



THE AERO PHILATELIST ANNALS

★ ★ A QUARTERLY MAGAZINE ON AERO-PHILATELY ★ ★

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Vol. IX

NO. 1

THE AERO
PHILATELIST ANNALS

Henry M. Goodkind, Editor

Philip Silver, Assistant Editor

THE AERO PHILATELISTS ANNALS published quarterly each year by Aero Philatelists, 22 East 35th St., New York 16, N. Y., 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.

LIBERIA

The First Air Mail Issue A New Variety, Scott C3m

A New Scott Catalogue Listing

The 1961 edition of the "Scott's Standard Postage Stamp Catalogue" has introduced a new listing for the first air mail issue of Liberia. Ever since 1936, Scott has listed three numbers, C1, C2 and C3, for this issue. The first two are the 6c air mail surcharges on the basic postage stamps of 1928, while the latter is for the same surcharge on the 1928 *Official* stamp. No reference was ever made to any minor variety.

This new, fourth Scott listing, Liberia C3m, is the 6c air mail surcharge *not* on the 1c green *Official* stamp (Scott O158), but on the 1c green *postage* stamp of 1928 (Scott 230).

The first air mail issue of Liberia is treated far differently by the "Sanabria Air Post Catalogue," which lists six major numbers (compared with three in Scott) and five minor varieties, none of the latter being in Scott, but up to the time of this writing, Sanabria has not listed this new find, Scott C3m.

How It Happened

It is generally agreed that the crowning event in a stamp collector's life is making a find or a new discovery that ends up being listed in one of the leading catalogues. Consequently, collectors are forever searching in attics,

LIBERIA

rummaging in trash and going through old, battered houses hoping to find some valuable stamps. Also they examine thousands of copies of the same stamp, believing they may come upon a scarce variety. Few ever succeed, but this never stops the hunt. The discovery of something with philatelic value is all the more thrilling when it comes as a complete surprise. This happened to the writer a few years ago, and this story is recorded here for the first time.

To call philatelic scholars, "fly-speck" philatelists, is indeed a very unkind and untrue appellation for those few, who have the patience and knowledge to pursue plating work. But in this respect, philatelic scholars are no different from scientists in all other fields, who often are misunderstood and thus, held up to ridicule. In this vein, the masses in stamp collecting seem to regard the person doing plating work as an odd one, whose work perfectly fits the Shakesperian title, "Much Ado About Nothing." However, this harsh misconception is passed off by the philatelic scientist. The actual "beating" comes not from unwarranted criticism of plating studies, but from physical fatigue and eye-strain, the result of intense study of stamps.

It so happens that the first air mail issue of Liberia has long been shrouded in much mystery and also has been a matter of disagreement. Some have maintained that counterfeits existed, while others thought not. One air mail authority, now deceased, had stated that whenever the complete set of Liberia C1-3 was found on one cover, these copies have counterfeit surcharges. No careful study had ever been made of this issue, and thus the controversy continued.

The Assignment

As a member of the Expert Committee of the Philatelic Foundation, New York, N. Y., the writer was asked if he could undertake an important assignment. This was to investigate Liberia's first air mail issue, by assembling as much material as possible — both stamps and covers — as well as any official records that might exist. As for counterfeits, the writer had been told by a recognized air mail authority that in 1936, almost simultaneously with the new issue, counterfeit stamps came from Liberia. This was due to the fact that the issue was so limited and that the supply available was not adequate for the philatelic demand.

In carrying out this assignment, the writer did find that Liberia C1-3 proved to be scarce. There was a lack of sufficient material to quickly undertake this study. It took time before enough stamps were assembled. Not all the problems faced will be described in this writing. But some should be mentioned in order to show the difficulties encountered.

The first fact to determine was — how many stamps were surcharged. Not one of the more recent catalogues, either general or specialized, gives such information. Going back, the "Scott Standard Catalogue of Air Post Stamps" for 1941, 1942 and 1946 (the aforementioned catalogue was discontinued after the 1946 edition) states that "1,000 of each of the three denominations were issued." Also there is this textnote:

"About 4,000 letters were flown, not all bearing the air mail stamp. Overprinting reported on 20 sheets of 100 stamps each."

Obviously something is wrong with the arithmetic here, because 20 times 100 is 2,000, while 3 times 1,000 amounts to 3,000. Furthermore, if the overprinting was made on 20 sheets of 100 stamps each, as Scott records, this cannot be. There are three denominations, and 20 times 100 is 2,000. But 3 cannot be evenly divided into 2,000.

Scott also states that the basic stamps were printed in sheets of 100 (10x10). This seems unlikely. Each stamp's size is about 1½x1 inch. Thus a sheet of

LIBERIA



Fig. 1. A typical cover with Liberia C3. Most all first flight covers with Liberia C1-3 are the same, except that each addressee's name is different. The rest of the address, always typed in purple is the same. Different from commercial covers examined, these have no sender's name and address. The actual size of all such covers is $6 \times 4\frac{1}{2}$ inches.

100 with margins would measure approximately 19×13 inches, which is extremely large, well over the average sheet size. Later work showed this to be wrong. The basic stamps were printed in *sheets of fifty* (5×10).

The study of the surcharge was most difficult. By what printing process had it been applied — one at a time, in rows of five or even more? In the examination of individual copies, a great variation in the two-line surcharge was noticed. Often the space between the top line "Air Mail" and the bottom line with "Six Cents" varied more than 3mm. Furthermore, no two copies showed the same alignment of the letters, and the black bar at the bottom of the surcharge obliterating the value on the basic stamp came in different lengths widths and impressions.

Covers bearing copies of Liberia C1-3 instead of aiding in the solution, added new complications. No Post Office records about the flight, the amount of mail carried and other helpful statistics came to light, although many inquiries were made here and in Liberia. The number of similar covers seen with a copy of Liberia C1, C2 or C3 was puzzling. Most all are the same style envelope, same cancellations, the same addresses, with the same printed cachet, but the name of each addressee is different and all done on the same typewriter. (See Fig. 1) This prompts the following question — was 95% of the mail on the first flight all sent by one party? *Only a very few commercial covers,*

LIBERIA



Fig. 2. An enlarged photograph of a single copy of Liberia C3, and a mint block of four of the same stamp, one of the two known. (All photographs courtesy of The Philatelic Foundation, New York, N.Y.)

judging by their appearance, were seen, and oddly these were franked not with Scott C3 but with Sanabria No. 4, a surcharge that all the general catalogues omit.

By now, the reader has a better idea of the problems faced in the study of the first air mail stamps of Liberia. The chief one, however, was the difficulty in assembling sufficient material to examine and compare. First of all, the stamps themselves are scarce and rather expensive. Much time had to be spent in contacting collectors and dealers. In the case of Liberia C1-3, few, if any, were found in dealers' stocks; most all are in collections. In the second place, large multiple pieces, so necessary in scientific plating work, were practically non-existent. This is not surprising in view of the stamps' monetary value.

The largest multiple pieces the writer originally worked with were a few blocks of four and strips of three. Only two of each denomination were found in this former multiple, and all were photographs, not the actual stamps. Fig. 2 shows one of the two known blocks of four of C3.

The Discovery

This plating work had been proceeding for about a year (don't think it was a daily task; perhaps it amounted to about six hours weekly), when the writer's attention was called to what was no doubt the largest known multiple piece of C3, a block of nine with sheet margin at the bottom. This was in a New York City dealer's stock, and the writer made contact with him as quickly as possible. Such a piece did exist, and it was shown to the writer in this dealer's office. (See Fig. 3). The odd copy at the left had become detached, so that this was a block of eight and one single copy. Also it was noticed that tissue paper, badly stained, had adhered to the backs of all the stamps. This dealer was most cooperative. He said that there was a prospective buyer, who would reach a decision in about two weeks. No other customers of this dealer seemed interested in this Liberia piece at the time of the writer's visit. Under the circumstances, the Expert Committee of The Philatelic Foundation could borrow this exceptional piece of Liberia C3 for study.

