

THE AERO PHILATELIST ANNALS



Vol. XII, No. 2
OCT. 1964

* Contents

Editorial (H. M. Goodkind) "Turkey a la Scott"	29
Papua (Harry A. Holman) First Air Mail Issue; Earliest Known Dates Of Use	31
Letter To The Editor (Eugenio Gebauer) "The Air Post of Colombia"	34
United States (Philip Silver) Private Airgrams	35
United States (Henry M. Goodkind) The 5c Beacon Air Mail Stamp of 1928 (Part 4)	39
3rd R. S. Bohn Memorial Award Presentation in London, England	55
Officers For 1964 and 1964-66 Directors	56

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THE AERO PHILATELIST ANNALS



Vol. XII, No. 2
OCT. 1964

Henry M. Goodkind, Editor
Philip Silver, Assistant Editor

Editorial

"Turkey a la Scott"

No doubt many members have seen the new listing in *Scott's Standard Stamp Catalogue, Vol. 2, 1965 edition*. Reference is made to the Turkey Air Fund issues of 1926-1933 that previously had been listed and priced only in specialized air post catalogues such as *Sanabria*.

In its newest edition, these Turkey Air Fund Issues are listed and priced for the first time as Scott RAC1-RAC30.

This action happens to reflect very favorably upon publications of AERO PHILATELISTS. It was as long ago as February, 1947 that your editor wrote a series of articles on the air mail stamps of Turkey. The old *Aero Philatelist's News* of February 15, March 1 and April 1, 1947 (Vol. 2 Nos. 4, 5, and 7) published this series on Turkey's air mails.

In view of this latest event, it seems appropriate to quote from the opening part of our 1947 articles as follows:

"Right at the outset, we found ourselves confronted with a mystery. The first catalogue we consulted was the *Scott Air Post Catalogue*, wherein a total of 11 airmails are listed, commencing with a Provisional Issue of 1934 of 5 values (C1-5) followed by 2 overprinted series of 3 each; 1937 (C6-8); and 1941 (C9-11). As is customary with Scott, when they do not list certain stamps, under Turkey we do not find any footnote such as for Chile, France, Latvia or Switzerland.

"We next studied the other American air post stamp catalogue, *Sanabria*, which is unabridged, and at once noticed that the first 29 stamps, issues of 1928-33 commenced with the major number 1 and Sanabria No. 30 corresponded to Scott C1. From this point on, the next 10 stamps followed the Scott listing.

"Sanabria Nos. 1-29 are explained as follows:

'Air Fund Issue'

'These stamps were issued and used in the 1928-33 period and were exclusively used for all air post mail on Aviation Days and were legally used on airpost thereafter . . . Remainders were officially destroyed in 1933.'

Now, let us quote another passage in this Turkey article that appeared on the bottom of page 19 of Vol. 2, No. 5 of *The Aero Philatelist's News*:

"The authoritative work in English on the stamps of Turkey is a 250-page book published by the *Royal Philatelic Society, London* in 1938. It is *Stamps of Turkey* by Adolf Passer.

"Passer's book confirms that these Air Fund stamps are different from the 1934 issue (Scott C1-5). It is quite difficult to classify these Air Fund stamps. Their use was obligatory on only 2 days in certain years. They were sold in the regular manner without undue premium, but their status is different from the 1934 and later issues.

"We could agree with Scott's non-listing of these Air Fund stamps as 'C numbers,' except for one very important fact. You will note Passer's mention of the similarity of the charity stamps of the *Red Crescent* and the *Society for the Protection of Children* to the *Air Fund* issues. Both of the former types are listed from the years 1924 on in the Scott Catalogue under Postal Tax stamps 'RA numbers.'

"It would strike us that one cannot list two out of the three and that, unless other evidence refutes it, one must treat the 'Red Crescent,' 'Children Protection,' and 'Air Fund' in the exact similar manner."

Seventeen years in one's lifetime is a long time, but it was encouraging to see that again our previous research has culminated with such important consequences. This is not the first time that studies in the *AERO PHILATELIST's* publications have resulted in some new or amended listings in some of the world's leading stamp catalogues. Just as the Turkey Air Fund Issues, now Scott RAC1-30, the United States "RF" overprints (Sanabria M1-9), the Colombia (Scott C2-C95) and the Ecuador (Scott C1-7) Aviation Companies issues of 1920-28, Chile (Scott C1-5), Panama (Scott 321A, C53A-B), Papua (Scott C1d) and Uruguay (Scott C1a) also can be cited as examples of some major catalogue changes, made because of previous *AERO PHILATELIST's* research and writings.

When one measures a philatelic organization and looks for its accomplishments, *AERO PHILATELIST's* proudly can speak up and point to the concrete results from its published studies. This work began in 1946 and has continued without interruption up to this day. (H. M. G.)

PAPUA

The First Air Mail Issue 1929-1930 Earliest Known Dates of Use

By HARRY A. HOLMAN

In 1929 and 1930, the 3d postage stamp of Papua was overprinted "AIR MAIL" in capital letters on a single line with black ink. It so happened that the basic postage stamp had been produced by different printers. Thus, when the provisional "air mail" stamp was made, the overprint was applied to the postage stamps that had been printed by three different firms. In the following chronological order, the "air mail" overprint was applied to the 3d postage stamps of 1) *T. S. Harrison*, 2) *J. B. Cooke* and 3) *John Ash*.

The Harrison, Cooke and Ash printings have a number of differences, so that specialists can identify each one. For the air mail collector, a good reference in regard to the Harrison, Cooke and Ash printings is found in "The Sanabria Catalogue" under Papua Nos. 1 to 3, based upon some original research done by our editor, Henry M. Goodkind.

This article will not concern itself with the three different printings, but instead with the dates of issue of these.

Catalogue Confusion

Nothing can better indicate the confusion existing about the dates of issue of the first air mail stamps of Papua than the following tabulation that shows the dates of issues as given in various catalogues, all but one of them being specialized air post books.



