



THE AERO PHILATELIST ANNALS

★ ★ A QUARTERLY MAGAZINE ON AERO-PHILATELY ★ ★

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Vol. VIII



NO. 1

THE AERO PHILATELIST ANNALS

Henry M. Goodkind, Editor

Philip Silver, Assistant Editor

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GET YOUR COILS, Boys and Girls!

ATLANTIC CITY, N. J. OCTOBER 22, 1960

There will be a "fire sale" in the lovely resort locale of Atlantic City, New Jersey, on October 22, 1960. The United States Post Office Department has decided that of all the stamps they turn out each year—and everyone knows there are many—the "hottest" item is the regular 7c air mail stamp. Consequently, the present blue color lacks significance and it will be changed to *Fire Red*. Not only the stamp itself, but the booklet, the air mail stationery and the coils will turn from blue to red.

The first day sale of the *Fire Red* 7c air mail coil stamp ("curls" as the late Stephen G. Rich dubbed them) will take place at AERO PHILATELISTS Annual Convention, October 22nd, in Atlantic City, N. J. Our hosts will be the Association of South Jersey Stamp Clubs (SOJEX), who are celebrating their silver anniversary, the 25th annual exhibition.

Those, who have attended SOJEX exhibits in the past, know of the fine shows staged by this group along with a most friendly hospitality. Furthermore, Atlantic City is usually delightful in late October. This, then, should be a "red letter" day for AERO PHILATELISTS, and one of the largest attendances ever is anticipated. A big delegation from both our New York and Philadelphia Chapters is a certainty.

There will be a competitive air mail exhibit for our members, and the SOJEX Committee has already offered full cooperation by allotting AERO PHILATELISTS a suitable number of frames for this exhibition.

Our Convention Committee headed by our president, Philip Silver, and past president, John J. Britt, is presently at work making the arrangements. Later on all members will be receiving the details of all the events planned and the entertainment program.

But place October 22, 1960 on your calendar, NOW!

CURACAO

The Reason Why First Day Covers of the 1942 Air Mails Are Scarce



(Photo by Boutrelle)

In the fall of 1942—in the midst of World War II—the then Dutch West Indian colony, Curacao, issued a long, colorful set of fifteen air mail stamps from 10c to 10 Guildens (Sanabria Nos. 26-40, Scott C18-32). The face value of the complete set totalled 23.20 Guildens, its equivalent in U. S. currency being \$12.32.

Chiefly for two reasons, very few First Day covers were serviced. First, the high face value caused many to forego the expense of mailing First Day covers. Second, the issue was a definitive, every denomination being ordered for a specific air mail rate. For example, the 5 and 10 Guildens were needed for the convenience of the petroleum companies, who were regularly airmailing heavy sendings to this country and England. Therefore, it was expected that this issue would remain on sale for some years. (It did—until 1947, when a longer set of twenty with the high denominations increased to 15 and 25 Guildens replaced the 1942 air mails.) Since most all the denominations would see much use, collectors figured that supplies of the 1942 air stamps cancelled off cover would be available. Therefore, they saw no purpose in spending a considerable sum of money for First Day covers with stamps that later could be bought for less.

A few covers were serviced on the Day of Issue, October 2, 1942, with the complete set of fifteen on one large, legal-sized cover. Others were done in the manner of the one illustrated. This shows the eight lower denominations, 10c to 45c (C18-25) on one cover. The other, not illustrated had the high values, 50c to 10c Guildens (C26-32).

FOR BOOKS ON AIR MAILS

See Page 22

UNITED STATES

A New Type Of "RF" Overprint

By PHILIP SILVER

In his comprehensive book on the "RF" overprints¹, Mr. Goodkind listed nine types that appeared on genuine covers received from French Naval personnel. These are shown on page 23 of the book. On page 21 of the same book, in discussing evaluations for the various types, the statement was made:

"It is not unreasonable that there may be correspondence with 'RF' covers that is now unknown, but that will come on the market at some future time."²

The writer believes that the covers shown in Figs. 1 and 2 are part of such an unknown correspondence.

It will be noted that both covers are addressed to Naval personnel at the Navy Yard, New York, N. Y. The cover shown in Fig. 1 is addressed to Lieutenant Commander P. H. Husted, U. S. N. R., Civil Police Headquarters, Building 213, U. S. Navy Yard, New York N. Y., Etats Unis. The one shown in Fig. 2 is addressed to Captain H. V. McKittrick, U. S. N., Captain of the Yard, Navy Yard, New York, N. Y., Etats Unis. Both of these covers, as well as a third cover addressed to Lieut. Commander and Mrs. Husted, 655 Park Avenue, New York City, U. S. A. came from the estate of the late Captain McKittrick whose philatelic material was sold at auction recently by Mr. John A. Fox, New York dealer and auctioneer. It will also be noted that both of the illustrated covers were sent by Capitaine de Vaisseau M. Adam.

The writer would like to pause here and emphasize that the sender's name is extremely important in the development of this story. The fact that both covers are from M. Adam's correspondence and other pertinent data will be used in this study to *claim the discovery of a new type of "RF" overprint.*

