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First Flight Wrappers of May 15, 1918

By Philip Silver

In the past, the editors of the **Aero Philatelist Annals** have made it a practice to record in the pages of that publication all covers of interest which shed light on the events connected with the United States air mail first flights of May 15, 1918. In the process, we have included covers with special cancellations and unusual rates. Many of the discoveries disclosed in the articles have received Catalogue recognition and, thus, have added to the body of philatelic knowledge connected with the flights.

On page 55, Volume 1 of the Fifth Edition of the **American Air Mail Catalogue**, there is a reference to the May 15, 1918 flights which states:

"On the southern flights, Lt. T. H. Webb with 144 pounds of mail, made up of 2,457 covers, together with several packages and newspapers, left Belmont Park at 11:30 A.M. and arrived at Bustleton, the Philadelphia terminus, at 12:30, from whence Lt. J. C. Edgerton flew to Washington with 136 pounds of mail."

This statement is supported by contemporary references. The daily newspapers of Washington, Philadelphia and New York gave much attention and front page space to the flights. The Philadelphia Public Ledger of May 16, 1918 states:

"At 2:50 o'clock Lieutenant Edgerton was reported to have alighted in Washington and to have delivered the 4000 mail packages which he had carried safely. These contained letters from Postmaster Patten of New York to the Postmaster General and to Postmaster Chance, of Washington; several copies of Secretary Baker's Book, 'The Frontiers of Freedom,' and private packages from this city and New York." (emphasis added)

The Catalogue reference to packages and newspapers is curious in that no mention is made of packages or newspapers flown in the opposite direction from Washington to New York. This is not as grave an omission as would appear at first blush. So few wrappings of such items have been preserved for posterity to make it a matter of little consequence whether they flew north from Washington or south from New York. As a matter of fact, until quite recently, the writer was aware of only one such wrapper in the collection of United States air mail specialists. This item reposes — much to our chagrin — in the fine collection of Edward Lettick of Derby, Connecticut. (See Figure 2) He was the successful bidder — the writer, as one may guess was not — in the H. R. Harmer, Inc. auction held on January 21, 1966.

It may be described as the remainder of a wrapper sent from Washington, D.C. on May 15, 1918. As can be seen, it is addressed to the New York Herald at Herald Square in New York. We may surmise that this wrapper contained a roll of Washington newspapers. Since it was flown from Washington to New York, it is obviously not one of the pieces mentioned in the Catalogue listing previously noted. In any event, it points up such a Catalogue omission which needs correction.



Fig. 1. Complete wrapper with twenty-five 24-cent air mail stamps flown on the first flight from New York to Washington. (Photo by Boutrelle)

The piece of wrapper bears nine 24-cent air mail stamps. The auction catalogue describes it as "3 copies and blk 6." Thus, this piece rivals the famous cover formerly in the Dr. Penchansky collection which is also franked with a block of six stamps on a May 15, 1918 cover from Washington to New York. To the date of the present article, these were the largest known multiples used on the May 15, 1918 first flight. Also, the Lettick item was the only known wrapper — to the writer, at least — flown on that flight.

The New Discovery

Recently, the writer was fortunate enough to obtain for his collection what he believes to be the most spectacular, the most unusual and the greatest cover in all United States aerophilately. (See Figure 1) Readers are asked to excuse this unseemly exuberance. By way of atonement, it can only be stated that when one waits for twenty-five years or more to find an item which, although described in contemporary records as having been flown but, which may nevertheless no longer exist — who, after all, saves complete parcel post wrappings with stamps affixed? — and then the dream becomes a reality, it would appear that some indulgence in superlatives might be in order.

Precisely as noted in the Catalogue reference, this wrapper is from a package of books sent from New York to Washington. What makes it so unusual — apart from its mere existence — is that it is complete, unlike the piece shown in Figure 2, and, further, it is addressed to President Woodrow Wilson. The entire piece of wrapping has been saved; the balance, apart from the face side, has been neatly folded under by the previous owner thus,

preserving for the record, perhaps the only complete wrapper in the annals of May 15, 1918 first flight collecting.

There are three additional virtues possessed by this piece. First, it is franked with more Scott C3 air mail stamps than any item presently known. There are 25 twenty-four-cent air mail stamps and 18 cents in regular postage. Why this additional postage was affixed is a mystery. Post Office Order No. 1443, dated May 11, 1918, provided a rate of 24 cents an ounce which included special delivery. No additional first-class franking was required although many persons, perhaps due to an article which had previously appeared in the press, added a three-cent stamp to covers flown on the first flights and subsequently. We have previously referred to such covers as 27-cent rate covers.