Fig. 1. The COOKE Printing (Sanabria No. 2) on a cover flown March 25, 1930, the earliest date seen so far. (Photo by Boutrelle)



Fig. 2. A first day cover, May 7, 1930, with the ASH Printing (Sanabria No. 3).
(Photo by Boutrelle)

Dates Of Issue

Catalogue	Harrison	Cooke	Ash
Sanabria	October, 1929	May, 1930	August, 1930
Scott Air Post 1946 edition	October, 1930	January, 1930	May, 1930
D. Field	October, 1929	October, 1929	October, 1929
Stanley Gibbons	1929/1930	1929/1930	1929/1930
Champion 1937 edition	September 13, 1929	March, 1930	May, 1930
Silombra	October, 1929		August, 1930
K. Lissiuk 1930 edition	1929	1929	1929

Therefore, it can be seen that seven catalogues offer many different dates of issue.

The Cooke Date Of Issue

The date of the first printing, *Harrison*, seems reasonably well agreed upon as October, 1929. But this is not the case with the second printing, *Cooke*, nor the third, *Ash*.

The following passage is quoted from "The Australian Stamp Journal" of May 12, 1931:

"The Chief Postmaster, Mr. E. V. Hann, addressed a letter to the Aero Philatelic Club, which appeared in 'Air Mail Notes & News' to the extent of the number of stamps issued, and the given dates of issue.

Harrison	Sept. '29 to Jan. '30
Cooke	March to May '30
Ash	From May 1930

"The official sanction was given on Sept. 13th 1929."

There is a mistake here because the same stamp publication, "The Australian Stamp Journal" in its February 12, 1930 number (over a year before the one with the Chief Postmaster's letter) mentions receiving a sheet of the 3d *Cooke* printing air mail provisionals and stating that the center is a deeper shade than the Harrison.

Therefore, the news of the *Cooke* printing came out as early as February 12, 1930. Allowing for a lapse of time before the news was published on February 12, 1930, the *Cooke* printing probably came out sometime in January, 1930, although the Chief Postmaster dated it in March, 1930.

The earliest date the writer has seen is on a cover in his collection that is illustrated (Fig. 1). The date is March 25, 1930. Conceivably, earlier dates with the *Cooke* printing (Sanabria No. 2) should exist.

The Ash First Day Of Issue

The British journal, "Aero Field" in its Aug./Sept., 1959 number mentioned that the first day of use of the *Ash* printing (Sanabria No. 3) was May 7, 1930.

This is confirmed by a cover in the writer's collection (Fig. 2) that was cancelled Port Moresby, Papua May 7, 1930.

Although there are not many air mail catalogues published any more, it would be helpful if those that are, such as our Sanabria, would make the necessary corrections on the dates of issue of the *Cooke* and *Ash* printings.

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FOR BOOKS ON AIR MAILS

See Page 34 and Page 38

A Letter To The Editor

"The Air Post of Colombia"

I thank you for your review of my book on pages 11-12 in the July 1964, number of your magazine.

Voltaire said: "I hate what you say, but I would give my life that you may say it." In other words, critics are necessary.

Mr. Goodkind, you are perfectly right that prices went up in some cases very sharply, since I sent my book to press. Also, as it was printed in Venezuela, I had to make many corrections which took a lot of time. Even lately, just a few months ago, I learned some new matters about the first Colombian air mail stamps and this will be published in the "Sanabria News."

It was the wish of my friend, the late F. W. Kessler, to re-issue his book with new information. He had not the time and funds to do it. It cost me \$2,500 so far.

Fred Kessler once told me a very amusing story. When he was in London, England in 1936, he had with him a set of Colombia, Sanabria Nos. 2-10. He offered them to a very wealthy lady collector at \$50 a piece. She evidenced very little interest.

The next day he called her again to tell her that he was very sorry but he had misquoted his price. It was not \$50 a stamp, but £50 each. She said, "Are they really that rare?" "Yes, madam," said Kessler. "Then, I shall buy them from you," the lady replied.

I do not pretend that I discovered the Seadta Co. stamps. To a certain degree, Fred Kessler did. But I have come across new information, especially with the issues of the "Cia. Colombiana de Navegación Aérea."

When in Paris, France, three months ago, I heard there also that the prices in my book, "The Air Post of Colombia," were too low, just as your review noted. The next day I offered one of the Parisian dealers, who had said this, a few Colombia air mail stamps overprinted "F" (France) on covers and asked the same prices as listed in my book. These were turned down as being too high in price.

I certainly hope to be able to come out with a second edition in a few years and make many corrections, especially in relation to the prices in my book.

*Eugenio Gebauer
Caracas, Venezuela.*

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By PHILIP SILVER

In the October, 1963 issue of the AERO PHILATELIST ANNALS, there appeared an article by the writer on what were called "Pacific Northwest" Airgrams. That article ended with the statement, "The writer would like to know if any of our readers have such airgrams with 10c rate usage during the period from February 1, 1927 to July 31, 1928, inclusive."

