

VOLUME V, No. 4

APR.-JUNE, 1958

THE AERO
PHILATELIST ANNALS

★ ★ A QUARTERLY MAGAZINE ON AERO-PHILATELY ★ ★

This Issue Features:

- UNITED STATES
RF OVERPRINTS
(Part 2)
- 1958 CONVENTION
AND EXHIBITION
- LETTERS FROM MEMBERS

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Vol. V



No. 4

THE PHILATELIST AERO ANNALS

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Henry M. Goodkind, Editor

All communications regarding publication, editorial matters, all literature for review should be sent to the Editor.

Organization matters and all communications relating to Aero Philatelists, Inc. should be mailed to:

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TWO AERO PHILATELIST'S PUBLICATIONS

In addition to this quarterly magazine issued in January, April, July and October each year, members receive "the Aero Philatelist News", published a few times each year to keep the members informed of the organization's activities as well as news of the individuals.

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OUR 1958 CONVENTION TO FEATURE EXHIBITION

The Board of Directors at a recent meeting voted to hold our 1958 Convention in Philadelphia, Pa. The reasoning behind this decision stems from the loyal support given to AERO PHILATELISTS over a period of many years by PHILADELPHIA CHAPTER No. 5. It was realized that they had earned the right to have the Convention this year in Philadelphia to act as hosts to the members of AERO PHILATELISTS everywhere.

In conjunction with the Convention, plans have been completed to stage a 300 frame International Aero Philatelic Exhibition. Details for the exhibition have been worked out between the National officers for AERO PHILATELISTS and our member, Bernard Davis, Director of the National Philatelic Museum in Philadelphia. The exhibition will be held at the Museum during the month of October and the Convention will also be at the Museum from Friday October 10th through Sunday, October 12th. The regular business session of the Convention will be held on Saturday, October 11th at the Museum at 2 P. M. This will be followed by a banquet the same night at the Bellevue Stratford Hotel. Other special events are being planned during the Convention period and members will be notified in due course.

The exhibition itself promises to be one of the greatest arrays of air mails ever to be held. Many trophies and special awards will be offered in the various competitive groups. It is anticipated that all facets of aero-philately will be shown in the frames and pledges have already been received from the owners of outstanding aero-philatelic collections for reservations of frame space.

All members are urged to plan to exhibit some part of their collections and also to attend the convention. It is hoped that those members whose contact with our organization is solely through our publications make arrangements to come to Philadelphia in October to really add to their privileges of membership in AERO PHILATELISTS.

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1958 CONVENTION

The prospectus of the Exhibition is now being formulated and will be sent to each member when it is completed so that plans may be made well in advance.

The following officers for the 1958 Convention and Exhibition were elected at a recent meeting in Philadelphia:

Co-Chairmen: *William N. Mead* and *William G. Higginbotham*

Honorary Chairman: *John J. Britt*

Secretary: *Raymond N. Young*

Treasurer: *Herbert A. Feist*

Members will be kept in touch on future developments through THE AERO PHILATELISTS ANNALS. For any further information, please contact the 1958 Convention Secretary,

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FOR A NEW BOOK ON AIR MAILS

See Page 127

UNITED STATES

RF (French) Markings 1944-45 On Air Mail Stamps and Stationery

PART II

(Continued From Page 90)

By HENRY M. GOODKIND



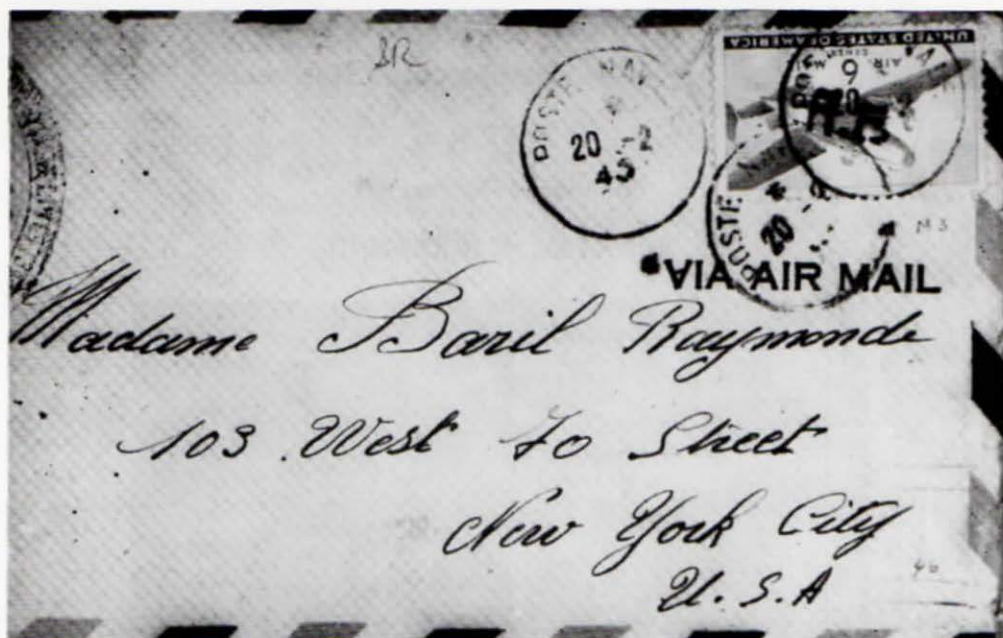
Fig. 18. Type 3 overprints.

A. A pair on cover is unusual. Notice only one stamp is cancelled. The "Poste Navale" cancel reads July 16, 1945. This cover is backstamped South Lansing, N. Y., July 27, 1945. (William J. Hassan collection).

B. A single also not tied. (Richard E. Samek collection).

R F OVERPRINTS

Fig. 19. Type 4 RF overprints.



A. Inverted RF. The 3 "Poste Navale" cancels read Feb. 20, 1945. The New York, N. Y. backstamp is Feb. 26, 1945. (Sam Rodvien Collection).



B. Shows a slight variation of Type 4 overprint. (Richard E. Samek collection).

Cancellations

A. Richelieu

According to the Directive of June 22, 1944, "all mail should be cancelled with an anonymous 'Poste Navale' marking." This was scrupulously followed on all covers examined from the naval bases like Algiers and Casablanca. But it was frequently disregarded on most every ship.

For example, let us examine in chronological order the vast "Odette Descoubés" correspondence from the "Battleship Richelieu". The earliest date found by us is a cover cancelled "Poste Navale/September 28, 1944". This is shown by Fig. 23. At the left is the hexagon "Battleship Richelieu" cancellation also dated September 28, 1944.

Next one finds a few covers like Fig. 24 where there is no "Poste Navale" cancellation, only the "Richelieu" hexagon cancel of October 3, 1944, which incidentally is not tied.

Then one comes upon a series of covers like the one shown by Fig. 25, that have both a "Richelieu" and "Poste Navale" cancellation. But these indicate a wide time gap between the date of the hexagon "Richelieu" and the "Post Navale" cancel. The former is October 14, 1944, while the latter is November 3, 1944. An explanation will shortly follow.

Now follows nine covers of this correspondence that have a "Richelieu" cancel, starting from October 14, 1944 until October 20, 1944. The stamp with the RF overprint is cancelled "U. S. Navy/November 8, 1944" on all nine covers. Fig. 26 shows one of these. From this group as well as the one preceding it, we can logically conclude that the mail was first cancelled on board the "Richelieu" and then posted later at the naval base when the ship came into port. No doubt, the RF was overprinted on board the battleship.

Starting on October 20, 1944 until November 4, 1944, the cancellations found on six covers go back to the "Poste Navale" instead of the "U. S. Navy" cancellation as shown

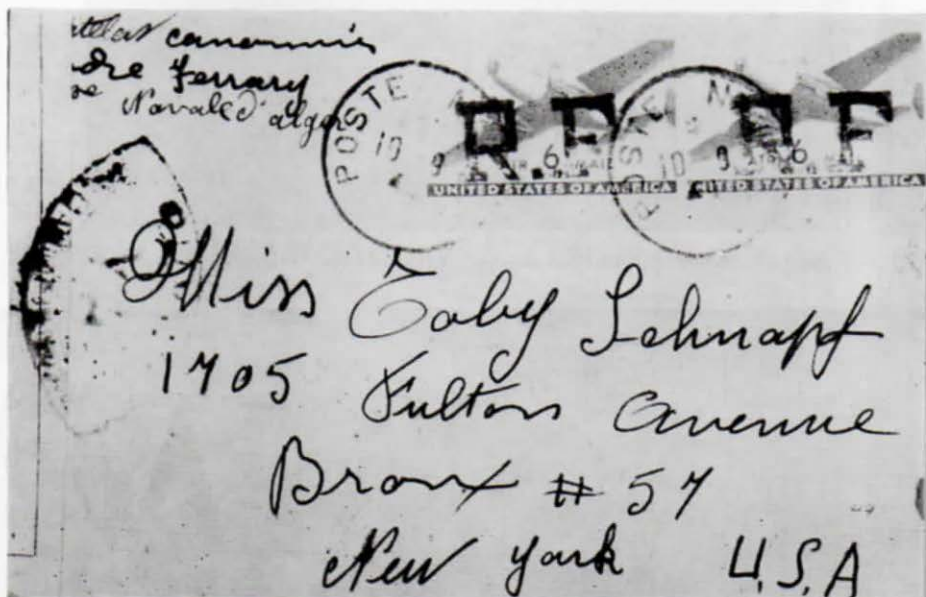


Fig. 20. Two fine examples of Type 5 from Algiers. (Richard E. Samek collection).

