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JANUARY, 1971

VOL. XVIII, Nos. 3 & 4

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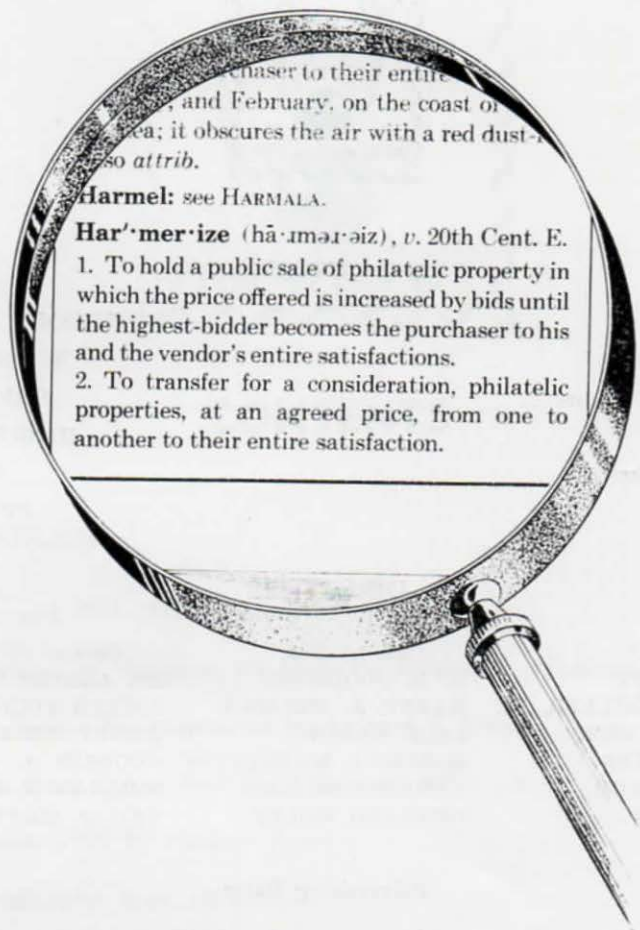
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THE AERO PHILATELISTS ANNALS published quarterly each year by Aero Philatelists, 22 East 35th St., New York, N. Y. 10016, a non-profit corporation, chartered in New York State. Distributed free of charge to all members of Aero Philatelists, Inc. Back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

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HRH

NEW YORK



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and February, on the coast of
sea; it obscures the air with a red dust-
so attrib.

Harmel: see HARMALA.

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Cover Nos. 2 and 3	\$27.50 per number
Cover No. 4	\$30.00 per number
Page	\$25.00 per number
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If new advertising copy is desired, this should reach the Editor, Aero Philatelists, 22 East 35 Street, New York, N. Y. 10016, on or before the first day of January, April, July, and October.

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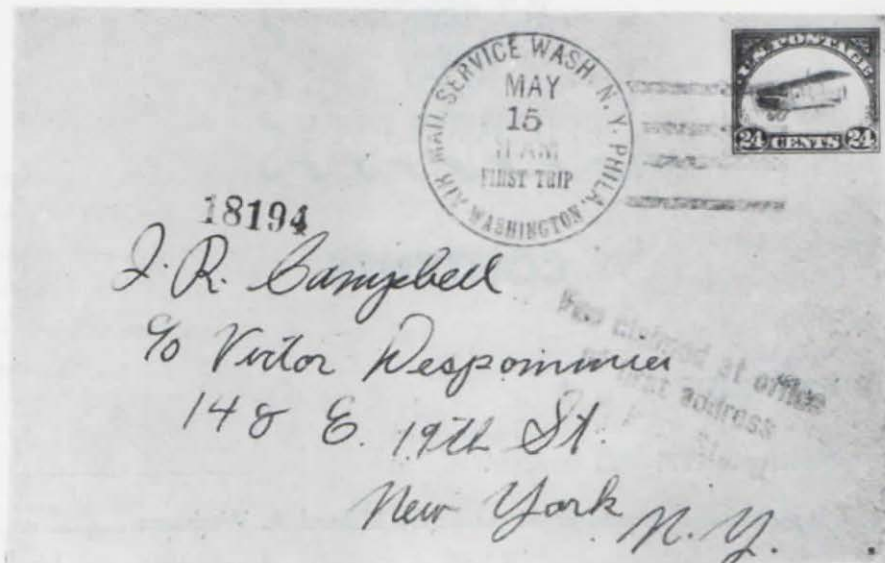
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All Photographs by Boutrelle

EDITOR'S NOTE:

In the October 1970 issue of the *Aero Philatelist Annals*, Vol. XVIII, No. 1, there appeared an article by Mr. Henry C. Dupont of Aix-en-Provence, France, on the May 15, 10 A.M., First Trip Cancellation. Mr. Dupont did not submit photographs to illustrate the article and asked that we include some from covers in the collections of several American collectors. They are included in this issue.



One of two known covers showing the rare 11 A.M. FIRST TRIP handstamp.



A rare cover franked with a block of 6 of the C3 U.S. air mail stamp showing the scarce 10 A.M. FIRST TRIP handstamp.