This dealer knew little about the pedigree of this block, outside of the source from whom he secured it. The writer wondered when it came to this country, and many other questions about its history passed through his mind.

LIBERIA

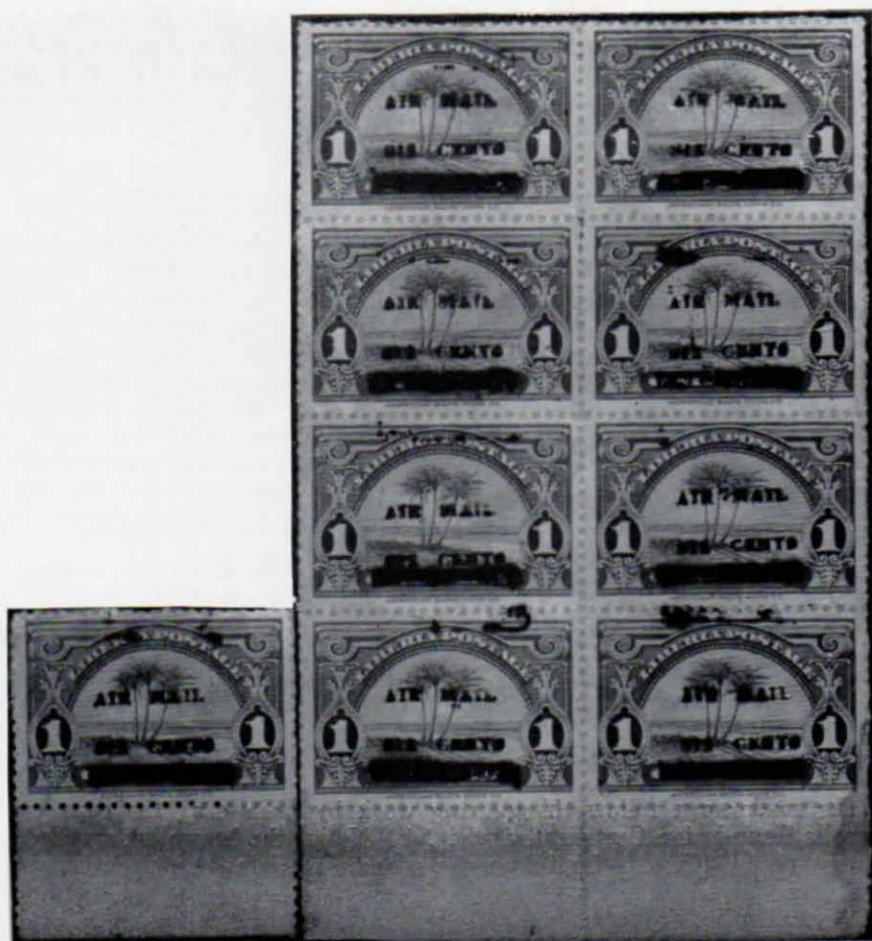


Fig. 3. The original block of nine of Scott C3m.

The first study sessions of this block at The Philatelic Foundation concentrated entirely on the surcharge, comparing those on this multiple piece of nine with other collated material. At the time of the third study session, the writer examined the covers he had assembled of Liberia C3 for this comparison work. This is when the discovery was made. Please examine the basic stamps in Figs. 1, 2 and 3. Now you will see what the writer but no others had noticed for the first time. *This large block cannot be Liberia C3, because the basic stamps lack the OFFICIAL overprint.*

What Is It?

Following this discovery, the owner of this large piece was contacted immediately. When he was shown that the surcharge was on a postage, not an official stamp, his reaction was most unusual. To the writer's surprise, he breathed a sigh of relief, and then explained that only the day before his prospective buyer had notified him that this block did not interest him. Following this, the queries from the dealer to the writer came fast. Is this large block

LIBERIA

genuine? Is it an error? A proof? A trial printing? Had any similar copies been previously known or cataloged? Would Scott or Sanabria list this? What did the foreign catalogues say? The writer could only reply that during his plating studies, this discovery had been made, and that as soon as he had seen the difference with the basic stamps, he immediately advised the owner of this finding and returned it to him.

The Scientific Work

Some months later the writer again saw this block of eight; the detached single copy was no longer there. It had been submitted to the Expert Committee of The Philatelic Foundation with this question:—"Is the air mail surcharge genuine?" Then the work, that had been interrupted by the writer's discovery, resumed. The result is shown by Fig. 4. But some might have noticed that Fig. 4 is a Philatelic Foundation Certificate for a single copy, while the previous reference was to the block of eight. This is what happened, as later reported to the writer. The block was sold to another dealer, who then broke it into one block of four and four single copies, because it was easier to sell this way rather than as one piece. Therefore, the five new parts of the original block of eight were separately issued certificates by the Expert Committee of the Philatelic Foundation.

This further plating work done in connection with expertizing at the Philatelic Foundation has brought out more information about the first air mail issue of Liberia. Progress in reconstruction of the stamps has been possible. Now one can be reasonably sure that the basic stamps were in sheets of 50 (5x10), not 100 as Scott records. As for the surcharge, it was determined that it is a handstamp, most likely done one at a time in two separate operations. One is the two-line "Air Mail/Six Cents" surcharge, the other the long black bar obliterating the value on the basic stamp. The order of this application is not known, but such knowledge is not important.

The reader can follow this plating work by examining the copy on the Philatelic Foundation Certificate in Fig. 4. Notice the heavy ink smudge over the word "Air" of "Air Mail" on the surcharge. Also the black bar at the bottom is badly malformed at the left. Now examining the nine copies in Fig. 3, one can identify this Fig. 4 copy as position No. 4 in the block of nine.

Counterfeits

This study also disclosed that there are copies—unused, cancelled and on covers—with a surcharge that radically differs from those on the great majority of the material collated for this work. The lettering, the printing, the size of the letters and their composition on some surcharges varied so greatly from the authentic control material, especially the copies on commercial covers, that there seems to be no doubt that imitations of C1-3 of Liberia have been made. Also the late Nicolas Sanabria had not been totally wrong when he told the writer many years ago that covers bearing the complete set of three always had counterfeit stamps. *All but one* of such covers studied had counterfeited Liberia C1, C2 and C3. This knowledge should not upset any collector nor prevent him from buying a copy of Liberia C1, C2 or C3, if he wishes to do this. The results of this study have been preserved and the services of the Expert Committee are available.

Catalogue Listing

On page 155 of the October 1959 number of "Scott's Monthly Journal" a short announcement of this new discovery appeared. Later when the 1961 Scott Catalogue came out, this new find was listed as Liberia C3m. When the

LIBERIA

No. 10,699E

May 11th

19 59

THE PHILATELIC FOUNDATION
22 EAST 35TH STREET
NEW YORK 16, N. Y.

EXPERT COMMITTEE

We have examined the enclosed: Liberia

1936 6c. on 1c. green, unused -----

of which a photograph is attached and are of the opinion

that the air mail surcharge is genuine,....

and similar to that found on Liberia

Scott #C1 and #C2 -----



Frederick S. [Signature]
For The Expert Committee
Chairman

Fig. 4. One of the Certificates issued by the Expert Committee of the Philatelic Foundation for a copy of Scott C3m.

LIBERIA

writer reviewed this fine catalogue in the *AERO PHILATELIST ANNALS* Vol. VIII, Page 81, he questioned the reason for treating this new discovery as a minor variety. But at the same time he praised the editors of Scott for so promptly listing this find. No covers have been seen as yet with C3m. Perhaps this stamp will never appear on cover.

