

THE AERO PHILATELIST ANNALS



Vol. XIV, No. 2
October 1966

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

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THE AERO PHILATELIST ANNALS



Vol. XIV, No. 2
October 1966

Henry M. Goodkind, Editor

Philip Silver, Assistant Editor

ECUADOR

The 1922 Overprints Are Private, Nothing Semi-Official About Them

By DR. ROBERTO LEVI-CASTILLO

Under Ecuador in "the Sanabria Catalogue" a 1922 overprint is listed as a Semi-Official stamp — Ecuador No. 501 (Design S01). In this article, I shall disclose the true status of these overprints.

On August 20, 1922, an Italian Military Mission under contract with the Government of Ecuador arrived in the city of Guayaquil, where I was born and now reside. The Italians were technicians specializing in military aviation; they were to instruct the cadets in the Ecuadorian Air Force in the art of flying.

Before commencing their teachings, the Italians made a few trial flights

to familiarize themselves with both flying conditions in Ecuador and the aeronautical facilities on hand. On September 4, 1922 in a "Macchi 18" hydroplane piloted by Commander Emmanuele Campagnoli with Bruno Ceceovilli as the mechanic, a flight was made from Guayaquil. The hydroplane took off at 11:28 a.m.

Only Newspapers, No Correspondence

The mail carried on this flight consisted entirely of 48 bundles with the Guayaquil newspaper, "El Telegrafo." The bundles had special stamps on the outside. These were remainders of the 1 centavo postage stamp of 1916 (Scott #199) and the low denomination of the 1920 commemorative issue for the Centenary of Independence of Guayaquil (Scott #223) that had been overprinted especially for this flight with three-lines reading as follows:

CORREO HIDRO-AERO

GUAYAQUIL-SALINAS- 4 DE SETIEMBRE DE 1922

PILOTO CAMPAGNOLI - MECANICO CECCOVILLI

The English translation of this overprint is "Hydroplane Air Mail/ Guayaquil-Salinas September 4, 1922 / Pilot Campagnoli, Mechanic Ceceovilli."

The flight from Guayaquil to Salinas was completed in 2 hours and 15 minutes. Upon arrival at the seaport of Salinas, the newspapers were delivered to the regular subscribers in Salinas, 48 bundles in all. There were no covers, no correspondence.

A return flight from Salinas to Guayaquil was made the next day in a record time of one hour and 35 minutes. Again no mail was carried.

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A Longer Flight

Commander Emmanuele Campagnoli was so pleased with the success of the first flights that he decided to make a more extensive one along the seacoast of Ecuador. On September 10, 1922 he began this longer trip. Leaving Guayaquil at 7:47 a.m., he had with him in the hydroplane "Macchi 18" not only the same mechanic, Bruno Ceccovilli, but also a passenger, Captain Ettore Lodi. The plane arrived in Salinas at 9:30 a.m., where it took on fuel, food and water. Then, it left Salinas for the seaport of Manta, arriving there at 12:40 p.m. Flying conditions were unfavorable, so Commander Campagnoli decided to remain in Manta overnight.

The next day, September 11, 1922, they left Manta at 7:48 a.m. arriving in the city of Esmeraldas at 9:50 a.m. Thus, this longer flight was completed in two days.

The stops in Manta and Esmeraldas were memorable. They caused much excitement, especially with those of Italian birth and descent in these two cities. Along with the local Ecuadorian authorities, the flyers were regally wined and dined, which they enjoyed because all three Italians were at that time very young men. One can picture the excitement because this was the first hydroplane flight to arrive in Manta and Esmeraldas.

Again Stamps For the Newspaper Wrappers

On the second flight, again copies of the newspaper "El Telegrafo" were carried and delivered. This time 200 copies of the paper were flown. The same postage stamps of 1916 and 1920 (Scott #199 and #223) were overprinted in six lines as the above illustration shows.

The overprinting was done in the printing plant of "El Telegrafo." Again no mail was carried.

The reason that I am so familiar with all the details of these 1922 flights by the Italian military aviators and the mail they carried is that the proprietor of the newspaper, "El Telegrafo," was my grandfather, Don Jose Abel Castillo. He had sponsored and financed these flights by paying for the fuel. In appreciation, copies of his newspaper were carried on the flights.

After the old stock of postage stamps were overprinted in the plant of "El Telegrafo," the newspapers were bundled, affixed with the stamps and taken directly to the hydroplane. Not one bundle of newspapers went through any Ecuadorian post office in Guayaquil. And upon arrival in both Manta and Esmeraldas, the newspapers were never handled by the post office; the pilot turned them over to private carriers who delivered the papers to the subscribers of "El Telegrafo" in Manta and Esmeraldas.

This discloses the true status of these stamps. They are 100% private in

production and use. The Government of Ecuador had absolutely nothing to do with them from the time of overprinting until the newspapers were delivered to the "El Telegrafo" subscribers. This is why I wish to correct the misnomer in "the Sanabria Catalogue." There is not the slightest semi-official status to these overprints. They are not Semi-Official air mail stamps, but private printings.*

A return flight was made on September 12, 1922. It left Esmeraldas at 7:17 a.m., stopping at Manta only to refuel and pick up new supplies. It left Manta at 11:06 a.m., arriving in Salinas at 12:30 p.m. After a lunch and a short siesta nap while refueling, the flight continued, reaching Duran, a town across the Guaya River from Guayaquil at 5:25 p.m. The plane did not land in Guayaquil, but flew at a very high altitude over this city to avoid being noticed.

The complete flight covered a distance of 1300 kilometers (812½ miles). The only aero-philatelic souvenirs carried on this flight were a few wrappers around the bundles of newspapers that had the stamps; someone had carefully removed them for later sale to stamp collectors.

More Flights

On September 24, 1922 new flights were made by the hydroplane "Macchi 18" piloted by Commander Emmanuele Campagnoli and a second hydroplane.

*The same may be said about the United States "Buffalo Balloon" and "Vin Fiz" adhesives. These are private labels, but they are also listed in "the Sanabria Catalogue" as United States Semi-Official air mail stamps. (H. M. G.)

