

THE AERO PHILATELIST ANNALS



Vol. XIV, No. 3
January 1967

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THE AERO PHILATELIST ANNALS



Vol. XIV, No. 3
January 1967

Henry M. Goodkind, Editor

Philip Silver, Assistant Editor

COLOMBIA

SCADTA Air Mail From the United States

Specialists in Colombia know of the steps taken by the *Sociedad Colombo-Alemana de Transportes Aereos* (SCADTA) to promote the use of air mail in its early years starting in 1920. Colombia was a leader in trying to induce the public to use air mail.

The history of air post in Colombia has been ably and fully set forth in the handbooks of the late F. W. Kessler and its successor by Mr. Eugenio Gebauer of Caracas, Venezuela. These have aided the popular interest in Colombian aero-philately. Besides, these South American stamps have a close European tie, especially with Germany. The sale and use of the Colombia air mail stamps in the 1920's in many parts of the world have added a world-wide interest in them.

COLOMBIAN AIR SERVICE

"SCADTA"

All correspondence destined for interior points of the Republic of Colombia, S. A. should be mailed via the Colombian Air Mail Service, in order to secure rapid and safe development of business transactions.

— This saves at least 10 days —

INSTRUCTIONS FOR USING THE COLOMBIAN AIR MAIL

1) GREAT BRITAIN, CANADA JAPAN AND OTHER COUNTRIES USING THE ENGLISH LANGUAGE:

Envelopes, packages etc. intended for forwarding by Hydroplane from Barranquilla to the interior should be clearly marked as follows:

VIA COLOMBIAN AIR MAIL		Air Mail Stamp	Ordinary stamp
CORREO AEREO			
BARRANQUILLA,—Rep. de Colombia, S. A.			
para remitir a (name) (address)			

2) UNITED STATES OF AMERICA & DEPENDENCIES (CANAL ZONE etc.):

In accordance with special arrangements made with the Hon. Postmaster General, Washington D. C. U.S.A., as per Official Postal Bulletin No. 13785 of May 27th 1925—envelopes should have affixed in the upper right hand corner the necessary U.S. postage stamps and the special Colombian Air Mail stamps as shown above, the upper left hand corner should bear the words "VIA COLOMBIAN AIR MAIL (CORREO AEREO)" clearly written, in red or green ink preferably. Other stickers, to be given out with the Air Mail stamps, should be attached to the envelopes.

AGENCIES IN THE UNITED STATES OF AMERICA & ENGLAND:

Special Colombian Air Mail stamps and full information about the service may be obtained from the following Agents:

- | | |
|---------------------|--|
| New York, N. Y. | — American Trading Co. Inc. (U. S. Agents) No. 25 Broadstr. |
| | — Cabrera Bros. & Co. - No. 24-26 Stone Street |
| | — Chas. E. O'Connor - 94th Str. & Columbus Ave. |
| | — South American Specialties Co. - No. 223 W. 116th Str. |
| San Francisco, Cal. | — American Trading Co. - No. 332 Pine Str. |
| Los Angeles, Cal. | — R. R. Rudas, Colombian Consul |
| Chicago, Ill. | — Hibernia Merchants Trust Co. |
| New Orleans, La. | — Hibernia Bank & Trust Co. |
| Boston, Mass. | — Enrique Naranjo M. - No. 10 High Street |
| Panama | — Panama Agencies Cy. |
| Colon | — id. |
| London, W. C. 1 | — Colombian Bureau of Information & Trade Propaganda
7 Sicilian Ave. Southampton Row. |
| Liverpool | — Langstaff, Erembert & Co. - Royal Liver Building. |

Fig. 1. The actual size of this one-page announcement is 8 1/2 x 10 1/2 inches.
(Courtesy of Ezra D. Cole, Nyack, N. Y.)

Two leaflets used in connection with the early years of Colombian air mail recently came into the possession of my good friend, Mr. Ezra D. Cole, the well-known stamp professional of Nyack, N. Y. He suggested that they may be of interest to aero-philatelists. We agreed and their contents are now being recorded in this journal.

In the "Sanabria Catalogue" there is a long listing of Colombia's *Consular Overprints*. This was a system devised to place the SCADTA air mail stamps on sale in many foreign countries for use to the interior of Colombia. For instance, a letter in the 1920's from New York City to Bogota, Colombia could not fly all the way. The SCADTA stamps affixed in New York prepaid the air mail service only when the letter reached Colombia. But this saved days of transit time because mail to the interior of Colombia was very slow, traveling over high mountains and wide rivers, a long dangerous route.

The First Leaflet

Printed on light green thin paper is the illustrated one-page announcement. Evidently this is the first one because the other, as will be explained later, was changed; it had the names of three agents crossed out.

