

VOLUME IV, No. 2

OCTOBER, 1956

THE AERO
PHILATELIST ANNALS

* * A QUARTERLY MAGAZINE ON AERO-PHILATELY * *

This Issue Features:

- SWITZERLAND SEMI-OFFICIALS
- URUGUAY'S FIRST AIR ISSUE
- DENMARK 1925-9 AIR MAILS
- FRANCE 1930 PERFINs

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Vol. IV

No. 2

THE



AERO

PHILATELIST ANNALS

Contents

Uruguay Part 3 (H. M. Goodkind)	35
<i>The GREEN Overprint of the First Air Mail Issue</i>	
Editorial	42
<i>Signatures Are NOT Guarantees</i>	
Switzerland (Maurice Tripet)	43
<i>The Final Two Semi-Official Air Mail Stamps</i>	
Denmark (S. Gronlund)	51
<i>Counterfeits of the 1925-29 Air Mails</i>	
Aero Philatelists Officers and Directors	52
France (H. M. Goodkind)	53
<i>More on the 1930 E. I. A. P. 30 Initials</i>	
Airmail Bag	56
<i>A Letter From the Editor of the Gibbons Catalog</i>	
Catalogue Reviews	57
Richard S. Bohn (Obituary)	58

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Henry M. Goodkind, Editor

137 East 94th St., New York 28, N. Y.

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URUGUAY

(Part 3)

The Green Overprint of the First Air Mail Issue

It had been anticipated that of the four stamps comprising the first air mail issue of Uruguay, the one easiest to describe would be the green overprint (Scott C3, San. 3). But when we went into the records and past reference works, some of the greatest confusion relating to the green overprint was found.

Confusion On the Date of Issue

In the previous Parts 1 and 2 of this series, reference had been made to the number of sources available to those interested in the first air stamps of Uruguay. Here is a tabulation made from some of the most reliable articles and catalogues on the date of issue of the green overprint:

<i>Source</i>	<i>Date of Issue</i>
1948 Catalogo Sellos Aereos de Club Filatelico del Uruguay	April 1, 1922
Lee's "Postage Stamps of Uruguay"	April 1, 1922
1936 Catalogo Sellos Aereos by Francisco Ferrer Lull published by Club Filatelico del Uruguay	December 17, 1921
1954-5 Sanabria Air Post Catalogue	December 17, 1921
1934 Champion Catalogue Poste Aeriennne	December 17, 1921
1934 D. Field's Air Mail Catalogue	December 17, 1921

If one went by the majority in the above tabulation, the date of issue must be December 17, 1921. *But only one of the above sources documents its information by quoting from official records.* This is Lee's "Postage Stamps of Uruguay" that on page 273 quotes the following from *Revista* No. 210:

"Administration General of Posts, Telegraphs & Telephones.

"It is made known to the public that on the 1st April next the stamp of 25 c. lately withdrawn from circulation will be re-issued again with the inscription "CORREO AEREO" impressed in bright green ink.

"On correspondence to be sent by air, in addition to the ordinary postage, should be affixed one of 25 c. for each letter, which should be prepaid by means of the new stamp.

"MONTEVIDEO. March 29, 1922.
"THE SECRETARY."

This clinches the matter about the date of issue. The official records of the governments show it as *April 1, 1922*.

There is other evidence to support the April, 1922 date. No covers with the green overprinted stamp have been seen with a cancelling date before April, 1922.

In our mind, it is unimportant to speculate as to why so many fine catalogs have erred about the date of issue. No doubt one got it wrong years ago, and the others followed suit. Then perhaps the confusion was caused by the first flight from Montevideo to Buenos Aires taking place on December 17, 1921. One very old source must

URUGUAY

have picked up by mistake this first flight date as the date of issue of the green overprint. However, it will be interesting to see whether future editions of those air mail catalogs still being published will give the correct date of issue—April 1, 1922.

Confusion On the Quantity Issued

Using the same six catalogs, let us now tabulate what each gives for the quantity issued of the green overprint:

Source	Quantity issued
1948 Catalogo Club Filatelico Uruguay	14,900
Lee's "Postage Stamps of Uruguay"	15,000
1936 Catalogo by Llull	14,800
1954-5 Sanabria Air Post Catalogue	14,900
1934 Champion Catalogue Poste Aerienne	14,900
1934 D. Field Air Mail Catalogue	14,900

Once again, Lee's handbook is the only source that documents the information. Quoting from the Official Decree, the quantity issued of the green overprint was 15,000.

Llull's Catalogo is a very fine source of information. Working in Uruguay with the best philatelic authorities down there, we were mystified why this catalog gave the quantity as 14,800. We believe the answer is found with the yellow green overprint which is now discussed.

The Yellow Green Overprint

A few specialized air mail catalogs list as a minor variety, the so-called *yellow green* overprint. To our knowledge, no general catalog lists this. We find it, for example, in the Sanabria Catalogue listed as No. 3a, priced unused only at \$25 with a quantity stated as 100 copies known.

With the fine help of *Mr. Philip Silver*, some intensive research was done on this yellow green variety, and the results were astounding. Outside of a few keen philatelists in Uruguay, few have understood this stamp or have ever bothered about it. When one has read the results of our research, we believe that he will share our view that *this yellow green overprint is actually a major variety, deserving of such a listing in every catalog in the world.*

First, we shall set forth the English translation done by Mr. Silver of an article published in the periodical "Uruguay Filatelico" of June 1936, where on p. 30 one learns the following:

"When the corresponding postal decree was issued to overprint 15,000 25c stamps for airmail purposes in green, two sheets were made in a yellow green color, which when submitted for approval of the Postal Authorities, were found to be too light in color, these two sheets being returned to the National Printing Works with a recommendation to use a darker shade of green. For that reason, the remaining 148 sheets were printed in the dark green that we all know.

"The two sheets of yellow green were included with the 148 sheets of dark green and all of them put into circulation without the Postal Authorities giving any importance to it. . . .

"At the time of the commemorative flight to Sarandi on October 12, 1923, the true rarity of the yellow green was taken into consideration and since then it became an obsession to obtain this variety which, after the black overprint of the same series, is the most important of Uruguayan airmail stamps as the following picture demonstrates:

URUGUAY



Fig. 1. The CORRCO error on a cover flown January 22, 1923. This variety is not too common on cover.

- No. 1A Black overprint 100;
Yellow green overprint 200;
- No. 2A Red airmail overprint inverted 300"

Secondly, we now reprint with permission the following letters:

From the LUFF REFERENCE COLLECTION (Property of the
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* * * * *

Letter dated June 15, 1936 from J. Felix Castello, Vice Pres. Pan American Grace
Airways Inc., Montevideo, Uruguay
To Scott Stamp & Coin Co., New York

(Translation)

"In No. 15 of our Review, "Uruguay Filatelico", which will be released at the end of the present month, there will be published, among others, the following article, which we enclose because we think it has a bearing on the next issue of the Catalogue published by your esteemed firm.