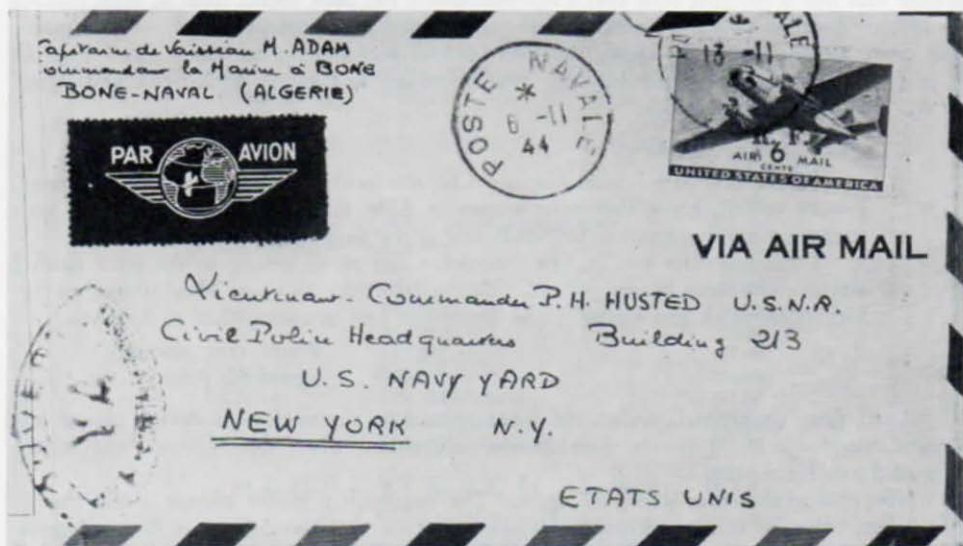


Fig. 1. Cover addressed to Lieutenant Commander P. H. Husted with an unlisted type of "R.F." overprint. Distinguishing characteristics are the serifs in the letters.

R. F. OVERPRINT

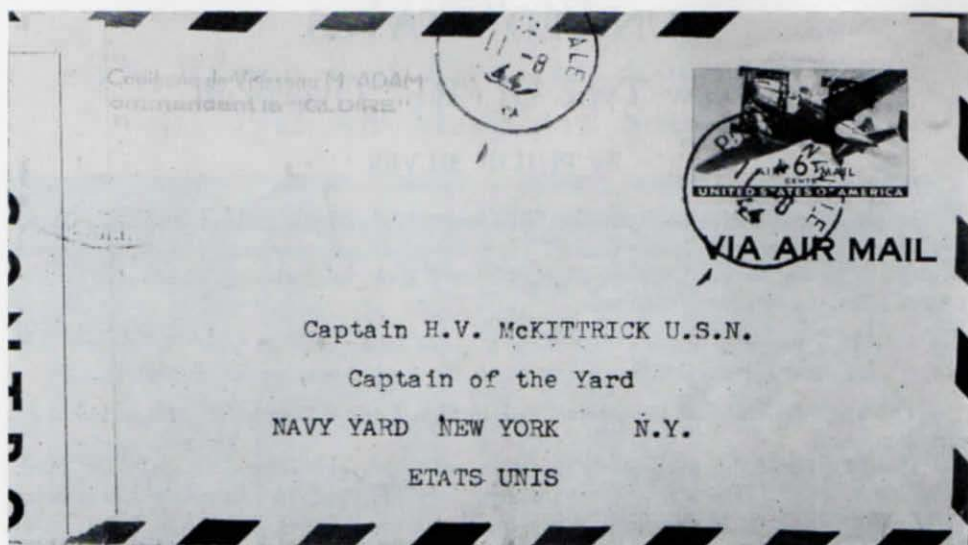


Fig. 2. Cover addressed to Captain H.V. McKittrick with clear Type 5 "R. F." overprint.

It can be seen that the cover shown in Fig. 2 is dated August 11, 1944. The six cent air mail stamp is overprinted with a clear type 5 "RF" overprint. The return address, which seems to have been applied with a rubber handstamp, reads as follows:

Capitaine de Vaisseau M. ADAM
Commandant la "GLOIRE"

So, Mr. Adam was, at the time, the Commander of the Cruiser "Gloire." It would appear that this is the first time that a correspondence has been found from so high ranking an officer; previous covers all seem to have been sent by enlisted personnel. What makes this cover all the more interesting, however, is the enclosure it contained. (See Fig. 3) It is a handwritten note, dated July 24, 1944 addressed to Captain McKittrick and signed by M. Adam. The note reads:

Dear Captain McKittrick,

I have just heard from Captain Old the hard trial which you are suffering. I want you to know that your sorrow is mine to(o). I have appreciated your friendship too much not to be beside you in the days of suffering.

I will not offer you human condolence, but as we belong to the same Faith I assure you of my hearty prayers. Our good Padre will say Mass to-morrow for Mrs. McKittrick and yourself, and I will join him in asking God to help you.

Yours very sincerely
signed M. Adam

Apart from its philatelic value, the letter appears to the work of a devout person and sincere friend. It is likely the men became acquainted when the "Gloire" was in the United States for repairs.

Now look at the cover shown in Fig. 1. The handwritten return address is also that of M. Adam. But he is now assigned as Commander of the Naval base at Bone, Algeria. The cover is also franked with the six cent air mail stamp. But, the stamp is overprinted with a hitherto unrecorded type of "RF" overprint. In size, the letters are slightly smaller than type 1. Also, the letters "R." and "F." are spaced somewhat farther apart than in

R. F. OVERPRINT

type 1. But, the outstanding features are the serifs in the letters. No previous covers, from French Naval personnel, examined by Mr. Goodkind in his study on the "RF" overprints were found with this type. However, he has illustrated one bogus type on page 53 which bears a general similarity to our "discovery." If one were to compare the two "RF"'s with serifs several points of dissimilarity will be noted:

Bogus type shown on page 53:

1. The tail of the R points out towards the right.
2. The top bar of the F points upwards to the right.
3. The center bar of the F points upwards to the right.
4. The period after the F is slightly higher than the bottom of the letter.

Genuine type shown in Fig. 1:

1. The tail of the R points downward.
2. The top bar of the F is horizontal.
3. The center bar of the F is horizontal.
4. The period after the F is on a line with the bottom of the letter.