R F OVERPRINTS

by Fig. 23. On each cover there is at least a two-week lapse of time between the dates of the "Richelieu" and the "Poste Naval" cancellation.

Commencing on December 12, 1944, all correspondence shows two "Richelieu" hexagon cancels as illustrated in Fig. 27. This continues right until the end of the "Odette Descoubés" covers on March 9, 1945 with one exception. Commencing on January 31, 1945 and continuing until February 12, 1945, there are nine covers all like Fig. 28 that have a British Censor marking. During this period, the Battleship Richelieu had to go to England for some minor repairs, and mail then carried the British Censor marks. After February 16, 1945, these covers revert to the pattern shown by Fig. 27.

A few "Richelieu" covers are backstamped. For instance, one with a "Richelieu" January 12, 1945 cancel is backstamped Brooklyn, N. Y., January 24, 1945. Two covers cancelled January 23 and 26, 1945 respectively, are backstamped New York, N. Y., February 6, 1945. This shows how the air mail of French naval personnel was often delayed.

B. Other Ships

Studying the cancellations from the other French ships, one finds them running similar to the "Richelieu." The "Poste Navale" cancel disappears about December 15, 1944.



Fig. 21. A clear Type 7 overprint. (Donald W. Phipps collection).



Fig. 22. A fine example of Type 8. (Richard E. Samek collection).

R F OVERPRINTS

The "Odette Descoubès" covers from the Battleship "Richelieu" show the 6 different ways the mail was cancelled on this warship from September, 1944 through April, 1945. Each is shown separately in Figs. 23 to 28.

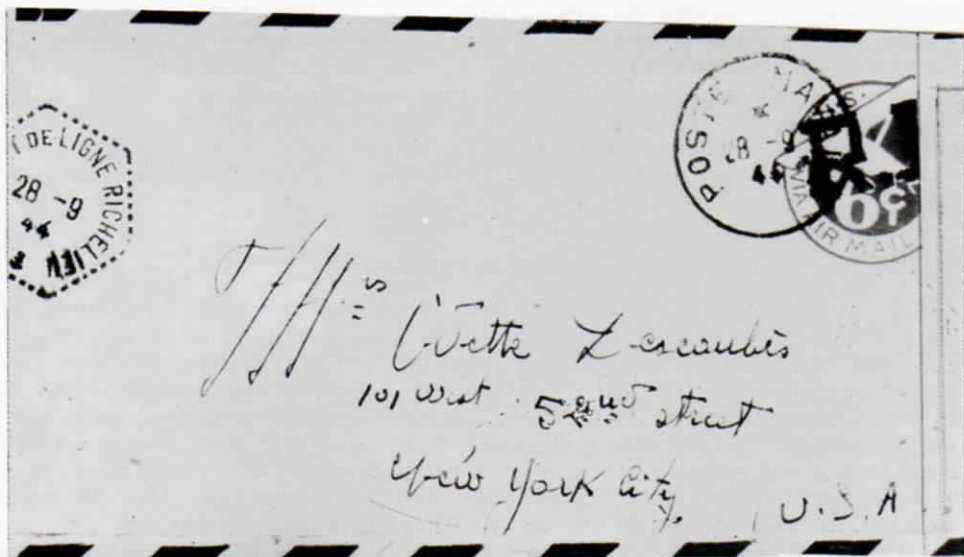


Fig. 23. Both "Richelieu" and "Poste Navale" cancels with same date, Sept. 28, 1944. (Richard E. Samek collection).



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R F OVERPRINTS

During the October 14-22, 1944 period one finds the "U. S. Navy" cancel as shown in Fig. 23.

However, some covers have a letter enclosed, which is dated. Here one always encounters a delay between the date of writing and the date of the ship cancellation. For instance, there was a letter enclosed in one of the covers from the Submarine "Le Centaure", which was written on February 6, 1945, but the "Poste Navale" cancel is March 4, 1945, almost a month later. Mail from ships like the "Cruiser Gloire" or the "Destroyer Marocain" (see Fig. 32) seem to have the longest delays. One "Cruiser Gloire" cover has a letter enclosed, written on September 3, 1944, but is cancelled September 9th and backstamped Brooklyn, N. Y., January 12, 1945. This is an unbelievably long delay for air mail.

Application of Cancels

The meaning of all this evidence becomes obvious, which is why all these methods of cancellation are described in great detail. Unless a ship was in, or in the near vicinity of a naval base, the mail was cancelled on board ship, and later delivered to a naval base where it was held until space was available in a U. S. plane to transport it by air to the U. S. or Canada. Different "Poste Navale" cancelling devices were used in various bases and on ships, as the many covers illustrated show. Since the "Poste Navale" cancels found on ship mail generally correspond to a style used at one of the large naval bases, no doubt these cancellers were supplied to the ships by the naval base. Only the larger ships like the "Richelieu" or the cruisers used their own distinctive cancellers.

Thus one finds much evidence showing that probably both the RF stamping devices and the "Poste Navale" cancelling devices were supplied, with few exceptions, to all ships by the naval bases. Many ships were probably attached to one task force.

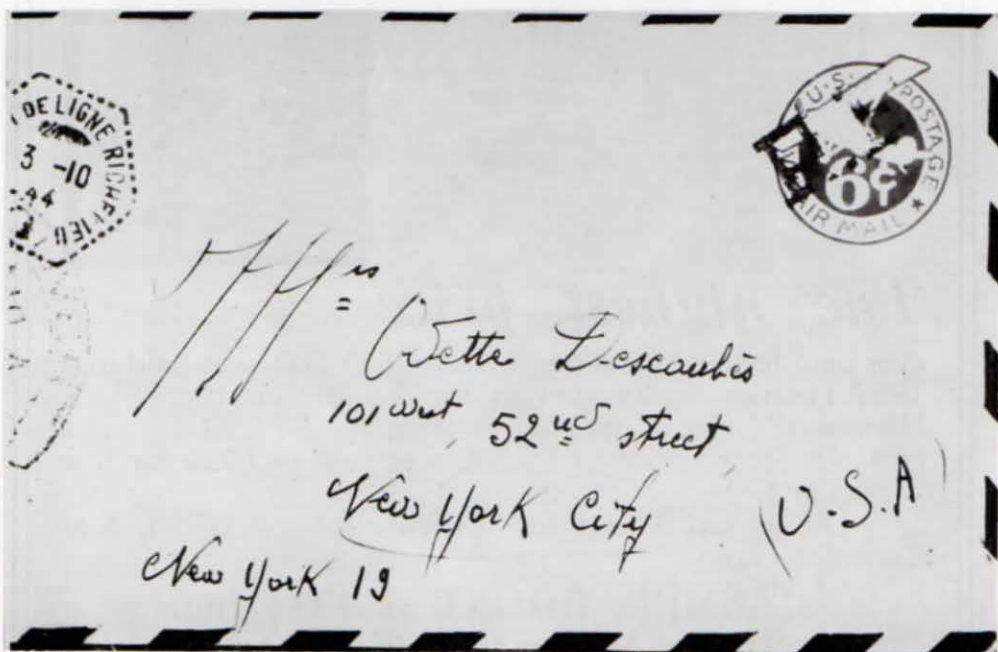


Fig. 24. Only a "Richelieu" cancel, which is not tied. This is not uncommon. (Richard E. Samek collection).

R F OVERPRINTS

Genuine Varieties and Oddities

Many collectors like to own material that has some variation from the normal. Generally the philatelic varieties are valued for far more. Since the RF overprints were handstamped, done under emergency wartime conditions, varieties and oddities understandably occurred.



Fig. 25. "Richelieu" cancel Oct. 14, 1944 and "Poste Navale" Nov. 3, 1944. (Richard E. Samek collection).