A Happy Ending

Does the writer own a copy of the stamp he discovered? Yes!

It is often said that the feelings between collectors and stamp dealers are not always friendly. Many collectors believe that most dealers are strictly commercial, have no liking for stamps and are interested only in getting as much money as possible from collectors. The writer's experience with Liberia C3m disproves this generalization. Here is what happened. I received the following letter about six months after the discovery:

"Please accept the enclosed, which came from the famous block of eight of Liberia, with my compliments."

The letter was signed by the New York City dealer from whom the writer had originally borrowed the block for this work in connection with the Expert Committee of the Philatelic Foundation. The enclosed was a single copy.

Acknowledgements

Credit should be given to the following members of *AERO PHILATELISTS*, who loaned the Philatelic Foundation their material of the first air mail issue of Liberia. Thanks to Bernard Fink, Mrs. Louise Hoffman, Stanley R. Rice, Sam Rodvien, Dr. R. H. Shrady — and these dealers, the late L. W. Charlat, Herbert J. Bloch, H. R. Harmer Inc., Irwin Heiman and F. W. Kessler.
(H. M. G.)

TO JOIN AERO PHILATELISTS

See Page 28

A TRAGIC 1942 AIR MAIL COVER

By STANLEY R. RICE

The capture of Adolf Eichmann in the Argentine, his smuggling into Israel and now his lengthy trial brought back memories of the grim air mail cover given to me in 1943, which is illustrated. Now for its history.

Camp de Gurs came into being around 1941 in Southern France at the base of the Pyrenees mountains near Spain as a haven for Jews, who got out of Germany one way or another. They could not be brought to the United States on account of their age, poor health or similar reasons. The camp was run by "The Friends," a Quaker organization, together with the Vichy Government. It was thought to be a safe refuge at the time since it was located in unoccupied France. However, this proved to be all too false a hope. The Nazis moved in suddenly and the occupants swiftly were sent East, to the horrible gas extermination chambers.

The markings on its face "Retour a Envoyeur" (Return to Sender) and the handwritten "Partie sans adresse" (Departed without address) tell the sad story of the end of two of the occupants of Camp de Gurs.

A TRAGIC COVER



Fig. 1. The front of the cover with the postmark "Retour a Envoyeur" (Return to Sender).

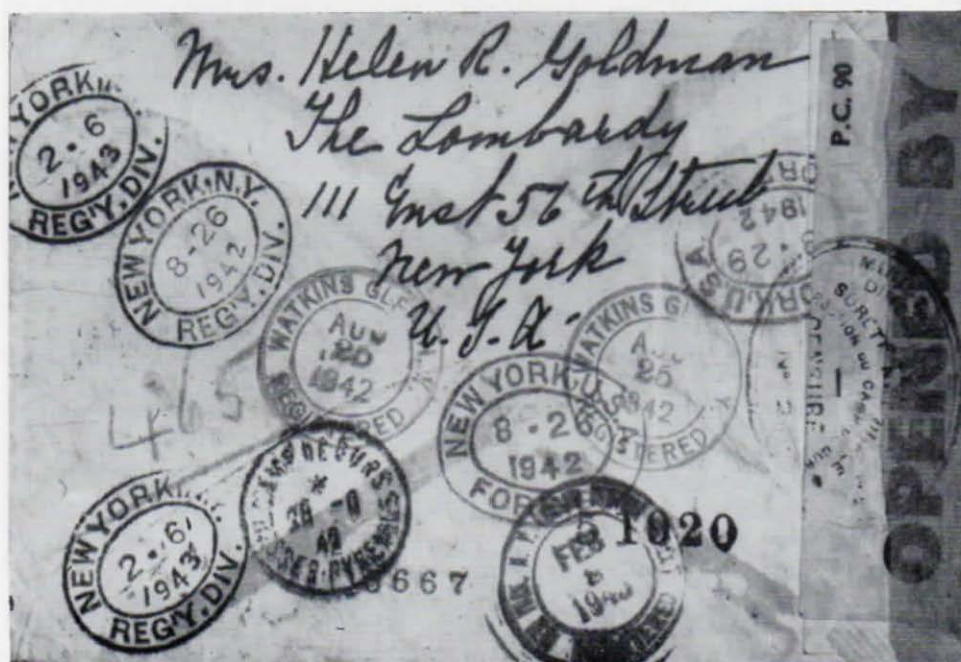


Fig. 2. The back of the cover showing a total of ten markings. (Photos by Boutrelle)

UNITED STATES

Interesting New Printing Variety Albino Sheet of The Current 15c Air Mail Stamp

Earlier this year, a person in Upstate New York went to his post office and purchased five sheets of fifty (5x10) of the current 15c air mail stamp. When he returned to his office, he discovered that four were perfectly normal, but as for the fifth . . . look at the illustrations, Figs. 1 and 2. This sheet is blank

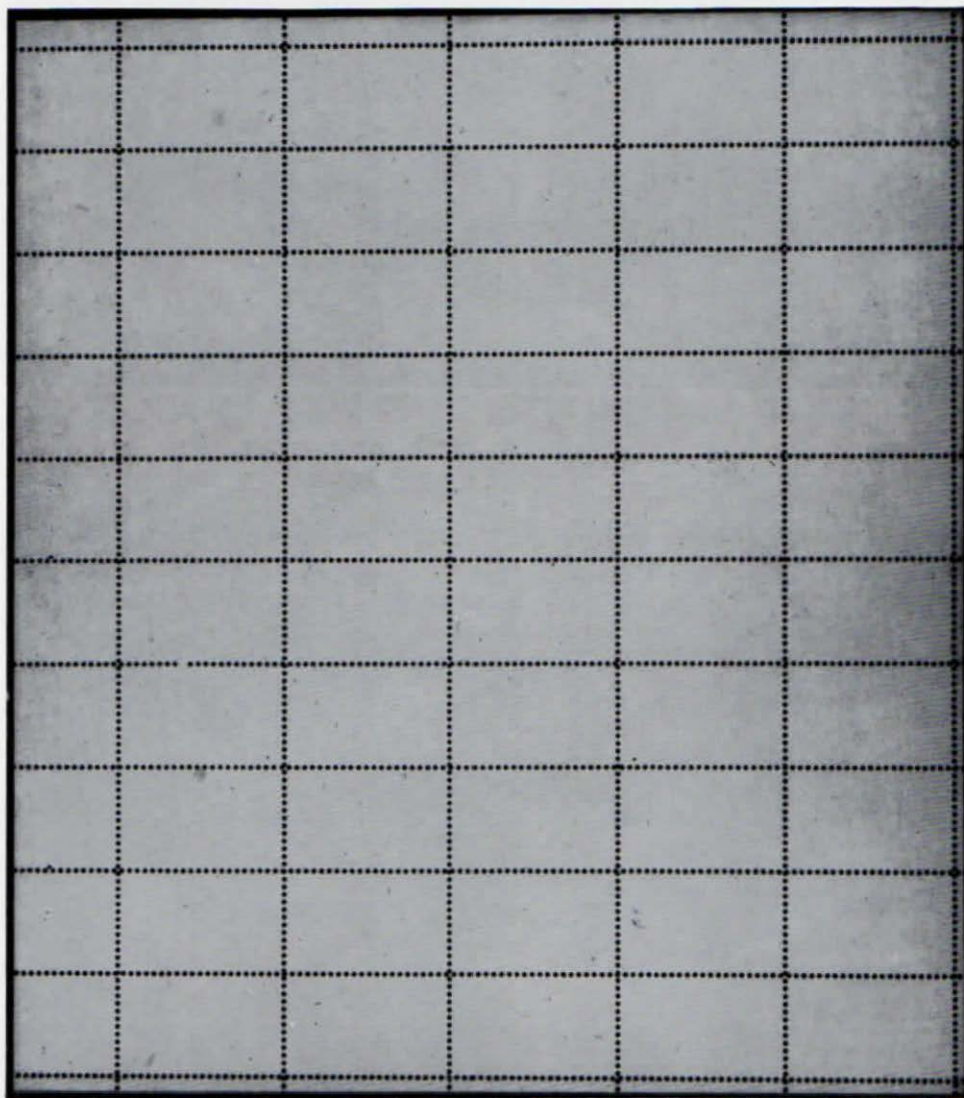


Fig. 1. The front of the albino sheet of the current 15c air mail stamp of the United States.
(Photos by Boutrelle)