In discussing the cover shown on page 53 of his book (Fig. 63), Mr. Goodkind makes the following remarks:

"Fig. 63 has the unknown type Scott "c", San. "k" overprint, as does the bottom stamp on Fig. 64. Thus Scott Type "c" seems to be bogus, unless one finds it used on legitimate French Naval air mail, which has not been the case in this study."³

The correspondence from M. Adam would seem to fill the void noted by Mr. Goodkind. And here the importance of the letter enclosed in the Fig. 2 cover becomes evident. Many

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Algeria	4 mint or used	5.00
	16a	5.00
Australia	502	70.00
	503	80.00
	502/3 in marginal pairs	300.00
Cameroons	28a imp.	20.00
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	11a imp.	30.00
	29 imp.	20.00
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R. F. OVERPRINT

points of similarity are noted in the handwriting of the letter and the return address on the cover in Fig. 1. The upper case printed "M's" are similar; so are the printed "P's" and "C's." The formation of the lower case written "r's" and "d's" is the same in both examples. Indeed, even a person not expert in such analysis cannot fail to detect points of similarity in the handwriting of both the cover in Fig. 1 and the letter in Fig. 3.

July 24. 1944

Dear Captain McKinnis,

I have just heard from Captain U.S. the hard time which you are suffering. I want you to know that your sorrow is mine too. I have appreciated your friendship too much to not be beside you in the days of suffering.

I will offer you human condoleance, but as we belong to the same Faith, I assure you of my hearty prayers. Our Good Father will say Mass tomorrow for Mrs. McKinnis and yourself, and I will join him asking God to help you.

Yours very sincerely,

My: Aclany

Fig. 3. Letter enclosed in the cover. Shown in Fig. 2.

The cover is cancelled with two different types of *Poste Navale* handstamps. The first is dated November 6, 1944, and the second, which ties the stamp, is dated November 13, 1944. Both *Poste Navale* cancellations appear to be genuine since their characteristics are similar to many of the covers illustrated in Mr. Goodkind's book.

The writer hopes that the publication of this article will "flush" out other covers bearing a similar "RF" overprint. But until that should happen, it is the author's feeling that this cover marks the discovery of a hitherto unrecorded genuine type deserving of future catalogue listing.

Notes

- (1) UNITED STATES, RF (French) Overprints 1944-45 On Air Mail Stamps and Stationery, by Henry M. Goodkind, published by the Collectors Club, N. Y. 1958.
- (2) Ibid. page 21
- (3) Ibid. page 53

INDIA

The Rocket Stamp Collection of Stephen H. Smith

By JOHN J. BRITT

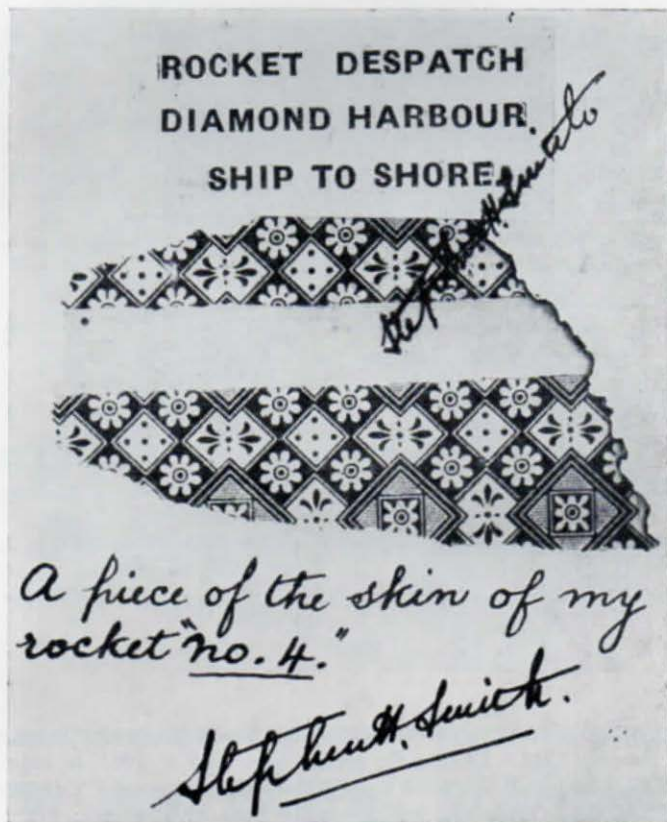


Fig. 1. (All photos by Boutrelle.)

The following article is based upon some of the material now in the possession of John R. Dilworth, who purchased the personal collection of Stephen H. Smith from his widow. Included in the various items that came with the collection, was a red leatherette bound book, about 5 by 8 inches, with approximately 50 pockets of a type of glassine material. The pages were yellowed with age, and some of the items in the collection, especially the paper, was found to have worm holes eaten into them. Fortunately, this only applied to the pages on which the stamps were mounted. In spite of the fact that most of the rocket stamps were printed on lightweight paper, some white, some colored, it is most surprising that after 25 years of having been confined to this type of book, the stamps emerged in a rather fine state of preservation, as the illustrations show.

Stephen H. Smith was not only the pioneer of rocketry in his country during the early years of rocket experiments, but unlike his contemporaries in Europe, Schmiedl, Zucker and Roberti, who discontinued their experiments after several years of pioneering, he continued

ROCKET STAMPS

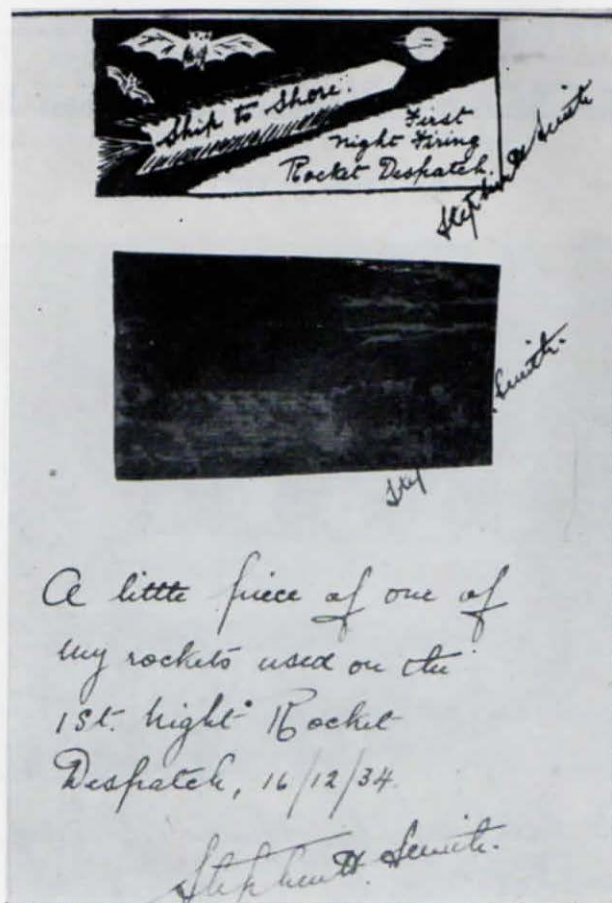


Fig. 2.