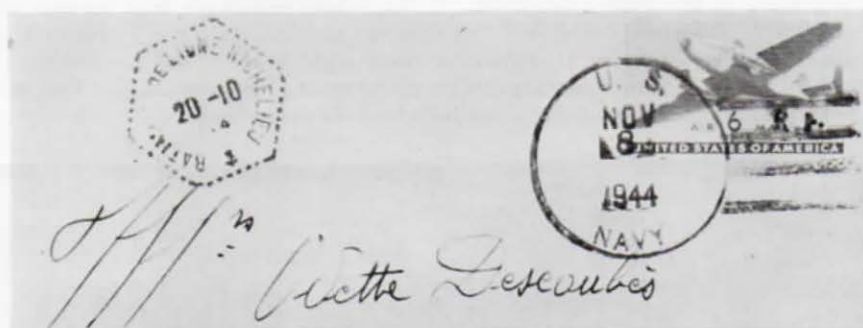


Fig. 26. "Richelieu" cancel Oct. 20, 1944 and "U. S. Navy" Nov. 8, 1944 cancel. (Maurice Tripet collection).



Fig. 27. Two "Richelieu" cancels. This practice started in January 1945 and continued on all "Richelieu" covers, while the RF overprints were applied. (Maurice Tripet collection).

R F OVERPRINTS

Inverted RF Overprint

In all of the genuine RF covers studied, very rarely was one found where the RF marking was applied upside-down. In fact, only *three* genuine inverted overprints were found. Fig. 19A illustrates one of them. Two covers, although from different ships, have the Type 3 overprint. The third has the new Type 10.

But caution must be exercised when purchasing inverted overprints. During the course of this study, much material with inverted initials were found either on unused stamps or covers like Figs. 51 and 52. These, in our opinion, are not genuine. Thus, care must be taken when it comes to collecting inverts.

Double Overprints

a. Battleship Richelieu

The largest battleship, with its large crew obviously must have used the most mail. For instance, the "Odette Descoubès" correspondence that we inspected had 68 covers covering a period from September 28, 1944 to March 9, 1945. Analyzing this carefully, it was seen that around the end of January, 1945 the small Type 1 overprint was showing signs of wear. The overprint was hard to discern on covers starting around January 20, 1945. (The Type 1 overprint started on "Richelieu" covers on October 10, 1944 and continued for a few months). Notice Figs. 14 and 28 as good examples. This latter is cancelled February 5, 1945.

It seems that in February, 1945 this small overprint was appearing so faint that a change was made to the Type 4 overprint. A few covers must have been hit first with the small Type 1, and when it was seen that this was so faint, the Type 4 overprint was also applied. Fig. 29 shows an example of a cover with Types 1 and 4. Attention is called to the dates on Fig. 29 indicating this happened during February, 1945. Two other similar covers were found, each being cancelled about the same time.



Fig. 28. Arrow points to the British Censor marking that is found on "Richelieu" covers during the first two weeks of February, 1945. Notice also how the Type 1 "RF" shows wear. (Richard E. Samek collection).

R F OVERPRINTS

b. Casablanca

Fig. 30 shows an early use—September 8, 1944. The Type 1 "RF" is double. This is the only one seen like this.

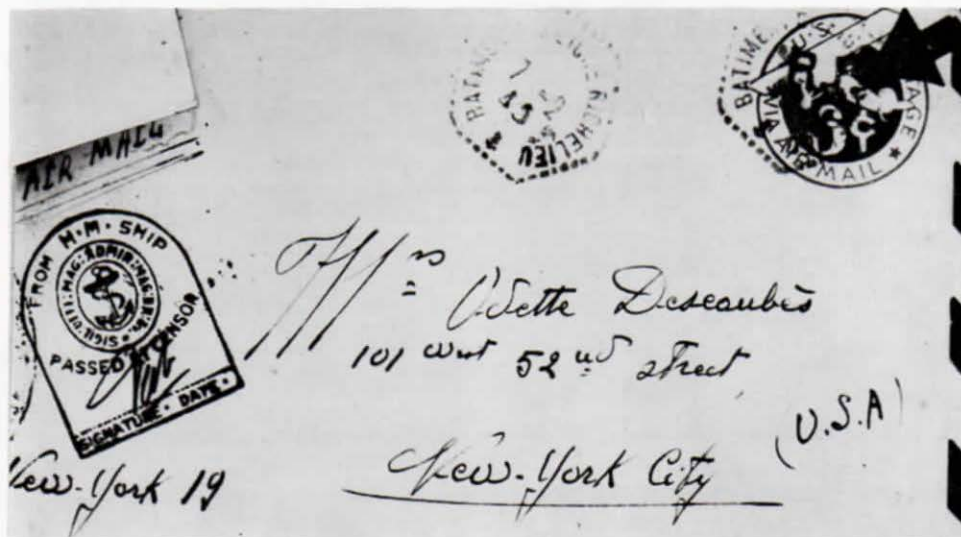


Fig. 29. A "Richelieu" cover with both Types 1 and 4 "RF". The Type 1 is very faint. Only three covers had been seen with these double overprints all around this date of Feb. 7, 1945. (Maurice Triplet collection).

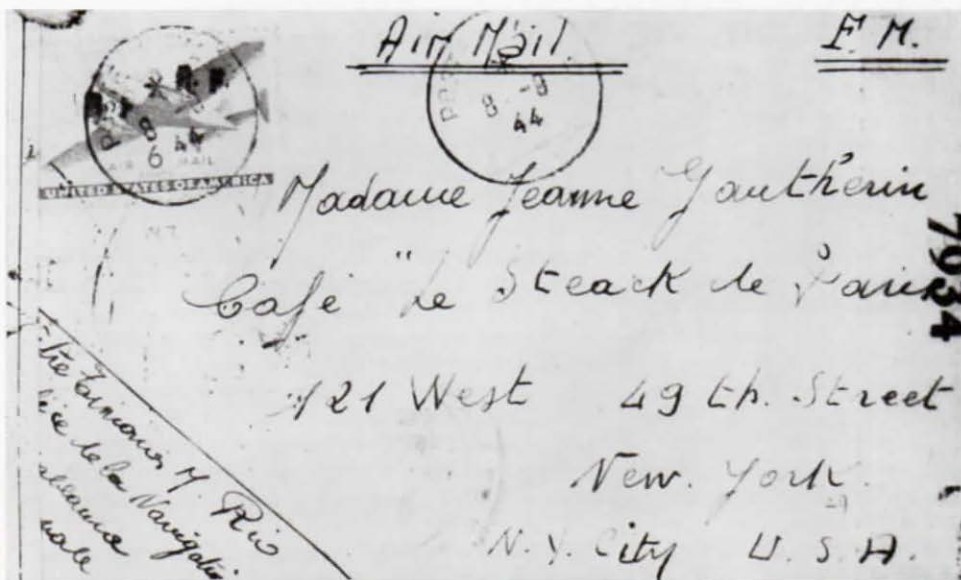


Fig. 30. A cover from Casablanca on September 8, 1944 with a double strike of the Type 1 overprint. So far this is unique. (Sam Rodvien collection).

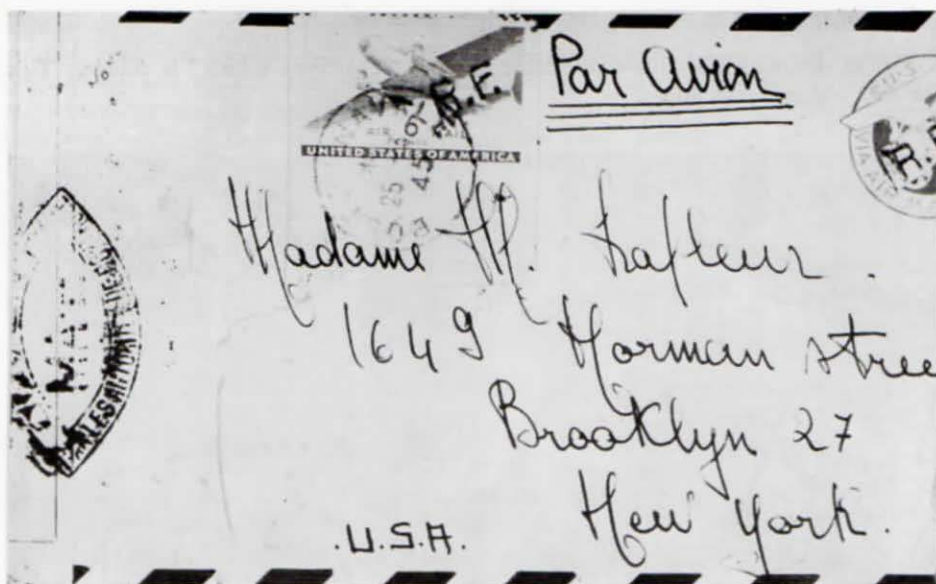


Fig. 31. An exceptional cover from Agadir with 12c U. S. air mail prepaid by the stamp and postal stationery, both hit with a Type 4 "RF". (Richard E. Samek collection).

c. Agadir

An unusual cover is illustrated in Fig. 31. This has both the 6c air mail postal stationery and the air mail adhesive. Both have been overprinted with a Type 4 "RF". No other cover like it has been seen.

d. Destroyer Marocain with Types 1 and 2

One of the most interesting RF covers is shown by Fig. 32, which is shown in two parts—Fig. 32A, the front and 32B, the back. The whole reveals so much that it shall be described in great detail.