CONTROL SIGNATURES ON HONDURAS AIRMAILS PERIOD 1958-1959

By Richard A. Washburn

Honduras has again resorted to its favorite method of control to prevent the usage of stolen postage stamps.

The stamps are countermarked with facsimile signatures.

During the month of August, 1958 I first noticed these countermarked stamps on covers from Tegucigalpa and wrote a letter of inquiry to the Customs Administrator in the capital. Meanwhile I started to collect all sorts of odd looking lines and partial bits of ink-stamped signatures on letters arriving at the plantation Office from various parts of the country. On September 27, 1958, I received an official letter No. 174 from Ricardo Estrada Soto, the "Administrador de Rentas" of the department of Francisco Morazan stating the following: As a result of the fire at the customs building large quantities of postage stamps were burned and we suppose that some were stolen during the confusion while extinguishing the fire. The disposition emanated in the Customs and Internal Revenue Department after previous consultation with the Secretary of the Treasury and was put into effect on the 25th of July, 1958; it consisted of countermarking all the postage and revenue stamps in possession of the Customs Agency, above all in the area around Tegucigalpa, and was intended as a control measure.

On the same date the post offices were also advised of this order and were to accept only stamps bearing the facsimile rubber-stamped signature of the "Administrador de Rentas" (Chief Treasury Official) of their respective Department or State as we call them in the U.S.A.

The decree to handstamp all postage stamps in existence at the time of the aforementioned fire was sent to the majority of the "Administradores" in the 18 departments of the country. The "catch" is that not all of these received the instructions and as a result some of the main sources of postage stamps in the country, such as the customs office in San Pedro Sula, Cortes, did no hand-stamping of signatures. The so-called control of the stolen stamps was not effective to say the least. The signatures did, however, provide us here in Honduras with an interesting field in which to perform a little philatelic research, the results of which will be detailed in this article.

By far the most common signature seen is that of Ricardo Estrada S. "Administrador de Rentas" of the Dept. of Francisco Morazan. Tegucigalpa, the capital city, is in this department and it is from here that much of the mail originates. This facsimile signature is a small legible one and appears as R. Estrada S. on each stamp. It was stamped in violet and blue ink with a few examples done with red ink.

Another easy to read signature is that of Luis Crespo from the department of Colon. Blue ink was used and the signature usually covers two stamps so that either Luis or Crespo or parts of both names will be found on single stamps.



Stamps from the department of Yoro have the signature of Juan Carrasco. A heavily inked facsimile covering three or more stamps was used. It is usually very legible.

Santa Bárbara, the Department famous for the fine quality Honduras "Junco" or "Panama" hats, also had its countermarked stamps. The signature P. Fajardo H., is that of Pascual Fajardo the customs administrator. This facsimile is legible, fine-lined, and usually covers two stamps.

The department of Valle on the west coast has more than one customs office. There is one in Nacaome, the capital of the department, from which the stamps appear with the facsimile of Humberto Zúniga R. This is a legible signature covering two or more stamps. Two different hand-stamps were used, one being much finer lined than the other. The city of Amapala situated on an island just off the coast has another customs office, and two men were stationed there as customs officials. The first was Francisco Abadie whose facsimile stamp is heavy lined and difficult to decipher. It usually covers three or more stamps. During 1959, another signature appeared from Amapala. This signature was that of Miguel Agurecia, also very difficult to read and stamped on the Lincoln commemorative issue, which by the way, was not even printed at the time of the fire and theft.

In the dept. of La Paz, three different facsimile rubber stamps were used all with the same signature. The official in charge at the time was Arturo Caceres A. His signature as it appears in all three cases is somewhat illegible. One help in identification of this name is that the first two letters of the first name appear as two small letter F's.

The two large Departments of Cortes and Atlántida on the north coast of the country have become the most productive with bananas, sugar and palm oil. The department of Cortes did no hand-stamping of signatures. In Atlántida, where the writer has his residence, the customs office in the port town of Tela never received any communication to countermark their stamps. However, in the capital city of the Department, La Ceiba, stamps were marked with the signature of Miguel Suazo. The signature being about two inches long never appeared in its entirety on one stamp, but could be obtained on a pair.

It is of interest to note here that all the stamps are sold at these custom offices and that even the post office sends an employee every day to buy the daily quota of stamps. The post office is given a 5 per cent discount on all purchases.

A most impressive looking signature is that of J. Mayorga, covering the face of two common sized stamps and usually done in dark black ink. This type is from the Department of Choluteca and quite legible.

Another easy to read facsimile is that of Salvador Funez from the Department of El Paraiso. This one is fine-lined and usually lightly stamped in blue ink and reads Salv. Funez.

A signature not likely to be seen outside of Honduras is that of J. Rendon Cuellar from the Department of Lempira, a sparsely inhabited and very mountainous region of the country. The signature is easily read covering two or more stamps, the "R" of the Rendon appearing as a P.

The most difficult facsimile to identify is probably that used in the Department of Copan, the tobacco growing region of Honduras. The signature appears as A. Paz for Alejandro Paz the Administrador. It usually covers three stamps and looks as if someone drew a line across the stamp with blue ink.