UNITED STATES

with no printing on it, either front or back as these two illustrations show. There is, however, an embossed impression of the design on each stamp as well as the plate number in the lower righthand corner. The sheet must be held in a certain position towards the light in order to be able to perceive this uninked impression of the design. Fig. 3 is an enlarged photograph of one stamp, where our photographer, Adrien Boutrelle, was able to show a good part of the albino embossing. The double line in the center indicates that this is the current 15c air mail issued in 1961 with the modified design, not the earlier 1959 issue (Scott C58) where only one line separated the two panels in the design.

What probably happened was that two sheets going through the presses at the Bureau of Engraving and Printing in Washington, D. C. stuck together. The current 15c air mail stamp is being printed on the new Giori presses, where

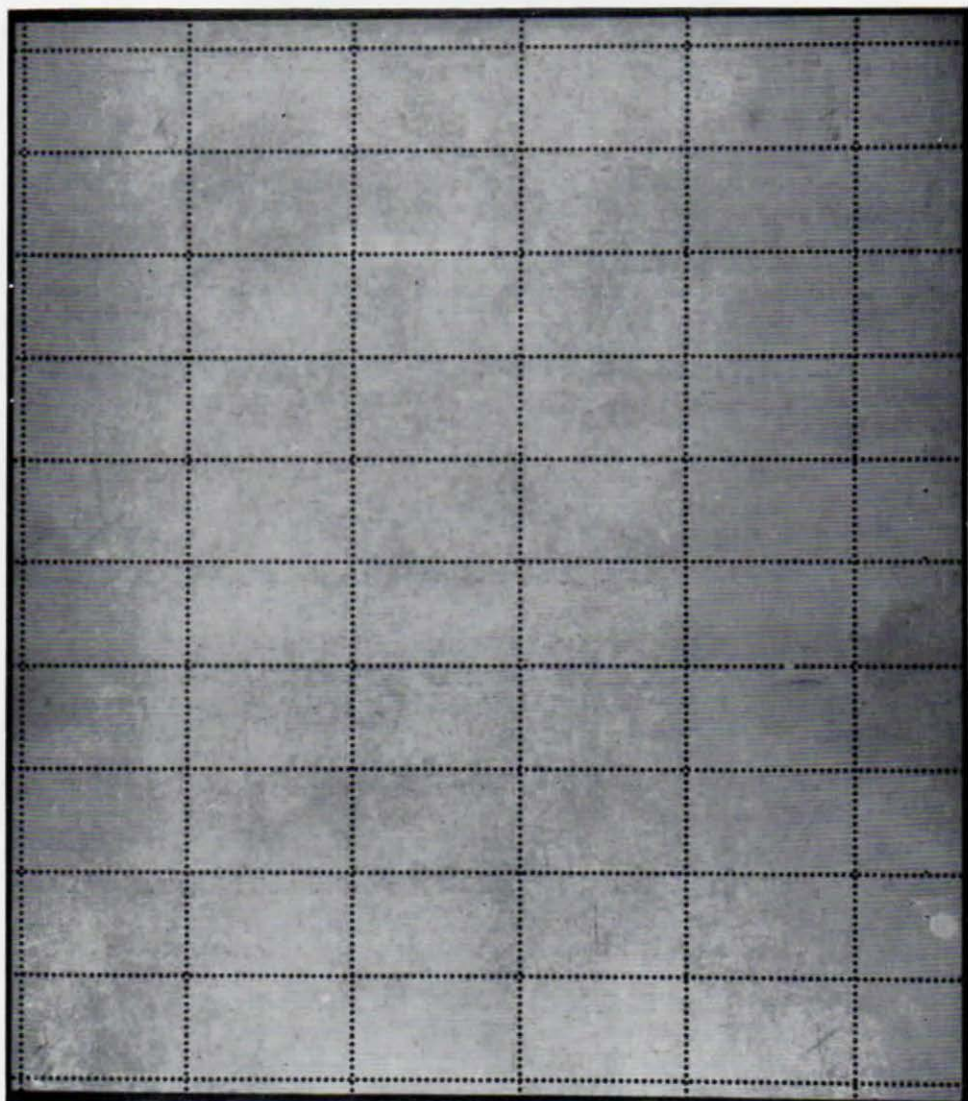


Fig. 2. The reverse or gummed side of the albino sheet.

UNITED STATES



Fig. 3. An enlarged photograph of one stamp and a portion of another that shows part of the embossed design on the albino sheet.

multi-colored stamps can now be produced in one operation. Also the sheets are gummed prior to printing. In the case of this albino, the press hit the top sheet and registered the printed stamps with sufficient force to impress the design on the second sheet adhered to the one on top.

We are very grateful to *Henry Kraemer* of New York, N. Y., the present owner of this sheet, for lending it to us for this article as well as allowing the *AERO PHILATELISTS ANNALS* to be the first publication to announce the discovery of an interesting variety of a current United States stamp. Not many as this get by the U. S. Post Office Department these days and are placed on sale to the public. (*H. M. G.*)

CATALOG REVIEWS

D. S. Bollaffi's Italy 1961 Postage Stamp Specialized Catalogue. 122 pp. (7½"x10"), plastic ring binding. U. S. & Canada Agent, Louis K. Robbins, P. O. Box 672, New York 8, N. Y. Price \$1.75 postpaid.

This specialized catalogue out in March 1961 greatly interested this reviewer for two reasons. First of all, Italy's air mails, especially on flown covers, long have been one of his leading favorites. In the second place, this proved to be the easiest Italian catalogue to use. It is in English, has dollar prices and includes Scott Catalogue numbers. A very great service was done for the American collectors.

Eleven pages (pp. 92-103) cover Italy's air mail stamps from 1917 to 1957. There are no Italian Colonies. The text notes are short and concise, not giving much more information than Sanabria does.

Prices are for unused and used and most issues also have cover prices. The latter gave us trouble. For instance, CO2 on cover is considered over here scarcer than CO1, but Bolaffi prices CO1 at \$675 without Balbo's autograph and CO2 at \$450. C1 is acknowledged as the first official air mail stamp of the World. Thus, an Italian specialized catalogue would be expected to offer much more than this Bolaffi book does. No differentiation is made between the common philatelic cards and commercial mail, while the scarcer 1917 cancellations are not even mentioned. C34 is listed on thin paper. It exists on cover, but

CATALOG REVIEWS

Bolaffi fails to give such a price. Furthermore, all the 1930-37 Italian commemoratives are scarce on cover; not just the Balbos, Zeppelins and Rome-Mogadiscio Flights. Bolaffi's prices for these commemorative issues on air mail covers appear much too low.

Then, regarding the prices of used stamps, no remarks nor mention is made about genuine postal use, cancelled-to-order or counterfeit cancellations. AERO PHILATELISTS' publications years ago were the first to disclose the wide market for fraudulent cancellations on Italian air mail stamps. These are still coming on the market here, as witness many New York City auction catalogues in describing these stamps when offered for sale. Frankly, we expected far more information from Bolaffi than we found in this catalogue.