"As it is well stated in the above mentioned article, it is strictly to include the green-yellow surcharge in your famous catalogue because these stamps have been officially in circulation and at the present time, they are considered a legal variety and perfectly characterized.

URUGUAY

No. 3 of Yvert—Green Surcharge

"This stamp exists and is surcharged in greenish-yellow. It is not catalogued in the general catalogs, but it has been listed in some special air mail catalogs.

"When a postal decree was given, authorizing the surcharge of 15,000—25c stamps for the air mail service, green surcharge, two sheets were made at first with a greenish-yellow surcharge, but when they were submitted for approval by the Postmaster General, it was decided that the color of the surcharge was too light and both of these sheets were returned to the National Printing Shop with instructions to use a darker green. On this account, the remaining 148 sheets were printed with the dark green color everyone knows.

"The two sheets surcharged with the green-yellow went forward together with the other 148 and all of them were put in circulation, without the Postmaster General attaching any importance to this fact because as far as their postal validity was concerned, the difference in color was of no importance.

"When the commemorative flight to Sarandi was made in October, 1923, the true uncommonness of the green-yellow surcharge was noticed . . .

"We cannot understand why, if the general catalogs are to be the faithful expression of the truth and are to be the sure guide for philatelists, they do not list a variety which is absolutely legal, unquestioned and much sought after by collectors in Uruguay. These stamps are—in their entirety—in the possession of philatelists and it is known that a good many of them have been officially used for postage on letters.

"There is not the remotest chance of confusing the green-yellow (which is an unadulterated color) with the dark green. These are two colors totally different, such as exist in many issues of other countries, as for instance, the 5 centimes of France and her colonies.

"There cannot be, therefore, any reasonable objection for your not cataloging these green-yellow stamps, and the prices must be in line with those of the black surcharge and the inverted red surcharge of the same series as follows:

Air Mail Black surcharge	100 stamps
Air Mail green-yellow surcharge	200 stamps
Air Mail red inverted surcharge	300 stamps"

* * * * *

Reply dated July 6, 1936 from Scott Stamp & Coin Co. Ltd. by Hugh M. Clark
to Mr. Felix Castello

"Thank you for your kind letter of June 15th relative to the air mail stamps of Uruguay. We are not familiar with the greenish yellow surcharge that you refer to and would like very much to see a copy.

"We are also somewhat puzzled at your mention of the black surcharge which you speak of in a way to indicate that you considered this a legitimate stamp. Our information is that the black surcharge is a bogus production.

"If you would be kind enough to send us one of these yellow greens, we would be very glad to go into the matter of listing. It could not possibly be listed without seeing same as we must see the stamps themselves before we can affix the proper color name."

URUGUAY

Commenting upon the above correspondence, nothing further seems to have been done, because probably Scott's request to examine a copy of the yellow green overprint seems to have not been followed out. At least there is no evidence of further correspondence.

But taking the 1936 "Uruguay Filatelico" article into consideration along with the Castello-Scott correspondence, one sees that this third issue of Uruguay's air mail has two distinct varieties done officially by government order. The decree ordered 15,000 overprints. The order was delivered as follows: 14,800 green overprints, 200 yellow green overprints.



Fig. 2. A block of four of the green overprint with offsets on the back of each stamp.

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URUGUAY

In our opinion, the following should be considered by catalog editors:

1. The yellow green overprint should be a major number.
2. The quantity issued is 200 (not 100).
3. It should be priced—unused, used and on cover.
4. There are three minor varieties, as pointed out in "the 1948 Catalogo de los Sellos Aereos del Uruguay." (These will be discussed shortly). They are:
 - a) "Corrco" instead of "Correo"
 - b) broken "o" in "Aereo"
 - c) bent wing on the plane.

There is one aspect about this yellow green overprint that causes us to disagree with some of the writers in Uruguay. They believe that "there is not the remotest chance of confusing the yellow green from the normal green color". Our experience proves otherwise. We have seen many mistakenly thinking they have the yellow green overprint, when actually it is the darker green stamp. Unfortunately, our photographers inform us that it is impossible through black and white illustrations to show this color difference. But it is plainly visual. The most practical manner to describe it is to remember the word "yellow". The normal green lacks such characteristics. Of course, the best way is to have both the regular green overprint for comparison with a yellow green. But one must be careful and sure. When there is only a slight difference in shades, then the chances are that both are the commoner green and not the yellow green overprint.

The Overprint

The overprinting, just as with the blue and red, was done by typography at the National Printing Works, no doubt in one operation for the entire sheet of 100 stamps (10x10).

Different from the blue and red, one finds with the green with a number of printing flaws that create some minor varieties, which are of great interest to the specialist. These are:

1. "*Corrco*". For years, this "Corrco" instead of "Correo" error was a highly prized item, listed in many specialized catalogs from Europe and South America. Recently, it was added to the Sanabria Catalogue as No. 3b, but priced unused only. (See Fig. 1). There is a copy of cover in the writer's collection. According to Lee's book which quotes from "Revista No. 210", the "Corrco" error comes on position 70 in the sheet. There are 148 copies known with the normal green color and two "Corrco" errors on the scarce yellow green overprint.

2. *Broken "o" in "Correo"*. One finds mention of this error in "the 1930 Champion Catalogue de la Poste Aerienne." And it is also noted in some of the Uruguay catalogs. One source places this as position 44 in the sheet, while "the 1948 Catalogo de los Sellos Aereos del Uruguay" notes this position as No. 14. If one remembers, there was also a broken "o" in "correo" found with the red overprint, this same broken type possibly was used again when the type metal for the green overprinting was re-assembled.

3. "*Ala rotar*". The Uruguay specialized catalogs describe a minor variety occurring on Position No. 9. We do not have this in our collection. In English, this means a bent wing, which obviously refers to the wings in the airplane of the overprint.

Each of these errors exists with 148 copies of the green and 2 of the yellow green overprints. It is problematical if all of them still exist for collectors. Some may have been used on mail and discarded.

Printing Flaws

Note may be made of some blemishes that occurred when the green overprints were being made. They are of interest only to an intense specialist. Of course, such "printer's

URUGUAY



Fig. 3. A pair of the green overprint with the left stamp showing the overprint heavily smudged.

Photos by L. W. Giles

waste" is not catalog-listed, and its mention here is not done with any such recommendations in mind. On page 273 of Lee's "Postage Stamps of Uruguay" is this sentence:

"... also exist with the overprint inked on the back."

Illustrated is an unused block of four with an offset of the green overprint on the back. (Fig. 2) This is easy to explain. As the sheets came off the press, some were placed on top of another that still had the ink wet. So the gum side of the sheet on top picked up an offset. Furthermore, this green ink must have dried slower than the blue or red. There is a pair in our collection where the overprint on the left-hand stamp is heavily smudged. (Fig. 3). This gives a strong indication that the green ink must have dried slowly.