Fig. 32A shows the addressee as a well-known name, Adrien Boutrelle, the philatelic photographer. There are two types of RF overprints; the small Type 1 and the circle Type 2. Also there are two different cancellations, "Poste Navale" and "U. S. Navy". Furthermore there is a letter enclosed that is dated August 17, 1944. Let us examine all these closer.

The letter is typical of one in the Armed Forces writing to friends that had extended friendship and companionship to him while visiting a country foreign to him. The last part of the opening paragraph is quoted by a literal translation into English from French:

" . . . we have to contend with many laws about censoring, more than seems necessary, while at the same time we find the posts very badly organized."

This latter is borne out by a study of the dates. The letter, as said before, is dated August 17, 1944. The "Poste Navale" cancellation reads September 8th, while the "U. S. Navy" cancel is dated October 9, 1944. Thus there is almost a two-months time gap between the time that the letter was written and when it was received by the U. S. Navy to be airmailed to the United States. Mr. Boutrelle does not recall when the letter reached him.

What explanation is there to offer for the two different types of RF on this cover? One can only guess. Several RF specialists were asked to account for this and various explanations ensued. The most widely held was that this cover came from the Destroyer Marocain (see Fig. 32B). When the September 8, 1944 "Poste Navale" cancellation was

R F OVERPRINTS

hit, possibly the circle Type 2 RF was also overprinted. This correspondence remained on the Destroyer Marocain until she came into Casablanca or Algiers in October. The Type 2 RF overprint was not too clearly applied and it more or less resembled a cancellation. Thus thinking that this cover lacked the RF identification, a second overprint—the Type 1—was applied around the time that this cover was turned over to the U. S. Navy as per the October 9th cancel.

The other examples of double RF markings with few exceptions show the use of the same type of overprint (Figs. 30 and 31). The exception was the Richelieu mail in February 1945 when the Type 1 overprint had deteriorated so greatly that it hardly was discernible, so that a new type overprint was applied (Fig. 29). However, with Fig. 32 it is difficult to account for two different types of overprints appearing upon the same cover. In the Boutrelle correspondence there were two covers like this, both being from the Destroyer Marocain as shown by Fig. 32.

Examining the back of this cover (Fig. 32B) in the lower left-hand corner is a red U. S. wavy line postmark with the initials "CPNY" at the right. This postmark appears on a number of RF covers from the French Navy during 1944 and 1945. Information reaching us explains that "CPNY" means "Censored Post New York".

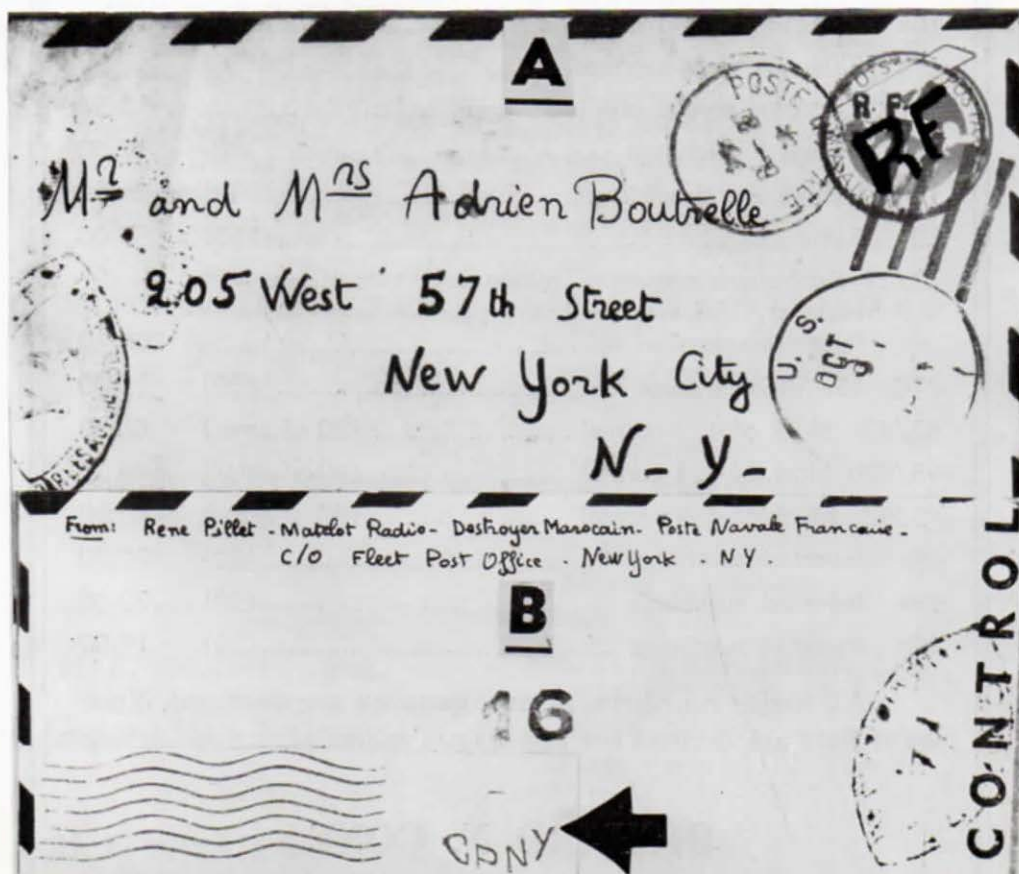


Fig. 32A. Both the small Type 1 and the circle Type 2 "RF", a most unusual happening. The U. S. Navy cancel is dated a month and a day after the Poste Navale cancellation.

Fig. 32B. The back of the cover showing the origin as the Destroyer Marocain. The arrow points to the CPNY marking in red that appears on many RF covers. (Author's collection).

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Fig. 33. Type 3 "RF" overprinted on a strip of 3 of the 2c United Nations postage stamps (Scott 907). There are other covers from the Cruiser "Montcalm" to Labadie, Bronx, N. Y., giving evidence that the sender had no 6c air mail stamp, and used the 2c postage stamps; the center one in the strip being marked "RF". A most unusual cover. (A. Boutrelle collection).

This all explains why we consider this cover (Fig. 32) so outstanding. It has two types of cancellations, French and U. S. Navy. It has both the French and U. S. censor markings. It has a letter enclosed that complains about the badly organized mail service and censoring delays. And to cap the climax there is the unusual occurrence of two types of RF overprints on the same cover.

RF Used On Stamps Other Than 6c Air Mail

Of the entire lot of 190 genuine French covers examined, 117 were franked with the 6c. air mail stamp and 73 on the orange air mail embossed envelope (about 80% without the red and blue border), showing the use of more stamps than postal stationery.

Five covers were found using stamps different from the 6c. air mail. Fig. 33 shows a strip of three of the 2c United Nations postage stamp, (Scott U. S. 907 issued in 1943). Since there are other covers from the "Cruiser Montcalm" from the same sender to the same addressee with the Type 3 overprint, there is no reason whatsoever to doubt the genuineness of this cover. No doubt, the sender had no 6c air mail stamps and, as is customary with all of us, used the 6c equivalent in postage stamps to prepay the air mail rate.

Two covers were found using the 8c green instead of the 6c red air mail stamp. Both were sent by and addressed to well-known correspondents. There is no reason to doubt their authenticity. One is from "La Toulonnaise" (Fig. 34), the other from the Submarine "Archimede" (Fig. 35). Both are very unusual, because they have double overprints, each different like Fig. 32. Both Fig. 34 and Fig. 35 have the circle Type 2 "RF". But in addition, the cover (Fig. 34) has a Type 1 overprint, while Fig. 35 has the Type 4. Although the writer has not seen them, a few more genuine covers from French sailors using the 8c air mail stamp (Scott C26) are reported to exist.

Figs. 36 and 37 are interesting. These are shown together, because both are addressed to Mr. George A. Mary, a former specialist in RF material, who was known not only to the writer but to many others. These, in the writer's opinion, are curiosities, especially the cover with the Iwo Jima commemoratives (Fig. 37). It is used at a late date—August 27, 1945—and it has no French censor markings, nor a sender's name or address. Fig. 36, although also with a late date, August 13, 1945, has several proper censor markings, and censor tape, plus a sender's name. Curiously, in the entire lot of genuine covers examined from French Naval Bases and ships, this is the only one from the Light Cruiser, "Le Fantasque". The use of the 6c orange air mail stamp of 1934 marks it as perhaps unique. Furthermore, this type of RF overprint is very different from those seen on other covers. It resembles, but yet, is apparently different from Type 8. Finally, the "Poste Navale" cancellation in Fig. 37 does not correspond to any other genuine ones seen.