The order of May 11, 1918 mentioned above specifically includes parcels, as well as first-class mail, the rate being the same in both cases. It is possible, of course, that the Post Office clerk who accepted the parcel erroneously believed the parcel post rate had to be paid in addition to the air mail rate. But 18 cents would have been the parcel post rate for a seven-pound package. In that event, the airmail rate would have been \$26.88. So, the reason for the 18 cents in regular postage must remain a mystery.

Second, this wrapper bears the largest multiple of C3 air mail stamps presently known. This is a horizontal block of eight, 4 x 2, the top eight stamps at the left of the wrapper. The rest of the franking is a block of four (below the block of eight), six pairs and one single stamp.

Third, this piece introduces a hitherto unknown handstamped cancella-

(Continued on Page 27)



Fig. 2. Part of a wrapper with nine 24-cent air mail stamps for first flight of May 15, 1918 from Washington to New York. (Photo by Jeff Wayne)

THE 1924 ROUND-THE-WORLD FLIGHT OF U.S. ARMY AVIATORS

By Joseph L. Eisendrath

PART I

The round-the-world flight of the United States Army fliers in 1924 has never been fully described in any aerophilatelic article. Articles by L. B. Gatchell and Earl H. Wellman which appeared in *The Airpost Journal* in April 1952 and September 1944, respectively, only gave brief accounts of these historic flights. Gatchell's story concerned a cover recovered from one of the planes which crashed in Alaska on the trip and Wellman wrote his outline to commemorate the twentieth anniversary in 1944.

It is now more than 51 years since the event was completed — three of the fliers are still alive (or were a year ago); some became well-known military figures of high rank during the World War II period. Few covers and cards were carried and catalogue information is sparse indeed. This writer was presented with the crash cover by Mrs. Margaret Angers, widow of the addressee, George W. Angers, along with other material on this early pioneering venture and, over the ensuing years, enough material was gathered to help prepare this article.

The idea for an aerial circumnavigation of the world probably first developed in the office of the Army Air Service. At the time, most likely at the end of 1923, this service was headed by General Patrick. The famous Billy Mitchell was his chief of staff. They wanted a fleet of planes, enough so that at least one could complete the trip. They needed the help of the military, naval and diplomatic corps. They had to make operational arrangements throughout the countries over which the planes would fly and, of most importance, they needed the finest pilots and crews.

Other countries had made attempts such as this — there had been competition to be the first; Great Britain, France, Portugal, Italy and Argentina had tried or had announced they would make a go for it.

The climate around the world had to be considered. Typhoon and monsoon seasons, fog and storm conditions had to be avoided. Other countries had flown from east to west — the turn of the earth thus gave them a time advantage. The Americans, however, were more concerned with weather, when and where, and the decision came down to go westward.

The planes chosen were all float planes for takeoff and landing on water, with a 50-foot wing spread, a 38-foot length, and a weight of about 3,500 pounds with pilot and mechanic and a full load of 165 gallons of gasoline, 30 gallons of oil and five gallons of water. The total weight thus came to about four tons. The single engine was a 12-cylinder Liberty type. When finally approved, three more planes were built by Donald Douglas to make up the fleet of four for the world trip.

The eight men chosen for the crews had to come up to General Patrick's requirements of "character, courage and initiative." Many were eligible but, finally, the four pilots were chosen. Each of these could pick his own mechanic, who would also be his co-pilot. Major F. L. Martin picked Sgt. Alva Harvey, while Erik Nelson chose Jack Harding, a civilian mechanic. Lt. Lowell Smith



Capt. P. Terry Martin
3512 Herman Avenue
San Diego, Calif.

Cover mailed at San Diego and given special flight postmark.

liked Lt. Leslie Arnold, and Sgt. Henry Ogden became the partner of Lt. Leigh Wade. The reader will recognize men in this group who later became generals. Planes were numbered #1 to #4, and were christened "Seattle," "Chicago," "Boston" and "New Orleans," flown respectively by Martin, Smith, Wade and Nelson.