Covers And Postal Use

Of the three main overprints, the green is by far the commonest on cover. When we suggested cover prices to the editor of the Sanabria Catalogue a few years ago, we indicated a price of \$1.00 for its No. 3. The prices used by this catalog were as follows:

	1953 Edition	1954-5 Edition
Blue Ovpt. (No. 1)	\$35	\$35
Red Ovpt. (No. 2)	\$10	\$10
Green Ovpt. (No. 3)	\$50	\$15

Obviously, this is still in error, and we suggested that these cover prices be brought in line in the coming edition of the Sanabria catalog.

First day covers with the green overprint (April 1, 1922) seem to be rather scarce. We have not seen one. C3 on cover is mostly found used in 1923 or later, usually on the Montevideo-Buenos Aires route.

Previous mention had been made twice to the special flight on October 12, 1923 Sarandi-Montevideo (see illustration Vol. 3, top of page 113 of *THE AERO PHILATELIST ANNALS*). The mail is stated to have consisted of 880 pieces, the great majority of which was franked with the green overprint—only a very few blue and a few red. But covers with the Sarandi Flight usage have become interesting collectors' items, so that even tho one finds most of them with C3, one should correctly evaluate such pieces.

Postal Rates

The postal rate had not changed when the green overprint was placed on sale April 1, 1922. Thus the same tariff that was in force with the 1921 Blue and Red overprints still prevailed.

(Continued on Page 50.)

Signatures Are NOT Guarantees

Air mail stamp collecting has been fortunate, because it offered many seeking the more valuable air mail stamps a reasonable safeguard through the recorded pedigree of many copies of such stamps. This was because most copies of the scarcer stamps since their issuance have been bought and sold by the reliable old-established air mail stamp dealers, who have placed their signature upon the back of most of the items they have handled. Many of the well-known air mail rarities were handled by one or two dealers exclusively from the very beginning, so that within time it had become almost axiomatic that certain rarities, if genuine, must bear certain dealers' signatures.

The counterfeiters also must have realized the value of a reputable signature on the back of a scarce air mail stamp. Lately some reprints and fake air mail material—all the experts, who examined them, agreed independently that they were spurious—had the signature of a well-known air mail dealer on the back. In view of the high philatelic standing of this signature, it was at first distressing to think that reprints of a valuable air mail stamp had been signed by one with such a reputation. Further study of the reprint revealed that *the signature had been counterfeited*. In several instances, we personally checked with the dealer, whose signature was on the reprinted stamp, and he demonstrated to our satisfaction that his signature had been counterfeited.

This poses a serious problem. Thus a word of warning seems in order. From here on, the presence of a well-known signature on the back of a stamp is no complete assurance that the copy in question is genuine. Buying material simply described as "signed" or "guaranteed" may prove to be costly. Fortunately there are many safeguards available to the potential purchasers of the more valuable stamps and covers. Competent experts and Expert Committees always are available for an opinion. But now that it is known that counterfeited signatures have appeared upon fakes of some of the scarcer air mail stamps, many no longer will place their stock in only one indication of a stamp's genuineness—its signature on the back.

There is another matter about signatures on stamps that has concerned American aero-philatelic students. It seems to be a custom mostly on the European Continent to have a national "expert" sign the more valuable stamps. These European "experts" seem to know their national issues and/or many other European stamps. But they do not seem to possess a broad knowledge of stamps from all over the world. For instance, non-European and much 20th century material seems not to have been completely studied. Nor can it be determined what comprehensive air mail reference collections these European "experts" hold. Nevertheless, upon request they oblige by signing many copies of air mail stamps from the American nations, about which authorities on this side of the Atlantic think otherwise. There are air mail stamps, signed as genuine by Europeans, that do not get a clean bill-of-health in America.

Then again, we have noted instances where copies of air mail stamps branded by every American authority as a fake, later are sent to some European "expert", who opines and signs said copies as genuine. It is not categorically stated that the American authorities are always right, while the Europeans are not. But unfortunately the Europeans have not been cooperative with their American colleagues. Polite requests from over here for information about the comparison material used by European "experts" either are not answered or, if so, the reply is short, generally saying that they have examined the stamp and find it so-and-so.

Thus it is our belief that one should not buy simply upon the statement that a stamp is "signed . . . or guaranteed". Anyway, this word "guarantee" has become a misnomer in philately. But one should look beyond the name of the signer, and ask himself:—

(Continued on Page 50.)

SWITZERLAND

Final Two Semi-Official Air Mail Stamps

By MAURICE TRIPET

Starting in 1924, Switzerland began to issue Semi-Official air mail stamps for use on special flights made for propaganda purposes. Their use was discontinued in 1927. According to the "Sanabria Air Post Catalogue", during this 1924-27 period there were a total of 16 Semi-Official air mail stamps issued by Switzerland (San. 501 to 516). The subject of this article covers the last two stamps of this group. (San. Nos. 515 and 516).

Reason For The Stamps

The special propaganda flight, for which these last two Semi-Official air mails were issued, was to commemorate the 100 Years Anniversary of the death of Johann Heinrich Pestalozzi, a famous Swiss educator and philosopher. He is known as the founder of modern elementary education that introduced into the teaching of youth, psychology and handwork. In 1805, Pestalozzi established a teachers' college at Yverdon where he taught. He was born in Zurich on January 12, 1746 and died at Brugg on February 17, 1827. Later a school for orphans was founded in Pestalozzi's honor at Neuhof, near Brugg.

All this explains why this special flight took place on February 17, 1927, from Brugg, Aarau to Yverdon, Vaud. Obviously the places and dates were selected to commemorate this great Swiss educator. In this connection, it should be of interest to mention that the famous American educator, Horace Mann, was influenced by Pestalozzi's teaching methods and introduced them in the United States.



All photos by L. W. Giles

Fig. 1. San. 515 used on Official post card.

SWITZERLAND



Fig. 2. San. 516 as sold affixed to the official postal stationery.

Often when Switzerland commemorated an event like this, it not only allowed for the use of special Semi-Official Airmail stamps, but also provided special postal stationery, printed post cards, special cachets and cancellations. All these will be discussed in this article.

The Two Stamps

Both were printed without any denomination. The first stamp (San. 515) was printed by the typographic process in sheets of 20(5x4) on white wove paper and perforated 11. The colors are black and yellow. The design seen in Fig. 1 was done by the artist, O. Schott. In rectangular shape, it shows two school children at play, an airplane and the German inscription—"Pestalozzi Centenary 1927". Each stamp was sold for 50 centimes and when affixed to mail was allowed to be carried on the special flight.