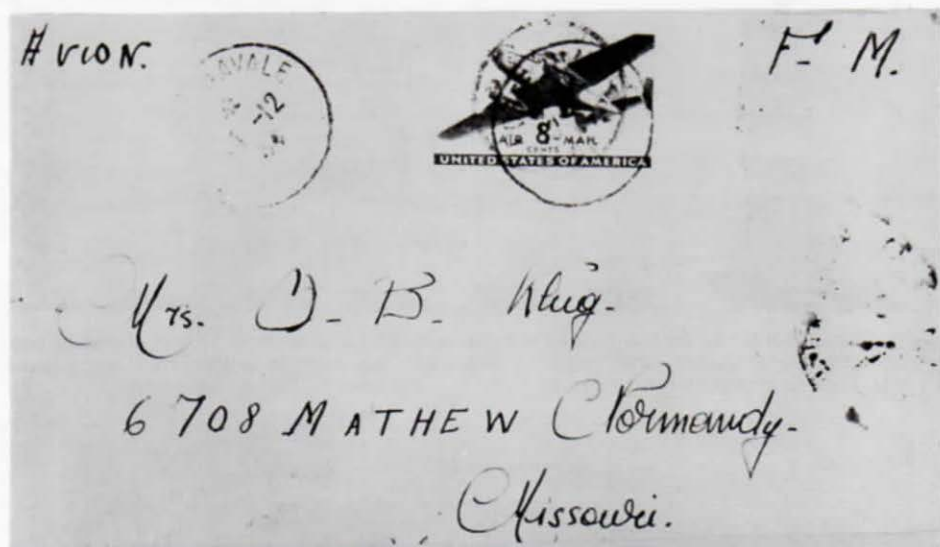
R F OVERPRINTS

How did French sailors in North Africa secure copies of the 1945 Iwo Jima commemorative stamp, and the 1934 air mail stamp? Mr. Mary can supply the answer.

All this explains why the writer considers the covers (Figs. 36 and 37) more in the nature of curiosities than those shown with the 8c air mail stamp (Figs. 34-35), and Fig. 33 with the three postage stamps.

Fig. 38 is interesting because it shows *the only booklet stamp found out of all the genuine covers*. Quite often one finds genuine "RF" covers without the stamp being tied. Unfortunately, the only booklet stamp seen on French Naval correspondence is not tied. But, there is no need to doubt the legitimacy of this cover. There are many other covers known from M. Brillant on "La Toulonnaise" to Mrs. Otto B. Klug in Normandy, Mo. Fig. 40 shows some examples.

The appearance of this booklet stamp indicates that 6c air mail booklets (Scott C25a) must have been available to some French Naval Forces active in the North African campaign in 1945. But, this fact should not alter any "RF" specialist's opinion, doubting the status of unused booklet stamps, whether a single copy, in panes of three, or complete booklets. All the "RF" material examined by the writer of unused booklet air mail stamps has the unidentified Sanabria Type "m" or Scott Type "e" marking, not one with the nine known types, as shown in Fig. 17. More on this later.



Figs. 34-35. Only two covers have been seen using the 8c instead of the 6c air mail stamp, the preferential rate for the Armed Forces. (Collections of A. Boutrelle and Richard E. Samek).

R F OVERPRINTS

Use Of Two Or More Types Of RF Overprints On The Same Ships

Another oddity is found on a run of the same correspondence during a short period of time that shows different "RF" overprints. For instance, Fig. 39 shows two examples from the "Ropar's" correspondence. The lower cover with type 2 is cancelled March 8, 1945, while the one above it is cancelled April 14, 1945 and has the Type 3 RF. Both are from the same person on the submarine "Le Centaure".

Fig. 40 shows three covers from "La Toulonnaise". One June 2, 1944 has a Type 1 RF, the next on July 19, 1944 has a Type 2, while the third cancelled August 18, 1944 has



Fig. 36. The 1934 U. S. 6c orange air mail stamp used on a cover. This is the only one seen from the Light Cruiser "Fantasque". The "RF" overprint is unidentified, being partially like Type 6, or somewhat similar to Type 8. (Richard E. Samek collection).



Fig. 37. The "Two Jima" commemoratives with Type 4 "RF". This seems to be a "favor" cover. (Richard E. Samek collection).

R F OVERPRINTS

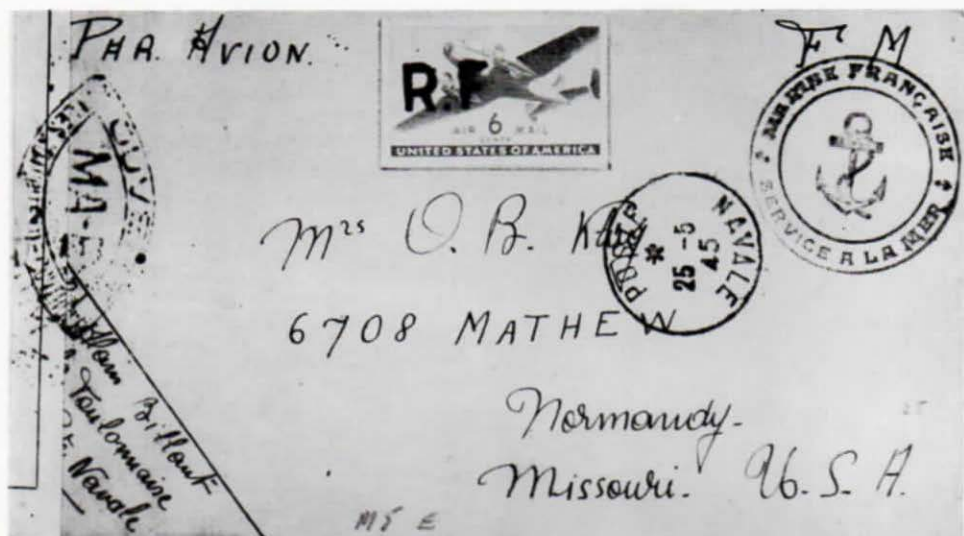


Fig. 38. The only example found of a 6c air mail booklet stamp on cover. Unfortunately, the stamp is not tied. However, five similar covers are known from "La Toulonnaise" to Mrs. O. B. Klug, Normandy, Mo. with a Type 3 "RF". (Richard E. Samek collection).

a Type 5 RF. Thus, during a period of about three months, one sees the use of three different types of RF on the same correspondence, and from a comparatively smaller vessel.

There is something very interesting to note with the RF overprints on the "Richelieu" covers. The first to appear is *Type 5* that commences on September 28 and continues until October 6, 1944 on the covers examined. Then on October 11, 1944 the small *Type 1* RF overprint commences and this continues until the middle of February 1945, when this small *Type 1* overprint had worn so badly that it is replaced by the *Type 4* RF.

Therefore, one cannot assign a certain type of RF overprint to a particular naval base or vessel. There is great duplication and variation with the kind of types used.

One RF Overprint On Two Air Mail Stamps

Another oddity came to the writer's attention recently. Fig. 41 shows an unusual cover where the RF has been hit between a pair of the U. S. 6c air mail stamps. This cover was not in the original group examined, thus increasing the number of genuine covers from French vessels to 190. It is cancelled July 10, 1944, which one knows is a comparatively early use. Probably the contents required the double air mail rate. This cover turned out to be unusual in the following respects:

1. It has one overprint on two stamps.
2. The RF is different from all the 9 types shown on Fig. 17, thus adding a new type (*Type 10*). At first glance it may look like *Type 6*, but the "R" is rounded at the bottom and not pointed like those of *Type 6*. Nor is it *Type 8*.
3. It was sent from a French warship that had not been previously recorded. This is the "Cruiser Le Terrible".

There is another point evidenced by this cover that shows how the RF was overprinted. This followed the Directive and the RF was applied AFTER the stamps were affixed just as the covers shown in Fig. 8 and 9 gave similar indications. With all this evidence, how can one account for unused RF stamps that now come under examination?

RF OVERPRINTS



Fig. 39. (Top) Cover with Type 2 "RF" from the Submarine "Le Centaure". (Bottom) Cover from same source with Type 4 "RF", but used only a little over a month later. (Donald W. Phipps collection).

Unused Stamps and Postal Stationery

Should the RF overprints legitimately appear on unused stamps and postal stationery? If you put the question to serious collectors, who were interested in these issues since World War II, almost all would answer "No"!

Evidence was shown by Figs. 8, 9 and 41 where the RF was applied after mailing. Furthermore, the June 22, 1944 Directive gives an indication that after the stamp is affixed to a cover, it is to be stamped RF.

But there are some RF specialists, who maintain that the stamps were sold overprinted in mint condition. Much unused material came on the philatelic market. Full sheets exist with several different types of RF. The writer has personally examined nine full sheets (5 x 10) of the 6c air mail stamp with four different types of RF. Many multiple pieces and a vast quantity of unused singles also have been examined. They had been sold by reputable long-established American stamp dealers. Furthermore, all stamp catalogs list RF overprints unused and price them thus.