The last signature, and the only one on which the facsimile used has the name printed in block letters underneath, is that of Salvador Villela Fuentes, customs officer in Nueva Ocotepeque, Department of Ocotepeque. The signature itself is illegible, but easily distinguished by the printed name underneath.

It might be mentioned that during these two months directly following the fire, many towns ran completely out of postage stamps and some fiscal telegraph stamps were used in lieu of same. The shortage of stamps also caused the postmasters to devise their own means of dealing with the problem, and the writer has a diagonal bisect of the 4 cents, C253 Scott, used as a 2 cent stamp from the town of Potrerillos, Cortes to San Pedro Sula, Cortes.

Of the 18 departments in the country we have, therefore, 12 whose stamps were circulated with control signatures during the period from August 1958, to the first part of 1960. The six remaining departments exercised no control measures during this period. These departments are Olancha, Comayagua, Intibuca,



Ricardo Estrada S

Ricardo Estrada S
Francisco Morazan

Luis Crespo

Luis Crespo
Colon

Juan Carrasco

Juan Carrasco
Yoro

P. Fajardo H.

P. Fajardo H.
Santa Barbara

Humberto Zuniga R.

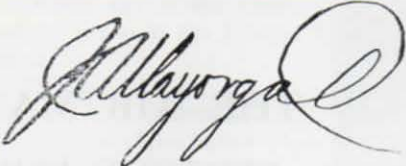
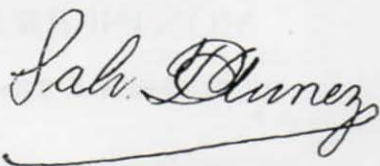
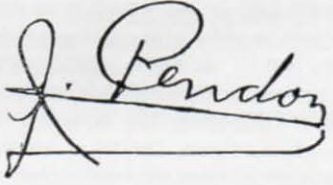
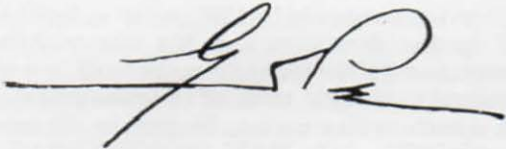
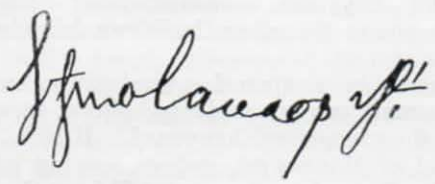
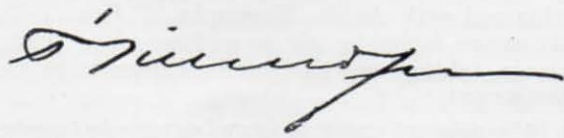
Humberto Zuniga R.
Valle
Nacaome

Francisco Abadie

Francisco Abadie
Valle
Amapala

Miguel Suazo

Miguel Suazo
Atlantida

	J. Mayorga Choluteca
	Salv. Funez El Paraiso
	J. Rendon C. Lempira
	A. Paz Copan
	Arturo Caceres A. La Paz
	Salvador Villela Fuentes Ocopetique

It should be noted that in the case of Humberto Zúñiga R. of Nacaome, Valle there exists both a fine and a heavy lined type; and in the case of Arturo Caceres A. of La Paz there occur three types, both fine and heavy lines and one with small letters.

Islas de la Bahia, and the newly formed Department of Gracias a Dios (Mosquitia).



THE AIR MAIL SERVICE FOR MONTERRAT

By Leonard E. Britnor

Now-a-days, almost everyone is inclined to accept an Airmail Service as a matter of course, whether it be between two important countries, or even to and from some remote island. Very few pause to reflect on the early days and the frustrations that were met with in the first attempts to establish such services.

In the case of Montserrat, one of the main difficulties lay in constructing a suitable runway. Lying 27 miles southwest of Antigua, its total area is only 32½ square miles approximately; and it is entirely volcanic, with three groups of mountains, and hardly any level ground.

The first attempt at an Airmail Service was made in 1930, when a flight of an experimental nature was planned by the New York and Rio Buenos Aires Air Line between Montserrat and Antigua, with the plane to carry mail in each direction. Mail was prepared accordingly, though most of it was probably philatelic in character. Letters bore a rectangular cachet, 36 mm. by 15 mm., impressed in violet, and inscribed "FIRST AIR MAIL/MONTERRAT." They were franked 1s.0½d. ordinary postage, or 1s.3d. if registered, and canceled with the Montserrat circular date stamp, 28½ mm. diameter, dated June 1930. Most of them were addressed either to one or the other Caribbean Islands or to the United States.

Due to bad weather, the flight had to be postponed several times, and was eventually abandoned altogether. The mail was put aside and almost forgotten.

Then, in the following February, the unexpected happened. H.M.S. "Dorsetshire" visited Plymouth, the capital of Montserrat, and on leaving left her seaplane behind. When the plane took off to rejoin the parent Ship at St. Kitts, the opportunity was taken to dispatch the Air Mail prepared the previous June. On arrival, the letters were backstamped with the St. Kitts c.d.s. 23 Feb., 1931, and then forwarded to their destinations either by air or surface mail. Thus, we have cases of letters, flown by air, taking over two hundred days to be delivered to places only a few miles away!