The second stamp (San. 516) was also issued for this same flight. It is shown in Figs. 2, 3 and 4. It too was printed by the typographic process on white wove paper, perforated 11. The size of the sheets, because of the triangular shape of the stamp, differed from San. 515, being sheets of 10 in strips. Schott also was the designer. The German inscription translates; "Air Mail/Pestalozzi Centenary/Brugg 1927".

The manner by which this stamp was sold is interesting, but unfortunately the facts about it are not properly recorded in many of the leading specialized catalogs. First of all, the stamps were sold only when already affixed to mail for this special flight. It was either on the special 40c postal stationery (Fig. 2) or the specially printed envelope (Fig. 3), or it could be on the special official post card (Fig. 4). The stamp had to be cancelled with the special Semi-Official marking as seen on Figs. 2, 3 and 4.

Those interested in Swiss air stamps have two very fine catalogs available for reference sources, "Schweizerischer Luftpost Catalogue" and "The Zumstein Switzerland Specialized". One finds that these two catalogs do not agree on the quantity of stamps printed. The Luftpost catalog gives 450, while Zumstein states that 250 of San. 516 were issued.



Fig. 3. San. 516 on Official stationery.

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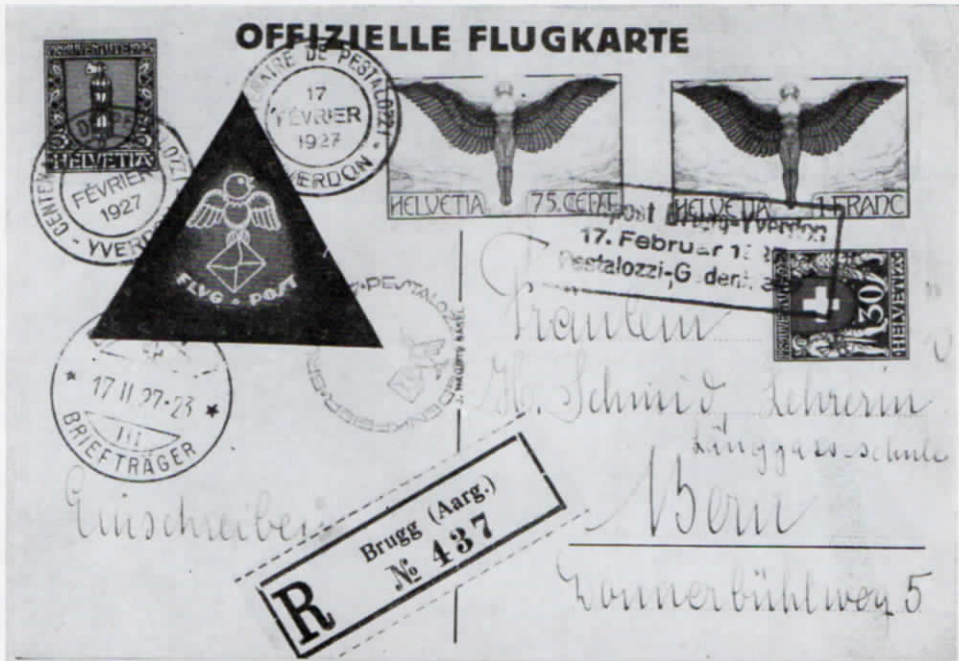


Fig. 4. San. 516 on Official post card.

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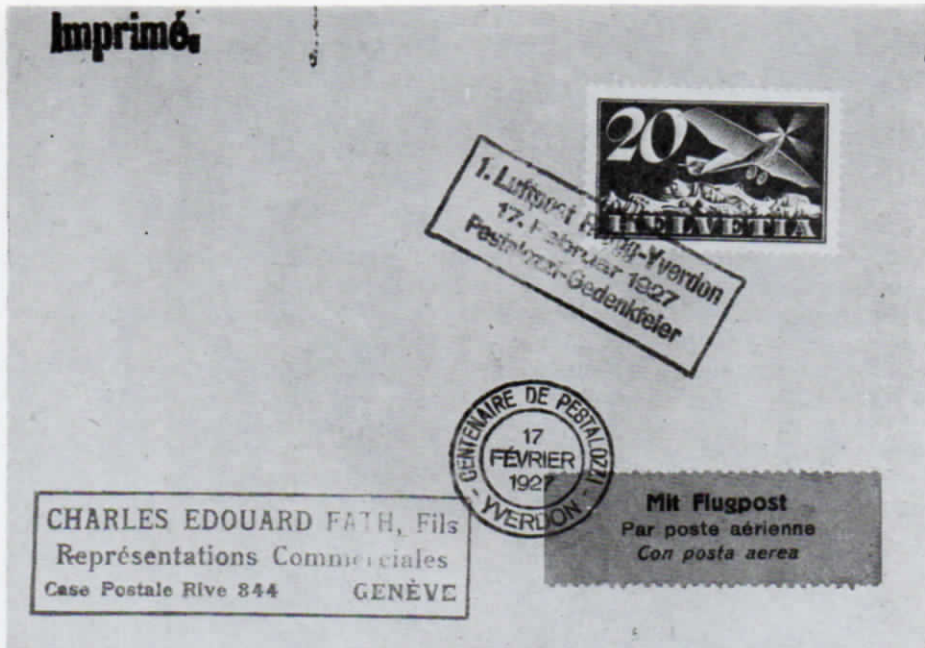


Fig. 5. Cover flown on the special 1927 flight without the Semi-Official air mail stamp.

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SWITZERLAND

The correct amount is 450, which the Sanabria catalog also uses. This information has been confirmed by Mr. Rudrie of Basel, who was a member of the Committee of this Aviation Meeting in 1927.

Only one complete sheet of this stamp is known to exist. It was in the collection of a well-known Swiss aero-philatelist, Mr. Milton Weil of Zurich, who recently donated his collection to the Swiss Confederation.

Postal Use

The use of a Semi-Official air mail stamp permitted mail to be flown on these special propaganda or commemorative flights. Usually the stamps were used on the special stationery or cards. However, occasionally letters were flown without the Semi-Official stamp, as shown in Fig. 5. (Page 47.)

Special instruction for air mail had to be followed. The mail had to be delivered by the sender to the airfield of departure. Upon arrival, if it was to be delivered from the receiving air port to the addressee, regular national postage or air mail stamps had to be affixed. Figs. 1, 2, 4 and 5 shows this. But if the required Swiss government stamps were not franking the mail, then the addressee was charged postage due, the tax indicated by postage due stamps as shown in Fig. 3. (Page 45.)

Cancellations and Cachets

The special official cancellation used on this 1927 flight was made in Brugg. It can be seen on the pieces shown in Figs. 1, 3, 4 and 5. It has the long, rectangular shape. It was applied in black ink. The German inscription translates:

"First Air Mail Brugg-Yverdon/17 February 1927/Pestalozzi Centenary".