working up to the year 1944. During the period from 1939 to 1941, he experimented with many types of "War Rockets." In 1944 he began experimenting with "Compressed Air" and "Gas Propelled" rockets. From this we can deduce that he had great faith in the future utility of rockets and that he was a man of great imagination as well as perseverance, a truly unusual combination of virtues.

Pioneers in any line of endeavor have not been conspicuous for keeping records of their accomplishments, experiences or findings. This is particularly true of philately, so that much

THE HAWKER STAMP OF NEWFOUNDLAND

By Henry M. Goodkind

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This handbook received rave reviews from the philatelic press all over the world. Price \$1.00.

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ROCKET STAMPS

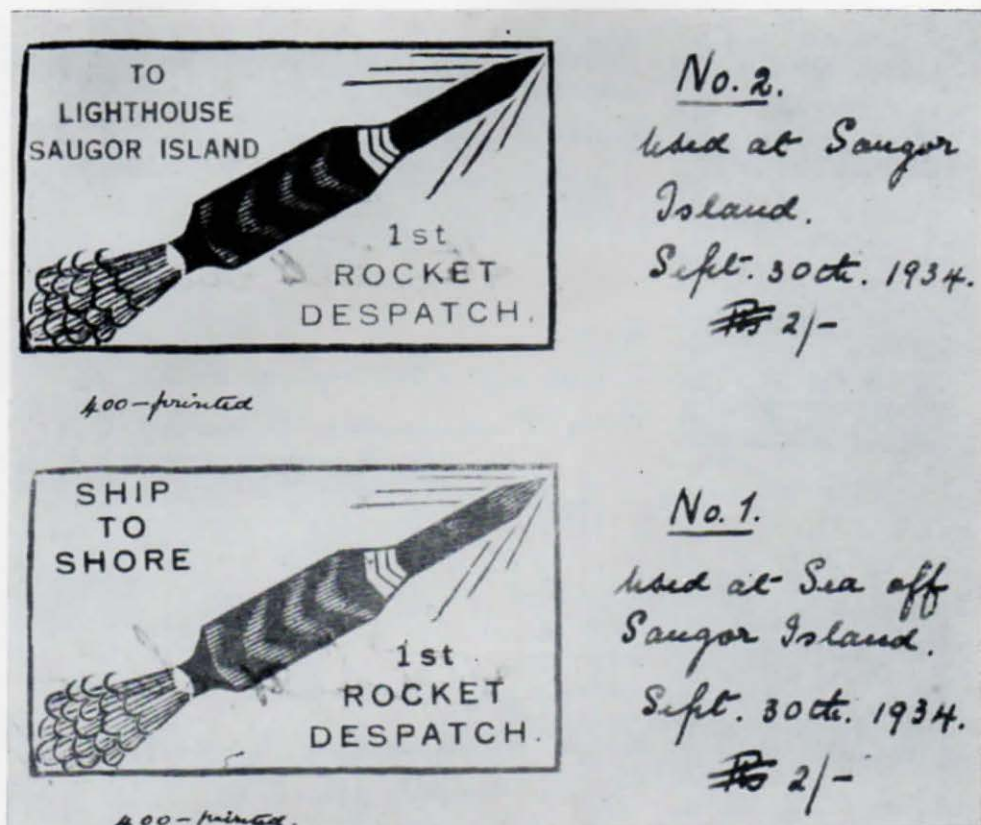


Fig. 3.

1959 U. N. POSTAL STATIONERY SOUVENIR FOLDER

Containing one each of the following:

7c Air Mail Envelope Size 13

7c Air Mail Envelope Size 8

5c Air Mail Postal Card

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\$2.00, post free from:

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No. 10.

used at Kalaghat over the
River Boofnagarain. June 6th. 35.
Rs 2/-



400 - Printed

No. 11.

used at Burnpur over the
River Damoodar. June 29th. 35.
Rs 2/-



400 - Printed.

No. 12.

used at Burnpur over the
River Damoodar. June 29th. 35.
Rs 2/-

Fig. 4.

useful information has been lost to present-day students because the man who possessed the knowledge of some particular facet of philately, neglected to put the information relating to his subject on paper. It is, therefore, most fortunate to find that at least one philatelic pioneer had the foresight to record his historic experiments for posterity.

Stephen H. Smith was meticulous in placing one specimen of each of his rocket emissions used in his numerous experiments in his personal collection, as well as a complete sheet of each as they were delivered to him from the printers. As every student knows, this in itself can be of inestimable help to anyone making a study of these particular items. Before placing them in his collection, Stephen H. Smith invariably signed each single item on the reverse side, but the sheets were usually signed on the front, either on the side or in between the stamps.

In addition to preserving an example of each of his rocket emissions, he also placed in his collection a piece of the "skin" from many of his rockets, noting its number as well as the stamp used on the particular flight, and he also signed his name across both items tying them to the page.

It might be well to note here that each item in the Stephen H. Smith personal collection, was mounted on a suitably-sized piece of coarse paper and annotated in his own hand with pertinent data such as the number of the rocket, where it was fired, date of firing, number of copies printed and the "face value," which in most cases seemed to be 2 Rupees. The pieces of the "skin" of the rocket were mounted on small sized sheets of a much heavier type of paper.

ROCKET STAMPS



Fig. 5.