For several years thereafter, little attempt seems to have been made to establish a direct Air Mail Service for Montserrat. In the 1930's air letters were conveyed by surface mail to Antigua and flown onwards from there.

The Post Office Guide for the Leeward Islands, 1939, states, inter alia, "The sea-planes of Pan Am." Air call on Thursdays Southbound, and Saturdays Northbound, at Antigua only, where mails are exchanged for the Leeward Islands as well as other islands of the Lesser Antilles. . . . If a letter is addressed to a country not directly served by Air Mail, the air postage to the country through which the letter is to be forwarded must be prepaid and the letter marked accordingly: "e.g. By Air to U.S.A." — Then follows a long list giving the rates to various places.

"From any of the Leeward Islands by air from Antigua to countries served direct or through the United States United States possessions, by Pan Am Airways:

To	Post Cards	Letters / 1/2 oz.
Bahamas	7d.	1s.6d.
*Barbados	—	1s.
Bermuda	8 1/2d.	1s.9 1/2d.
Canada	6d.	1s.3d.
Jamaica	5d.	1s.0 1/2d.
Trinidad	3d.	7d.
United Kingdom	5d.	1s.
United States	6d.	1s.

*via Trinidad by K.L.M."

This question of mail rates is one which is always proving troublesome to the Postal Historian. Between 1930 and 1960 in particular the air rates changed frequently, and also often depended upon the precise route taken. For example, a fresh schedule of revised Air Mail Postage Rates was published in the Leeward Islands Gazette of the October 1, 1953, to come into effect on October 15th, and among the changes notified were the following, in respect of letters per 1/2 oz.:

To Great Britain and Northern Ireland, 44 c.;

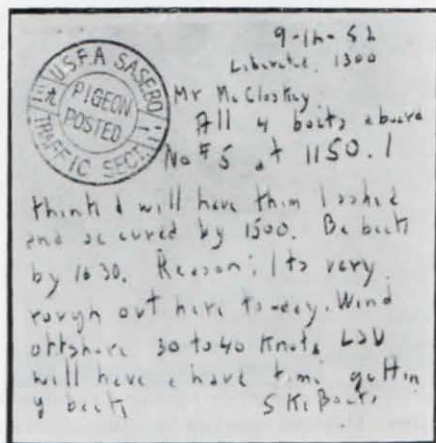
To U.S.A., 20c. by B.W.I.A.; or 12 c. by P.A.A.

After World War II, there was felt the need to improve the mail service, but it finally fell to a private individual, Mr. F. S. Delisle, the local Attorney of the Montserrat Co., Ltd., to do something practical. The idea of constructing an airfield at least as large as a Dakota had been formulated, but the plan proved too difficult and too costly. Accordingly Mr. Delisle constructed a small airstrip, 600 ft. long and 50 ft. wide, behind his home at Olveston. (This was later extended to be 1700 ft. long and 100 ft. wide, with a compacted grass surface.) The total cost of making the runway was about £750, while the Montserrat Company leased the land to the Government for a nominal rent of 1s. per year for five years. Because of the mountainous nature of the ground near the runway the take off had to be down-wind.

Towards the end of 1953, Mr. Delisle purchased a single-engine Aeronca, and on Thursday, January 28, 1954, he flew to Antigua and back, carrying mail in each direction, the journey taking about 20 minutes each way. The attempt proved so successful that within about a month the Colony was enjoying the benefit of a regular weekly air mail service. Antigua was already well served by American and British airlines, but now there was the much needed connecting link. The service certainly came at a most opportune moment, because by the end of 1953, apart from sailing vessels and a freighter once or twice a month, the Presidency was being served only by the M.V. "Caribbee," the "Moneka" being laid up in St. John's harbor awaiting spare parts.

It soon became obvious that this air link was so popular that it would have to be increased. Eventually the Leeward Islands Air Transport Co., was formed with Dr. Delisle as managing director. A new and improved air field was built at Trants, on the eastern side of the island. This was the Blackburne Airfield, named after the Governor who formally opened it in 1956. Since then, there has been a daily air service, except on Sundays.

The efficiency of the modern air communications may be judged by the following instance which seems to be quite typical: an air letter was posted in Montserrat on May 22, 1962, and received in England on May 26th.



UNITED STATES NAVY PIGEON POST

By William H. Miller, Jr.

Having long been interested in pigeon post services as one aspect of air mail postal history, the item pictured was of great appeal to the writer when it arrived from an ever watchful source. It was felt that this might be of sufficient moment to share with a larger audience.

The photograph depicts a pigeon flimsy flown by a homing pigeon for the United States Navy in Japan in 1952. In my philatelic readings I had some while ago come across a reference to this service (see *Stamps* for August 16, 1952), but it was many years before I was to see an example of the real thing.

Dated September 12, 1952, this message is a flown Navy communique from the area of Sasebo, Japan. The special cachet, a rubber stamp in magenta, indicates the origin of this form. The Japanese characters to each side represent the numerals 3 and 9 on the left and 1 and 2 on the right. An educated guess suggests that the U. S. F. A. probably abbreviates United States Forces Afloat.