The special cancellation used for the Semi-Official air mail stamps only also was made in Brugg. It was applied in blue-black, violet or red ink. The red cancel is the scarcest. However, we find it used on both these Semi-Official air mail stamps.

This special cancel for the Semi-Officials is the circular one seen in Figs. 1, 2, 3 and 4. It represents a bird carrying a letter in its bill. The German wording reads:

"Pestalozzi Centenary/Brugg 1927"

Besides the special cancel made for both the national stamps and the Semi-Official air mail stamps, the Swiss Post Office also provided special markings for receipt. These were hit with black ink. It is the double circular marking seen in Figs. 1, 3, 4 and 5 with the French inscription that reads:

(Outer circle) "Pestalozzi Centenary/Yverdon"

(Inner circle) "17/February 1927"

There was a good reason to use both French and German inscriptions on the various cancelling markings. The city of Brugg is located in the German-speaking section of Switzerland, while Yverdon lies in the French section.

Special Stationery

Now we discuss the various types of special stationery that were printed and sold for use on these special flights. The first is the special envelope shown in Fig. 3. This German wording reads:

"Air Mail/Pestalozzi Centenary/Brugg 1927"

One thousand of these were printed, of which 200 were sold for 2.50 frs. each with the triangular Semi-Official air mail already affixed and cancelled.

SWITZERLAND



Fig. 6. Type I post card autographed.



Fig. 7. Type II post card autographed.

Another type of envelope was printed by the Swiss Post Office also in the amount of 1000. These had two national postage stamps imprinted, the 20 centimes of the William Tell design (Scott A28). Also 200 of these were sold for 2.50frs each with the Semi-Official air mail stamp already affixed and cancelled.

The source used for the above information is "the 1949 Schweizerischer Luftpost Catalogue" published by the Swiss Aerophilatelic Society. Zumstein's catalog states that only 100 of the Semi-Official air mail stamps were sold already affixed and cancelled on the envelopes. But we believe this is incorrect and that the former amount of 200 is the correct one.

In addition to these two envelopes, two different types of post cards were printed and sold for use on this special flight. One (Fig. 6) shows two school children writing on a blackboard. The other (Fig. 7) shows a schoolboy waving at an air plane. 5,500 each were printed.

The designer of the post cards was O. Schott, the artist who also designed the Semi-Official air mail stamps. About 50 post cards (most likely 25 of each type) were autographed on the pictorial side by Mr. Chuard, a member of the Swiss Federal Council (see Figs. 6 and 7). These had the triangular air stamp (San. 516) making a total of 450 stamps issued.

The Special Flight

A total of 22,750 pieces of mail were carried on this special flight. Most all had one or the other Semi-Official air mail stamps. A few, as shown in Fig. 5, were not franked with the air mails. To the best of my knowledge, no covers or cards exist franked with both Semi-Official air mail stamps.

All the mail was supposed to be transported only on the special flight from Brugg to Yverdon. But for some unexplained reason, 93 covers were carried on a return flight

SWITZERLAND

from Yverdon to Brugg. None of these have either of the air mail stamps affixed.

The flight went off as scheduled. The pilot was Rudolph Herzig.

Discontinuation of Semi-Official Air Mail Stamps

The reason why the Swiss government permitted the use of Semi-Official air mail stamps is an interesting story. The first definitive air mail stamps was a set issued by Switzerland in 1923. (Scott C3-9). However at that time there was no regular air mail service operating. The Swiss government issued air mail stamps before it had use for them. Then government air mail service developed slowly, and only was established upon a dependable, regular service by 1927. Consequently during the years 1924-27, air mail was left to private or rather semi-official hands.

The Brugg-Yverdon special flight on February 17, 1927 was the last permitted by Switzerland with Semi-Official air mail stamps. No more such air stamps were issued. The proceeds from the sale of these Semi-Official air mail stamps did not go to the Government, but to the commissions or organizations that sponsored and conducted the special flights. Thus the proceeds of the sale of the final two Semi-Official air mail stamps went to the Pestalozzi Home For Orphan Children.

Acknowledgment

My thanks again to our Editor for his interest and help in preparing this article for publication.

URUGUAY (Continued From Page 41.)

Counterfeits

No counterfeits of the green overprints are known, and it would be surprising if any appeared in the foreseeable future in view of the available supply of San. No. 3.

Final Stamps Of The Issue

Although Part 4 of this serial study of the First Air Mail Issue of Uruguay will cover the controversial Black overprint, the green actually was the final stamp of this first issue. They appeared in this order:—1) the blue and black, 2) the red and 3) the green.

The green overprint seems to be the one most available in dealers' stocks. At least this has been our experience. We seem to be able to find many more green, less red and the least of the blue overprints. It is understandable with the blue, because there were 5100 less. But we know that there were 15,000 of both the red and green overprinted. Why the red overprints should be scarcer is a matter that we cannot explain. Of course, there is an advantage to having a stamp in good supply as with C3. One can have more material for study. This is not true with the rarer stamps. One is fortunate to have a copy or so for examination. It has been our experience to have been afforded a great deal of philatelic pleasure with this third air mail stamp of Uruguay. We have formed a very presentable showing of album pages with this stamp. In unused condition, there are multiple pieces, some showing the minor varieties and printing flaws. One can find used off cover copies with many different types of cancellations in black, red and blue ink. And finally, the covers with C3, although not as elusive as C1 or C2, can make a most interesting showing.

EDITORIAL (Continued From Page 42.)

"What does this signer know about the air mail stamp he has signed?"

It is well to remember that a person may rightfully have gained a reputation for his profound knowledge of Classic Issues of Europe. But this is no assurance that this same party knows air mail stamps. Consequently, his signature or opinion on the stamps of our specialty should not be regarded as a guarantee. (H. M. G.)

DENMARK

Counterfeits of 1925-29 Air Mails

Just before FIPEX, we were surprised to read in some stamp papers from here and abroad that counterfeits of the first, 1925-29, air mail issue of Denmark (Scott C1-5, Sanabria 1-5) had been discovered. They are unknown in this country, and from all reports, none have been seen as yet over here. However, past experiences show that despite written warnings and our own U. S. Secret Service, some counterfeited stamps originating in Europe later do appear on the American market.

Hoping that an advanced warning may help our readers use caution now when buying Denmark C1-5, especially if offered below the usual market price, we are pleased to publish the following short article received directly from Copenhagen, Denmark. It has come to us as a result of FIPEX. Your editor served on the International Board of Judges along with one of Europe's acknowledged philatelic authorities, *Mr. Eigil Rathje* of Denmark. It was our good fortune to be able to spend considerable time with Mr. Rathje. In the course of our sessions together, we once happened to mention our interest in the news of recent counterfeits of Denmark C1-5. We were promised the details for this magazine.