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#14	Provisional on First flt. cover		50.00
47-54	Catholic Press	(120.00)	95.00
55-60	on reg. letter Arch. Cong.	(65.00)	60.00
61-67	fl. to France Interregnum	(20.00)	14.00
72-76	Medallions	(12.00)	10.00
122-131	El11-12 Basilicas-Exp.	(270.00)	P. O. R.
132-139	Holy Year	(90.00)	50.00
140-42	— Palatine Guard	(80.00)	45.00
143-44	— Dogma of Assumption	(75.00)	40.00
145-48	— Pope Pius X	(175.00)	90.00
149-53	Calchedon	(160.00)	90.00
155	— Roman States	(27.00)	20.00
155A	— Roman States souvenir sheet	(90.00)	60.00
156-57	Maria Goretti	(27.00)	17.50
158-68	El13-14 Popes & Basilicas - Exp.	(30.00)	25.00
239-42	— Brussels Fair	(25.00)	18.00
242A	— Brussels Fair souvenir sheet	(20.00)	22.50
C9-15	2nd Airmail	(40.00)	35.00
C16-17	— Tobias	(1000.00)	P. O. R.
C18-19	UPU	(40.00)	P. O. R.
C20-21	registered with cachet	(400.00)	P. O. R.
C22-23	— Dome I	(160.00)	80.00
C24-32	— Angels	(32.00)	30.00
C33-34	Dome II (high values)	(50.00)	35.00
C45-46	Archangel (high values)		25.00
C45-46	Archangel with designer autograph		45.00

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the "Salm," piloted by another Italian, Captain Tulio Petri. They carried as passengers, General Enrique Barriga, the Ecuadorian Commander in the Guayaquil Military Zone, General Pirzio and Major Francesco Vece. This flight took 45 minutes.

Another Italian on December 6, 1923 began to fly from Duran across the river from Guayaquil to Quito, the capital of Ecuador. The pilot was Captain Attilio Canzini, who flew a "S.V.A." with a 220 horsepower SPA motor. Because of engine trouble, this plane had to make an emergency landing at Guanaju in Bolivar Province. The plane could not be repaired because no parts were available. So it was dismantled. On muleback, both the pilot and the dismantled airplane came back to Duran over inaccessible mountain passes. It took one week.

This plane was repaired so that it was ready for another flight that took place on December 27, 1923 from Duran to Quito. The plane set down in Quito at the La Carolina airport after a flight of 2 hours and 8 minutes, a real accomplishment in those early years of aviation. This 1923 flight was the first one between Duran and Quito. No mail was carried, private or official. There simply are no covers from these 1923 flights.

The history of the Italian Military Mission in Ecuador is recorded because later some fraudulent covers were manufactured to pose as true souvenirs of the pioneer Ecuadorian flights by the Italian aviators. As previously mentioned, no genuine covers can exist.

In fact, the further history of this Italian Military Aviation Mission is interesting. Not much flying could be done because they had old World War I

(Continued on Page 50)



This Mogadiscio-Rome cover of 1934 with the 25L+2L (Somalia CB10, cataloging \$12) sold in a recent Harmer Rooke auction for 75 times catalogue. Fine airmails are constantly appearing in the sales of Harmer, Rooke & Co., Inc., 589 Fifth Ave., New York.

BRAZIL

Varig Company Air Mail Stamps New Variety of Sanabria No. V1

By BERNARD D. HARMER

When checking over Dr. R. H. Shradys collection of Pioneer and Semi-Official air mail stamps which is being prepared for auction sale, I noticed a cover bearing six stamps, five of them being Brazil's Varig Aviation Company air mails. These are two copies of the 700r on 1300r (Sanabria No. V1) and three single copies of Sanabria Nos. V2, V5 and V6.

As the cover would seem to be philatelic, I wondered why the sender had added a duplicate copy of one of the stamps; certainly it should not have been needed to make the rate. No note regarding this was found on the cover nor was there any notation on the album page to explain this mystery.

Upon further examination, I noticed that the spacing on the two copies of Sanabria No. V1 was quite different. One measured from the bottom of the word "VARIG" to the top of "700" only 12½ m.m. instead of the normal spacing of 14½ m.m.

It would not surprise me if the sender was aware of this difference at the time he prepared this cover in 1929. I wonder if two varieties of the Varig Company 700r on 1300r (Sanabria No. V1) ever has been recorded in print. I could find no reference to it.

The cover is illustrated. The narrow spacing on Sanabria No. V1 is the stamp at the top right on this cover. To its right has been added an unused example of the normal stamp that plainly shows a wider spacing.

This is a major difference which would seem worthy of a catalogue listing.



The U.S. Graf Zeppelins Why They Are So High

By HENRY M. GOODKIND



The "Graf Zeppelin" approaching Lakehurst, N.J. on May 31, 1930.

TWO announcements made on April 3, 1930, one by the Post Office Department, the other by my boss of 36 years ago, set the stage for the entrance of the now famous Graf Zeppelin airmails (Scott C13-15).

The announcement, properly bland by the Post Office Department stated that it was about to issue "three special Zeppelin air mail stamps of 65c, \$1.30, and \$2.60 for use on mail matter carried on the Graf Zeppelin's first Europe-Pan American round trip flight to be made early in May."

My boss's announcement was in the form of a warning. How well could it serve as one of those italie-

face quotations that head history-book chapters about the Great Depression: "Business is falling off fast. One of our big accounts is asking for further credit extension. Last week we had to lay off ten men; two from your department. Starting right now, everyone is going to have to do with 25% less pay."

If one fared badly as an employee during those opening days of the 30's, he fared no better in his smaller, more private world as a philatelist. Specifically in regard to the Zeppelins, if a collector had any notion of buying the new set, that idea was crowded out by worries over the not-so-simple business of subsisting. \$4.55, the price of a set of Zeppelins, was a lot of money in 1930. And if this is demonstrated in no other way, it is indisputably documented in the official statistics of the sale of C13-15. *A mere 5% of the issue found buyers.*

A Dollar in 1930

Economists estimate that the 1966 dollar buys about 25% of the things it did in April 1930. On this basis, the \$4.55 set of 1930 Graf Zeppelins today would purchase approximately \$20 worth of merchandise.