The writer in collaboration with several other RF experienced specialists proceeded to study intently all the unused material kindly loaned him. He will admit that he had little interest in RF unused material before this, having only collected covers. No one should impugn a prejudice on the writer's part because of this. All opinions are based upon the study of the material. Also, he respected the reputation of some of those, who

R F OVERPRINTS

had sold or collected RF's unused, because he has known them for many years, not only as good friends, but as knowledgeable philatelists of good standing.

During the examination of the unused material, blocks were frequently found having a "Post Navale" cancellation on the sheet margin. Fig. 43 (Top) shows an example. These cancellations aroused suspicion. Checking further with the hundreds of genuine

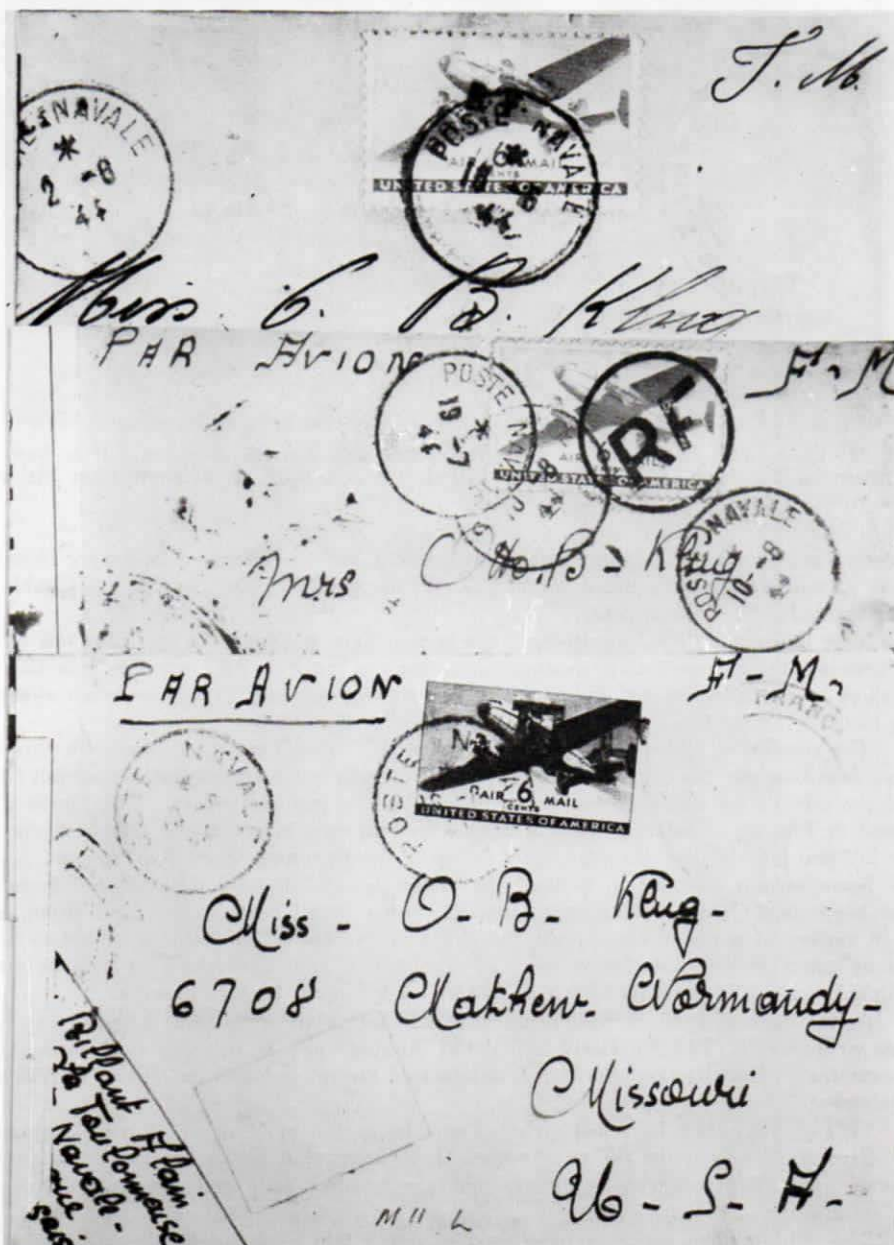


Fig. 40. Three covers from "La Toulonnaise" from the same addressor between June and August 1944, using three different types of "RF". (John J. Britt and Richard E. Samek collections).

R F OVERPRINTS



Fig. 41. Cover with two U. S. air mail stamps but only one RF overprint. It is from the "Cruiser Le Terrible" cancelled July 10, 1944. Also the RF is different from the other nine types. (Dr. Jerome Beller collection).

"Poste Navale" cancels on the French naval covers, *not one appeared like those shown in Figs. 42 and 43*. Notice the numeral "4", the letters "P", "N", or "E". Could this offer a clue? We think it does.

Now notice the "RF" in circle. This is our Type 2 (Sanabria h). But out of the 28 genuine Type 2 overprints examined on covers (See Fig. 8A) not one was like the marking on the block in Fig. 42. An enlargement of a genuine Type 2 is shown alongside the block.

The two other illustrated mint blocks have "RF" our Type 3. Many with this type were found on genuine covers (see Fig. 19). But both the formation of the initials "RF" and the ink texture are different from those found on genuine covers. The blocks illustrated in Fig. 43 resembling Type 4 with errors of two inverted and double overprints has ink and initials that are completely different from genuine Type 4 overprints.

Some serious students questioned the authenticity of unused RF material from the very beginning. More doubts about unused stamps began being voiced or written, as a large variety of material came upon the philatelic market. For instance, complete booklets or panes of three of the 6c air mail stamps had been advertised for sale by stamp dealers. Scott CM5a is the listing of one of these unused booklet panes of 3.

As far back as 1948, booklet panes with RF overprints were being branded "as forgeries or favors." *The Bureau Specialist* of August 1948 in its regular section of the Committee on Booklets and Booklet Panes carried the following from Oliver J. Williams, Chairman:

"Watch your step, boys and girls! Don't be misled by a lot of alluring advertising or offers made to you for the purchase of U. S. 6c airmail books imprinted 'RF'. Such stamps are either forgeries or favors and are oddities pure and simple and have no philatelic value . . ."

The column then proceeds to explain in detail why such unused booklet panes are not genuine, and concludes by again warning collectors not to be taken in.

The unused material examined by us included almost every one of the 13 types listed by Sanabria from "a" to "n". Comparing each piece to the known genuine over-

R F OVERPRINTS



Fig. 42. (Left) An unused block of four with an apparently bogus overprint. In order to compare to a genuine Circle RF overprint (Type 2), an enlargement is shown at the right.

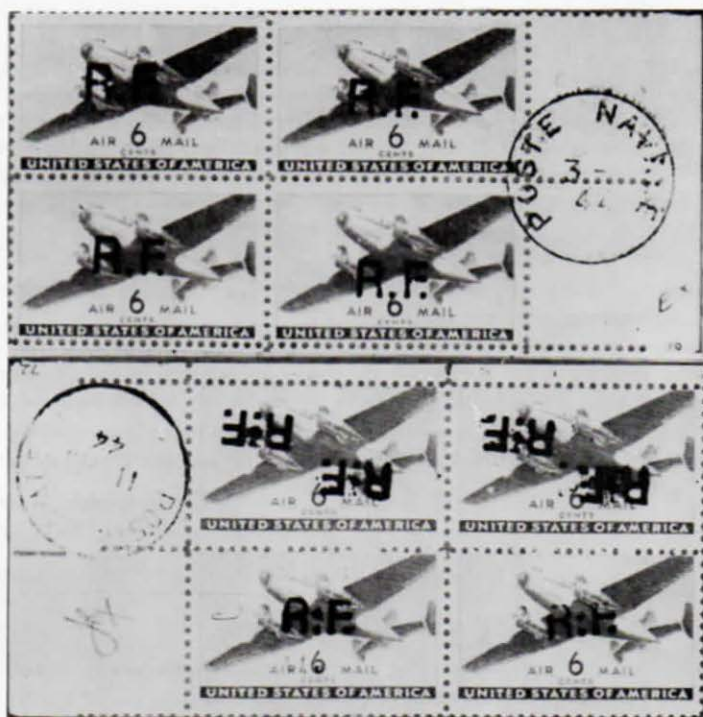


Fig. 43. Both the overprint and cancel are different from those seen on genuine covers. The lower block of four with errors in overprint are known to have been "manufactured" in Europe after World War II ended.

print on cover, differences became obvious, leading to an opinion shared without exception by every one of the RF specialists, who examined the material with the writer.