Upon Mr. Rathje's return to Denmark after FIPEX, he was kind enough to forward us the photographs used for illustration and the following article by Mr. S. GRONLUND.



COUNTERFEIT

GENUINE

The Genuine and the Counterfeits

At a recent meeting of the Copenhagen Philatelic Club, I have shown a complete set of the 1925-29 air mail issues of Denmark, which a collector in Denmark had received from Italy in exchange for other stamps. The stamps received turned out to be counterfeits. Later on, more of them have been seen in Denmark, all seemingly coming from the same source in Italy.

DENMARK

Illustrated are reproductions made of an original and a counterfeit of the 25c Ore denomination. They deserve a careful examination. The counterfeits seem to have been made by photolithography. A study of the genuine's design alongside the counterfeit will bring out the greater clarity in detail in the original. The counterfeits lack the sharpness of the genuine's printing.

There are other points to examine. Notice the word "Ore" is too low in the counterfeit. This and the value "25" practically touch the bottom line, while in the genuine there is always a small space between the denomination and the bottom line. In the 1 Kr., the "KR" in the counterfeit also incorrectly touches the bottom line rather than having a space. In all five denominations, the same features are evident.

The colors of the counterfeits also give them away. Except for the 1 Kr., the genuine colors are a much deeper shade than the fakes, which always seem to be a paler shade. The color of the 15 Ore of the counterfeit is the most different from the violet of the genuine.

The perforations are a fine key to the differences between the genuine and the counterfeits. The originals' perforations gauge $12 \times 12\frac{1}{2}$. Also notice that the genuine's perforation holes are small, and when the individual stamps are separated the teeth have a blunt appearance. The perforations on the counterfeits gauge $13\frac{1}{4}$, the holes are much wider and the teeth appear ragged and uneven.

The last means to distinguish the genuine from the counterfeits is by the lack of the watermarks on the latter. The original stamps come on paper watermarked crosses. No watermarks were found on the counterfeits.

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FRANCE

More On the 1930 Perfins

Preface

Two years ago, this magazine published two articles on the 1930-31 air mail stamps of France (AERO PHILATELIST ANNALS Vol. 2 pp. 35-41 and 109-12). Of particular interest was the 1930 blue stamp issued for the International Air Post Exposition, that was perforated with the initials EIPA30 (Scott C6b, San. No. 6).

The chief aim of these 1954 articles was to attempt to establish a more correct classification of the various issues by amending the current color names and other mistakes. Slight attention had been paid to the perforated initials, especially their method of manufacture, which, it must be admitted, at the time we had little knowledge.

In Vol. 2 page 88 of this magazine, a letter from Mr. Winthrop S. Boggs, well-known philatelic authority, was published, pointing out a failure to properly explain the different positions of the perfins on the complete sheet in our original article. Later on a fuller reference will be made to this letter.

In the meantime, a number of letters came to us, many with lengthy comments which necessitated a follow-up article supplementing the first account with newly learned data, as well as correcting some previous statements. On the top of Page 111 of Vol. 2, which was the second article, was illustrated a vertical pair of San. No. 6 from the left side of the sheet. The margins attached had the perfins, EIPA30, whereas the stamps did not.



Fig. A. Top: A strip of three where the center stamp is unpunched (John J. Britt collection).
Bottom: This same strip as seen from the back.

The Problem

Sometime later, our former President, *John J. Britt*, loaned us a strip of three from his collection, that upon first inspection was completely baffling. The center of this strip lacked the perfins, while the stamp on the left and the right sheet margin had the punched initials. Illustrated is this strip from photographs taken by Boutrelle with filters to show the perfins clearly from the front and back (Fig. A).

In an effort to explain how the center of this strip remained unpunched, we consulted again the letter of Mr. Boggs, and now repeat the pertinent portion of his letter:

FRANCE

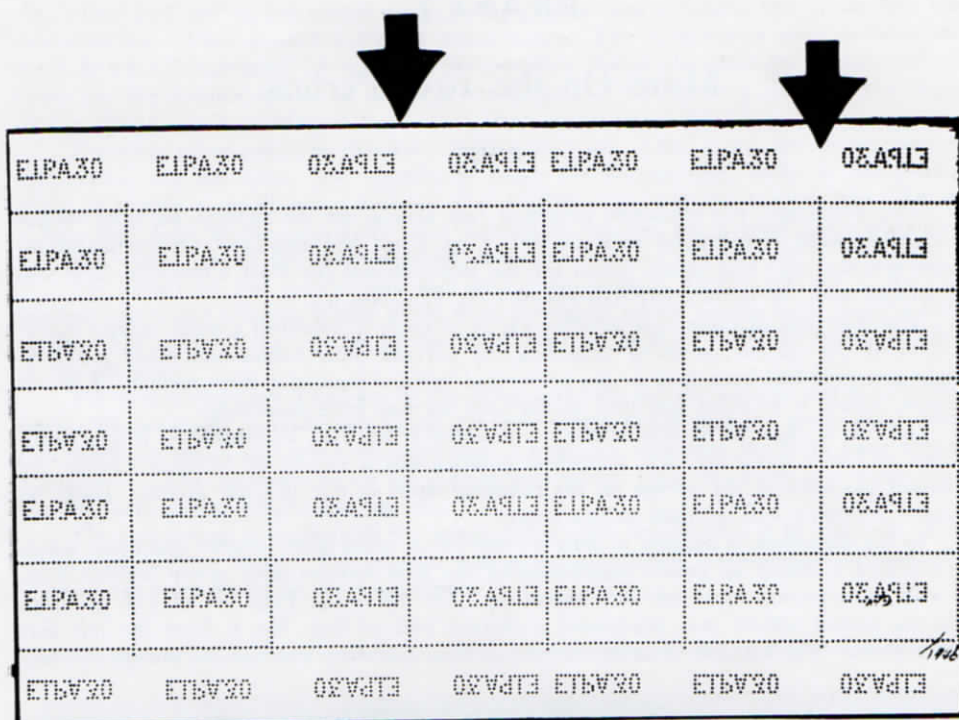


Fig. B. The complete sheet as viewed from the back. The two arrows indicate where the creases are found. (A. Boutrelle collection).

Photos by Boutrelle

"In discussing the second issue you state, 'The initials were perforated four different ways on the sheet facing left, right, normal, and reversed. All sources we consulted mentioned this fact but we were unable to locate one that explained the reason for punching the initials in this manner'. Again in the caption for Fig. 2, it is stated, 'It would seem that from examination that two vertical rows were punched in one operation'.

"Regarding the first point you did not make it clear whether the four different ways that the initials occur, as you name them, was a direct translation from your sources, or your interpretation of your examination of the sheet. As a matter of fact the positions are normal, inverted, reversed, and inverted reversed. There are no left and right readings.