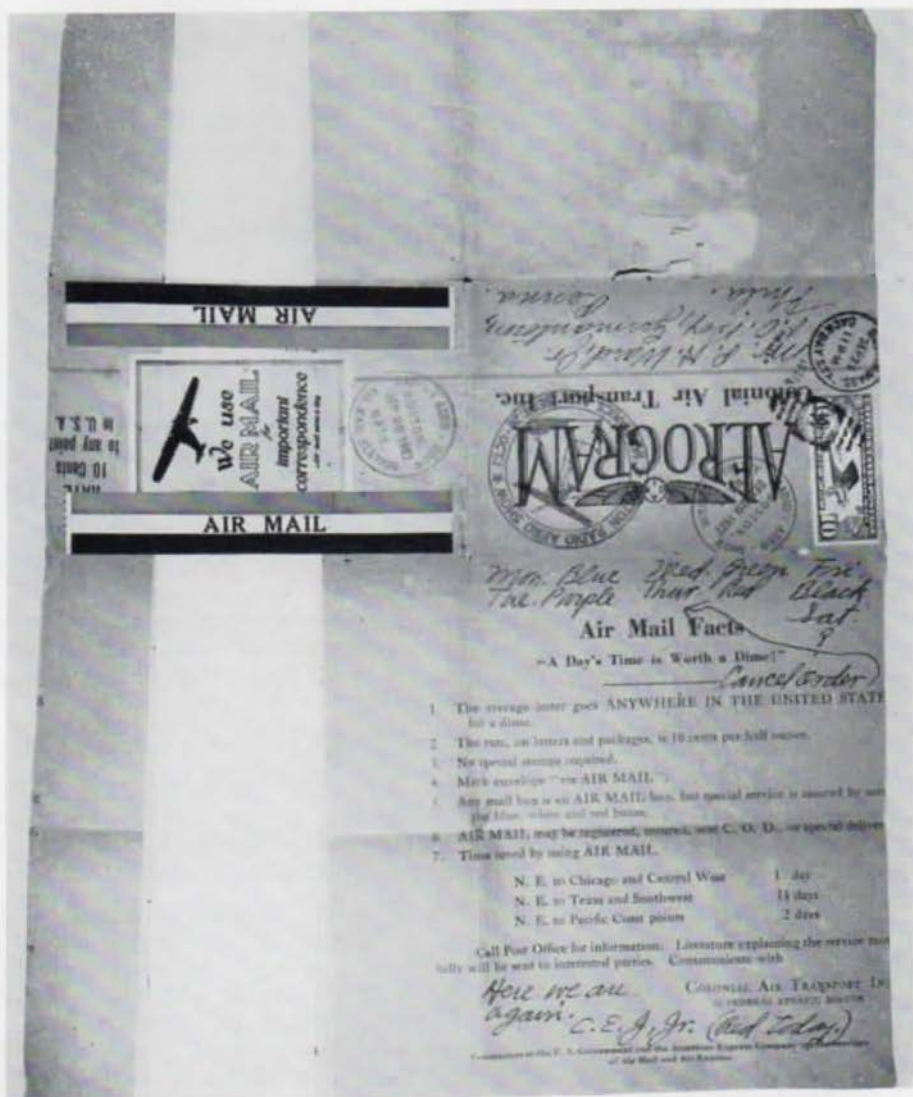


Fig. 1. Ten-cent rate "AEROGRAM" from Boston postmarked September 29, 1927. (Collection of Mr. William P. Laird.)

Subsequent to its appearance in the *AERO PHILATELIST ANNALS*, Mr. William W. Wylie, Editor of "Western Stamp Collector," corresponded with the writer about the designation "Pacific Northwest" Airgrams. It was his belief that these airgrams were not used exclusively in the northwestern part of the United States; Mr. Wylie personally remembered using such items during the summer of 1928 when he was a news reporter in Kansas City at the time of the Republican National Convention. Complying with his request, a photograph of one of the airgrams was furnished him and the story was run in the December 24, 1963 issue of "Western Stamp Collector."

Shortly after that story appeared, the writer received a number of letters from collectors each of whom had similar items. Based on photographs of the airgrams in their collections or on material kindly sent for examination, it is now possible to revamp some of the thoughts presented in the original article.

New Rates Cause Changes

As noted in our October, 1963 article, the legend on the inside flap states that ten cents in stamps would give the airgram air mail service to any point in the United States. The reduction in rates to five cents an ounce, effective August 1, 1928, necessitated a change in the legend. So, new airgrams, which for our purpose may be designated as type 2, were printed. The inside flap legends were changed to conform to the new air mail rates. These come in two different sub-types. For convenience, each such legend is quoted in its entirety:

Type 2-a

HOW TO USE AIRGRAMS

Write message inside-fold and seal. Deposit in ANY mail box or mail chute. Five cents in stamps (any denomination) carries this airgram up to 1 oz. in weight to ANY POINT in the U. S. via fastest air mail routes. For foreign countries: Canada and Mexico same as domestic. Other foreign countries 4 cents plus regular postage.

Type 2-b

HOW TO USE AIRGRAMS

Write message inside-fold and seal. Deposit in ANY mail box or mail chute. Five cents in stamps (any denomination) carries this airgram to ANY POINT in the U. S. via fastest air mail routes. For foreign countries add necessary foreign postage.

Other points of difference between the airgrams illustrated in the October, 1963 article and those submitted by various collectors may be listed as follows:

1. Whereas the inside legend and the legend on the back of the illustrated airgrams read "FROM THE PACIFIC NORTHWEST," most of the new material submitted for examination lacked this inscription.
2. The insignia "Airgram" in a rectangle, superimposed on alternate red and blue circles, which appears on the reverse side of the new airgrams is also slightly different from the material on which the original article was based. The words "TRADE MARK" appear within the smaller of the two circles; the word "TRADE" above the word "Airgram", the word "MARK" below it. Immediately below the insignia is printed "WALTER T. VARNEY 1927." It will be remembered that Mr. Varney is the person to whom the patent registration was granted per information submitted by the Writing Paper Manufacturers Association.



Fig. 2. Additional type of "AEROGRAM" used exclusively from Springfield, Illinois. Postmarked Springfield, Ill. October 25, 1929. (Author's collection.) (Photos by Boutrelle)

Use Besides The Pacific Northwest

In addition, none of the additional airgrams examined was postmarked from cities in the northwestern part of the United States. Cancellations were noted from Milwaukee, Wisconsin bearing the "PACIFIC NORTHWEST" inscription; from Chicago, Illinois and Detroit, Michigan without such inscription.

The writer must, therefore, conclude that his original designation for these items as "PACIFIC NORTHWEST" Airgrams is incorrect. Also, although a ten-cent rate airgram was not submitted for examination by any of the persons who kindly wrote in, information was received from one collector in California that he had three such items in his collection. This is not really surprising since the original patent application for these airgrams obviously was made sometime in 1927 when the ten-cent air mail rate was in effect. Also, the claimed first date of use is given as July 1, 1927.

As noted previously, the logical reason why several types of airgrams were printed is that new air mail rates went into effect on August 1, 1928. This necessitated a change in the legend. Also, other minor changes were made at the time of said new printing.