In 1930, blocks of four of the Zepps came to \$18.20; plate number blocks of six cost \$27.30. Nowadays, many buy a sheet of 50 of the new commemorative stamps for \$2.50. Sheets of the Graf Zeppelins amounted to \$227.50; by the 1966 dollar, this would be an expenditure of over \$900.

How did I manage to purchase a set of Graf Zeppelins? I ate 20-cent lunches, walked instead of riding a bus, and week-by-week saved a little here and there. By the end of May 1930, \$3.75 had been put aside; my father lent me the remaining 80 cents to buy the set. It was repaid in three weeks.

One friend had saved \$4.55 for a set of Graf Zeppelins. Unfortunately, his shoes fell apart. The stamps, therefore, had to be bypassed for a far greater necessity.

The Stamps

The printing and production of the 1930 Graf Zeppelin stamps typified the usual procedure of the Bureau of Engraving and Printing in Washington, D.C. at that time. All three denominations were printed on the flatbed presses in sheets of 200, divided by a horizontal and vertical guideline into panes of 50 for sale at the post offices throughout the country.

The present-day collector of U. S. plate number blocks is confused by these older flatbed printings. Examine the illustration (Fig. 1). Here is reconstructed with one pane of 50 of the \$1.30 (C14) and the right pane of 50 of the 65-cents (C13) the lower half of a full sheet of 200. Notice the positions of the four plate numbers. The upper half of the sheet also had four plate numbers in similar positions.

The plate numbers of flatbed printings are not in the four corners as they were later with rotary press printings. Consequently, in order to properly collect the Graf Zeppelin stamps (and all other flatbed printed stamps), one does so in blocks of six (Fig. 2), not four.

This explains the reason why in *the Scott's United States Catalogue, Specialized* all the flatbed printed issues are listed for plate number blocks of six, not four. This includes C13-15.

Perforating

The perforating of the Graf Zeppelin stamps, however, was unusual. Flatbed printings in large sheets of 200 or 400 subjects, when perforated,

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Defense of Madrid (CB6b, c, d, B106a, c)
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Fig. 1. The bottom half of a sheet reconstructed with one pane of 50 of the \$1.30 (C14) at the left and one of the 65-cents (C13) at the right. The arrows point to the positions of the four plate numbers. The upper half of a sheet also has the four plate numbers over positions 3 and 8; on the left and right sides the numbers are in sheet shelvage opposite the sixth row from the top. Each sheet of 200, therefore, has eight plate numbers.

always left sheets with straight edges. Knowing a collector's aversion to a straight-edge copy, a new wrinkle was introduced in perforating the Graf Zeppelins. One sees on Fig. 1 that the stamps are perforated on all sides; this required additional work when perforating.

First, the sheets of 200 were perforated as usual. Then, they were separated into two halves of 100 (10x10) and again perforated. Finally, the sheets were again divided into 50 (5x10), once more perforated in both directions, eliminating all straight edges.

This extra operation is significant. It demonstrates how aware the U. S. Post Office Department was of philatelic sales, no more straight edges.

The Gum

The gumming was also typical of the time. A process called "gum breakers" was used. Raised ridges are impressed upon the paper to prevent the large sheets from curling and damage when in the post offices for sale to the public.

This "gum breaking" did not, however, benefit philatelists. It has caused gum creases that become more pronounced with age. This is something the condition purist abhors. He wants his copies free from the slightest defect. Consequently, one should notice how often an auction sale describer will mention this about a mint Zeppelin set. Auction lots with mint copies of C13-C15 often say "very fine o.g. with slight natural gum creases."

The Designs

The size of the design on all three denominations is the same, measuring 47x19 m.m. Only the design and the color is different on each.

The 65-cents (C13) is green. It shows the Graf Zeppelin flying over the Atlantic Ocean in an easterly direction, America to Europe. The \$1.30 (C14)

is brown. It has the Graf Zeppelin flying eastward; on the right side is a portion of the European Continent; on the left, a good part of North and South America. This shows practically the entire territory flown by the Graf Zeppelin in her 1930 Pan American flight.

The \$2.60 (C15) is blue with the dirigible flying in a heavy cloud formation superimposed in the center in front of the globe.

The designs are pleasing, nothing exceptional, typical of the work of the Bureau of Engraving and Printing in the period of years between the two World Wars.

No varieties or errors in printing, perforating, or gumming ever have been seen by philatelists. A few proofs did later come into philatelic hands. One was a set of proofs presented in Washington, D. C. to the pilot of the Graf Zeppelin, Dr. Hugo Eckener.

Why Such High Face Value

Often, criticism is heard of the very high \$4.55 face value of the Graf Zeppelin issue. It was thought that our Post Office was profiteering at the expense of philatelists. This is not so.

The Graf Zeppelin had made many experimental trips before 1930 and after. A long flight like the one in 1930 to both North and South America was a very expensive undertaking. The Zeppelin Company of Germany did not want to lose money on the mail it would carry. It, therefore, made financial arrangements with countries for mail it would transport.

With the U.S. C13-15 set, the bulk of the money went to the German Zeppelin Company, not to the United States Post Office Department. It is important to know, and also to remember this. If one should happen to hear our country criticized for the high denominations in the Graf Zeppelin issue,

MEETING NOTICES

AERO PHILATELISTS

Chapter No. 1 — New York, N. Y.

**Meets second Thursday each month at 8:00 P. M. in the
Collectors Club, 22 East 35th St., New York, N. Y.**

Chapter No. 5 — Philadelphia, Pa.

**Meets third Thursday each month at 8:00 P. M. in the
Liberty Federal Savings & Loan Assn., 202 North Broad
St., Philadelphia, Pa.**

No meetings are held during July or August

**Members, friends, guests, and all interested collectors
are cordially welcome**



Fig. 2. Example of plate number blocks of six of C14 (top) and C15 (bottom). This is how number blocks of flatbed printings should be collected.

he should at once state the facts.