"Regarding the machine used to punch the initials. You will see that the various positions occur in groups of four, 2 x 2. For example, the top two rows of punches read normal, reversed, normal, normal, reversed. The next two rows read inverted, inverted inverted reversed, inverted reversed, inverted, inverted, inverted reversed, and so on.

"The obvious explanation for this is that the sheet was folded to form a block of four, as the machine had only four subjects, and by folding it this way the machine could punch the entire sheet in one operation, with the result being as we see."

The above certainly is an example of philatelic common sense. But if Mr. Boggs' theory were entirely correct, then a complete sheet of 25 (5 x 5) should show creases

FRANCE

where the sheet had been folded into blocks of four before it was placed in the machine that punched the initials.

There is a complete sheet in existence, which was illustrated in our first article. It is the property of *Adrien Boutrelle*, and he was kind enough to loan it to us for further study and examination. This sheet was illustrated—front and back—on pp. 36 and 37 of Vol. 2 of this magazine. Now we show it again, using the photograph taken of the back of this sheet. (Fig. B).

Notice that the stamps in the sheet are arranged 5×5 , but the complete sheet with the margins all around is actually 7×7 . Thus if this sheet had been folded either horizontally or vertically into blocks of four, there always would have to be one row left over because 4 cannot be evenly divided into either 5 or 7.

Examination of this sheet reveals two vertical creases located where the arrows have been placed on Fig. B. This would tend to show that the sheet (7×7) was folded twice before punching the initials. First, it was folded from left to right along the line indicated by the first arrow. Then the protruding seventh row, the right sheet margin, was folded from right to left where the second arrow indicates, and the sheet then placed in the punching machine.

Why Some Copies Remained Unpunched

In trying to account for the unpunched center piece in the strip of three, one can only speculate as to what happened, not being an eye-witness to the operation. Most likely through oversight some sheets were not folded twice as previously explained. Thus some end rows were not punched. Or possibly the complete sheet, after folding, was not placed in the punching machine, leaving out a row or so. The operator of the machine may have discovered this oversight and attempted to rectify it by placing the sheet a second time in the machine, using care only to punch the initials in the unpunched rows. Perhaps the operator held one of the unpunched rows in his hand, therefore he only could insert the part adjoining it.

This is only a theory. It was arrived at after consultation with other interested philatelists, who were intrigued by this problem. Perhaps someone knows exactly what happened. If so, an account of this would be appreciated.

There is another interesting matter to discuss. Go back to the pair illustrated on page 11 of Vol. 2 of this magazine. This pair has the sheet margin at the left. The strip (Fig. A) has the margin at the right. But both pieces show a similar pattern, because the sheet margins have the perfins, while the adjoining stamps do not. This indicates the location of those rows that remained unpunched.

Volumes I and II of THE AERO PHILATELIST ANNALS

were handsomely bound with blue cloth and stamped with gold letters for initial sale at FIPEX.

This book runs to 256 pages and is profusely illustrated, covering a wide range of countries. Some of the outstanding articles treat the air mail stamps of U. S. A., Ethiopia, France, Honduras, Nicaragua, Spain and Switzerland, to mention but a few.

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THE AIRMAIL BAG

(Under this heading a regular feature will be run with correspondence from Members. Names in full will be used unless a contrary request is specified when a correspondent will be identified by initials only. Nothing unsigned will be used.)

Mr. Henry M. Goodkind,
137 East 94th St.,
New York 28,
N. Y., U. S. A.

Dear Mr. Goodkind:

I always read "The Aero Philatelist Annals" with the greatest of interest, and I was particularly intrigued with the article on the Latvia-Africa 1933 Flight issue in your latest number.

We do not list this issue either and I think that the late Hugh M. Clark no doubt discussed the stamps at the time with our Editor, the late Stanley Phillips. I know that they regularly corresponded on matters where either or both of them were doubtful of the status of an issue and if they did, then I should imagine that there was a joint agreement to ignore this particular set. Our own files include the various notices you have reproduced as Mr. Jaegers was one of our regular correspondents at the time, but what we also have on record is a contemporary note from a very reliable source in Germany that only ten per cent of the issue was on sale at the Post Office and that the balance remained in the hands of a Committee which had contracted to sell them at ten German Marks or its equivalent per set, which at the time I believe was something like five times face value. In addition, from Mr. Jaegers himself we learnt that no one at the Post Office could get more than one set even if he was lucky in getting any at all. At the time we were offered the stamps from Latvia at up to 20/- a set.

These were the factors, I believe, that decided the late Mr. Phillips not to list nor mention the issue in spite of the official announcements which on the face of it appear to give it full legitimacy.

I have not actually written this letter for publication, but more because I thought you might be interested to have our angle, but if there is any particular part of it you want to publish then, of course, we have no objection.

Yours sincerely,

F. S. Wall, Director
Stanley Gibbons, Ltd.
London, England

10th September, 1956

(Editor's Comment). We believe that all members will share the great pleasure the above letter afforded us. The high esteem held for our magazine, as expressed in the first paragraph, coming from the publisher of one of the world's best known catalogs, is indeed gratifying.

Great Britain's oldest colony, Newfoundland, issued some of the greatest air mail stamps like the "Hawker", "DePinedo" and "Columbia". Knowledge of these issues discloses no great differences in the method of issuance or sale between the Newfoundland rarities and this Latvia issue. "Consistency, thou art a jewel!"

The Newfoundland airmails were not sold to allcomers in the quantities the buyers requested. The mail was limited. It had to be in order not to handicap the aviators. It seems very likely that Latvia faced similar circumstances, and decided to limit the sale. Certainly this Latvia-Africa Flight must have inspired the national feelings of the natives of this former Baltic Republic, just as the entire British Empire justly glorified in the great feats of her pioneer aviators.

One further matter. 20/- in 1933 was about \$4.00 (U. S.). This Latvia-Africa Flight issue (just like the Newfoundland airmails) now sells greatly in excess of this new issue price.

Catalogue Reviews

the Zumstein Specialized Catalogue of the postage stamps of Switzerland and Lichtenstein XIVth edition 1957. Editors: Zumstein & Cie. propr. Hertsch & Co., Berne (Switzerland). 560 pages, setting size about 4 : 7 inches, about 1550 reproductions, stitched, or bound with thumb index. Price with thumb index \$3. *postfree.*

Of particular interest to the aero-philatelist is the very large section in this specialized catalog devoted to air mails. This runs from page 260 through page 336, and is divided into the following eight parts:

1. Official issues
2. Pioneer stamps
3. First Flights
4. Trial Flights
5. Propaganda Flights
6. Air Mail Postal Stationery
7. Air Post cancels and cachets
8. Zeppelin Flights

The information given on most every item listed is very detailed, far surpassing the customary general catalog treatment. The illustrations are excellent, both as to quality and quantity. This is more than a catalog. It is a handbook with valuable information about everything relating to Swiss aero-philately.