The beginning of the trip was set for 7 a.m., March 17, 1924 at Clover Field, Santa Monica, California. Fog held them up for 2½ hours before they took off for Sacramento. After an overnight stop, they moved on to Eugene, Oregon and the next day to Seattle. At Seattle, they remained 15 days changing engines, equipping the planes with pontoons and putting their gear in order. Seattle was also to be the end of the journey.

April 4, take-off day, was too foggy and it wasn't until early on April 5 that they got away. They flew the 650 miles to Prince Rupert, British Columbia, arriving at 4:55 p.m., a flight of eight hours, ten minutes. Plane #1 ended its flight in landing as it sideslipped on the left pontoon, breaking struts and guy wires. It remained at Prince Rupert while repairs were made. At this point, Martin who commanded the expedition decided the planes would rotate in taking off at future stops. Thus Smith, in #2 led the way when they left Prince Rupert.

The April 10 flight was to Sitka, Alaska, 300 miles away. Take-off was at 9:25 a.m. and arrival at 1:35 p.m. April 11th was a stormy day with heavy gales blowing and the trip was postponed. Later in the day, the winds reached hurricane force.

On April 12, however, it cleared. They flew on to Seward, Alaska, 625 miles away, arriving at 3:35 in the afternoon.

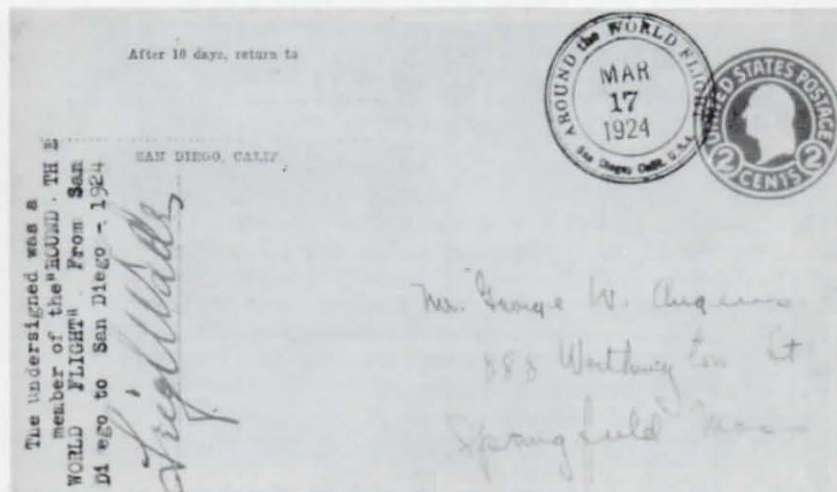
They left on April 15th for Chignik at 9:45 a.m. All got through except Martin and Harvey in plane #1. Martin was the last to leave Seward; all went well until 2:40 p.m. when Harvey noticed their oil pressure was at zero. This meant a forced landing without delay. A new engine was needed. they took off using reserve oil and made it to Chignik at 5:50 p.m. from where they radioed to Dutch Harbor for a new engine. The other three pilots were instructed to go on to Dutch Harbor where they were to wait for Martin to rejoin them.



Card carried by Major Martin from Santa Monica to Seattle.

After waiting ten days, Martin figured it would be best to fly his plane to Dutch Harbor, even before the new engine arrived, and not hold up the trip. Thus, on April 30, he decided to take off on a short-cut over the bay to Dutch Harbor (only a short flight). They took off and suddenly, on what was supposed to be low ground, a mountain loomed ahead. They tried to avoid it, but crashed. Harvey was unhurt; Martin suffered minor facial injuries. For the time being, we'll leave the unfortunate airmen at their plane and come back to them later.

On May 2, the chief of the air service sent this message to Dutch Harbor, "Lt. Smith Command World Flight. Don't delay longer waiting for Major (Continued on Page 32)



Letter endorsed by Leigh Wade, mailed and carried from San Diego.

Additional May 15, 1918 First Flight Handstamps

By Philip Silver

Almost seventeen years have passed since it was first discovered that all May 15, 1918 first flight handstamps were not alike. Prior to that discovery, the United States airmail specialist was content to have in his collection one example of the 11,000 covers carried on the several legs of the May 15, 1918 first flights. He might, of course, collect covers which emanated from the three cities, New York, Philadelphia and Washington. Going one step further, this writer's collection, like some others, contained six covers, one each from the six legs of the flights: Washington to New York, Washington to Philadelphia, New York to Washington, New York to Philadelphia, Philadelphia to New York, and Philadelphia to Washington.