In the course of the voluminous correspondence engendered by the original article and its publication in "Western Stamp Collector," the writer received for examination from Mr. William P. Laird of Minneapolis, Minnesota an entirely different type of airgram which is shown as Figure 1. It will be noted that there is no similarity between the two types. As a matter of fact, the one illustrated herewith is inscribed "AEROGRAM" rather than "Airgram". This obviously was manufactured during the period from February 1, 1927 to July 31, 1928, the time when the ten-cent rate per half-ounce was in effect. Note that it is postmarked Boston, Massachusetts September 29, 1927 and is franked with the 10c Lindbergh air mail stamp which was current at that time. Therefore, a ten-cent rate airgram has now been seen and illustrated. Several cachets applied to the face and reverse side indicate it was used from the Boston Radio Aero Show held in the Mechanics Building in that city from September 26 to October 1, 1927.

Above the word "AEROGRAM" is a small winged circle inscribed:

A
C M
1

Below "AEROGRAM" is the printed legend "Colonial Air Transport Inc." This was the company which was granted the contract by the Post Office Department to fly the air mail on route CAM 1 from New York to Boston starting July 1, 1926.

The reader's attention is also called to the printed legend titled "Air Mail Facts" which appears on the back of the air letter form. Note that the rate is given as "10 cents per half ounce." The time saved by using air mail is also interesting. Thus, in 1927, two days could be saved on coast-to-coast letters.

Another Style Of Airgram

Unlike current air letter sheets issued by the United States Post Office Department for air mail use and by most foreign governments as well, the items described in this and the preceding article of October, 1963 were of private origin. They were issued to publicize use of the air mail during the time of its greatest expansion, the contract air mail period. Other types of air letter sheets are known. Shown in Figure 2 is one type which appears to have been used exclusively from Springfield, Illinois. Should information about other early airgrams used in the United States become available, illustration will be supplied in a future article.

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UNITED STATES

The 5c Beacon Air Mail Stamp of 1928

By HENRY M. GOODKIND

(Part 4, Continued From Page 28)

Cachet Covers

The 5c Beacon air mail stamp seems to exist used on a vast amount of different cachet covers, a few having the cachet printed but most being rubber-stamped. All sorts of minor and insignificant events appear (Fig. 58). Some



Fig. 58. Two typical examples of 1929 cachet covers with the 5c Beacon air mail stamp.

have the autograph of the local postmasters, not one with a name that later became famous or of any philatelic value (Fig. 59).

Such covers have no appeal whatsoever to the writer, so that he debated whether it might be more tactful to omit all mention of them, or be open and record his candid, unfavorable opinion. This forthright but adverse opinion is given because it seems that an honest appraisal of the philatelic status of such covers will be of service to stamp collectors.

That this unfavorable view of these cachet covers is shared by many besides the writer, including New York City auction and stamp dealers, is borne out by the following experience.

In a 1961 auction sale by one of New York's top auction houses, the



Fig. 59. The autographs of the pilot and Beaumont, Texas postmaster still have not generated much philatelic interest in cachet covers.

writer bought a lot of approximately 800 different cachet covers with 5c Beacon air mail stamps. This was one lot out of hundreds in the entire collection of a well-known aero-philatelist offered in one auction sale. This sale was most successful; many U. S. and foreign stamps and covers established record prices.

The one lot with 800 cachet covers was crowded into a shoe box. This lot was not examined before the sale because the writer had little interest in it and had not expected to purchase it. But when it came up for sale, the temptation to buy it "blind" was too great, because it opened at a \$9 bid. There followed a \$9.50 bid and the writer said \$10 because 800 used copies of C11 seemed like a real bargain. The lot was bought for \$10—an average cost of $1\frac{1}{4}$ cents per cover.

This lot of cachet covers, after its purchase, was worked over for about a year. A few covers were placed in the collection. Others, however, were soaked to remove the 5c Beacon stamp because of a cancellation or perhaps a printing oddity.

Not wanting to retain the remaining balance with about 750 cachet covers, this was re-offered for sale to several New York stamp dealers, who specialized in air mail stamps. No one would buy it. Finally, this box was put in an auction sale again as one lot and it realized \$9. Less the 20% commission, the amount received was \$7.20.

This experience can be subjected to some financial analysis. These cachet covers were serviced in 1928, 1929 and 1930. The stamps then cost 5 cents each. About 10% of the covers in this lot of 800 had a pair of C11, and several strips of three. Thus, it is estimated that there were originally about 900 copies of C11 in the lot. The envelopes probably cost at least a penny apiece. Also, another 2 cents was required to mail the cover to the place where

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Fig. 60. This Kitty Hawk cachet cover has value only because it was autographed by the famous Orville Wright.

the event was taking place. Therefore, each cachet cover with one copy of C11 must have cost a minimum of 8 cents.

Consequently, the estimated cost of preparing these 800 cachet covers with about 900 stamps was \$70. Generally, holding philatelic material for thirty years shows an increment over the original cost. United States air mail stamps have done exceptionally well. Every collector would like to have had the 1918, 1923, the 1930 Graf Zeppelins—in fact—all U.S. air mails, including C11 at the time they were issued, on first day covers.

Actually, the writer made a mistake with this lot, after he had taken out what he wanted for his collection. All the stamps should have been soaked off the covers, because 750 used copies of C11 could have been sold to New York stamp dealers for more than \$7.20.

It would be encouraging if many present-day collectors would know of and benefit by this experience. Stamp collecting is not only one of the most enjoyable hobbies, but a stamp collection has a great recovery value when one sells it. The exception is what is unkindly but correctly called "philatelic junk." One can salvage very little of the original cost from junk. Still many collectors today are buying such material rather than trying to build up a traditional stamp collection, which after 30 years should return at least 75% of its cost to the owner, not a loss of over \$60 as the aforementioned lot did.