In the book, "Graf Zeppelin" by J. Gordon Vaeth, published by Harper & Brothers, New York, the following statement is found:

"The stamp collectors of the world financed the first of the Graf Zeppelin's many trips across the South Atlantic."

Too few stamp collectors properly evaluate the importance of this statement. We contributed greatly to progress; philately can be very proud of this.

A History-Making Flight

This 1930 transatlantic flight by the Graf Zeppelin generated much interest and excitement all over the world. The public's interest could be compared to that in today's space flights.

No group showed a greater interest than philatelists. The United States was not the only country to mark this event with an issue of special stamps. Of course, Germany did (Germany C38-39). Also, some of the South American prepared special issues.

Almost every stamp collector in the United States, who could find \$4.55, wanted to send some post cards and covers of the Graf Zeppelin from Lakehurst, N. J. to Germany. If one could afford only 65 cents, just a post card was prepared. Most collectors bought the Zeppelin stamps from the post office in the city nearest to them; then, they prepared their cards and covers.

One had to act fast. When the stamps were put on sale in April, the flight was expected to reach the United States early in May. The Post Office



Fig. 3. A scarce cover cancelled the first day, April 19, 1930, Washington, D.C. It only went by airmail from Washington, D.C. to Chicago, Ill., not later on the Zeppelin flight.

notice of April 3, 1930 instructed: "All cards and letters must be marked 'via Friedrichshafen and Graf Zeppelin to Lakehurst' and sent under cover to the postmaster at New York (so as to reach New York not later than Apr. 30) . . ."

The covers to make the round trip with the \$2.60 rate, usually franked with C15, first had to go by steamer to Germany. Next, they were to be transported to Friedrichshafen, which is near Switzerland on Lake Constance, there to be placed on the airship in time for the flight.

Flight Delayed

A second notice from the U.S. Post Office Department, dated April 25, 1930, said that "the closing date for Graf Zeppelin mail to be sent to Germany has been extended to May 7th, the flight having been delayed until May 18, 1930."

This second Postal Notice interested those philatelists, who carefully read it. Too few did. The Graf Zeppelin would make stops in Spain and Brazil. Additional covers could be prepared for these stops.

To show that not many either could afford to prepare more covers, or did not know about this supplementary mail, the following official records indicate how few serviced U. S. mail for Spain and Brazil:

719 pieces of mail to Seville, Spain

824 pieces of mail to Brazil

Dates of Cancellations

Too few United States stamp specialists examine (and understand) the reason for the number of different dates found on the 1930 Graf Zeppelin U. S. mail.

Three shipments of Graf Zeppelin mail left New York for Germany by ship. The first went on April 30th, the second on May 2nd and the third on May 9, 1930.

After collectors bought the stamps, they prepared their covers, then mailed them to the postmaster in New York. The covers were cancelled at different times in New York. Those franked with \$2.60 postage were placed aboard the ships for shipment to Germany. The cards with 65-cents and the \$1.30 letters

were cancelled on different dates and then sent to Lakehurst, N. J. to await the arrival of the Graf Zeppelin.

First Day Covers Scarce

Practically no one was interested in first day covers cancelled Washington, D. C. on April 19, 1930. Those, who could afford to spend \$4.55 and also wanted the set on covers, prepared them for the Graf Zeppelin flight. A first day April 19, 1930 cover would go domestically by air mail. Furthermore, in 1930, first day cover collecting had a limited interest, nothing like now.

No records were kept in 1930 on the sale of first day covers. Later on, the statistics of the Graf Zeppelin mail will be listed because a record was kept of this. No one knows, however, how many April 19, 1930 first day covers were cancelled in Washington, D. C. Having followed the Graf Zeppelins from the beginning, I could make an estimate. My guess would be from about 200 to 250 complete sets of C13-C15 on first day covers.

Illustrated is one of the scarce first day covers franked with the 65-cent denomination (C13). Since the 1930 domestic air mail rate was 5 cents an ounce, this cover (Fig. 3) was greatly overpaid to go by airmail, as it did.

The Different Postmarks

Again the advice is given to examine each cover for its postmarks and

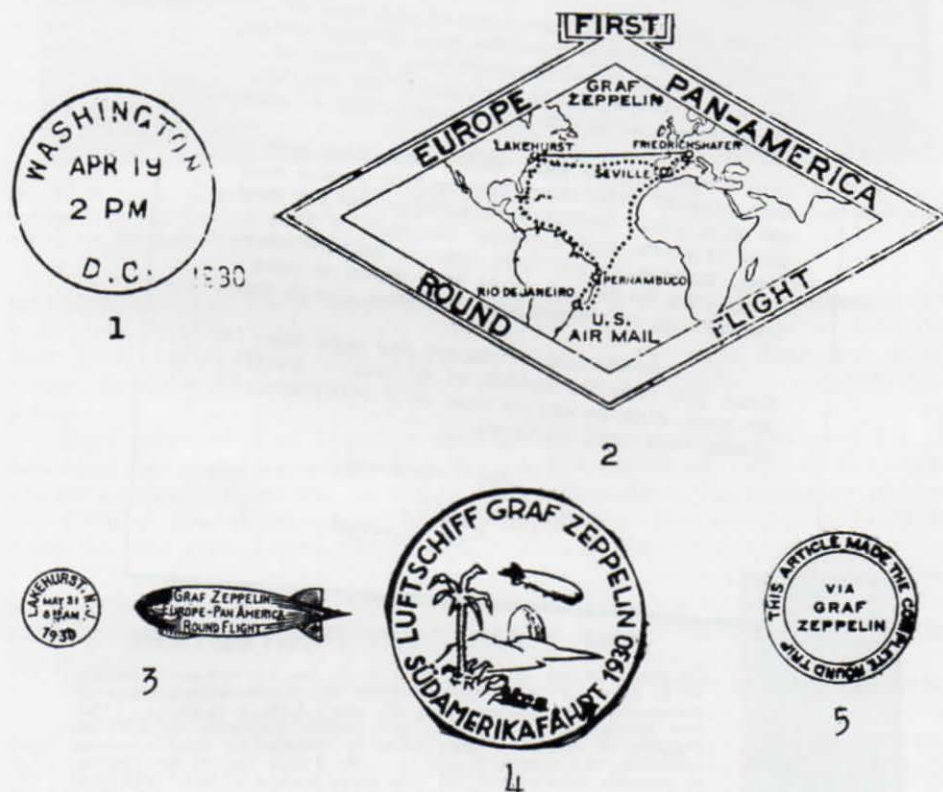


Fig. 4. The five "Graf Zeppelin" postal markings. 1.) First day April 19, 1930, Washington, D. C. cancellation; 2.) the cachet that shows the part of the "Graf Zeppelin" flight each piece of mail made; 3.) the special Lakehurst, N. J. duplex "Graf Zeppelin" postmark; 4.) Germany's cachet and 5.) the complete round trip cachet.