We regret having to express these disappointments, but they are recorded in the hope that a new edition will offer more information, more listings and better price indications. (H. M. G.)

U. S. and B. N. A. Catalog and Pricelist. Second 1961 Edition. 160 pages, about 2,000 illustrations. Published by H. E. Harris & Co., Boston 17, Mass. Price 35c.

'Tis said that "everyone loves a bargain." If so, then you should see and use this H. E. Harris catalog and pricelist. It has, besides the usual commercial pricings, some most informative separate features, such as a fine section on the identification of the various, confusing Types of United States stamps.

Air mail stamps are listed, illustrated and priced in blocks and singles, both unused and used, also in plate number blocks and many of them in complete sheets. Also U. S. air mail postal stationery and cards are priced in this booklet.

We do not wish to give one of our advertisers a plug, but in view of the contents and information in this Harris catalog, it will be worthwhile to clip the coupon on the advertisement on page 14.

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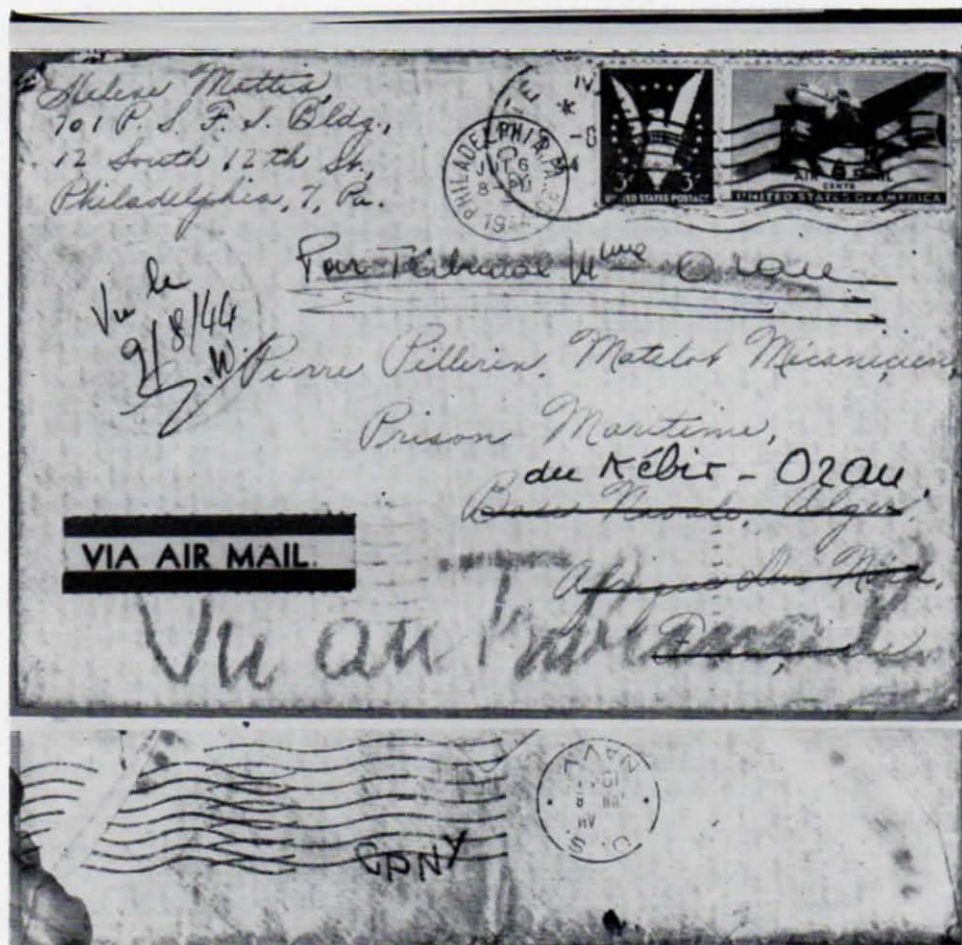
City & State

RF OVERPRINT

Genuine But Not On An Air Mail Cover

The illustrated cover recently was sent to the writer for his opinion by Captain Carl F. Paul, Jr., U. S. Naval Reserve, of Chevy Chase, Maryland. It happened that it arrived on the day of one of the regular meetings of the New York Chapter of Aero Philatelists at 22 East 35 Street, New York City. The writer had met Captain Paul a few years ago upon a visit to New York. He had read the RF book, and being a collector of this material, he wanted to chat with its author.

In sending this cover, Captain Paul explained that he had secured it from Henry Bates, former President of The Collectors Club of Washington, D. C., who had purchased it in Paris, France in the winter of 1961. The Captain wrote that he had mixed feelings about this cover. In some respects it looked legitimate to him, but other matters caused doubts. He was not alone, because one should have heard the various members of our New York Chapter, who examined this cover, argue about it. Finally, a few members quietly sat down and agreed upon the following explanation of this exceptional piece.



The front and back of the RF cover. (Photos by Boutrelle)

RF OVERPRINT

It is genuine, although its use is most difficult to explain. Notice that to the left of the RF 6c air mail stamp is a 3c ordinary United States postage stamp. This raises many questions. Why a 9c rate? How did the 3c stamp get there, and why are both cancelled Philadelphia, Penna? These RF overprints were exclusively for use of the French Navy in North Africa in 1943-44 for air mail to the United States and Canada only. Seeing the stamp cancelled Philadelphia, this cover may just as well have had a German or Chilean stamp affixed that was mailed and transported from the United States.

First of all, we determined that the cover was an envelope of European, not American manufacture. Also as seen on the back there is a crease in the center. These two factors offer important clues.

The cover was sent and addressed by a woman in her own handwriting to a French sailor, who was in a naval prison in Algiers, North Africa. No doubt they had met early in 1944 when his ship was undergoing repairs in the Philadelphia Navy Yard. The writer has seen no other covers from a French sailor to Helene Mattis, so that it cannot be determined if there had been correspondence previous to July 1944 or even after this. But this French sailor wrote to his friend in Philadelphia, and probably hoping to receive a fast reply affixed a RF 6c air mail stamp to an unaddressed envelope, folded it, enclosed it in his letter to her, and requested that she use the enclosed envelope with the affixed stamp for a speedy reply.

Miss Mattis in Philadelphia knew that the 6c air mail rate during World War II was only for the military; civilians had to pay 8c for the domestic air mail rate. She probably did not inquire about the foreign air mail letter rate, and not having a 2c stamp handy, she overpaid this by one-cent by affixing a 3c stamp. But the 9c postage was not sufficient to send this letter via air mail to North Africa. Thus, it travelled by surface mail. The letter was posted by Miss Mattis in Philadelphia on July 6, 1944 as cancelled. On the back are the initials "CPNY" and a "U.S. Navy" postmark dated July 8, 1944. This showed that the letter was censored in New York and then forwarded by surface mail by the United States Navy.

The cover reached Algiers and was cancelled there with a French "Poste Navale" marking on August 8, 1944. This latter is seen clearly hit upon a part of the 3c postage stamp. The letter could not be delivered because the French sailor had been transferred from the prison in the city of Algiers to Oran. The circular mark on the left just beneath "Philadelphia" reveals that the French prison authorities censored the letter on August 9, 1944, as the manuscript notation shows, and sent the cover on to Oran. Here again the letter was censored as shown by the large crayon writing at the bottom of the cover, which in French means "seen at the Tribunal (prison)." Sailor Pierre P . . . was no longer at Oran but in Kebir-Oran. So this letter was addressed again and forwarded to him.