This pigeon flimsy is an example from a service established by a navy petty officer in April 1951 in the supply department of the United States naval base at Sasebo, Japan. It was instituted to enable a rapid means of ship-to-shore communication, alternate to the use of radio. And such a service is a further example of the long line of what must truly be man's most ancient means of transportation of his written word through the air.

RUSSIAN CONSULAR 1922

The following letter was received by the editor. Its contents and inquiry are particularly interesting in reference to our recent article in the July 1970 issue, The Russian Consular Air Post Emissions of 1922.

Dear Editor:

It is the general belief that for the air mail service between the two consulates in Moscow and Berlin, Russia issued special air mail stamps in 1922. I believe I can throw some light on the fact of why and how these stamps originated.

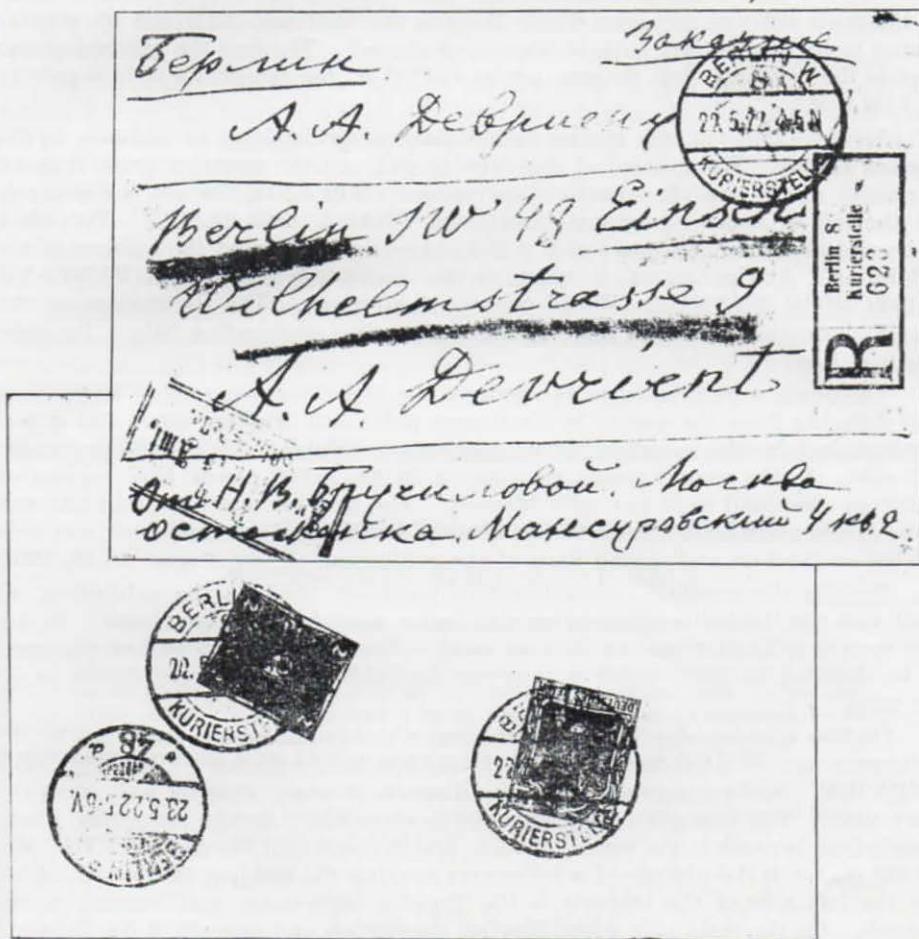
The air mail service between the two cities started in the end of May 1922, and was carried out by the German airline. The letters which consisted exclusively of either Diplomatic mail or private letters of the consular employees,

were assembled in the embassy in Moscow. Everyone had to pay a fee, and because the complete operation was carried out by Germany, German stamps were affixed upon arrival in Berlin and cancelled. I have, in my collection, one of these covers, which shows the postmark of the "Berlin Kurierstelle," which means the post office of the Consulate mail service.

After the Russians found out that no postage was paid for the mail originating in their country, but the fee was obtained by the Germans, they immediately issued the stamps so that they would get the revenues, and the payment with German stamps was terminated.

I believe that this cover is unique, and as much as I have looked to find another one over a period of thirty years, it has been in vain. It would interest me to know if any other collector or reader of this magazine has a similar cover.

Cordially yours,
Herbert Rosen



The cover sent from Moscow to Berlin. It is postmarked by the Berlin consulate mail service cancellation dated May 22, 1922. The rectangular cachet in the lower left corner was employed on diplomatic mail. The back of the cover with Berlin May 22 and 23, 1922 markings, and bearing the German postage stamps.

A FORGOTTEN STAMP?

The PRAGA Helicopter Issue 1962

During the World Stamp Exhibition PRAGA 1962 a stamp was issued, which is not listed in the catalogs, even so it was released by the postal administration, sold at the exhibition grounds at post office counters for a set price, and was valid for special mail—the helicopter service.

This exhibition deserves a special place in Czechoslovak aerophilately, namely because this was the first time a helicopter was used in this country for the transport of mail.