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In appreciation, I cannot say more than to thank you from the bottom of my heart. Should you ever wish to use my name as a reference, please feel free to do so.

Most sincerely,



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Fig. 5. A scarce cover with the \$2.60 stamp (C15). Cancelled April 19, 1930, the first day, it has the U.S. and German cachets, and the special Lakehurst, N.J. postmark (bottom) that usually was hit on the back of the round trip covers.

cancellations. Too many assume that "a cover is a cover is a cover." The U.S. Graf Zeppelin mail was very diversified. The usual cover is one cancelled New York during May, 1930, that later flew on the Graf Zeppelin. Many covers, however, show scarcer usage; therefore, some are more valuable than others.

Each piece of Graf Zeppelin mail should be carefully inspected for the following five postal markings (Fig. 4). A few covers will bear all five; these are the scarcest. Some will have only four, others three, the minimum amount.

1. The date of the cancellation is important. The scarcest is April 19, 1930, the first day. Others show varying dates in May.

2. The diamond-shaped cachet was applied to every piece of mail flown on the 1930 Graf Zeppelin trip. The dotted lines show how far the cover or card flew. For instance, a 65-cent card or \$1.30 cover will only have a dotted line between Lakehurst, N.J. and Friedrichshafen, Germany.

The solid line indicates the portion of the trip made by ship and train.

3. A special Lakehurst, N.J. postmark is found on many covers; no post cards and not every cover has it. It was struck in green ink. The common date is May 31, 1930, hit before the mail was put aboard the Graf Zeppelin for its last leg, the flight from Lakewood, N.J. to Friedrichshafen.

A few of these special Lakehurst, N.J. cancellations were applied to mail after the flight to Germany. The complete round trip mail has the Lakehurst, N.J. date of June 18, 1930; the mail to Seville, Spain is dated June 23, 1930.

4. The circular German cachet is in red ink. Obviously, this was applied to mail that originated in Germany when the Graf Zeppelin commenced its historic flight. It is not common on U. S. mail.

5. The scarcest marking is the circular one about the size of a dime. *This was hit only on mail that made the complete round trip.* One should not confuse this with round trip mail which cost \$2.60.

The complete round trip rate was \$3.90 for a letter and \$1.95 for a post card. This signified the mail went from New York to Friedrichshafen by ship; it was flown by the Graf Zeppelin all the way via Spain, Brazil, the United States, returning to Germany. Finally, the mail came back to the United States by ship, reaching here on June 18, 1930.

The reason for the scarcity of complete round trip mail was its high cost. Few could afford to pay \$3.90 or even \$1.95 for a card.

Fig. 5 illustrates a scarce cover. It bears four of the five aforementioned postal markings, all except the small circular "Complete Round Trip." The four are: 1.) the first day April 19, 1930, Washington, D. C. cancellation; 2.) the diamond-shaped cachet indicating the round trip; 3.) the green Lakehurst, N. J., Graf Zeppelin, May 31, 1930 cancellation is on the back of the cover; 4.) the German 1930 South American Graf Zeppelin flight cachet.

The Graf Zeppelin Mail

An official record was kept of the U. S. mail carried on the 1930 flight of the Graf Zeppelin. A small amount (not specified) did not have the special stamps (C13-C15), but was franked with other U. S. postage and air mail stamps.

The total mail from the United States was 23,704 pieces, broken down as follows:

Denomination	Amount
65c	17,740
\$1.30	16,221
\$2.60	5,970

The scarcest covers are those having all of the five aforementioned postal markings. To make the required \$3.90 rate for the *complete round trip*, the complete set of three was used on a few covers. Obviously, this represented a 65 cents overpayment.

For 36 years, I have kept a record of these *first day complete round trip covers with the entire set of three stamps* that I saw exhibited or offered in auction sales. *The total presently is nine.*

The Sale of The Stamps

The following tabulation is very revealing:

Denomination	Issued	Destroyed 6/30/30	Used on Mail	Mint Copies	Sold
65c	1,135,000	1,041,464	17,740	75,796	93,536
\$1.30	1,005,000	932,572	16,221	56,207	72,428
\$2.60	1,070,000	1,008,704	5,970	55,326	61,296

The statistics indicate why the 1930 Graf Zeppelin issue is so valuable. *There were a total of only 61,296 complete sets sold.* Over a million stamps were issued. The United States Post Office Department kept them on sale for one month after the flight. Few were sold, however; the unsold remainders had to be destroyed on June 30, 1930.

By present-day standards, one million of a United States stamp marks it as scarce issue. Today, the quantity of a single issue is about 150 million. Were



"Can I ask the electronic brain what the Zepps will be worth in 1976?"

a new United States stamp issued in only an amount of one million, the ensuing speculation would be tremendous.

From the quantity of mint copies, a small amount should be deducted, because 477 sets were sent to the Universal Postal Union in Bern, Switzerland.

Don't Speculate

The Graf Zeppelin set demonstrates that there is one sure way to speculate with stamps. Buy them only when there is a depression. When times are prosperous, as they now have been for some years, everyone seems to be able to spare a few dollars to put away the new U. S. stamps in sheets. Consequently, the supply on the stamp market is much greater than the demand. This means that sheets of new stamps must be sold below their face value.