Not too many collections had the rare May 16, 1918, First Trip, Washington to New York cover. As is known, there were approximately 1,300 covers added to the mail pouches in Washington on May 16, 1918 after the disastrous start by Lt. Boyle on the northbound flight from Washington on May 15th. Of these, a small number are cancelled MAY/16/1918/FIRST TRIP. The words "FIRST TRIP" were added in error to the handstamp. The number of such covers probably does not exceed twenty; it may even be less.

This writer's article which appeared in the October 1958 issue of the **Aero Philatelist Annals** (Volume VI, Number 2) illustrated a cover with a Washington handstamp which read MAY/15/4 PM/1918. The words "FIRST TRIP" were omitted. This cover was deposited in the mail box after the scheduled start of the first flight on the morning of May 15th. Thus, since the trip to Philadelphia was supposed to have been completed on that date, the



MAY/15/9 PM/1918 handstamp on cover from Washington to Pittsburgh. Transit backstamp is shown in lower left inset. (Photos by Boutrelle)



MAY/15/2 AM/FIRST TRIP/1918 handstamp on New York-Washington cover.

first trip designation could no longer appear in the handstamp.

Additional Washington Covers

Since that article appeared, a number of additional May 15, 1918 Washington covers with somewhat similar markings have been noted by United States airmail specialists and have received listing in the **American Air Mail Catalogue**. These are 3 PM, 4 PM, 6 PM, 7 PM and 9.30 PM Two new Washington covers have been located in the collection of Mr. Sheldon J. Friedman of Chicago, Ill. One is a Washington to Philadelphia cover with a handstamp of MAY/15/9 PM/1918 and backstamped PHILADELPHIA TRANSIT, May 16, 1918, 3 PM for routing to Pittsburgh, Pennsylvania. Another cover from Washington to New York is handstamped MAY/15/11 PM/1918; the New York backstamp reads May 16, 1918, 4 PM.

Newly Discovered New York Covers

The March 14/15, 1972 auction sale of Herman Herst, Jr., Inc., then of Shrub Oak, New York, had two May 15, 1918 covers listed as lots 982 and 983. The first has a New York handstamp which reads MAY/15/1 AM/FIRST TRIP /1918. The second New York cover reads MAY/15/2 AM/FIRST TRIP/1918. These are the first examples of other than normal New York handstamps which uniformly read MAY/15/1918/FIRST TRIP. The "2 AM" cover addressed to Hon. Woodrow Wilson reposes in the specialized collection of Richard H. Thompson of Lutherville, Md., president of **AAMS**.

There is one additional new discovery from New York. It reads MAY/15/8 AM/FIRST TRIP/1918, and is found on a complete wrapper with twenty-five 24-cent air mail stamps flown on the first flight to Washington.

Readers are asked to check their collections. Undiscovered May 15, 1918 first flight handstamp varieties may be lurking there which should be listed in the **Catalogue**.

COLOMBIA: The "Taxader" Overprints

By Henry C. Dupont

One of my friends living in retirement in France, after a stay of more than twenty years in Colombia gave me for my collection stamps and covers of that country which are not listed in any books or catalogues.

These stamps were issued for the mail carried by a private company of aerial taxis in the state of Santander, Colombia. The name of the company was TAXI AEREO DE SANTANDER, S. A., shortened to TAXADER. The purpose of this company was to establish an aerial route between the towns of Bucaramanga and Cucuta, separated by high mountains and not connected by modern overland roads. The service was organized to carry passengers, parcels and mail.

The first day of this service and the date of issue of the stamps was July 11, 1955. Three ordinary postage stamps were used: 5 centavos orange (Scott 628); 10 centavos red (624); and 15 centavos green (636). Each was overprinted in black, TAXADER. The overprint in Gothic is 22mm. and the height of each letter is 4mm.

This issue seems to have been made with the agreement of the postmaster of Bucaramanga and also, probably, with the consent of the Cucuta postmaster.

As soon as the Director General of Posts of Colombia in Bogota became aware of this overprinted issue, he dismissed the Bucaramanga postmaster. The stock of stamps was confiscated and immediately destroyed. After a period of time, the Taxader company was absorbed by the AVIANCA airline.

Reference to the cancelled TAXADER stamps in my possession indicates that this airmail service lasted until July 11, 1955 to the middle of September of that year. This is all that is known of the TAXADER issue as related to me by my Colombian friend.

