.

FRANCE (Continued From Page 41)

Sanabria 556	magenta and black
556 (a)	inverted surcharge
556 (b)	as (a) tete-beche
Sanabria 562	green and red
562 (a)	tete-beche pair
562 (b)	surcharged in red
562 (c)	as (b) tete-beche

	<i>French Volunteer issue 1942, Sanabria (563-564)</i>
Sanabria 563	slate green and red
unlisted	without surcharge
	pair, one without surcharge
	double inscription and without surcharge
	without inscription and without surcharge
Sanabria 564	red and blue
unlisted	without surcharge
	pair, one without surcharge
	misplaced surcharge

Summary

Most of these listings have been submitted to the editor of the Sanabria catalogue with the suggestion that in the future they should be listed.

It may be true that "half a loaf is better than none". But when a catalog offers "less than a half a loaf" by listing only a portion like with these France semi-official air mail stamp minor varieties, it seems reasonable to expect *All or Nothing*. Therefore, it is hoped that a fine, specialized air post catalog like Sanabria will add to the collector's enjoyment by having the French section as comprehensive as the stamps in my collection, and, for instance with the Canada Semi-Officials.



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References:

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ADDRESS

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