It is a fact that the United States in the past 36 years has not issued any stamps that have become as valuable as the Graf Zeppelins. No one, in his right mind, however, would want to have another depression in order to get another set of stamps like the Graf Zeppelins.

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Meeting of November 3, 1965

The Air Posts of Colombia

Mr. Eugenio Gebauer of Caracas, Venezuela presented this display and lecture on the history of air mail in Colombia, perhaps the most popular of the Latin America nations for the aero-philatelist. Mr. Gebauer has an imposing list of credentials when it comes to Colombian air post; these were detailed by our Program Co-Chairman, Herbert J. Bloch, when he introduced our speaker.

Mr. Gebauer was educated in Europe as a chemist and scientist. He used his highly skilled training to become a brewmaster, first in Germany and later in Colombia and Venezuela. Today he is known as one of the leading brewmasters in the world. He came to Colombia just when air mail began playing an important role. As a philatelist, he became interested in this field (before, he had been collecting early German States); he has been studying and collecting it intensely for many years.

The high point of Mr. Gebauer's studies was reached in 1964 when he published his 126-page book, "The Air Posts of Colombia." This was reviewed in "The Collectors Club Philatelist" Vol. 43 (1964) on pages 246 and 247. Also, he has written a number of articles in both Spanish and English on his specialty. One was published about fifteen years ago in the "AERO PHILATELIST NEWS." This was a study of the 1920-29 air mail issues co-authored with Mr. Jacob S. Glaser, a former President of The Collectors Club. It was this series of articles that led to a later revision of the listing of Colombia's air mail stamps in the "Scott's Standard Postage Stamp Catalogue."

Mr. Gebauer first spoke upon his material in the frames; then he followed with a showing of a portion of it on colored slides. At the conclusion he stood for a lengthy question and answer period, which certainly put his knowledge to an acid test. Now follows the lecture part:

"The air post stamps of Colombia are doubtless among the most interesting in the entire field of philately; the first issues of 1920 to 1923 belong to the air mail classics. As a citizen and a long-time resident in Colombia, I was fortunate to get to know personally some of the founders and first pilots of both aviation companies.

"Colombia was one of the first countries in the world to establish an air



A cover cancelled March 6, 1920 with two copies of the 10cts. green air mail stamps of the Compañía Colombiana de Navegación Aérea shown in the lower lefthand corner. This stamp (Scott C11) is rare on cover. The use of two copies to pay the double air mail fee as seen on this cover is so far the only one known. (Photos by Boutrelle).

mail service. The first air mail stamp of Colombia was issued in 1919 on the occasion of a survey flight by the American pioneer pilot, Knox Martin, from Barranquilla to Puerto Colombia on June 18, 1919 (see Scott C1, C347 to C350).

"The issuance and need for air mail stamps in Colombia, until recent years, was due solely to the postal needs. Except for the first air mail issues, all others up to 1959 were stamps issued and sold to the public to pay only the air mail fee. Until this year, 1965, besides the extra air mail fee, regular Colombian postal charges for ordinary mail in addition had to be paid. All air mail, therefore, from 1920 to 1959 had two types of stamps, one for air mail and a second one for ordinary postage.

"Until 1932, a registered air mail letter had to have four different stamps. One adhesive was required for the ordinary postage, a second for registration, a third for the air mail fee and the fourth one for air mail registration. The latter are listed in 'The Scott Catalogue' as *Airpost Registration stamps*, under code number CF.

"Two air transport companies commenced flying mail almost simultaneously. The first was *The Compania Colombiana de Navegacion Aerea* founded September 28, 1919 in Medellin by Colombian businessmen. This company is sometimes erroneously called 'The French Company,' only because it used French planes and French personnel. It started operations with French-made Farman planes on February 22, 1920 with flights between the coastal towns of Cartagena and Barranquilla.

"Shortly after this, another company was founded, *The Sociedad Colombo Alemana De Transportes Aereos*, better known as SCADTA. The concession to carry air mail was to be given to the firm, who would first arrive in Bogota, the capital, and be able to maintain a regular service.

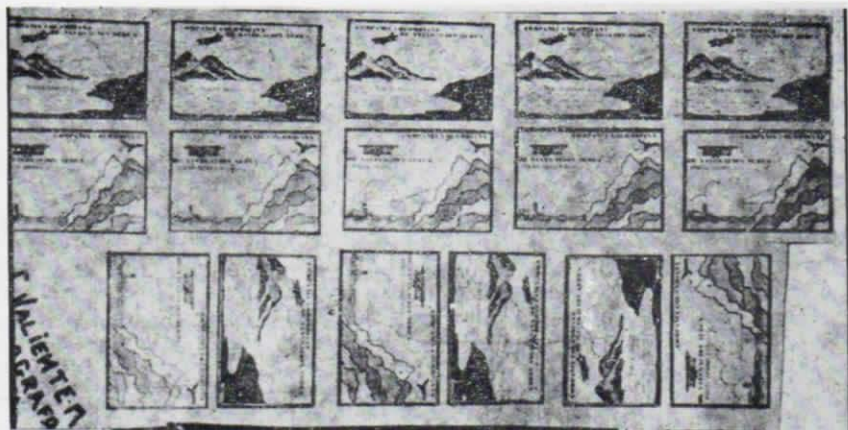
"*The Compania Colombiana de Navegacion Aerea* was not very fortunate. As its first pilot, Mr. Rene Bazin, later wrote me in a letter, its planes were not fit to operate in the tropics. The first flight to the interior, with Bogota its destination, ended abruptly near Puerto Berrio on December 1, 1920. After a final attempt in April, 1922 on a flight from Barranquilla to Medellin, the company was liquidated.

"Two issues of stamps of *The Compania Colombiana de Navegacion Aerea* are known. The first one is the multi-colored of which only 100 of each of nine values were printed from advertising labels of Curtiss Aviation Co., (Scott C2-10).