This marks the first genuine use of the RF overprint so far seen that did not go via air mail and where the point of origin was the United States, *not* North Africa. This cover has surely travelled widely, as well as "the wrong way." A repetition took place in 1961. Captain Paul wrote that after his friend, Henry Bates, had purchased this cover in Paris, he returned to the United States on the Portuguese ship, "Santa Maria"—the one that made headline news in the winter of 1961 after the crew had mutinied and taken her all over the South Atlantic. Consequently, this exceptional RF cover has had two long sea voyages both under emergency conditions. It is hoped that it now will rest quietly in Captain Paul's RF collection. (H. M. G.)

Richard N. Cone

Many members were very saddened to learn of the sudden death of our longtime member, Richard N. Cone in Tucson, Arizona. He suffered a heart attack in his home on May 28, 1961 and passed away at the young age of 48.

This writer recalls the first years when he was editor of our first publication, *the Aero Philatelists' News*. He began receiving long letters from a member in Vermilion, Ohio, who said he specialized in Nicaragua air mail stamps. He was very upset because the philatelic market here and abroad was flooded with counterfeit Nicaragua stamps and fraudulent cancellations. He despaired about being able to prevent this, because no stamp paper seemed interested in publishing his knowledge. One of the leading publishers of the time informed Richard N. Cone that he prints nothing about philatelic "unpleasantness."

Starting in 1947, *the Aero Philatelists' News* did publish Dick Cone's first article on Nicaragua counterfeit air mails and many followed in the next few years. Although the majority of air mail collectors and dealers were grateful to the author, this organization and its publication for disclosing these fraudulent practices, there was some strong criticism from a few, especially in the commercial element, whose sales of these issues obviously were curtailed.

The Cone articles, however, "bore fruit" and in the most important place. In 1950, the President of the Republic of Nicaragua ordered an investigation of its philatelic affairs. This culminated in two very important events for philately. In 1952, in a ceremony witnessed by invited prominent philatelists, postal officials and security banknote company executives, the infamous Nicaragua

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1926, "NORGE" airship Polar cover with 1/2offic. air stamp, Rome-Kingsbay	14.00
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OBITUARY

"Seebeck" plates, dies and rollers were destroyed in Philadelphia, Pa. No more reprints could ever again come from these old Hamilton Banknote Co. plates.

The second consequence was the complete disclosure of the existence in Nicaragua of plates later used for private reprints and counterfeit cancelling devices. These were seized in 1953 by the Government in Managua, Nicaragua through raids on the homes and offices of several stamp dealers. The Government through its delegated official approached the editor of this magazine to exclusively publicize this important philatelic event, because of Richard N. Cone's previous articles. Number 2 of Volume 1 of the AERO PHILATELIST ANNALS was devoted to the story of this expose; of course, the article was written by Mr. Cone. It was sensational.

The aftermath proved that AERO PHILATELISTS had gained the respect and gratitude of philatelists all over the world. This writer heard this from so many when he visited South America in 1956. The American catalogue editors amended their textnotes and prices on the issues involved. Mr. Eugene N. Costales, co-editor of "The Scott Postage Stamp Catalogue" in informing this writer of Dick Cone's death stressed the value of his advice. Mr. Costales openly paid tribute to Richard N. Cone's great fund of knowledge on Central American stamps. But there still were a few nasty and vociferous critics. In time they faded out, so that now one sees that Cone's critics have either gone into philatelic insignificance or have completely passed from the philatelic scene.

Richard N. Cone was elected a director of AERO PHILATELISTS in 1952, and in 1955 submitted his resignation from the board when he became a fulltime stamp dealer. Shortly thereafter, he moved from Vermilion, Ohio to Tucson, Arizona, where he actively dealt in stamps until the day of his sudden passing. A few years ago, Dick Cone was thrilled when he visited Central America and saw for the first time the countries whose stamps had intrigued him for so many years.

He loved to write long and argumentative letters, his good friends receiving the longer and more argumentative ones. This writer found it virtually impossible to keep pace with the Cone letters. It must also be admitted that on occasions there were disagreements between us on certain issues. But these never disrupted our friendship. An amusing incident is recalled. After the 1947-49 Nicaragua articles by Richard N. Cone, he was invited to exhibit and lecture at 22 East 35 Street before AERO PHILATELISTS' New York Chapter. One member, meeting him for the first time, and after speaking with Dick for a while said: "You are such a fine fellow, so intelligent and soft-spoken. From your articles, I expected to meet a real wildeyed reformer or evangelist yelling at the top of his lungs." By the way, a longlasting friendship developed between this member and R. N. Cone. He is survived by his devoted wife and two children to whom the members of one of Richard N. Cone's favorite stamp organizations — AERO PHILATELISTS — extend their sincere sympathy. (H. M. G.)

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1960 established a record for U.S. first day cover sales, according to the data released by the Public Information Bureau of the U. S. Post Office Department. The total sales for 1960 were around 25 millions — certainly an unbelievably large amount. This is not only a new record, but it beats the previous ones by many millions. Unless a successor comes along to better Postmaster General Summerfield's 1960 output of new stamps, last year's first day sales record may endure for years.

One stamp — the Boy Scouts — had almost a million and a half first day covers. How many went to stamp collectors cannot be gauged because non-collecting organizations and individuals interested in a new stamp mail out first day covers for publicity and public relations.

But in order to see what might be the best first day covers from 1960 for stamp collectors, one should see which stamp had *the least sales*, not the most. On this basis the most promising is the 7c fire-red air mail coil stamp whose

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EDITORIAL

first-day sale was for the AERO PHILATELISTS convention in Atlantic City, N. J. last October 22, 1960. The following statistics show the 1960 U. S. issues whose first day covers had the lowest sales:

1. 7c air mail booklet	143,363
2. 7c air mail envelope	196,851
3. 2½c envelope	196,977
4. 7c air mail coil stamp	197,995

The last stamp on the above list should have the best future value for the following reasons. United States stamps are collected mostly by the Scott Catalogue. A booklet stamp is a minor variety in Scott. This means a lesser demand for the 7c fire-red booklet first day covers. Postal stationery is nowhere as popular as adhesive stamps. So, items Nos. 2 and 3 on the above list will have a limited demand. But coil stamps are major numbers in Scott. This is why the 7c fire-red air mail coil stamp on first day cover is picked as the 1960 winner.

The joke would be on us, if this turned out to be true, because we have just three 7c air mail coil first day covers. But this does not upset us. We know that when a tout hands out a tip at the racetrack, he never bets on the horses he recommends. Thus, we seem to be no different. Chances are that none of the 1960 U. S. stamps on first day covers will be worth much more ten or twenty years from now. But no one can deny that the one with the best prospects is the stamp issued for the 1960 AERO PHILATELISTS convention.

This Magazine's Next Number All United States Air Mail Stamps

The next number of the AERO PHILATELIST ANNALS, scheduled for October 1961, is now being planned, and it appears as if it will be devoted exclusively to the first air mail issue of the United States, the 1918 series (Scott C1-3).

There will be five articles on the 24c red and blue (C3). One will expose the long-existing fraud with counterfeit autographs on first flight covers. These forgeries are again making news by appearing in several American stamp newspapers as great rarities. This article will clearly show the genuine autographs of Admiral Peary and others with a sharp comparison to the forged signatures.

A second article will plainly show what is the desirable C3 "Grounded Plane" variety. Copies are being offered that have a shifted center, but still do not qualify as the real variety.

The third article on C3 will detail and illustrate the New York to Boston, Mass. and the Boston to New York first flights in June 1918.

The fourth will show the very first air mail etiquette in the world that was used on the May 15, 1918 first flight from Philadelphia, Pa.

The fifth and final article on C3 will continue the study of multiple rate covers, illustrating some unusual usages.

The 16c green air mail stamp of 1918 (C2) is making the philatelic rounds with a counterfeit first flight cancellation. As previously done with the fraudulent cancellation on the 24c, this article will broadcast information on this second fraud.