Desirous to know more, I wrote to the very courteous Engineer Eugenio Gebauer, author of the excellent book, "The Airpost of Colombia." Mr. Gebauer answered that he did not know these stamps but would make inquiries in Colombia. Unfortunately, the Colombian aerophilatelists questioned



"TAXADER" stamps cancelled at Cucuta, Colombia. (Photos by Boutrelle)

UNITED STATES: The Six-Cent Orange Air Mail Stamp of 1918

By Philip Silver

(Concluded from July 1975 issue)

In addition, December 15, 1918 was a Sunday. In 1918, no air mail service was provided on Sundays. The mail only flew six days a week from Monday through Saturday. A 1918 Post Office Department release states, "The proposed aerial postal service between Washington, Philadelphia and New York is to be inaugurated not later than April 15, 1918. Beginning not later than April 15, 1918 **one trip each way will be made daily, except Sunday, on a fixed schedule.**" (8) (emphasis added)

A schedule of daily air mail service for the month of August 1918 which was released by the Post Office Department on October 15, 1918 indicates that no flights were made on Sundays of that month.

Summing up, Mr. Goodkind's statement that, because of bad weather, mail from New York intended for Chicago was routed through Philadelphia for service to Pittsburgh flies in the face of the facts (no pun intended). The point is that the December 15, 1918 cover shown as Figure 6 on page 97 of Mr. Goodkind's article was never intended for the east-west service. It was simply a cover prepared in advance on December 15, postmarked on that day but intended for the first flight of December 16th on the New York to Washington route using the new six-cent air mail stamp, Scott C1. Nor, is it correct to state that the 7 PM cancel shown on that cover indicates that the "... mail could not fly until late in the day because of the weather." Air mail service in December 1918 left New York for Washington at 12.00 noon. The Washington to New York mail left Washington at 11:30 a.m. In addition, there was only one flight daily in each direction. So, the 7 PM handstamped postmark does not indicate a flight at that hour. It just means that the sender prepared his cover the evening before for the flight of December 16 from New York to Washington. December 16th was Monday!

As further proof of this reasoning, the reader should refer to the printed enclosures prepared by the magazines "Aerial Age" and "Flying" shown as Figures 10 and 11 of Mr. Goodkind's article. It will be noted that both enclosures are dated December 18, 1918 and each one makes mention of the New York to Chicago route. It is hardly likely that these enclosures would be dated three days after an intended flight. Obviously, enough notice to change the date from December 15th to December 18th had been afforded by the Post Office Department release of December 11 mentioned previously. In addition, similar enclosures prepared by the same or similar organizations for the first flight of May 15, 1918 using the twenty-four-cent stamp, Scott C3, and the July 15, 1918 flight with the sixteen-cent stamp, Scott C2, are dated May 15, 1918 and July 15, 1918 respectively to coincide with the dates of these flights.

Page 98. As an exercise in inventory keeping, Mr. Goodkind states in his caption on that page that there are nine December 16, 1918 covers known. In the writer's collection, five such covers repose. Since he has seen at least

thirty or forty other such December 16 covers, it is obvious that the number mentioned in the article is sufficiently understated. December 16th covers are not common. They sell for approximately four to five times the price of a C2 or C3 first flight cover. If one were to venture an educated guess about the number of covers known, it would have to be somewhere in the neighborhood of one hundred, in our opinion.

Page 100. Here, reference is made to the first flight of December 17, 1918 and a statement is made that "no record of the amount of mail carried on this date has been found . . ." Little wonder! There was no flight scheduled for December 17th. As noted previously, the flight was intended for the next day, December 18. The cover shown as Figure 8 on page 99 is merely one prepared one day in advance of the scheduled flight on the 18th. Another clue is the 3 PM hour in the handstamp on that cover. Since all flights were to leave at 6 o'clock in the morning of the 18th, the 3 PM in the postmark is simply an indication of pre-flight preparation for the cover.

Page 104. Further, in discussing the December 18, 1918 flight, Mr. Goodkind refers to the 1 AM hour in the cover postmarked December 18 shown as Figure 12. It is stated that this is " . . . about as early a cover after the first flight as one can secure." Here, again, one notes the confusion about the supposed flight of December 17. Just as with the 3 PM hour noted on the December 17 cover in Figure 8, this 1 AM hour just signifies that the cover was postmarked prior to the start of the flight scheduled for 6 o'clock in the morning of December 18.