"The second was a one-color issue of which three basic designs exist with two different printings, (Scott C12-16), and some surcharges, (Scott C17-24). These stamps all are very scarce on cover. The illustration on page 47 shows a cover flown on March 7, 1920 — cancelled March 6th — from Cartagena to Barranquilla. It is the only cover known with double postage rate. Two 10 cts. air mail stamps, plus 6 cts. ordinary Colombian postage was required to pay the postage for a letter weighing over 20 grams.

"SCADTA started operating with a flight from Barranquilla to Girardot, an important port on the Magdalena River, linked by railroad with the capital, Bogota. Regular service was started in mid-September 1921.

"The SCADTA Company also issued its own air mail fee stamps. The first were printed in Barranquilla, the later issues in Germany (Scott C25 to C82). SCADTA used the all-metal Junkers planes which were better fit for service in the tropics than the Farman planes. Just before the first issue printed in Germany (Scott C25-35) arrived, the SCADTA Company had to issue two provisional stamps for the air mail fee due to a shortage of the 10 and



The second printing of the 1920 *Compania Colombiana de Navegacion Aerea* issue (Sanabria Nos. 16 and 16A) was done in sheets of 68. There are three different designs. This shows the lower portion of a full sheet to illustrate how it was printed.

30 cts. These were used only for a few days in October and November 1921.

"While it had been possible to use the air mail service in Colombia for both foreign and domestic mail, thus shortening the delivery of a letter by at least one week (sometimes several weeks when the Magdalena River was dry), it was not possible to secure air transportation for mail coming from abroad. It was, therefore, arranged that mail coming from outside Colombia should also profit from this rapid means of communication. In order to facilitate air mail transportation from foreign countries, SCADTA opened several agencies abroad. Their method of operation was, at first, somewhat complicated.

"In the beginning, the sender had to use two envelopes; an outside one was addressed to the SCADTA office in Barranquilla. Inside, the sender put the cover to be sent to his correspondent in Colombia bearing SCADTA stamps.

"The first agent in New York City was Gonzalo Mejia. In order to distinguish the stamps he sold, he signed the 30 and 50 cts. stamps 'GMejia.'

"The first *Consular Surcharges* owe their name to the fact that the Colombian Consulates sold the air mail stamps in foreign countries where SCADTA had no agency. To prevent the stamps from being used for currency speculation and for bookkeeping purposes, the SCADTA overprinted its stamps with the initials of those countries, which had important commercial dealings with Colombia. The first issues were handstamped overprints.

"After negotiations, the postal authorities in the United States permitted the use of SCADTA stamps together with U.S. stamps. About the same time (from 1923 on), the postal administrations of other countries followed suit. These Consular overprints were sold in Colombian currency, gold pesos, which was practically the equivalent of U.S. dollars.

"In Ecuador, where the SCADTA started service in 1928, special stamps with the inscription "Ecuador" were issued in Ecuadorian currency.

"In 1929 the Consular Overprints were replaced by a general issue (Scott C68-79). The value on each stamp was expressed in U.S. gold dollars and Colombian 'pesos oro americano.' Soon afterwards, SCADTA made arrangements with most of the postal authorities of the other twelve foreign countries, where before Consular Overprints were used, to prepay the fee for air transportation in Colombia with the latter's stamps.

"In 1932 the Colombian government declared all air mail services a state monopoly. The SCADTA remained the sole functionary of the monopoly; their air mail organization remained unchanged. The stamps from 1932 on were kept in bond by the ADELCA (Administration of Air Mail in Colombia). The 1929 issue of the SCADTA (Scott C55-67) was overprinted 'CORREO AEREO' (Scott C83-96).

"After the outbreak of World War II, SCADTA was taken over by The Avianca Company. For a short time, from 1950 to 1952, both Avianca and another company, Lansa, carried mail and the current issues were overprinted 'A' (Scott C186-198) and 'L' (Scott C175-186). From 1959 on, following an agreement between the Government and Avianca, for air mail only, one type of stamp is now used in Colombia. It carries the inscription 'Aereo.' "

"In 1923 the SCADTA stamps were machine overprinted in Berlin, Germany with the initials of thirteen different countries. These Consular Overprints all are listed in 'The Sanabria Air Post Catalogue.' Due to a shortage of 15 and 30 cts. denominations in New York, these two exist also with the so-called New York overprint, which is slightly different from the normal 'E.U.' "

ECUADOR *(Continued from Page 33)*

planes and they did not have the parts nor the mechanics in Ecuador to keep them in condition for safe flying. Also, in a high, mountainous country as Ecuador, flying conditions were very hazardous in the early 1920's.

Not accomplishing what had been anticipated, the Italians left Ecuador in 1925, closing their "Duran Ecuadorian Air Force School." Instead, to continue the instruction of air cadets from Ecuador, the Government sent the seven remaining air cadets from the "Duran Ecuadorian Air Force School" to Italy in 1926. There at the "Gabardini Air School" in Cameri, these few air force cadets from Ecuador received their final training.

Conclusion

The reason that I have stressed the private status of Ecuador Sanabria #501, that is listed therein as a Semi-Official air mail stamp, which it is not, lies with the great confusion caused by so much false material in Ecuador that collectors think are bona-fide covers carried on the few flights made by the Italians in the 1920's. There never was one cover carried on any flight. One can only have the privately overprinted stamps on newspaper wrappers.

My thanks to my friend, Henry M. Goodkind, the editor of this quarterly magazine, for his efforts in preparing this story for publication.

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United States

Siderographers' and Plate Finishers' Initials

By Philip Silver

(Continued from Page 24)

Names of Siderographers and Plate Finishers

About five years ago, the writer began to correspond with the Bureau of Engraving and Printing to ascertain the names of the several siderographers and plate finishers on the 1923 and later air mail issues. Mr. H. J. Holtzclaw, Director of the Bureau of Engraving and Printing, was most helpful in supplying information. In his letter of August 30, 1960, he states, in part, as follows:

"We are enclosing alphabetical listings of plate finishers and siderographers who have been employed at this bureau. Although these listings are not entirely complete, we trust you will find them helpful."