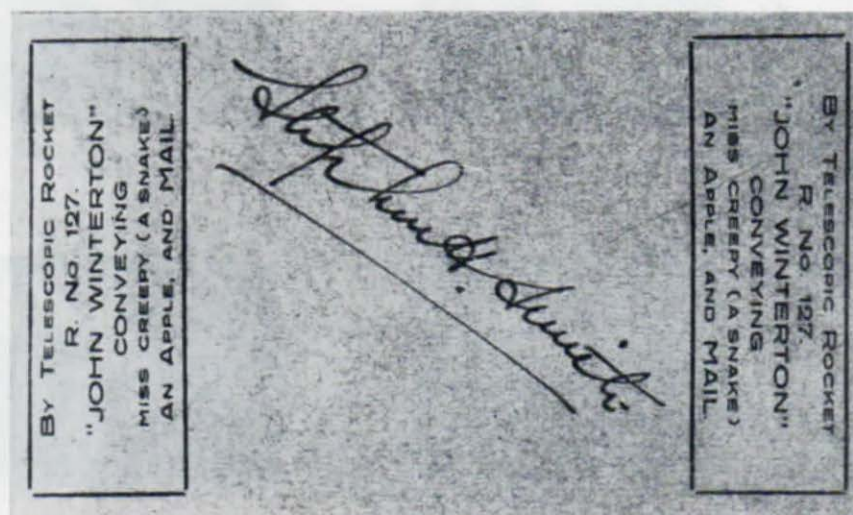


Fig. 6.

ROCKET STAMPS



Fig. 7.



Fig. 8.

ROCKET STAMPS

In the case of the complete sheets as issued, however, these were not mounted in regular order, but merely placed in one of the glassine pockets of the book. In connection with the sheets it should be mentioned here that the majority were printed in *tete-beche* format, and in a few cases on both sides of the sheet.

Several types of each of the methods employed by *Stephen H. Smith* for mounting his personal collections are herewith displayed for the readers benefit—see Figures 1 to 8. These are self-explanatory, thanks to the foresight of Mr. Smith.

The author would like to take this opportunity to thank his good friend and a Director of Aero Philatelists, *John R. Dilworth*, for the loan of his collection, so that this article might be written for the edification of aero philatelists everywhere.



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UNITED STATES

The First Air Mail Stamp (C3)

May 16, 1918 Washington-New York Flights

This magazine has published several articles* about the first air mail stamp of the United States, the 24c red and blue of 1918 (San. No. 1, Scott C3), in which reference was made to the First Flight leg from Washington, D. C. Different from the First Flights of New York and Philadelphia on May 15, 1918, where the planes left on schedule and arrived without any mishap, the leg from Washington met with trouble. Because of this, covers of the First Flights from Washington, D. C. have been confused by both stamp collectors and dealers.

The Washington-Philadelphia-New York flight did not take place on May 15, 1918. It started out, but the plane was forced down after a short time in the air near Waldorf, Maryland. The mail was returned to Washington, and flown to New York and Philadelphia the following day May 16th. According to "the American Air Mail Catalogue (1947) page 108," there were 6,600 covers in the mail bags of the plane that left Washington on May 15th and subsequently was forced down.

When the plane flew the following day, according to the above-mentioned source, an additional 1,300 covers were flown from Washington. It is with this latter mail where the misunderstanding occurs.

*AERO PHILATELIST ANNALS Vol. III, Page 89, Vol. VI, Page 53, Vol. VII, Page 30 and Page 57. Also the booklet, "The First Air Mail Stamp of the United States," distributed free to all members of AERO PHILATELISTS in 1951.

Rare Air Mail Covers

Bolivia 1930 Zeppelin issue, metallic ovpt., Sanabria (to whom addressed) #20, 25-29, 30	\$225.00
Iceland #C12-14, Balbo Flight to N. York, an "S. L. Bayer" cover, superb	190.00
Italy "NORGE" airship Polar Fl. to Pulham, imperf. semi-offic. stamp	50.00
TRANS-Polar Flight, backst. TELLER, Alaska, autographed by a Crew Member	60.00
BALBO Flight to N. York (#C49) with the special cachet applied only to the OFFICIAL covers (COI) besides the regular cachet, also transit pmks. of REYKJAVIK, CARTWRIGHT, large unusual N.Y. "CIRCULARS" pmk., address canceled out, still a great rarity	P. O. R.
Vatican City #C16-17 FIRST DAY COVER	75.00
Uruguay #C2 INVERTED ovpt., special cover, folded	75.00

PENNY BLACK STAMP CO.