Reference is also made in this section of the article to the "new cancellation" on the Figure 12 cover. That cancellation shows the words Washington/New York/Philadelphia removed. Mr. Goodkind calls this "a very practical step since the service extended westward to Cleveland and Chicago." In all probability, Mr. Goodkind's confusion with regard to the several flights of December 15, 16, 17 and 18 stems from his assumption that the New York-Cleveland-Chicago route was an extension of the Washington-Philadelphia-New York line. That, of course, was not the case. When service on the Washington-Philadelphia-New York route was commenced on May 15, 1918, it was never intended that this would be the only service contemplated for the future. This original route was only an experiment intended as a forerunner of aerial routes that would span the continent. References to such future development are found in the reports of the Postmaster General, Otto Praeger, the Second Assistant Postmaster General, reported to the Postmaster General:

A single route from Washington to New York was established, though much incidental work was done with reference to the extension of the service to other parts of the country as soon as sufficient equipment became available. This preparatory work related to the establishing of a second route from New York to Chicago, an air-line distance of 720 miles across the Allegheny Mountains and the southernmost points of Lakes Erie and Michigan. (9)

If, then, a transcontinental route was contemplated as a future project, what more natural start could there be than the opening of the route from New York to Chicago. From there, it would extend westward until it traversed the entire country. As a matter of fact, in 1924 when the transcontinental route was finally established, the eastern leg was the one from New York to Chicago that had been flown experimentally on September 5 and 9, 1918, tried again



Fig. 3. New type of air mail handstamp first used on May 14, 1919, at Washington, D.C. (Photo by Boutrelle)

on a permanent basis on December 18, 1918 and, finally, successfully achieved on May 15, 1919. But, during the 1918 period, the Washington to New York route was in daily operation as a completely separate service. Thus, December 15, 1918 covers which indicate routing from New York to Washington or from Washington to New York are really pre-first flight covers of the December 16th flight on that route. Additionally, December 17 covers addressed to Chicago are simply pre-first flight covers of the December 18 flight between New York and Chicago.

Page 106. While it was stated that covers showing multiples of C1 are interesting, such multiples are usually found on covers where the stamps paid the registry or special delivery rate. A pair of C1 stamps paid the two-cent first-class rate plus ten cents for registry or special delivery service. This, of course, would have to be subsequent to July 1, 1919 when the first-class rate was reduced to two cents an ounce. What is even more desirable, however, is to find covers, as stated earlier in the present article, showing commercial air mail usage up to and including July 17, 1919.

Page 107. The cancellation shown on the cover illustrated as Figure 14 is not "the new style of cancellation introduced in 1919." It is, rather, the type of cancellation used at the Newark airport, then the eastern terminus of the New York to Chicago route. The new type of cancellation introduced in 1919 is shown in **Figure 3**. These new cancellations were first used in the several cities on the following dates: Washington, May 14; New York, May 15; Cleveland, May 17; Philadelphia, May 17; Chicago, May 18.

Page 108. The new oval type cancellation illustrated as Figure 16 was not a cancellation in general use in different cities. Its use was confined solely to San Francisco. There are several such cancellations in the writer's collection. All were used from San Francisco; none used in any other city have ever been seen by the writer in a period of more than twenty years.

(Continued on Next Page)

More on "Other-than-Zeppelin" Usage

By Philip Silver

In the original article which appeared in the July 1975 issue of this magazine (Volume XIX, Number 1, page 13), the statement was made "... there appears to be no prohibition for other-than-Zeppelin usage of these stamps." (C13-15) Since that article was published, corroboration was found in the June 28, 1930 issue of Mekeel's Weekly Stamp News. On page 485, a Post Office Department ruling of May 20, 1930 is quoted as follows: "Graf Zeppelin postage stamps may be used anytime for payment on domestic mail. **However such stamps may not be used in payment of postage on matter which is not prepaid at the air mail rate.**" (emphasis added)

After the article appeared, Dr. Perham C. Nahl, the present editor of the **American Air Mail Catalogue**, submitted a correction. For the first of the 50-cent Graf Zeppelin covers illustrated, I stated it was postmarked at the air mail field. Dr. Nahl says the cancellation is rather a machine cancellation of the Chicago Post Office.