Unused stamps and stamped envelopes with RF overprints do not seem to be genuine. Consequently, no catalog should price any type unused, since their status is so doubtful. Scott, for instance, prices the three postal stationery items (USM1-2-3) unused only, whereas study of all the material on hand shows that the "used" price is the only proper one, because genuine overprints are found only on French Navy covers.

(To Be Continued)

THE AIR MAIL 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.)

I have just read your most interesting article in the October issue of the AERO PHILATELISTS ANNALS on the subject of the Newfoundland fake Alcock-Brown covers.

The fake cover which you illustrate was actually in my possession for some time, and it was I who discovered that it was in fact a fake. I thought that perhaps you and the other members would be interested to have the following additional information, particularly with regard to the ease with which it is possible to distinguish between the genuine and the fake covers.

In my opinion, it is not possible to differentiate between the genuine and the fake by a mere comparison of enlargements, for the reason that the fake in these cases has been done photographically, and in any case impressions of the postmark vary considerably with the depth of the impression, and as these fakes have been reproduced photographically a comparison does not really show anything.

It is, however, fairly easy to tell the difference in another way. All genuine covers show a more or less slight impression of the actual cancellation, and if one runs one's finger across the postmark an impression is evident to the touch to a greater or lesser degree. No such impression at all will be felt on the fake. If studied carefully it will be noticed that the fake cover has had its impression put on by some photographic means and due to this, there is a slight halo all the way round the whole postmark—this halo—very fine and blackish, will be seen to extend all round the circular part of the postmark and at the outside of the wavy lines.

To my mind this is the only certain way of detecting the fake, and I think you will agree that it is a comparatively easy one.

I do not pretend to know what process is used in obtaining this photographic reproduction on the cover itself, but having shown the cover to experts in the photographic field they have confirmed that the cancellation has in fact been applied by such means.

I thought you and your readers would be interested to have this additional information, which should be a means of making life more difficult for the fakers in question!

Sidney J. Harris
London, W. 1, England.

(Translated from French)

In following all the very interesting articles in your magazine, I am taking the liberty of sending you three photographs of covers in my collection that were illustrated and described in some of your fine studies:

1. Brazil, Varig Co. cover with "Punched Hole" as written by Werner Ahrens in the January, 1956 number.
2. Uruguay's First Air Mail Stamp by Philip Silver of April, 1957.
3. Bulgaria 1932 Exhibition Issue by Mr. Goodkind of July, 1957.

In reference to the Varig stamps of Brazil, I also own two complete mint sheets, each with the same stamps where "the center is punched out" as illustrated in your January 1956 number.

Jean Gravelot
Montrouge, France

The three photographs sent are Brazil similar to Fig. 10 on page 72 of Vol. III, No. 3; a Uruguay cover identical to Fig. 3, on page 99 of Vol. IV, No. 4; Bulgaria cover like Fig. 2 on page 24 of Vol. V, No. 1.

THE AIR MAIL BAG

Our editor's article "Bulgaria, The 1932 Air Post Exhibition Issue" in the July, 1957 number caused me to dig up one of the special post cards which I obtained in a collection some years back, and about which I knew comparatively little other than that it was an interesting example of the usage of certain Bulgarian air mail stamps. I sat down with the information in the article and attempted to apply it to my card. The results are as follows:

1. The cancellations are all as you describe.
2. The number of my card, 45, was only ascertained by holding the card in front of a strong light as the Bulgarian air mail etiquette was affixed on top of it.
3. The rubberstamped legend in French is non-existent.
4. The wording on the top of my card (almost completely covered by the etiquette on your illustrated card) is partially as follows:

"CARTE AEROPOL Exposition Intern et de timbres-po 7- _____
POL AERO-CLU". (The Bulgarian stamps cover the balance of this wording.)

After studying the card, and then consulting "the 1934 D. Field's Airpost Catalogue", I believe the following information will supplement your comments.

This card was prepared together with the two labels for the Strasbourg International Aerophilately and Stamp Exhibition which was held at Strasbourg May 7-16, 1932. The route markings on the back show the map of Europe with the principal air mail stops. (As your Fig. 3) Field's states:

"Air mail bags from both towns (Ed. notes: Paris and Strasbourg) had been sent to Salonica and Athens since 1930, but they were never flown further south than Bel-

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THE AIR MAIL BAG

grade by the CIDNA line, from where they were dispatched to destination by the Orient Express, up to June, 1932.

These air mail bags are sometimes also flown from Belgrade to Salonika by the Yugoslavian Aeropud Co."

On May 3rd, 1932 CIDNA (Compagnie Internationale De Navigations Aeriennes) flew its first through flight (flown in one day) from Paris and Strasbourg to Salonika.

I should think that the extension of this service to Salonika must have created a considerable amount of excitement in aerophilatelic circles, especially when associated with the Strasbourg Exhibition and the issuance of the Bulgarian commemorative set (Scott C12-14, Sanabria 12-14). The excitement was apparently sufficiently great to result in the cards not having been mailed in time for the May 3, 1932 through flights. Thus when they arrived in Sofia on May 14th it was already too late for them to be returned on the flight carrying the Bulgarian air mail set, and the cards were neglected for five months until they were returned with the Bulgarian air post stamps affixed.

These deductions may be confirmed if information can be obtained from some members of the committee in charge of the Strasbourg Exhibition.

In J. Foret's catalogue de Timbols Poste Aeriennes, 1947 edition" on page 240 I came across the following listing under "Vignettes":—

1932 (7-16 May)—Strasbourg-International of Aero-philately and postage stamps

Block of 4 vignettes 1 imperf. Red on white—the Block 100

same, on yellow toned paper Imperf—the Block 200

Commemorative card 50

(The prices are 1947 French francs.)

Jules L. Wacht
Scarsdale, N. Y.

I'd like to give you the information below in reference to your article, published about "Bulgaria The 1932 Air Post Exhibition Issue" (Vol. V, No. 1):

a) The labels (vignettes) were printed in France and are of four different types (you just mentioned two)

b) I translate an article published at page 5, vol. 2 No. 10, in "Monthly Air Mail" (March 1932): "International Aerophilatelic Exhibition Strasbourg"

"The 'Exposition Internationale d'Aerophilatelie et de Timbres-Poste de Strasbourg' will be opened on May 7, 1932, at 10 a. m., for a period of ten days, ending on May 16.

"Two special cards will be prepared (a printing of 2,500 is mentioned). A special flight will be made in connection with the Exhibition, probably from Strasbourg to Sofia and return.

"Cards carried by this flight, marked with a special cachet, will cost 10 francs.

"This 'special flight' business seems to be an essential part of all aerophilatelic exhibitions, which is (in my opinion at least) very unfortunate, as no purpose is served, apart from supplying the organizers with funds.

"As regards exhibits. Customs formalities will be reduced to the minimum. Insurance will be effected by the Committee.

If any of my readers intend to exhibit, I shall be glad to supply the necessary forms. As time is getting very short (the official catalogue may be in print already) they should be applied for at once.

"The secretary of the Exhibition is Madame Hélène Rapp, Route du Polygone 19, Strasbourg-Neudorf, France".

Sebastio Amaral
Belo Horizonte, Brazil

THE AIR MAIL BAG — NEW GUINEA

Upon receipt of "The Annals" of October, 1957, I read your interesting article re the 16c U. S. air mail of 1918, and immediately went to my album to check my covers.

I have two covers of usage between the dates you refer to. One is "the Chicago 1st Trip" with the oval cachet just as the one illustrated in Fig. 6 in your article. This is mailed by the well known dealer and a member of our Society:—L. W. Charlat, 537 Fifth Avenue, New York, N. Y. to A. Rothenbert, 3628 Rokeby St., Chicago, Ill. Sent September 5, 1918 and so cancelled. Backstamped Chicago, Ill., September 6, 1918, 8 p. m. Same trip.

The other cover is cancelled Lockhaven, Pa. September 9, 1918 at 2 P. M. and addressed to A. E. Roessler, 140 S. Parkway, E. Orange, N. J. It is backstamped East Orange, N. J. September 10, 1918, received at 4:30 P. M.

So I thought I would write to tell you that I certainly enjoyed the article and all the information it gave. In fact, I think the whole magazine was packed with interesting articles, keeping up the interest of one, who no longer can gather with my collecting friends in New York.

William H. Knemeyer,
Winter Park, Florida

"Bill" Knemeyer is one of our Founder Members. He was the first president of Chapter No. 2 out on Long Island. He retired a few years ago and followed the popular practice of settling in "Sunny Florida".

NEW GUINEA

1932-34 Air Mail Issue

Our only English language specialized air mail catalogue—Sanabria—lists the New Guinea 1931 air mail sets (San. 1-13 and 14-27, Scott C1-13, C14-27) including the *date of issue and the quantities*. This similar information has been lacking with the 1932-34 series (San. 28-43, Scott C28-43).