Every day, from August 18th to September 1st 1962 (excepting August 24 and 26) an OK OUG Helicopter of the "Agrolet" fleet transferred mail from the Julius Fucík Park of Culture and Rest (where the exhibition was held) to Prague's Ruzyne airport. From Ruzyne the mail was delivered by regular planes to its destination, both at home and abroad. The day the exhibition was opened the helicopter left the grounds at 4:30 P.M., the remaining days regularly at 4:00 P.M.

All mail sent via this service had to have a special label in addition to the regular stamp. The ground of this label is red and the negative print shows a dove and at the top the negative inscription VRTULNÍKEM (by helicopter). At the left is another negative inscription PRAGA 1962 18.8-2.9. The black overprint depicts a helicopter and in the upper left-hand part the emblem of the exhibition. At the bottom, in black, is the inscription SVETOVÁ VYSTAVA POSTOVNÍCH ZNÁMEK (World Stamp Exhibition). The dimensions of the stamp picture are 39.5 x 21 mm. The label has line perforation 10 $\frac{3}{4}$. Its price was 0.50 Kes.

The labels were printed in two groups, the first comprising about 2000 pieces and differing from the second by its clearer print and brighter color, and is best distinguished by the negative, white inscription PRAGA 1962 18.8-2.9. on the left side. In the second group, comprising 20,000-25,000 pieces, this inscription is not as clear and even partially blurred. The first set was soon sold out and these labels are practically to be found only on the mail matter which was submitted on the first and second days of the exhibition, i.e. on August 18-19, 1962.

Besides the regular, commemorative postmark used at the exhibition, all mail sent via the helicopter service also had a second special postmark. In all, two special helicopter postmarks were used. These, however, were not supposed to be stamped on the regular stamps but alongside them on the envelope or on the label.

On the opening day of the exhibition, which was also the first day of the helicopter service, a triangular postmark bearing the inscription "HELICOPTER SERVICE" in five languages /Czech, Russian, French, English and German/ were used. The triangle is placed point downwards. At the top is the Czech inscription, beneath it the word PRAGA, and beneath that the date 18.VIII.1962. In the center is the picture of a helicopter bearing the emblem of the exhibition. On the left side of the triangle is the Russian inscription and beneath it the French. On the right side is the English inscription and beneath it the German. This postmark is either blue or black.

Beginning August 19, 1962 a rectangular postmark was used in place of the triangle with the Czech and French inscription "VRTULNÍKEM - PAR HÉLICOPTERE," a stylized helicopter and the exhibition emblem. This postmark

is either blue, purple or black. In both instances the black is the most rare.

Although the helicopter service was in operation practically throughout the whole period of the exhibition and the plane made thirteen trips in all, nevertheless the amount of mail was comparatively small. This applies in particular to the number of letters and postcards bearing the triangular opening day postmark—precisely 398. The amount of mail carried by the helicopter grew from day to day as is shown by the following data:

18.8. - 1,600 g	26.8. - service cancelled
19.8. - 8,300 g	27.8. - 11,800 g
20.8. - 9,600 g	28.8. - 14,600 g
21.8. - 10,700 g	29.8. - 16,900 g
22.8. - 12,800 g	30.8. - 16,300 g
23.8. - 11,400 g	31.8. - 16,300 g
24.8. - service cancelled	1.9. - 18,300 g
25.8. - 9,500 g	2.9. - service cancelled

In all, the helicopter service shipped 158.1 kg of mail. The number of letters bearing the rectangular postmark is estimated at 20,000.

On its arrival at Ruzyně airport on the 18th August 1962 the mail was stamped with the mark PRAHA 022 and in addition to this with a two-line purple postmark reading "Úřad poštovní přepravy Praha 022 — Prekládka letiste/Post office Praha 022 — airport." However, the mail which was handed in at the exhibition grounds on August 18, 1962 after 3:30 P.M., i.e. after the helicopter mail bag had been sealed, bore the triangular postmark, it is true, but was not delivered to Ruzyně airport till the following day, and therefore does not bear the two above-mentioned postmarks of that airport.

Beginning August 19, 1962 the helicopter mail was stamped at the airport with two different postmarks: the regular black, double-circle with the inscription PRAHA 615-LETISTE and the purple, one-line postmark PRAHA 615-LETISTE.

TWO UNITED NATIONS AIR MAIL STAMP BROCHURES STILL AVAILABLE

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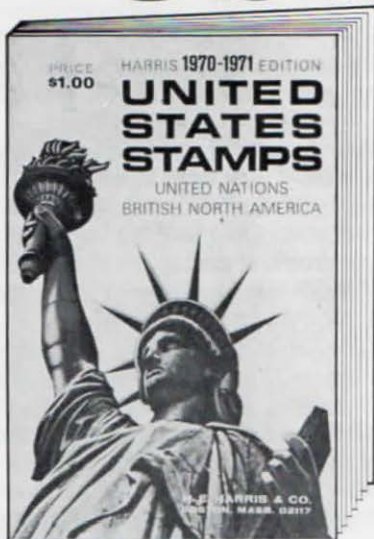
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AN EXCHANGE OF CORRESPONDENCE

Editor's note: In the July 1969 issue of the *Aero Philatelist Annals*, we published an article by Mr. Irving I. Green, the noted specialist on the stamps of Honduras. After publication of that article, Mr. Green received a letter dated October 24, 1969 from another Honduras specialist, Mr. Alex A. Cohen. Mr. Cohen submitted for his examination some thoughts on the validity of the 1932 Interior Air Mail Surcharges of Honduras to which Mr. Green replied by letter dated October 31, 1969. So that our readers may have the benefit of the thoughts of both of these dedicated philatelists, we publish the entire matter as an exchange of correspondence. Our thought is that such an exchange of views is of benefit to the body of philatelic research.