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UNITED STATES

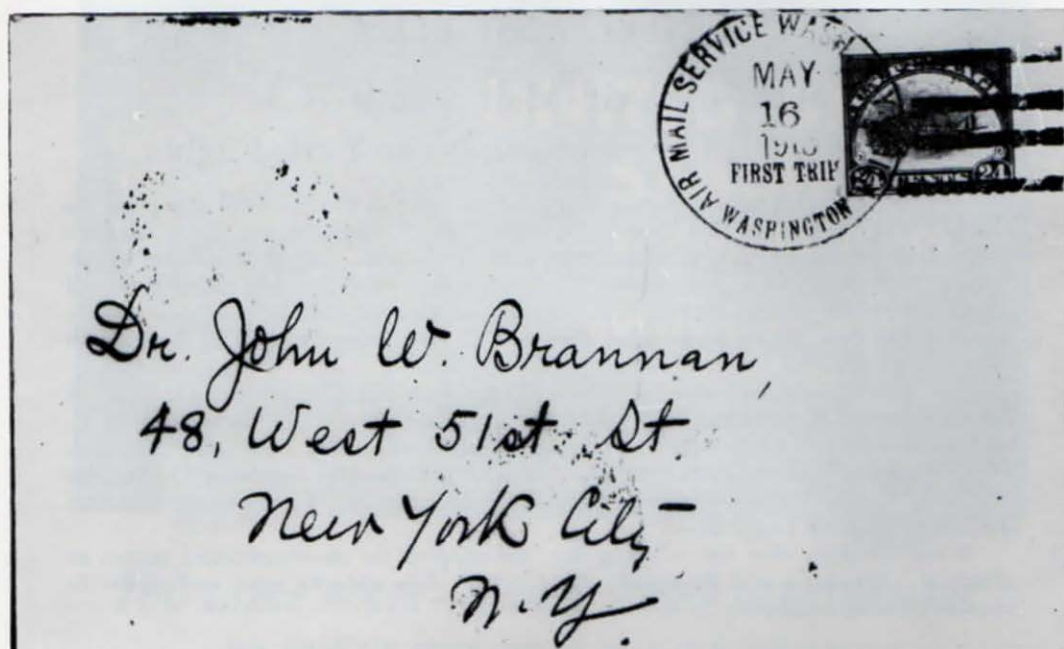


Fig. 1. One of the very scarce (only six known) covers cancelled "May 16, 1918/First Trip/Washington." The cover is also illustrated in the handbook, "The First Air Mail Stamp of The United States" by the writer, as Fig. 8. (Courtesy of "The Collectors Club Philatelist.")

As the Washington postal clerks began cancelling the 1,300 additional pieces, the date "May 15" in the cancellation had been correctly put ahead to "May 16," but the words "First Trip" had not been removed. This error was quickly noted. This resulted in the creation of a philatelic rarity for the U. S. air mail specialist, because six (perhaps one or two more exist) covers were cancelled by mistake "May/16/First Trip/Washington." (See Fig. 1). "The American Air Mail Catalogue" says there were five such covers, while Johl's "U. S. 20th Century Stamps" gives the amount as three. The writer has a record of six, including Philip Silver's cover with a block of four (AERO PHILATELIST ANNALS, Vol. VII, page 64).

This indicates that approximately 1,294 covers were cancelled correctly "May 16, 1918/Washington." These latter are *Second Day* covers that flew on the *First Flight* from Washington, D. C. For collectors, however, these 1,294 covers are far less valuable than the six with the "May 16/First Trip" cancellation error. Nevertheless, almost every year an auction catalog is received describing a lot offered for sale as follows:

"1918 24c red and blue (C3) on cover with the very rare May 16th, Washington, D. C. cancel. Only five known."

Obviously this is wrong. There are about 1,294 known. The "very rare" item has the words "First Trip," that the rest do not.

Recently, while examining some of these "May 16, 1918" covers, a most interesting feature was noted in the center of this cancellation. Under the year date "1918," each cover had a black mark, about a quarter to a third of an inch long. Fig. 2 shows this clearly. The significance of this mark reveals that it was caused by the removal of the words "First Trip," after the postal clerks discovered the error. The words were burnished out, but somewhat like a double transfer on a stamp, this part left a heavy line after application from where the erasure had taken place. The philatelic term for this is a "slug mark."

UNITED STATES

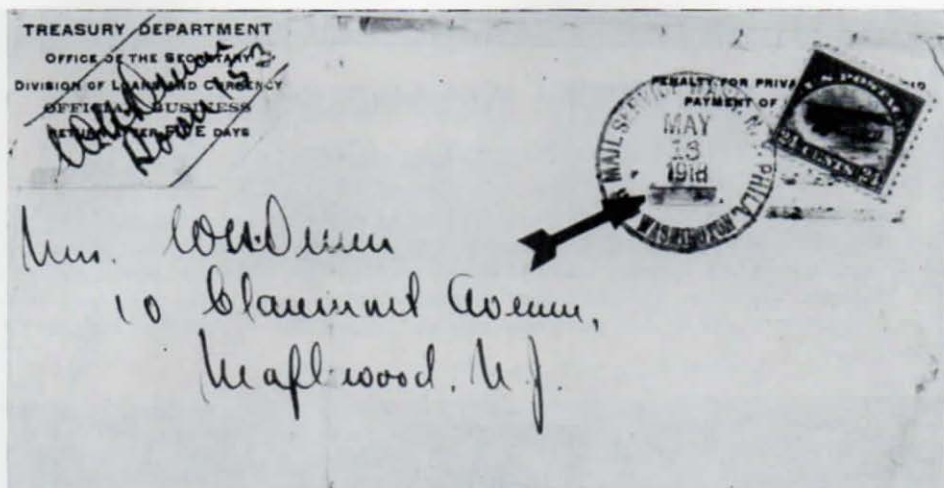


Fig. 2. A cover with the more common "May 16, 1918/Washington" cancellation showing the mark underneath "1918." (Photo by Boutrelle).

Only a small percentage of all the "May 16, 1918" covers were examined, but each one showed this mark. Therefore, it cannot be positively stated that all of the 1,294 covers with the same cancellation bear this slug mark. Chances are good, however, that they would, because the metal must have been slightly raised allowing each hit to impress an ink mark on a cover as it was cancelled. The philatelic evidence shown by this is the indication that an error had been corrected. (H. M. G.)

The highest price



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

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DOMINICAN REPUBLIC

1930 Official Air Mail Stamps

Finally Seen On Covers

Some of the older members of Aero Philatelists might remember an article in the *Aero Philatelists' News* (Vol. VIII, 1953, page 10), where we published a list of some of the air mail stamps, not the very scarce nor valuable ones, that seldom, if ever, have been seen on cover. Since our air mail collection experiences go back years, there were then about 40 air stamps that we had never seen used on covers. But we continued hunting for them.



Fig. 1. Cover flown from Santo Domingo, Republic Dominico via Cuba, Miami, Florida and New York, N. Y. to Barcelona, Spain on February 28, 1931. The 10c Official air mail stamp (Scott CO1) is indicated by the arrow in the lower right corner. The 20c (Scott CO2) is the second stamp on the left as shown by another arrow.

Of added interest on this cover are the two stamps on the extreme left. These are two of the scarce Hurricane Relief Issue (Scott RAC2 and RAC5) that also are seldom seen used on cover. Incidentally, the Sanabria catalog gives no cover prices for this Hurricane Relief Issue.