(Continued On Page 59.)

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Richard S. Bohn

If in the future, anyone should become curious about the history of AERO PHILATELISTS, the period of years covering our founding and first few years may prove to be the most interesting. This history has just been brought to mind with the learning of the death of Richard S. Bohn on September 22, 1956.

The idea of a specialty society devoted primarily to air mail stamps had been discussed by various people for a number of years, but it never went beyond the conversation stage. Along about 1946 the first positive steps were taken, mostly at the initiative of Dick Bohn.

The first few meetings were exploratory, seeking mainly assurance that there would be sufficient collectors interested in such air mail organization. The "spark plug" at these sessions was Dick Bohn. After being encouraged of a demand, Dick Bohn invited to his home in Port Washington, L. I., about twenty serious collectors with the idea of forming an organization. It was a memorable occasion. The host was perfect, the food delicious and at the end of the evening the founding members of AERO PHILATELISTS had gotten to know and like each other.

Other organizational meetings were required. It was R. S. Bohn, who again offered his help by providing a private dining room in his New York City club. There were about three such meetings, lasting well into the night, all held at the same locale. Finally a Constitution & By-Laws and temporary officers were selected starting AERO PHILATELISTS about May, 1946.

From the very beginning, that has lasted up to now, our address is 1860 Broadway, New York 23, N. Y. This was the office of Richard S. Bohn. He served as our first National Secretary. Mr. Bohn's own private secretary plus many on his office staff did much of the detailed paper work for AERO PHILATELISTS. This has continued throughout the years. In fact, during our beginning, business at 1860 Broadway often was set aside for AERO PHILATELIST's mailings and correspondence.

For about the first three or four years of our existence, the regular meetings of the Directors of AERO PHILATELISTS took place in Dick Bohn's private office at 1860 Broadway, New York City. These evoke fond memories among those who attended, the most lasting being the feeling of good fellowship and mutual respect. Although only the Secretary in his official capacity, the "power behind the throne" was Richard S. Bohn. In those days, when he spoke, others listened, and in most cases followed his ideas.

After our start, it was decided to try to establish chapters in key cities in this country. The first was set up in New York. A meeting place was the first and foremost requirement. Dick Bohn cheerfully supplied this with his spacious basement quarters in his office building at 1860 Broadway. Up to the time that Chapter No. 1 was permitted to meet as an accepted Study Group at the Collectors Club, 22 East 35 St., New York City, the chapter's meetings on a twice-a-month schedule were held at 1860 Broadway. And they were memorable gatherings, drawing an attendance often over 100, something seldom accomplished by a local stamp group.

The publications of AERO PHILATELISTS were greatly influenced by Richard S. Bohn. It was he, who planned the basis for the first publication, *The Aero Philatelist News*. He had dreamed of a bi-weekly newsletter for those interested in air mails. Part of it should cover the new issues, while the other portion should be devoted to studies of the older stamps. But all the news should be *stamps*, not personalities. It was his thought that if the members wished to know whose dog had pups, who served the best steak dinner, even a recruiting drive for members, or the usual soft soap on a President's Page—all this should be in a separate publication, but not intermingled with stamp news. Thus

The Aero Philatelists Bulletin covered this chit-chat being sent to the members a few times a year. Dick Bohn also had the idea of codifying New Issues, a feature that proved so popular for a number of years. Then back in his mind, after AERO PHILATELISTS was well established and assured of continuing on a sound basis, was a handsome, illustrated journal, which should be called THE AERO PHILATELISTS ANNALS. By 1953 his dream came true with the appearance of Vol. 1, No. 1 of this magazine. As much as Dick admired this fine publication, we sensed that he always harbored a pang of regret that his first "sweetheart," *the Aero Philatelist News*, in its original format, that ran 22 times a year for seven consecutive years, was discontinued.

Looking back to those post-war years when collectors were puzzled by the constant flow of new issues, that either were alleged to be questionable or were sold at high mark-ups, brings to mind more of Mr. Bohn's clear thinking. The usual tendency in the stamp papers of that time, when referring to these controversial new issues, was to blast those believed to be responsible for the marketing of such stamps, and to generally picture the consequences as turning the pleasant pursuit of stamp collecting into a racket. It was tempting for the editor of a new publication to join in. But Richard S. Bohn's wise counsel prevailed. He advised to simply give the facts, and avoid all attacks on personalities. Thus was started the popular practice of giving the face value of every new foreign air mail stamp or set in its U. S. currency equivalent. Then if one wished to pay \$3 for a set with a face value of 30c, this was for each collector to decide for himself.

Dick Bohn coined the expression for our organization—the searchlight of truth—which practice has been consistently followed by all AERO PHILATELISTS publications, practically becoming our motto. It had been a lesson learned by Dick that the best means to combat evil was through crime prevention. Thus if some slick operators were seeking to profiteer by muddying up the waters of a popular hobby, without calling names, state the facts. Thus he believed that the most enduring and happiest collectors will be those well informed.

After our first few years, Richard S. Bohn was elected President of the world-famous *Collectors Club*, and a few years later President of the *Association of Stamp Exhibitions*. Although he remained a Director of AERO PHILATELISTS until the time of his death, the great responsibilities with his later work allowed him less time for services to our organization. Nevertheless, Richard S. Bohn's great services and devotion to AERO PHILATELISTS during its founding and early years must remain on the record as outstanding. It seems safe to say that without his advice, his dedication, his services including his own office staff as well as making his own business offices available for our first meetings, our organization still would be a dream, not a reality. (H. M. G.)

FOR A BOOK ON AIR MAILS

See Page 55

Müller-Katalog Schweiz/Liechtenstein 1957. Edited and published by Ernst Müller, Aeschenvorstadt 21, Basel, Switzerland. Price \$1.00.

The 26th edition of this catalog has been received. It is in the same format as the past few editions. The editor maintains that the 1957 edition has been completely revised and brought up-to-date.

Comparing these two Swiss catalogs, both in German, one finds that on the average Müller's prices run slightly higher than Zumstein's. But Zumstein's listings are far more detailed and offer the serious specialist in Swiss air mails a most comprehensive knowledge. The air mails in Zumstein cover 98 pages, whereas Müller has them on 7 pages.

MEMBERSHIP APPLICATION



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I hereby apply for admission to membership in AERO PHILATELISTS. Annual dues of \$5.00 are remitted herewith and are to be returned to me if my application is not accepted.

NAME

ADDRESS
Street

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City, Town or Village Zone State

OCCUPATION

SPECIALIZING IN

APPLICANT'S SIGNATURE

REFERENCES

Each applicant is requested to furnish two references preferably philatelic.

References:

1. NAME

ADDRESS

2. NAME

ADDRESS

EXTRACTS FROM BY-LAWS, ARTICLE III—MEMBERSHIP

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