Historical Covers

A much more pleasant experience with the purchase of a lot of covers with the 5c Beacon air mail stamp occurred about ten years earlier around 1951 or 1952. A special rubberstamped cachet had been applied at Kitty Hawk, North Carolina on December 17, 1928 to mark the 25th anniversary of the Wright Brothers history-making flight there in 1903. A plain cachet Kitty Hawk cover is not in much demand. In fact, there were seven in the 800 cover lot purchased at auction in 1961. The cover in the lot bought in 1951 was exceptional because it was autographed by Orville Wright. This interesting

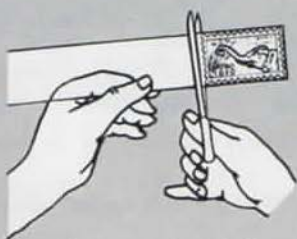
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- Crease so stamp will lie flat.



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Fig. 61. The front (top) and back (bottom) of a 1928 "Airgram" using a 5c Beacon air mail.

autograph was not noticed by the one, who sold that lot of covers to the writer in 1951. When exhibited, this Orville Wright cover always attracts attention (Fig. 60).

Early Airgrams

As a result of V-Mail and lightweight air mail stationery profusely being used by the armed forces in World War II, aerograms or air letter sheets have become popular. A number of specialists collect aerograms and many countries all over the world have issued them. The public also has well patronized this cheaper form of air mail.

Forerunners of aerograms and related material before 1940 is of particular interest. An example is one cancelled on September 9, 1928 from Pendleton,

Oregon. It carries 10-cents postage of which 5-cents was prepaid by a 5c Beacon air mail stamp (Fig. 61).

The message part, dated September 8, 1928, folds in the center and on both sides. The back of the cover is postmarked New York, September 11, 1928. It did not go via air mail from New York to Switzerland, but by surface means to its destination.

Of course, this "aerogram" is private postal stationery, not government-issued. Nevertheless, it seems to be a pioneer.

This type of Airgram was described and two examples illustrated in the AERO PHILATELIST ANNALS (Vol. XI, No. 2, October 1963, Pages 29-32) in a very comprehensive article by Philip Silver. See also pages 35-38 in this number.

Crash Covers

In the earlier years of aviation, there were many more accidents with airplanes carrying mail than there are now. But we all know that even now with all the vast improvements and increased safety factors, airplanes still meet mishaps, all too often with a heavy loss of life.

"The mails must go through" and so, even after a serious accident, in which the plane was completely destroyed and all aboard killed, attempts are made to salvage the mail and forward it. Aero-philatelists call these "crash covers."

The collecting of accident covers has fascinated collectors since almost the time when philately began. Specialists sought covers salvaged from shipwrecks, train and other accidents. But with an airplane, fire often resulted, giving a "crash cover" an added attraction with evidence of burning from fire.

One such cover (Fig. 62) with a 5c Beacon air mail stamp apparently came into philatelic hands because it was addressed to the well-known U.S. stamp firm of Stanley Gibbons, Inc. of New York City. The "American Air Mail Catalogue" supplied the pertinent information on the following two "crash covers."

On March 11, 1929 a Boeing Air Transport plane eastbound from San Francisco, Calif. to Chicago, Ill. crashed near Park City, Utah. After departing from Salt Lake City, Utah, it encountered a heavy snowstorm and crashed. The plane caught fire and was completely destroyed. But the pilot



Fig. 62. A cover salvaged from a plane crash on March 11, 1929. It was burnt, which is especially evident at the left and the nearby bottom part. The arrow points to the special cachet rubber-stamped by the United States Post Office.



Fig. 63. This cover was on a plane that crashed in Utah in January 1930, but the mail was not found until June 28, 1930, as the postal markings indicated with arrows show.

fortunately was not hurt.

This 1929 flight carried 1,460 lbs. of mail of which 1,026 lbs. in burned condition was salvaged. The mail was taken to Salt Lake City and forwarded the next day after a cachet was applied, as the arrow in Fig. 62 indicates. According to the catalogue, two different types of cachets were applied.

A second "crash cover" with a 5c Beacon air mail is illustrated by Fig. 63. This, too, came to grief in Utah. Western Air Transport Flight No. 4 left Los Angeles, Calif. for Salt Lake City, Utah on January 10, 1930. As with the previous "crash cover," it ran into a severe blizzard after the plane had left Las Vegas, Nev., last being heard from flying over southwestern Utah. Search parties and planes never could locate it.

Six months later, after the mountain snows that had covered the wreck had melted, the plane was found near a mountain peak. All of the 640 lbs. of mail was undamaged. It was returned to Los Angeles, Calif., where a green postmark "Return to the Writer Unclaimed" was applied on June 28, 1930. Also a purple cachet "Delay Due to Wrecked Mail Plane-January 10, 1930" was placed on each cover.

The tragic part of this crash was the fate of the pilot. His body was not found until July 16, 1930 twenty miles from the crash site. Apparently, not badly injured, he had left the plane seeking help and became lost in the mountain wilderness.

It took many years for the writer to acquire his first "crash cover" with the 5c Beacon air mail. The two illustrated are all found so far for his collection. They all are mostly in "crash cover" collections because of their great interest for the specialist, so that accident covers with C11 are not easy to find.

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CHAPTER 3

Cancellations

The collecting of used off-cover copies of the 5c Beacon air mail stamp is possibly the most interesting field, in the writer's opinion, because there is practically no end to it. When the specialized collection was started, just a few cancelled copies were in it. Then, after more material was obtained, the wide range of all the different types of cancellations became apparent.

Fancy Cancellations

If cancelled copies of C11 are such a great attraction, then, without doubt, the most fascinating are the fancy cancellations. These are scarce, and the supply definitely is small, because the fancy cancellations were used almost exclusively from the smaller, fourth-class post offices and almost always on registered mail.

An excellent study first was made of these fancy cancellations by the late Foster W. Loso in the *Collectors Club Philatelist*, Vol. 29, No. 4, pages 203-213. Being the editor of that magazine, the writer, while preparing Mr. Loso's manuscript for publication, saw these 20th Century fancy cancellations for the first



Fig. 64. (Top row). Three outstanding examples of fancy cancellations used between 1928-34. (Left to right) Anchor, Kentucky; Appleton, Wisconsin and Clarksdale, Arizona.