(Photos by Adrien Boutrelle)



Fig. 2. The upper part of the cover (Fig. 1) showing the postmarks on the back of Santo Domingo, February 28, 1931; Havana, Cuba, March 3, 1931 and Barcelona, Spain March 15, 1931.

DOMINICAN REPUBLIC



Fig. 3. A mourning cover to Barcelona, Spain with the 10c Official air mail (Scott CO1) on the left as indicated by the arrow. It is cancelled Santo Domingo, R. D. March 13, 1931.

The Dominican Republic in 1930 issued a set of two Official air mail stamps (Scott CO1-2). The "Sanabria Air Post Catalogue" lists these as follows:

"Issued Dec. 3, 1930. Official stamps overprinted 'Correo Aereo' in blue.

#18	10c light blue	1,100	\$15	\$15
		cover		\$50
#19	20c orange	1,100	\$15	\$15
		cover		\$50
	Set of two		\$30"	

From this catalog listing, one will note that the stamps are priced at only \$30 for the set, either mint or used, although there were only 1,100 issued. The set on cover Sanabria values at \$100, although we have never seen either one or both stamps on covers.

Early this year, we had the pleasure of meeting His Excellency, Dr. Luis F. Thomen, the Dominican Republic's Ambassador to the United States. He is an ardent philatelist, having collected for many years. While enjoying Dr. Thomen's company, we discussed Dominican Republic philately and mentioned that we never had seen—even on a philatelic cover that never was posted—copies of CO1 and CO2 on covers. We wondered if they existed on cover. Dr. Thomen was sure that he had at least one stamp on cover in his collection and he informed us that when he returned to Washington, D. C. he would consult his collection. If he had these 1930 Official air mail stamps on cover, he would be pleased to mail them to us for our edification and study.

After his return to Washington, D. C., Dr. Thomen did not forget about Scott CO1-2. He mailed us two covers in his collection. We had photographs of the front and back made, and these are now used for the illustrations. Notice that both covers are not philatelic.

DOMINICAN REPUBLIC

Consequently, after many years of search, the 1930 Official airs have finally been seen on covers through the courtesy of our philatelic friend, Dr. Luis F. Thomen, Dominican Republic's Ambassador to the United States, and before this Ambassador to Great Britain.
(H. M. G.)

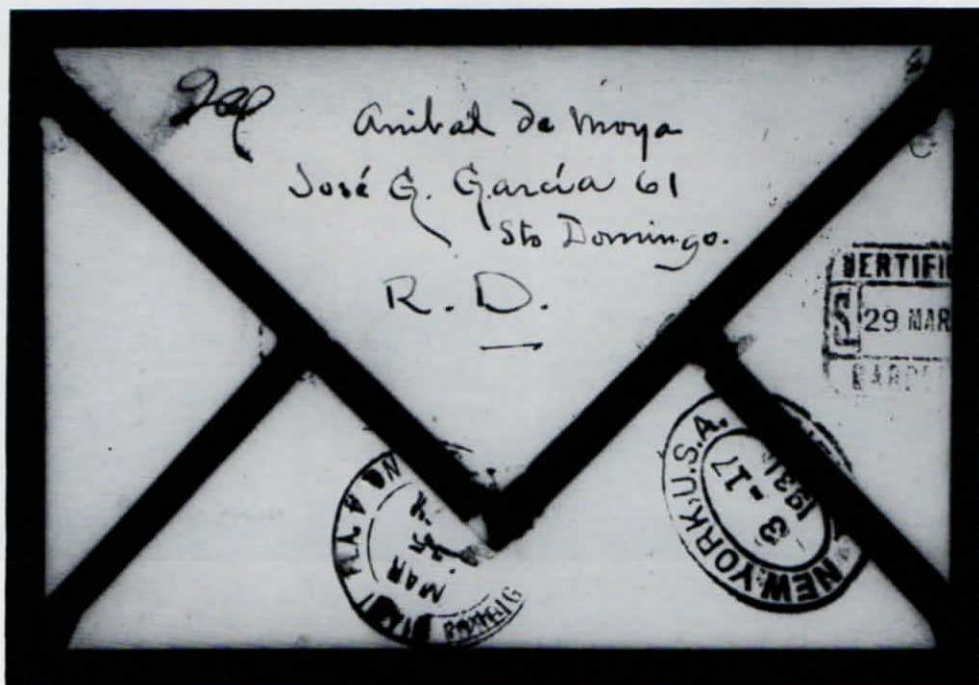


Fig. 4. The back of the Fig. 3 cover showing the Havana, Cuba March 15, 1931 postmark; New York, N. Y. March 17 and Barcelona, Spain receipt mark March 29, 1931. From the backstamps shown by Figs. 2 and 4, these covers probably saved time by flying only as far as New York, N. Y. and then going to Spain by surface mail.

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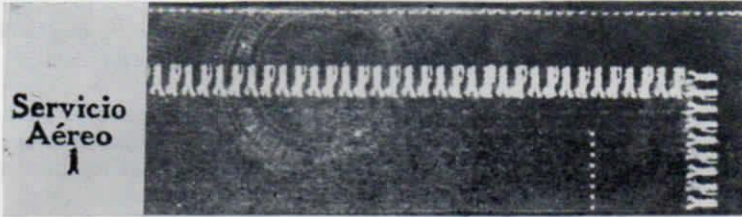
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PERU

The First Air Mail Stamp, "The Little Sailor"



(Left): The surcharge as applied to Peru's first air mail stamp. (Right): A photostat of the illustration as in the magazine, "Chile Filatelico."

Most air stamp collectors and Peru specialists are familiar with the unusual surcharge that was applied to the first air mail stamp of Peru issued in 1927. At the bottom is a "little sailor" that was included for some reason. Why was it used? It seems as if the two-line "Servicio/Aereo" surcharge would be sufficient.