This will mark the first time that our quarterly magazine devotes an entire number to a single issue of one country. We hope that you will tell your friends interested in early U. S. air mails about this coming October number of the AERO PHILATELIST ANNALS.

CHILE

The 6 Pesos Air Mail of 1928 Why Used On A Cover In 1934?

In my opinion, one of the scarcest of all air mail stamps is Chile's 1928 Provisional when 6 Pesos was surcharged on the common 5c postage stamp for the European air post rate. This is listed in "the Sanabria Air Post Catalogue" as Chile No 14, and it states that this stamp was issued on June 30, 1928. It is Scott No. C6E.

It is known what quickly happened. By seeing that the Post Office increased by 600% the face value of a 5c stamp, the postal forger at once made plans for a big profit. Thus forgeries of the 6 Pesos air mail surcharge were soon being sold and used on mail. The deception was discovered by late August 1928. After their arrests, the criminals confessed.

Originally 100,000 copies had been surcharged. Since the postal forgeries had been so quickly discovered, not many copies had been sold. When the remaining stock was destroyed by the government, one finds these interesting statistics:

<i>Surcharged</i>	<i>Destroyed</i>	<i>Amount Sold</i>
100,000	99,052	948

Less than 1,000 copies of any stamp marks it as a scarce one. This air mail stamp is underpriced in all the catalogs. Also on September 7, 1928, the stamp was demonetized.

As a long-time aero-philatelist, I became interested in two ways of collecting this 6 Pesos airmail stamp. First of all, I sought legitimately flown covers to Europe during the June 30th to September 7, 1928 period. Also a cover using the postal forgery would be a prized possession. Both have turned out to be

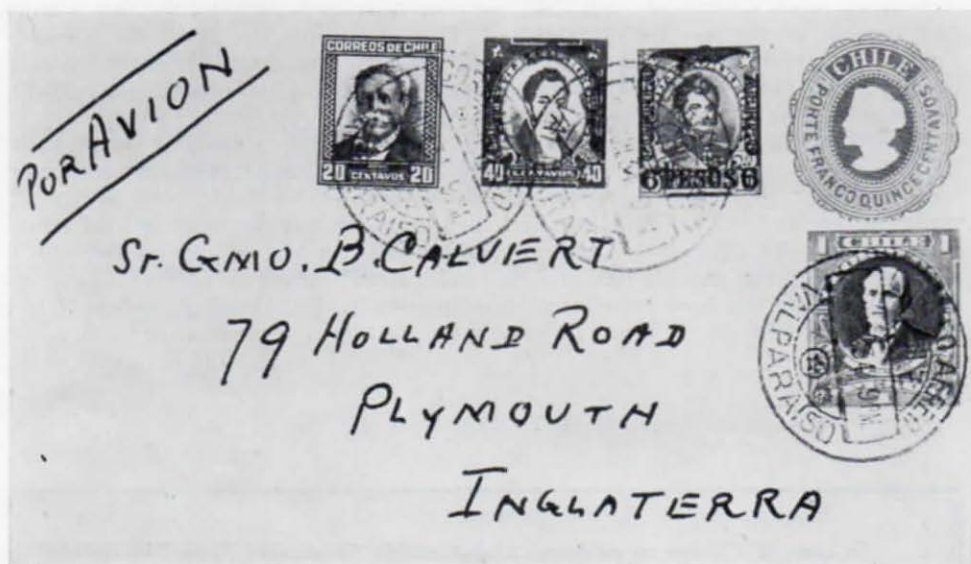


Fig. 1. The front of the 6 Pesos air mail on cover used in 1934.

CHILE

very rare. My collection now has only two legitimate covers, but it still lacks the postal forgery of the 6 Pesos.

About two years ago, I bought the illustrated cover (Fig. 1) in a New York City auction sale. The surcharge was genuine and not one of the plentiful fraudulent ones. Thus the stamp was genuine, but *the late use of June 21, 1934* was difficult to explain, because this is almost four years after the stamp was demonetized.

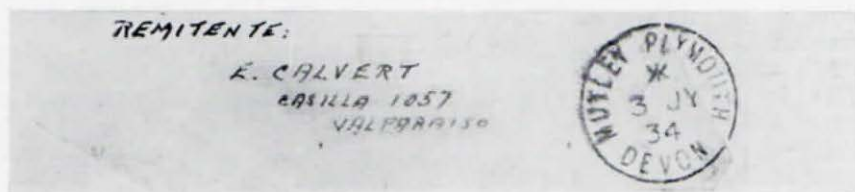


Fig. 2. The back of the cover showing the British receipt marking.

Some others have examined this 1934 cover with me and found everything in order. The cancellations and postage rate seem absolutely correct. On the back is shown the Plymouth, England receiving mark of July 3, 1934 (Fig. 2). The period of time from June 23rd to July 3rd over this very long route shows a fast mail service for that time and, consequently, indicates air mail. Also the cover seems to be commercial, not philatelic, nor made by favor.

Therefore, it is my opinion, with which others who have studied this agree, that this cover passed through the mails in 1934 because of an oversight on the part of the postal clerks. This is very probable, because not many postal clerks may have remembered this stamp had been demonetized.

This 6 Pesos airmail stamp has had a most curious history. After the fraudulent copies to deceive the post office were discovered and the large remaining stock destroyed, only 948 copies remained. Obviously this stamp then became very scarce for philatelists. Thus, to supply the philatelic demand, a new counterfeit was made. This is entirely different from the earlier postal forgery. Also one finds completely counterfeit covers with both the fraudulent stamp as well as all cancellations and postmarks.

Then another philatelic trick was played. There was a demand for postally used genuine copies. So few existed that post-1928 registration cancellations were applied.* I personally knew of an American stamp dealer who sent mint copies as late as 1948 to Chile, and had them hit with a registration cancellation. I do not consider these latter as desirable for either Chile or airmail collectors, because such favor cancels have no philatelic significance.

This article has been translated into Spanish by Mr. Derek Palmer and has been published in the "Chile Filatelico" by Editor, Alvaro Bonilla Lara.

(H.M.G.)

*See *Aero Philatelist's News* Vol. II, No. 23 and Vol. III, No. 1

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The President's Page

Frequently, when corresponding with prospective members, the writer, in reviewing the reasons why membership was desirable, has found that he placed most emphasis on the publications of our organization. This is as it should be. AERO PHILATELISTS is an international organization with members in most countries of South America, Central America and Europe, in addition to those scattered in almost all of the fifty states of the Union. For most members, therefore, the only real contact with the organization is our quarterly publication, the AERO PHILATELISTS ANNALS. From time to time, the *Aero Philatelist's Bulletin* is issued. In recent years, however, this latter publication has been devoted mainly to announcing the Annual Convention and the activities connected with it. Of course, for prospective members who reside near the metropolitan areas of New York and Philadelphia, there was an additional advantage in membership, the chance to join one of the two active chapters which meet regularly in those cities and provide a forum for personal contact so eagerly sought after by most collectors.