(Center row). A cowboy and a bucking bronco (left) from Prescott, Arizona is believed to have been the first used, from July to December 1928. A second Prescott, Ariz. cancellation (right) is the dancing Indian in use only from October 16 to 26, 1928. It is estimated that less than 1,000 of the latter were applied.

(Bottom row). Fancy registration cancellations that have not been classified. The center one is believed to have been used in Memphis, Tenn. (All photos by Boutrelle)



Fig. 65. Covers with a large, colored fancy cancellation are scarce. This one in purple ink can be classified at once because of the Manawa, Wis. postmark.

time and was fascinated by them, although he personally did not have one in his collection back in 1949.

Mr. Loso continued his research on this subject and in 1952 he published a 162-page handbook* on these fancy cancellations. One cannot collect these postal markings without reference to this book.

Mr. Loso dated their start in 1928. But because of a growing philatelic demand, which interfered with the normal functions of these small post offices, the United States Post Office Department forbade their use on August 27, 1934.

Rather than attempt to explain the fascination of these 1928-34 fancy cancellations, illustrations of some examples should do this (Figs. 64 and 65). Of course, because of the great interest in fancy 19th century U. S. cancellations, their revival in 1928 became a "philatelic natural," interesting a number of collectors.

Ship Cancellations

Most of the ship cancellations found on the 5c Beacon air mail occurred because of the use of catapult mail previously described in Chapter 2 on covers. A few, such as the one found on the Japanese "Shinyu Maru" are not easy to obtain. The straight-line "Paquebot" marking is very scarce on C11. Once again, illustrations of these ship cancellations tell their story far better than a written description (Fig. 66). There are more than those illustrated.

Railroad Cancellations

In 1928, many places in the United States did not have airports. Consequently, air mail often was dispatched by train to a large municipal airport, where this mail, franked with the Beacon air mail stamp, then went by air post,

*"20th Century United States Fancy Cancellations" by Foster W. Loso and Heyliger de Windt. Copyrighted 1952 by the authors, published by the Somerset Press, Inc.

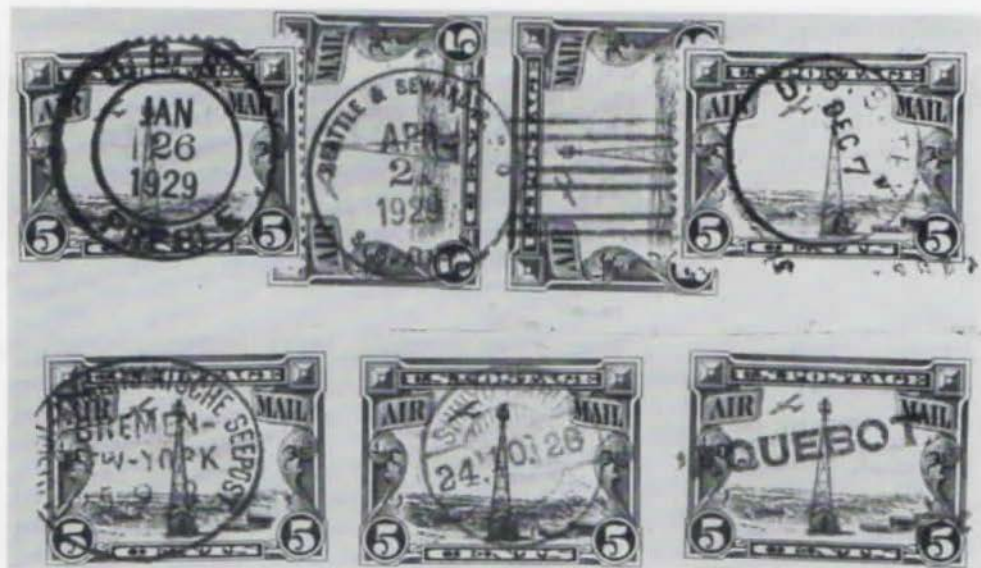


Fig. 66. Ship cancellations. (Top row). (Left to right) U.S.S. Preble; S.S. Alaska with Seattle and Seward R.P.O. and U.S.S. Texas. (Bottom row). (Left to right) S.S. Bremen; Shinyu Maru (Japan) and the scarce "Paquebot" cancellation.

sometimes being cancelled with the R. P. O. (Railway Post Office) marking (Fig. 67). Obviously, the R. P. O. cancellations seen on C11 are from the smaller, feeder lines. These R. P. O. cancellations on the Beacon air mail stamp also are hard to find. After years of hunting, the collection has only five. But there are more to be obtained.

Air Mail Field Cancellations

These air mail field cancellations come in two types. A duplex killer was

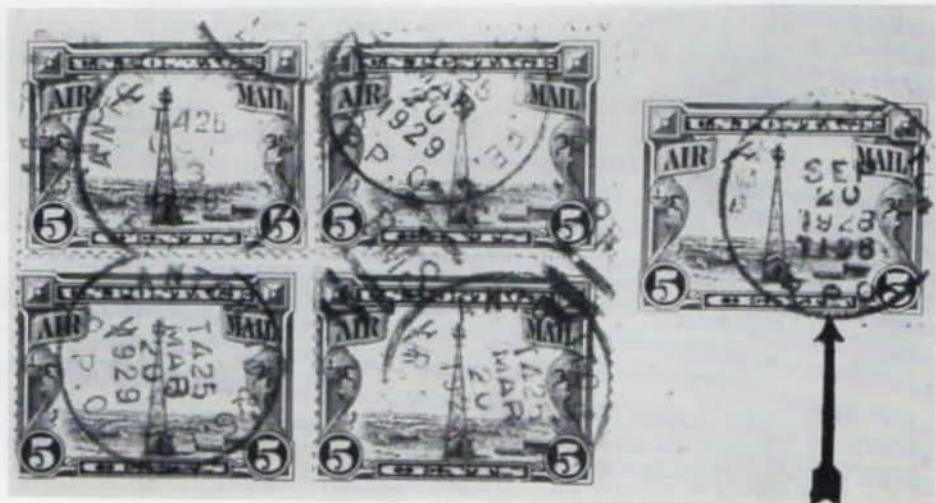


Fig. 67. R.P.O. cancellations. The block of four has that of the Antonia and Santa Fe R. R. and the single is cancelled Portland and Boston R. R.