In the magazine, *Chile Filatelico*, Vol. 2, page 203, one of our members, Winthrop S. Boggs, found a reference and illustration that he called to our attention. Then Philip Silver performed for us the service of translating this from Spanish to English. Here is what the article stated:



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PERU

"One of our informants, whose name we do not wish to disclose, has explained to us in a recent letter the origin of so strange a design. For, as it is known, a little sailor is found underneath the words 'Correo Aereo' (in different positions). The stamp has been named after this little sailor. This was some ornamental type found in a printing shop, and which had been used mainly in two distinct types in conjunction with the printing of receipts of patriotic contributions made in 1933* during the Peru-Colombia difficulties with regard to Leticia. The complete border of one of these receipts was sent to us by our informant and we illustrate it here, the original being placed in the reference collection of the Chile Filatelico Sociedad.

"The idea of including a little sailor in the surcharge was prompted by a desire to symbolize in Peru's first air mail stamp, the leap from the Atlantic Ocean. Since this stamp was used for air post flights from Lima to Iquitos, a river port on the Amazon, this little symbol seemed appropriate."

*The stamp was issued in 1927, so we wonder if this is a typographical error, meaning that this date should be 1923, not 1933. (H. M. G.)

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TO JOIN AERO PHILATELISTS

See Page 28

UNITED STATES

RF (French) Overprints

An Interesting Enclosure In A Type 1 Cover

By PHILIP SILVER

Recently, the writer purchased the cover shown in Fig. 1 in a New York auction. It is the orange embossed air mail envelope found so frequently with RF overprints. The overprint is the type 1,* the most common of the RF overprints. But, what makes this a bit unusual is the enclosure which was found inside the envelope. This is shown in the lower left corner where the arrow points. Translated, the enclosure reads as follows:

No. 4571

The annexed letter was indiscreet and was seized by order of the Military Authorities.

The number 4571 is written in blue crayon. The enclosure itself appears to be a carbon copy prepared on a typewriter. These were probably prepared in quantity and the number inserted by hand by the censoring officer. Judging from the form of the enclosure, one may reason that many such notes were received but few were saved by the addressees. The letter was sent to Lieut. Commander and Mrs. Husted at what appears to be their home

*UNITED STATES, RF (French) Overprints 1944-45 on Air Mail Stamps and Stationery by Henry M. Goodkind, published by the Collectors Club, N. Y. 1958.

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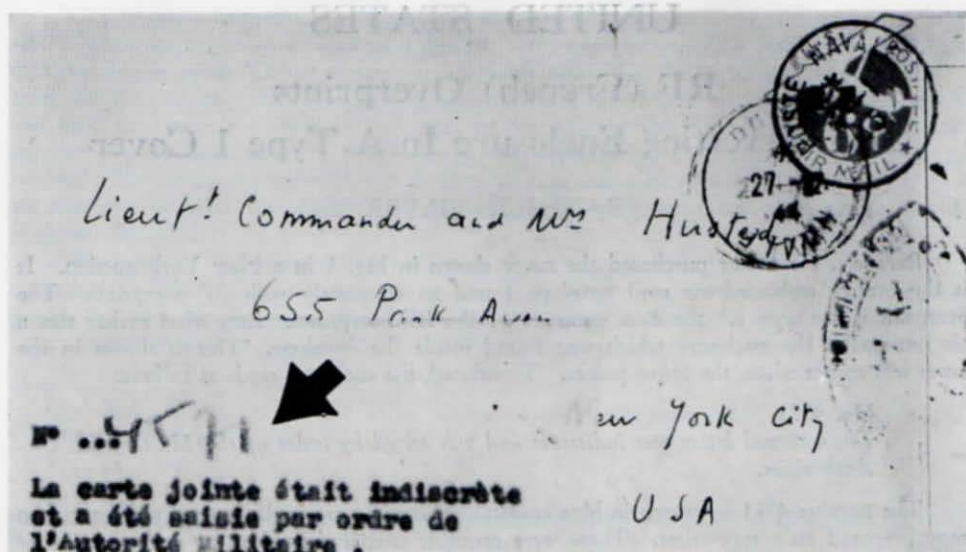


Fig. 1. Type I "R. F." overprint on 6c embossed air mail envelope addressed to Lt. Commander and Mrs. Husted, correspondents not mentioned in the Goodkind handbook.

The arrow in the lower left hand corner shows the message enclosed.

address. Commander Husted was at the time a Lieut. Commander in the U. S. N. R. at Civil Police Headquarters, Building 213, U.S. Navy Yard, New York, N.Y. The forgoing information is taken from another cover, also in the writer's collection.

The cover bears two *Poste Navale* cancellations, both tying the embossed stamp. The first is dated December 27, 1944 and the second is dated January 4, 1945. This is a lapse of eight days, not uncommon during this period when letters were first cancelled on board the ship and then posted later at the naval base. The writer of the letter, as gleaned from the cover flap was a Mr. C. V. Senes on the French Cruiser, "Montcalm."

The writer has not seen Commander Husted's name on any of the covers illustrated in Mr. Goodkind's book and concludes that this is a hitherto unpublished correspondence.

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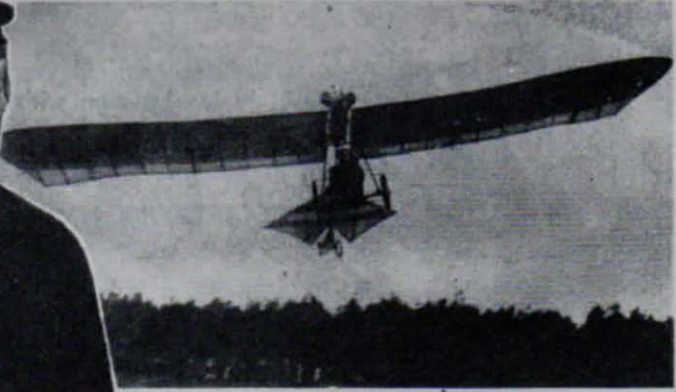
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From
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Bork (Flugplatz)

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(Compiled by the editor)

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