The listings supplied by Mr. Holtzclaw and by Mr. F. G. Uhler, Assistant Director of the Bureau, have been supplemented with information obtained from the 1936 article by Mr. Prescott.² In addition, several corrections have been made to conform the lists with the initials found on the margins of stamps examined by the writer.

It is believed this is the most comprehensive listing of the names of siderographers and plate finishers heretofore available. The lists of names that follow are of siderographers and plate finishers who worked on plates for ordinary postage and commemorative stamps as well as air mail stamps. No attempt is made to specify the stamps each employee worked on, or to distinguish between air mail and other stamps. This can be done by the individual reader; he simply can check his position piece initials with names on the lists to readily make the identification.



Fig. 12. F B — Frank Butler, Plate Finisher.
W E S — Walter E. Spring, Plate Finisher.



Fig. 13a. F A G — Frank A. Green, Plate Finisher.
W E S — Walter E. Spring, Plate Finisher.

NAMES OF SIDEROGRAPHERS (PLATE TRANSFERRERS) EMPLOYED BY THE BUREAU OF ENGRAVING AND PRINTING

Adrian, Frank L.	*Hisle, Clinton M.
Barber, George W.	Holmes, Edward H.
*Bender, Rudolph	Huber, George L.
Black, Andrew	Kittle, Edward C.
Brooke, Lloyd B.	**Lorenz, David
Clancy, Daniel M.	Louderback, Frank P.
Clarvoe, Harold M.	Ludlum, Samuel S.
Connolly, Bernard M.	Marshall, Edgar P.
Cote, Harvey L.	Mason, George R.
Dant, George L.	McAleer, William
Davis, Marcus A.	McCallum, Daniel W.
*DeBinder, Clyde V.	McGuire, Felix A.
DeBinder, Samuel	McManus, William
Dickey, Allen O.	McNally, Frank W.
Doxon, Walter	Miller, James T. W.
Filgate, James C.	Mooney, John A.
**Finkelstien, David	Newman, John C.
Fischer, Albert E.	Perry, John P.
Fischer, John B.	Plowman, Robert S.
Fitzgerald, Joseph, Jr.	Prender, John
George, Morris R.	Ronsaville, Clarence I.
Goldsworthy, Benjamin	Rout, John C.
Gould, Alfred R.	Sherman, Dennis H.
Griffith, Joseph I.	Silbert, John H., Jr.
Hall, Charles A.	Smith, Edward C.
Hardie, Philip E.	Stokes, Evan S.
Headley, Andrew D.	Vermeule, Charles
Heffern, Joseph L.	Whittington, Alven D.
*Hein, Edward	Williams, Herbert C.
Henlock, George F.	*Wolstenholme, Harry W.
Herlocker, Orville H.	Wright, George

*Was originally a plate finisher.

**Mr. Finkelstien had his last name changed to Lorenz while he was employed at the Bureau of Engraving and Printing.



Fig. 13b. T B J — Thomas B. Jones, Sr., Plate Finisher.
J M c F — Joseph McFate, Plate Finisher.



Fig. 13c. T A M c G — Thomas A. McGaffin, Plate Finisher.
J M B — James M. Butler, Plate Finisher.



Fig. 14a. W E S — Walter E. Spring, Plate Finisher.

NAMES OF PLATE FINISHERS EMPLOYED BY THE BUREAU OF ENGRAVING AND PRINTING

Abbot, Samuel	Leach, Herbert C.
Baldus, Albert	Ledger, Albert W.
*Bender, Rudolph	Lennon, Joseph P.
Bielaski, Victor	Little, Robert J.
Brahler, Frank	Malone, William W.
Brown, William	Marks, Lucky
Butler, Franklin	Martee, Frank
Butler, James M.	McDonald, John J.
Butler, Joseph	McDowell, Andrew
Butler, Orville J.	McFate, Joseph
Chapman, Adam	McGaffin, Thomas A.
Claiborne, Richard	Morgan, Michael
Clark, Joseph A.	Murray, Laurence R.
Coakley, Fairfax N.	Newton, Frank
Crawford, John	Posey, John E.
Daley, Robert	Powers, William
Davis, George H.	Reding, John
*DeBinder, Clyde V.	Reeves, Sidney
Doe, Edward	Roll, Charles H.
Earle, Edward M.	Scheffer, John E.
Forrester, Joseph	Schuyler, Leo B.
Foster, George P.	Seitz, Jake
Gay, Charles	Shankle, Edward L.
Gessford, James W.	Smith, Eugene A.
Green, Frank A.	Spring, Walter E.
*Hein, Edward	Swart, Gabriel
Hackley, John M.	Tyser, George T.
*Hisle, Clinton M.	Voight, Ferdinand J.
Jones, Thomas B., Sr.	Wapple, William
Jacobs, George	Wildt, Edward C.
Kates, James H.	Wille, Gus
Kennedy, Andrew B.	Wurtz, Ralph F.
Kennedy, Michael	*Wolstenholme, Harry W.
**Kern	**Yanke
Lawrence, Sidney W.	

*These men became siderographers.

**No additional information available.

Acknowledgements

The writer gratefully acknowledges the assistance and cooperation of Mr. H. J. Holtzelaw and Mr. F. G. Uhler, Director and Assistant Director, respectively, of the United States Bureau of Engraving and Printing. The information furnished by Mr. Carl H. Scheele, Associate Curator in Charge, Division of Philately and Postal History of the Smithsonian Institution also was most helpful in establishing the specific period of use of these plate makers' initials.

While we believe the information listed herein to be definitive in character, it is possible that some additional information on this subject may be established in the future as more material is submitted for examination. There were, after all, thousands of plates used during the twenty-two year period



Fig. 14b. J J McD — John J. McDonald, Plate Finisher.
R F W — Ralph F. Wurtz, Plate Finisher.



Fig. 15. J M B — James M. Butler, Plate Finisher.

when the system of entering siderographers' and plate finishers' initials on the plates was in vogue.

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H.R.H.



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The Scadta surcharges of Ecuador were listed in Sanabria back in 1936; Scott first listed them in 1958.

Chile #1-5, listed in Sanabria in 1936, appeared in Scott in 1948.

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