Fig. 68. Newark, N.J. Air Mail Field duplex cancellation (left) with the initials A. M. S. and (right) the initials R. M. S.

used with the circular left portion having the town and date markings. The oval six-bar cancel at the right occasionally had the initials "A. M. S." but more often "R. M. S." (Fig. 68). The latter probably may not be recognized as an air mail cancellation by many, but incorrectly thought to be a railroad marking—"Railway Mail Service." These duplex cancels are also termed a "Town and Killer."

Delf Norona in his book "U. S. Cancellations" illustrates the types familiarly used on the 5c Beacon air mail stamp. He defines a "Town and Killer cancellation as a duplex cancel that at one stroke dates and locates a postal matter and also cancels the stamp."

As seen with the illustrations, there were different types of these duplex "Air Mail Field" cancellations (Fig. 69). Some did not have the initials "AMS" or "RMS," but a three-line horizontal bar at the right.

Air Mail Cancellations

Although no exact count was ever made, over four thousand used off cover copies must have been examined for distinctive cancellations. In one New York City public auction sale, a lot of 1,500 used copies was purchased. There were about 900 in the cachet cover lot bought at auction, as described in Chapter 2. This may sound surprising, but approximately 90% show a similar range of cancellations. And the variety is not wide. A marking, that one would expect to see far more often but instead appears to be scarce, is the one with the words "Air Mail." Sometimes, a city cancelled its copies of C11 with the words "Air Mail" as Denver, Colo. (Fig. 70) and Minneapolis, Minn. (Fig. 71). Far more often, a duplex cancellation had the words "Air Mail" in the righthand oval as seen in Fig. 68. But here, too, in 99 out of 100 cases, this latter had a number and not the words "Air Mail." Also, the righthand oval lozenge of a duplex cancel is found with the center blank, as shown in the Minneapolis righthand



Fig. 69. Two different types of Air Mail Field cancellations. (Left) North Platte, Nebr. is black and (right) Atlanta, Ga. is purple.



Fig. 70. Three examples of different "air mail" cancellations. The Denver, Colo. (left) circular town marking is unusual. Not many other cities' cancellations incorporated the words "air mail."

illustrated block of four in Fig. 71.

Exceedingly scarce is any unusual "Air Mail" cancellation. The previous reference to fancy cancellations was about those used exclusively on registered mail. A large, winged air mail cancellation hit with purple ink is found used in Paolet Mills, So. Carolina (Fig. 71).

It is unusual to find occasionally a cachet that also was used as a cancellation. The writer's favorite is a block of four of C11 (Fig. 72) cancelled with the well-known 1928 First Flight Graf Zeppelin special cachet. A cancellation as this is scarce, because the Zeppelin cachet was usually hit on the envelope and not to cancel stamps (Fig. 73).

Unusual Cancellations

No attempt will be made to describe all the odd or unusual cancellations in the collection nor others seen. Only several of the most interesting are illustrated and mentioned.

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Fig. 71. (Left) The unusual Pacolet Mills, S. C. air mail cancellation on a block of four. The block on the right from Minneapolis, Minn. has "air mail" in the circular town marking, and so the killer at the right is blank, not repeating the words "air mail," as the black arrow indicates.

The one that greatly appeals to the writer is from Managua, Nicaragua. Historically and in retrospect, this has come to be regarded now as a bad example of "Yankee Imperialism." It was used in 1929 when the U. S. Marines were sent there after a revolution. Nevertheless, such a cancel is not easy to

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come by and it was a very welcome addition to the collection (Fig. 74).

One copy of C11 was found cancelled with a 2c meter permit in red. Why this was done is not clear. Unfortunately, the meter's color is red and it was hit on the red color of the 5c Beacon stamp so that it would not show in an illus-

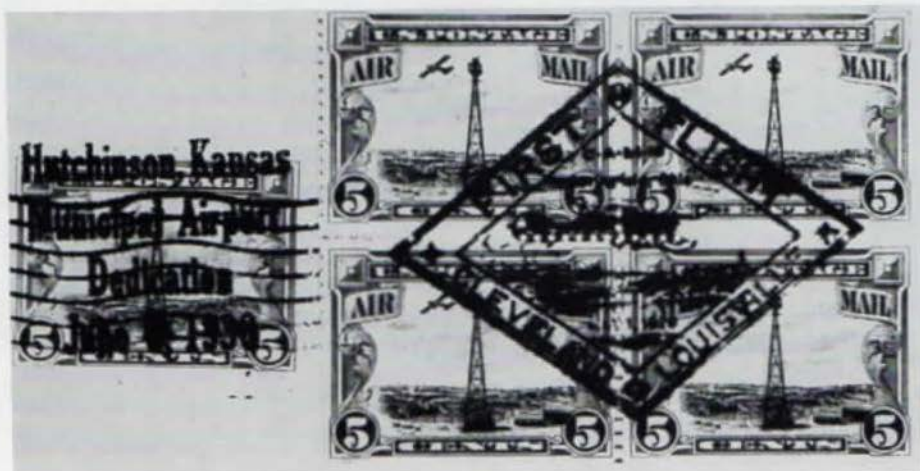


Fig. 72. These cachets were used as cancellations.

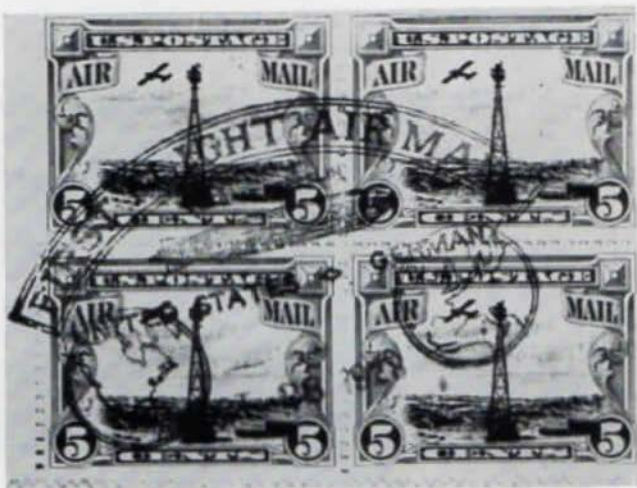


Fig. 73. A block of four cancelled with the 1928 United States-Germany First Flight cachet of the Graf Zeppelin.