Dear Irving:

A little controversy makes life more interesting, as, for instance, you will note in the next OXCART due in December.

In your case, however, I would not go behind your back, so enclosed you will find my reaction to your article in the July *Aero Philatelist*. I honestly do think, Irving, that you are doing Honduras philately a dis-service by trying to get this C-P recognized.

Do let me have your reaction to this proposed article and if you do not disapprove of it in TOTO I will send it to Henry Goodkind with a view to publication.

Incidentally, Bruce Ball has read this article and agrees with me 100%.

Best as ever,
Alex

The Honduras 1932 Interior Air Mail Surcharge

I can not but strenuously disagree with my good friend Irving Green in his attempt to secure at this late date the "legalization" of the 1932 interior air mail surcharges in the *Aero Philatelist Annals*, Vol. XVII, No. 1, for July, 1969. The implication of Mr. Green's article, of course, is that these stamps with "the larger surcharge" should be included in the Scott catalog.

Forever it must remain an unsolved mystery how the late John Luff and Hugh Clark, for many years king pins of the Scott catalog ever since about 1920, swallowed hook, line and sinker the philatelic crimes of Dr. Raúl Durón Membreño. Due to his political and social connections, Durón for years had virtually full control of the Honduras printing plant where both stamps and surcharges were printed. A perusal of the catalog for the period 1918 to 1932 will show more minor varieties and printer's waste listed than in almost any other country of the globe. Why Durón's word was sacred with Messrs. Luff and Clark must forever remain a mystery. Suffice it to say that Durón only had to send up some "home-made" variety to virtually ensure its inclusion in the next edition of the catalog. It may be that Scott in its attempt to secure an adequate supply of the rare 1925 air mails (in those years Scott dealt in stamps as well as philatelic publications) showed more faith in Durón than he deserved.

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To get down to specifics. In order to justify his belated attempt to secure recognition for what I have always considered as Durón fabrications, Mr. Green illustrates his article with the front of two covers. The first one is a cover from Durón to Mr. Clark. In correspondence with me, Mr. Green himself, in the past, has described Durón as "the beast" and as the person responsible for the many fantasies and forgeries on the market. Such being the case, any cover sent by Durón constitutes no evidence whatsoever as to the legitimacy of the stamps affixed thereto, even though it passed through the mails because of his official position right in the post office.

The second cover, from the late Karl Snow to his wife, falls in the same category as not meriting acceptance as bona fide evidence. Snow of course was the printer of the *original* 1925 air mail overprints. In addition, however, once the small supply of the 1925 air mails became exhausted, Snow engaged in clandestine "second" printings both for the late Dr. Pounds, Durón and possibly others in Honduras. By lending himself and his small printing plant to this unethical business, Snow ipso facto discredited himself as a reliable source. And, owing to his friendship and collaboration with Durón, he too could pass anything through the mails, whether legitimately issued or "home-made" varieties.

And finally, I would like to point out that even if the stamps under consideration were to be considered as legitimately issued, they clearly were for *interior* or *domestic* air mail use. The fact that on sufferance or through connivance they were used on foreign air mail does not constitute evidence of their being a legitimate issue. Hence the two covers illustrated are worthless as evidence.

Rather than attempt the cataloguing of highly questionable junk at this late date, I feel it is high time for those now editing the Scott catalogue to "sanitize" the Honduras listings through the elimination of the greater number of questionable minor varieties of Honduras now occupying unnecessary space.

(Alex A. Cohen)

Dear Alex,

Yours of October 24 with enclosure duly received.

I am not going to dignify your comments about the Dr. and his business relations with John Luff and Hugh Clark, since I possess ample evidence to the contrary in my complete file of Luff's correspondence.

Please be advised that I hold no brief for the Dr. This is a man of duplicity—on one hand a knowledgeable source of supply and information for Luff, and on the other hand a forger of overprints. So far as I am aware, there is no evidence that the Dr.'s darker side reached into the official production of Honduras postal issues until the mid 1931-mid 1933 period, when he was employed as Secretary to the Postal Administration at Tegucigalpa. Then, his possible influence becomes apparent in the multiplicity of varieties in the overprinted issues—a multiplicity that exceeds the quantity normally attributed to inept presswork. I make no secret of the many varieties since I include them in a listing in Part 2 of the article.

I wrote the article to show the issue discussed was officially authorized and, that despite its vagaries, should be included in catalogs. In addition, I hoped that the historical content would be of interest.