Recently the official data has been made public by the Australian Post Office in its "Philatelic Bulletin" (No. 25, August, 1957, Page 7). We quote from this source:

<i>San. Cat. No.</i>	<i>Scott No.</i>	<i>Denomination</i>	<i>Quantity Issued</i>
28	C28	½d.	300,000
29	C29	1d.	150,000
30	C30	1½d.	90,000
31	C31	2d.	210,000
32	C33	3d.	90,000
33	C35	4d.	90,000
34	C36	5d.	90,000
35	C37	6d.	90,000
36	C38	9d.	90,000
37	C39	1/-	90,000
38	C40	2/-	90,000
39	C41	5/-	30,000
40	C42	10/-	30,000
41	C43	£1	15,000
(San. 28-41 issued on June 30, 1932)			
42	C32	2½d.	90,000
43	C34	3½d.	60,000
(San. 42-43 issued on September 14, 1934)			

Catalog Reviews

Catalogue de la Poste Aerienne 1958-59 of Jean Silombra. Edited and published by Jean Silombra, 11 Rue de Provence, Paris, France. 739 pp. with Index. Illustrated. Cloth bound. Price 1,750 francs.

The appearance of a new edition of the Silombra catalog early in 1958 should do a lot for air mail collecting particularly on the European Continent. Experience shows that without the guidance of a priced catalog, a number of people will not collect. Thus the work of Silombra must be appreciated and applauded.

One cannot see Silombra replacing Sanabria (or even Scott) in the United States. The French language and pricing in the unstable French currency are two great obstacles that cannot be overcome. But actually air post catalogs like Sanabria and Silombra complement each other. We all would be better off if there were also fine air mail catalogs like these two in German, Spanish and Italian.

This book is a fine production. One just quickly glancing through it would have to share this opinion. Also its contents offer much valuable information, well presented and the illustrations are placed conveniently for use when looking up a stamp.

An enormous work like this cannot be without faults. But only a few are important. No doubt the biggest mistake made by this French catalog is the continued omission of the world's rarest air mail stamp. After all, the "Black" Honduras (San. 14, Scott C12) did bring \$11,500 at auction in 1957. Has not this sensational news reached France?

However for every mistake or omission, there are hundreds of correct listings and pricings. Every air mail collector and dealer in America should wish for the success of the new Silombra catalog, because it will benefit aero-philately all over the world.

United States—United Nations First Day Cover Catalog published by Fleetwood Cover Service, Pleasantville, N. Y. 130 pp. Illustrated. Paper cover, spiral bound. Price \$2.00.

A copy of this priced catalog has come for review. Fleetwood Cover Service is one of the stamp dealing firms that caters to those collectors who wish fancy cacheted envelopes for the new U. S. and U. N. stamps.

Since our interest lies solely in the air mail stamps, our comments apply only to pages 107 to 117 in this 130-page booklet. The best way to do this is to compare some prices of a single copy on First Day cover with "The Sanabria Air Post Catalogue" and "The Scott U. S. Specialized Catalogue, 1958 edition".

Cat. No.	Scott	Sanabria	Fleetwood
C1	150.00	100.00	10.00
C2	200.00	125.00	20.00
C3	250.00	125.00	30.00
C4-6	45.00	45.00	32.50
C10a	50.00	40.00	25.00
C13-15	175.00	170.00	185.00
C16	40.00	40.00	40.00
C18	15.00	12.50	15.00

Consequently, it can be seen that it is not until the later years are reached that Fleetwood's prices begin to accurately reflect the market. The first ones like Scott C1-3 are about as far out-of-line as one could imagine.

Also Fleetwood has three prices for each First Day Cover as follows: a) for a single copy, b) for a block and c) for a plate number block. One can rest assured that with the very rare First Day Covers like C3, only a very few single copies on May 13, 1918 are known. Blocks of four or plate number blocks are unknown and non-existent.

CATALOG REVIEWS

In fact, when C3 was issued in May 1918, the first sheets had no plate numbers, as past articles published by AERO PHILATELISTS have shown.

Therefore, this reviewer cannot help but ask this forthright question—Why do so few catalog editors avail themselves of published research?

Zumstein Europe Catalogue 1958, 41st edition. Edited by Zumstein & Co., Berne, Switzerland. 1376 pp. plus 16-page Introduction including an English language part. Illustrated. Cloth bound. Price: \$5.00 (U. S. agent, J. Habik, 154 Nassau Street, New York 38, N. Y.)

Once again this fine, annual European catalog has been received. Since there do not seem to be any major revisions in air mails, there is little to add to our previous comments. A conscientious effort has been made to review and revise prices to properly reflect the European market. Prices are in Swiss francs, one of the hardest currencies in the world.

As for pricings on air mail stamps, frequently one notices a great difference from the American catalogs like Sanabria and Scott. Since in Europe, collectors often prefer postally used stamps, European catalogs price cancelled for much more than unused. This is not done over here, because too many collectors prefer unused or simply "used". This latter means a stamp with any sort of a marking, sometimes even only a small 3 mm. curve. But European philatelists seek the postally used, looking for significant dates and town cancellations. Consequently, a good catalog like Zumstein will reflect the premium prices for cancelled copies.

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Street

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City, Town or Village Zone State

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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

Any person of good character interested in aero-philately, over the age of twenty-one, and who will be an asset to the Society, may become a member. Application for membership shall be in writing, and shall be accompanied by annual dues of \$5.00.

THE AUCTION

February 3, 4, 5, 1958 comprised the "Albert W. Claffin" Collection of British Commonwealth, offered by order of the Executors, and the "Senator James A. Calder" Collections of New Brunswick, Nova Scotia, etc., offered by order of James A. Calder of Ottawa, Ont., also some associated properties of other owners.

THE LETTERS

From Mr. Colin MacR. Makepeace, adviser to Mrs. Harriet A. Claffin, a letter of congratulations, particularly noting:

—The matter was handled with care and dispatch.

—They brought much more than they would have had the catalogue been prepared by a less experienced authority.

—The total realization from the sale of the collection was substantially in excess of all estimates and this also was very pleasing.

From Mr. J. A. Calder, also comes a letter of congratulations. Again it will be noted that emphasis is made of:

—The price realized is considerably over the amount I had estimated and I greatly appreciate the effort you have taken with this material.

—Again many thanks for your excellent lotting, descriptions, photos, etc. which were responsible for the good prices.

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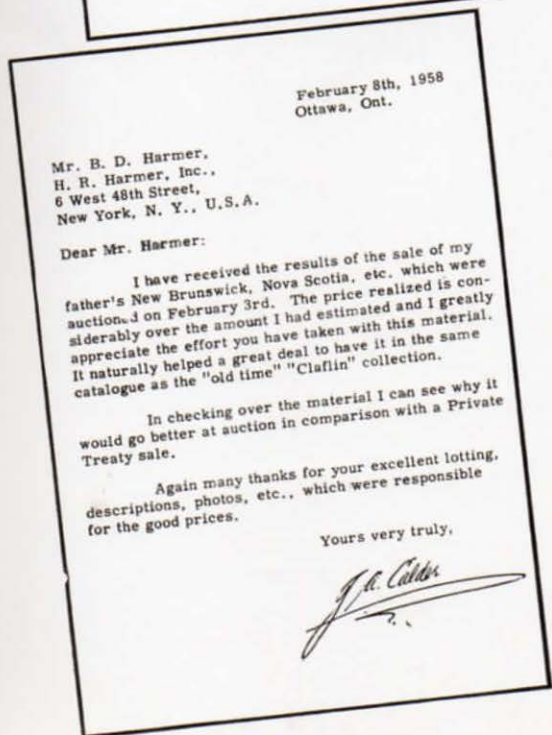
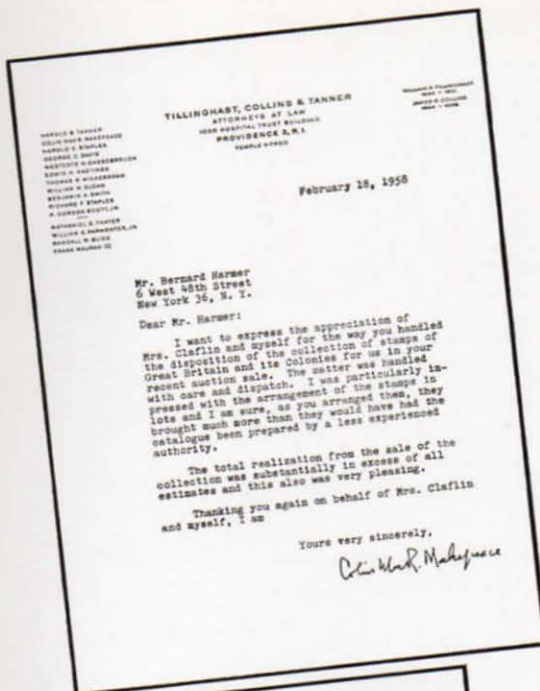
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