Dr. Nahl also submitted another cover with a 50-cent Graf Zeppelin stamp. This paid the proper 50-cent rate from San Francisco to Guam on the first trans-Pacific flight of November 22, 1935 (F.A.M. 14). Thus, another example of other-than-Zeppelin usage is recorded.

From Mr. David W. H. Pickard of Burnley, Lancashire, England, comes a note about a cover in his collection. This is franked with the 1M German Graf Zeppelin stamp, Scott C43, issued September 25, 1933, intended for the German dispatches on the 1933 Century of Progress flight to the United States. The cover is postmarked at Friedrichshafen September 30 and backstamped October 5 at Sao Paulo, Brazil. So, it flew on the 8th 1933 South American flight instead of the Century of Progress flight for which that German Graf Zeppelin stamp was issued. Thus, the cover does not represent other-than-Zeppelin usage. It is rather an example of flight usage prior to the one for which the Graf Zeppelin stamp was issued. As such, it suggests an additional method of adding interesting covers to one's collection.

THE SIX-CENT ORANGE —

(Continued from previous page)

CONCLUSION

It is the writer's belief that the results of additional study on this stamp, Scott C1, included in the present article encompass all the necessary revisions of the original article written by Mr. Goodkind. If so, we will have kept faith with the editorial policy to correct mistakes enunciated at the beginning of the article. No body of knowledge is static but rather dynamic and subject to change. What is considered definitive today, may not be true tomorrow. Hopefully, a combination of Mr. Goodkind's study and the present revisions will be accepted as the definitive work on the United States six-cent orange air mail stamp of 1918 and its postal history.

(8) Release by Office of Information, Post Office Department, February 27, 1918.

(9) "Report On Aeroplane Mail Service," May 15, 1919 by Otto Praeger, Second Assistant Postmaster General.

(Continued from Page 23)

Martin. See that everything possible is done to find him. Proceed to Japan at earliest possible moment."

On the morning of May 3, in good weather, the three planes proceeded at Atka, arriving in the afternoon. By May 6, they reached Chicagoff. The first stages of their journey had covered 3,292 miles, much of it through bad and cold weather.

The Pacific part of the flights took place on May 15 when they flew to Komandorski in Siberia and, on the 16th, when they arrived at Paramushiru, Japan, they had accomplished the first Pacific crossing by aeroplanes. They were elaborately feted on their arrival.

On May 17, they moved on to Hitokappu, 595 miles away, then to Minato, another 485 miles. Kasumagana was the next stop — another 350 miles — and, finally, Tokyo. Here, a crowd of 30,000 awaited their arrival. The flying time from Seattle to Tokyo was 75 hours, 55 minutes, a distance of 5,657 miles.

The following day, along with other maintenance, the pontoons were changed.

June 1, a Sunday, saw them off to Kushimoto, another 305 miles, and the 2nd found them further along at Kogoshima, 360 miles. The next 550 miles were covered the following day when they flew across the Yellow and China Seas to Shanghai, China. Successful hops were made to Amoy, Hong Kong and into Saigon, Indo-China. Here, they waited a day for a destroyer to arrive at the next half-station for refueling. They flew the 675 miles to Bangkok, Siam on the 18th. Here, they went sightseeing.

Rangoon, Burma was reached on June 20 after a 450-mile flight. At Rangoon, plane #4, the "New Orleans," collided with a river boat and almost was lost. Lt Smith suffered a severe case of dysentery but recovered in three days. Thus, on June 25, they proceeded to Akyab, passing on the way (but not seeing him) British aviator, Major McClarken, flying around the world from west to east.

From Akyab, they flew over jungles and swamps to Calcutta, India, arriving at 3:15 p.m., June 26. They changed the pontoons for landing wheels, as the next series of flights would be over land. Linton Wells of the Associated Press at Tokyo had followed them to Calcutta by train and boat. When the wheels replaced the pontoons, the loaded weight was much less. Wells decided his 140 lb. weight would not make much difference, so he became a stowaway on the "Boston" by slipping into the baggage compartment. He could open the trap door on the port side and see the sights. At any rate, on July 1st, the two remaining planes took off with their extra cargo and arrived at Allahabad. When Wade and Ogden climbed out at that stop, who should they see but Linton Wells, who was enthusiastically greeted with an Indian dance! Smith cabled General Patrick to see if Wells could go along. No answer was received, so they took him along. He rode to Karachi, where, after 2,000 miles of flying, he left them. What a great news exclusive Wells had gained!

(To be concluded)