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Fig. 74. Managua, Nicaragua.

tration; only a very small part of this marking fell on the blue color of the stamp.

There are many large circular handstamped cancellations that come in a variety of colors — black, red, purple, violet, blue and green.

Upon some occasions, the cancellation looks as if it were done by an ordinary numbering machine, the kind that is found in many business offices. There is nothing more than the date (Fig. 75).

Going through an accumulation of about 1,000 used copies, thirteen were found with a "San Francisco, Calif. Ferry" large double oval cancellation. A good example of this strike is illustrated (Fig. 75). Most copies were either hit so heavily that the cancellation is blurred or only a part of this cancellation appeared on the stamp. It is exceptional to find a copy that has the entire "San Francisco, Calif. Ferry" cancel, as the one illustrated in the center of Fig. 75.



Fig. 75. (Left) The date in purple is a straight line "1929 Oct. 14"; the San Francisco, Calif. Ferry cancellation (center) and (right) is a handstamped steamship cancellation.

A large double oval cancellation that was used mostly on parcel post appears from a number of places on the 5c Beacon air mail. Over thirty different cities have been found so far using this "parcel post" cancel (Fig. 76).

Also a roller cancellation was used for parcel post, and a few examples of this were found on C11. The latter type of "parcel post" cancellation is much scarcer than the former. An example is the righthand one shown in Fig. 76.



Fig. 76. Parcel post cancellations. The first two are the more common double circle oval type. The one on the right from Chicago, Ill. is a roller cancellation.

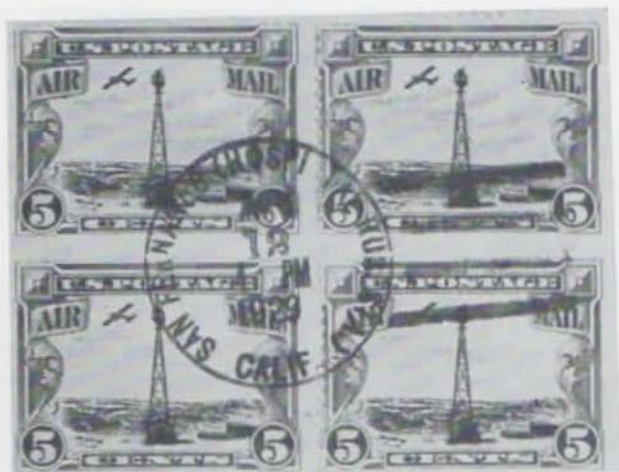


Fig. 77. This cancellation reads "San Fernando Hospital. Rural Station. Calif." It is dated August 12, 1929.

A block of four was found with a circular cancellation reading "San Fernando, Calif. Hospital. Rural Station." (Fig. 77). The writer admits that he knows little about this marking, but he believes that it is unusual. It came from the Foster W. Loso collection.

(To Be Continued)

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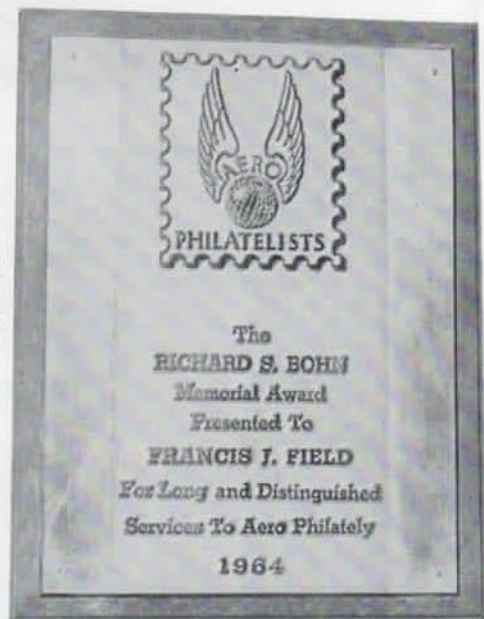
Bohn Memorial Award In London, England

The 4th FISA (Federation Internationale des Societes Aerophilateliques) Congress took place in London, England under the sponsorship of *the British*



(Left) Past-President of the Royal Philatelist Society, London, Mr. H. R. Holmes presenting the 1964 Richard S. Bohn Memorial Award to Mr. Francis J. Field (right). (Photo by The Fairlight Co. Photographers Ltd., London, England.)

The plaque for the 1964 R. S. Bohn Memorial Award, which was designed, made by and donated to AERO PHILATELISTS by our Vice-President, Mr. Louis N. Staub. (Photo by the Fairlight Co. Photographers Ltd., London, England.)



Air Mail Society on September 19, 1964. This day was officially declared the "Day of Aerophilately" and closed with the FISA banquet. At this event, the formal presentation of the 1964 Richard S. Bohn Memorial Award for DISTINGUISHED SERVICES TO AERO-PHILATELY was made to Mr. Francis S. Field of Sutton Coldfield, England. (For a summary of Mr. Field's distinguished services to aero-philately, see the previous number of this magazine, pages 5-6).

At the request of the Directors of AERO PHILATELISTS, the award was presented to Mr. Field by Mr. H. R. Holmes, F.R.P.S.L., the immediate Past President of the world-famous, Royal Philatelic Society, London. Among the many, who attended this dinner, was AERO PHILATELISTS' official delegate to the 4th FISA Congress, our Treasurer, Mr. Bernard Fink. He reports that this presentation ceremony was an outstanding event. It was especially well received by both British and European aero-philatelists, who know of the long-time aero-philatelic career of the recipient, Francis J. Field, as a recognition long overdue. (H.M.G.)



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