Since its inception in 1945, AERO PHILATELISTS has never stressed size of membership alone as a desideratum in the field of philatelic societies. Unfortunately, however, the emphasis on size and relative rank based upon number of members is a disease which has afflicted too many philatelic organizations. Instead, AERO PHILATELISTS has concentrated on the fulfillment of its original aim to aid in the dissemination of information about air mail stamps. In this respect, there has been ample realization of our aims. Writing from the vantage point of almost sixteen years, we can state, without fear of contradiction, that AERO PHILATELISTS has never flinched from its announced intention to expose any situation inimical to the welfare of the air mail stamp collector and air mail collecting. Elsewhere in this issue, you will read of the excellent work done by AERO PHILATELISTS in the cleanup of the air mail situation in Nicaragua, after an exposé by our recently deceased member, Richard N. Cone. In a recent issue, we helped expose a counterfeit cancellation on the 24c air mail stamp of 1918, (Scott C3). In a future issue, there will be follow-up on counterfeit cancellations on the 16c air mail stamp of the same series, (Scott C2). We can cite example after example of the crusading work done by AERO PHILATELISTS in its quest for a better aero-philately. But, there is no need to pile Pelion on Ossa to prove our thesis. Any fair-minded individual who will but take the time to go back over some of the back issues of the *Aero Philatelist's News* and its successor, the AERO PHILATELISTS ANNALS, will find ample proof of the fulfillment of our aims.

This piece is not intended as a forum for self congratulation or back slapping. Much remains to be done, not only to right wrongs, but to further enlarge the horizons of knowledge on air mail stamps and air mail collecting. It is for this reason that a campaign to enlarge our membership was undertaken several months ago, not merely for aggrandizement per se, but for the chance to reach an ever increasing number of aerophilatelists sympathetic to our aims and with similar desires. This message is addressed especially to those new members who have joined AERO PHILATELISTS in the past several years and, more particularly, to those who joined within the past six months. We sincerely feel that by working together with you we can accomplish much that remains to be done.

Let no one infer that we have limited our activities solely to the publishing field. Nor, must we apologize for activity of that nature. Because of articles which have appeared in our magazines, many new listings have been added to the several stamp catalogues such as Scott, Sanabria, Minkus and others. To name but a few, there is the work on the Colombia Scadta issues that caused Scott to

PRESIDENT'S PAGE

list them a few years ago, the new listing for Liberia C3m, (see article by Henry M. Goodkind in this issue) and the listing for the new type R F with serifs which should appear in the next Scott's "Specialized Catalogue of United States Stamps." Also, requests for permission to reprint articles from the *AERO PHILATELISTS ANNALS* have been received from philatelic publications in Chile, Ecuador, Peru, Great Britain, France and Japan, as well as from many publications here in the United States. Take the time to read the acknowledgements in the Scott, Sanabria and Minkus Catalogues and you will find mention of *Aero Philatelists* as well as many of its individual members.

But, *Aero Philatelists* has distinguished itself in many other areas. Several of our members have served as international philatelic judges both here and abroad. We have been honored also by sponsorship and participation in first day of issue ceremonies for air mail items of the United Nations Postal Administration and our own Post Office Department. We have lent our support to many regional exhibitions such as Interpex and Sojex. Just recently, one of our past presidents, John J. Britt, acted as honorary chairman of the successful Ispex show held in New York at the Trade Show Building. In the great London International Stamp Exhibition of 1960, at the banquet of the British Air Mail Society, our editor was the guest of honor, who made the main speech at the banquet. Approximately twenty-five of the best air mail collections in the United States will be taken over and exhibited at the Curiosa Exhibition in the Netherlands in early August of this year. Our editor has been signally honored to be chosen the United States Commissioner for that show; he and Herbert J. Bloch, also a member, will serve on the International Jury in The Hague, Holland.

In yet another philatelic venture, *Aero Philatelists* has decided to accept membership in the *F. I. S. A.*, the International Federation of Aero-Philatelic

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PRESIDENT'S PAGE

Societies. In all fairness, let it be stated that there always existed some skepticism, in our ranks, about the advisability of affiliation with other organizations in the air mail field. Too frequently, those who sought us out did so for political purposes. *Aero Philatelists* had purposely been kept small and compact attracting, in the main, the serious or advanced air mail collector. With such a complement on our membership rolls, we have been able to speak out with a strong voice against the many ills that beset philately and, at the same time, have bent our energies towards enlarging the field of knowledge in our specialty. So, affiliation with other organizations, with concomitant limitation of our main purposes, has been avoided by your officers and directors for many years. About a year ago, however, *F. I. S. A.* representatives contacted us and expressed their desire that we give consideration to joining the organization and, by adding our voice to those of air mail organizations in many other countries, help to elevate the status of air mail collecting to its rightful position on the international philatelic scene. After a meeting here in New York with a representative of *F. I. S. A.*, *AERO PHILATELISTS* decided to accept membership in that organization on a trial basis of one year. The next meeting of *F. I. S. A.* will be held in The Hague, Netherlands during the aero-philatelic exhibition at the Curiosa '61 International Exhibition, August 4-14, 1961. Our editor will be in Europe to attend this Congress and represent us in the deliberations of that body. So, we take another step forward in the furtherance of our expressed aims.

I would like to leave this thought with the members of *AERO PHILATELISTS*, especially those precluded by distance from personal contact with us here in New York. Remember, this is *your* organization; all our work in serving aerophilately will be for naught if, in the process, we don't serve you. In this vein, consider your officers and the editor not as part of a superimposed hierarchy but as part of a large family of philatelists working for your benefit. If you have a problem, write us. The editor is always happy to have your comments and thoughts on the ideas expressed in the *AERO PHILATELISTS ANNALS*. After all, neither he nor your officers exist in a vacuum apart from the main body of members. Also, if you can write an article on your favorite field, manuscripts are always welcome. And, if you can bring a new member into the fold, you will be helping not only the organization, but yourself, as well. Remember, if it is good for aerophilately, it is good for *Aero Philatelists* and for you. (*Philip Silver, President*)

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Zeppelin (see Reviews)	

No More Aero Philatelists Membership Lapel Pins

In 1946, the year of AERO PHILATELISTS inception, Franc Ritter designed a symbol for our organization. This was used in 1947 as a model for an attractive gold-plated membership pin that many members wear in their coat's lapel. John J. Britt and William Ehrmann, who were in charge of these membership pins, remember that a very large quantity had been ordered. But time does catch up with us. Several new members ordered a membership pin and remitted \$1.00. No more in stock.

Fortunately, Mr. Britt had the original die and he contacted the manufacturer and has just placed a re-order. Delivery is expected in September and a notice will appear in the October number of this magazine, offering these pins again for \$1.00 (we hope). Prices have risen so much since 1947 that we may have to pay more now. But all new members, who desire one of these attractive membership pins, can feel assured that they need not wait much longer. If any wish to place an order in advance, we are sure that \$1.00 sent to John J. Britt, c/o Aero Philatelists, 22 East 35 Street, New York 16, N. Y. now, will assure an early delivery.

MEMBERSHIP APPLICATION



....., 19.....

AERO PHILATELISTS, Inc.
22 EAST 35th STREET, NEW YORK 16, N. Y.

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

GRACIAS !

ALVARO BONILLA LARA
CASILLA 2393
SANTIAGO DE CHILE
—
CABLES "BONILLA"

Santiago, Mayo 16 de 1961.

Señor Bernard D. Harmer,
c/o H.R. Harmer, Inc.,
6 West 48th Street,
NEW YORK 16, N.Y.

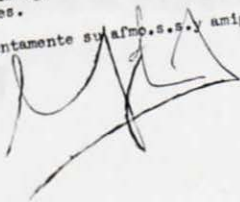
Mi estimado señor Harmer,

He recibido ya todos los detalles relacionados con el remate de mi colección de sellos de Costa Rica, realizado en su casa los días 1° y 2 del mes en curso.

Quiero expresarle mi satisfacción más sincera por los resultados obtenidos y mis agradecimientos por la labor realizada por su firma. La formación de los lotes, su descripción, la impresión e ilustración del catálogo; todos los detalles relacionados con esta venta han sido cuidadosamente destinados a producir un resultado en extremo satisfactorio.

Sírvase aceptar mis agradecimientos y hacerlos extensivos a sus gentiles colaboradores.

Lo saluda muy atentamente su afmo.s.s. y amigo,



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