Sincerely,
Irving

P. S. I would appreciate the above letter being published by the "Ox-Cart" in answer to yours.

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Minutes of the 24th Annual Convention

The 24th annual convention meeting of Aero Philatelists was held on November 21, 1970 in the Stephen G. Rich Memorial Room at the Collectors Club, New York, N. Y. President William N. Mead called the meeting to order at 2:15 P.M. and welcomed the members and guests in attendance.

The Secretary, Mr. Harry A. Holman, was called upon to read the minutes of the 23rd annual convention held at the Collectors Club, New York. The minutes were approved as read and accepted with thanks.

Treasurer's Report

Treasurer Philip Silver was called upon to render his report on the financial condition of the organization. This report is summarized as follows:

BALANCE SHEET as of NOVEMBER 21, 1970

Assets

Cash in Bank—Mfrs. Han. Tr. Co.	\$1,275.86
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Liabilities

Annual Banquet payable	\$209.00
Loans Payable	300.00

TOTAL LIABILITIES	\$ 509.00
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Net Worth

766.86

TOTAL LIABILITIES AND NET WORTH	\$1,275.86
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STATEMENT OF INCOME AND EXPENSES

November 22, 1969 to November 21, 1970, inclusive

Income

Membership Dues	\$1,020.00
Advertising	618.00
Sale of copies "Annals"	62.35
Sale of bound volumes	110.00
Miscellaneous	50.50

TOTAL INCOME	\$1,860.85
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Expenses

Printing	\$ 983.84
Cuts, Offsets, Engraving and Photos	170.69
Addressing, Mailing and Postage	75.11
Supplies & Miscellaneous	320.61

TOTAL EXPENSES	1,550.25
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NET INCOME FOR PERIOD	\$ 310.60
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Mr. Silver stated that his optimistic report of last year had not been entirely fulfilled. The forthcoming auction, however, should assist in improving the financial situation.

President Mead thanked Mr. Silver for his report. It was moved, seconded and unanimously passed that the Treasurer's report for 1970 be accepted.

President Mead asked those present to stand for a minute of silence in memory of those members who have passed away since the last convention.

President Mead then spoke of our particularly harsh loss, and the loss to philately, of our Editor, Mr. Henry M. Goodkind. It has been difficult to find a replacement for Mr. Goodkind; and Mr. Louis N. Staub, assisted by Mr. Philip Silver and Mr. Ira Seebacher, has undertaken this difficult task. The July issue of the *Aero Philatelist Annals* is scheduled for mailing in the current week. Mr. Staub reported that he has material on hand for the next issue, which it is hoped to have published within the month. The donation auction listing is to be included in this issue.

President Mead thanked Mr. Staub for his much appreciated time and effort in his work on the *Annals* and the forthcoming auction.

Election of Directors

The Nominating Committee was called upon to submit the names of a slate of Directors for the Class of 1973. The following names were proposed:

Dr. Albert C. Baugh
Joseph Kocheisen
Henry Kraemer
Georges A. Medawar
William N. Mead
Philip Silver

Further nominations were requested from the floor. There being none, a motion was made, seconded and unanimously passed that the nominations be closed and the Secretary be directed to cast one vote for the nominees.

Election of Officers

The President requested the members of the Board of Directors to remain for the purpose of electing officers for the year 1971. Upon completion of this election the Secretary reported the results as follows:

President	William H. Miller, Jr.
Executive Vice President ...	Herbert Rosen
First Vice President	William N. Mead
Secretary	Harry A. Holman
Corresponding Secretary	Jack Klein
Treasurer	Philip Silver

Mr. Silver, in behalf of the members of *Aero Philatelists*, thanked Mr. Mead for the exceptionally fine job he had performed during his tenure of office, and for his dutiful travelling from Philadelphia to New York to undertake the responsibilities of this office.

President Mead, after thanking the Board of Directors for their cooperation over the years, then turned over the chair to the new President, William H. Miller, Jr.

Old and New Business

It was reported that the forthcoming auction sale, to be published in the *Annals*, contained some very fine material. It is hoped that a large response will be elicited from the membership.

There was a discussion of the possibility of our obtaining tax exempt status for Aero Philatelists. This would require the drastic cutting of advertising revenue to 10-15% of total income. It was decided that our present financial condition, not likely to be appreciably augmented by gifts at this time, would not permit the taking of this action.

A discussion was held with the possibility of raising dues in mind. The potential loss of membership was taken as an important factor here. It was felt that the dues should be raised substantially and not just a token amount. It was decided that the great majority of our members were dedicated air mail collectors who would understand the necessity for a raise at this time. This is an absolute requirement for the continuation of a publication of the caliber of the *Aero Philatelist Annals*.

A motion was made, seconded and passed to raise the dues to \$10.00, commencing with our next fiscal year in June.

A suggestion for raising the advertising rates was postponed for the moment, with instructions to the Board of Directors to look into this matter.

There being no further business, the meeting was adjourned at 3:45 P. M.

William H. Miller, Jr., President

Harry A. Holman, Secretary

PLEASE NOTE:

All bids for our donation auction as listed in the last issue (October 1970) must be submitted by March 31, 1971.

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