This announcement can be dated after May 27th 1925, because mention is made of the U. S. Postal Bulletin No. 13785 in which the special U. S.-Colombia air mail arrangements were published. The Sanabria Catalogue dates the



Fig. 2. These two green air mail etiquettes were with Mr. Cole's papers. There were two of each type.

first use of *Consular Overprints* in November, 1920. The illustrated leaflet (Fig. 1) probably appeared approximately five years later.

It is urged that the entire text on Fig. 1 be read and studied. Notice also the last sentence in "2) UNITED STATES OF AMERICA & DEPENDENCIES (CANAL ZONE etc.)." This reads: "Green-stickers, to be given out with the Air Mail stamps, should be attached to the envelope."

Two types of green air mail etiquettes were with the leaflets found by Mr. Cole. These are shown (Fig. 2).

The Second Leaflet

The second flyer is a four-page one printed on heavy white paper. Pages 2 and 4 are blank. This is not illustrated. Its entire contents are reprinted. Here is what was written on the first page:

We are philatelic auctioneers
and specialize
in providing
a competitive market
for stamp collections
and other philatelic properties

Over 40 years experience
assures the maximum
in results

Your inquiry is welcome

IRWIN HEIMAN
INC.

Serving American Philately Since 1926

2 WEST 46th STREET NEW YORK 36, N. Y.

ROOM 708



TEL: JU 2-2393

COLOMBIAN AIR MAIL

IMPORTANT ANNOUNCEMENT

According to an arrangement with the Post Office Department in Washington we are now able to offer to our United States customers a simple and efficient way of handling Colombian Air Mail Letters.

The double envelope system used up to this date has been necessary to insure the delivery of letters intended for air mail to the SCADTA in Barranquilla. The United States Post Office Department has now agreed to sort and bundle letters which are CLEARLY designated as Air Mail letters in a separate package guaranteeing the delivery of such package to our office in Barranquilla, whatever the final destination of said Air Mail letters may be.

THIS MEANS that any letter meant to be forwarded by Air Mail within Colombia should carry the necessary United States postage and the special Colombian Air Mail stamps on the upper right hand corner of the envelope and in the upper left hand corner the words

"VIA COLOMBIAN AIR MAIL"
CORREO AEREO

clearly written, in red or green ink preferably. Green stickers, to be given out with the Air Mail stamps, should be attached to the envelopes.

To facilitate the sorting of the United States Post Office an envelope has been designed of which we enclose a sample. We would strongly recommend that any companies and firms sending Air Mail regularly to Colombia have their own envelopes printed in conformity with the sample, especially noting that the printing should be in green. Additional samples will always be available at the American Trading Co. Inc., 25 Broad Street, New York City.

TIME SAVING

The Colombian Air Mail saves a minimum of 10 days in the delivery of letters sent from the United States to the interior of Colombia. The Colombian Air Mail Service has been operating continuously and uninterruptedly in connection with the American mail steamers for four years. More than a million letters have been transported:—no mail bag ever lost.

TARIFF

Letters

30c for each $\frac{1}{2}$ oz.*

Unsealed Circulars, Printed Matter, Samples and the like.

15c for each $\frac{1}{2}$ oz.*

Attention is called to the fact that where letters are sent by registered mail it is necessary to have the special 20c Colombian Air Mail REGISTRY stamp in addition to the United States registry postage. If this is not done the air mail registry fee will be collected from the addressee occasioning delay.

PARCELS

We call special attention to our parcel post since arrangements have

*On each line the words " $\frac{1}{2}$ oz." are crossed out and "postal oz. (20 gr.)" inserted with a purple-ink rubberstamp.



**SERVICIO
BOLIVARIANO
DE
TRANSPORTES
AEREOS**



**Colombia
Ecuador
Panamá
Perú**

**TARIFA
DE
FLETES DE VALORES
DECLARADOS**

Fig. 3.

been made with the Colombian authorities to give prior preference to air mail parcels. Our office in Barranquilla will pay the duties and fees of such parcels, forward the parcel without delay to its destination, and then collect the amount due from the addressee. We would recommend that especial care be given to the Colombian regulation for parcel post shipments to avoid delay in Barranquilla.

The second page (actually page 3 because page 2 is blank) of the leaflet, as explained in the footnotes, had three rubberstamped changes. This is the reason for believing that the illustrated Fig. 1 one-page flyer was the first.

The second leaflet continues:

How to Despatch Air Mail Parcels

The parcel should give the full address of the addressee and have the Colombian Air Mail stamp affixed in accordance with the tariff printed below. This parcel should be wrapped in a SECOND cover which must be addressed to:-

“Oficina del Correo Aereo,
Apartado 203,
Barranquilla,
Rep. of Colombia, S. A.”

and mailed with the proper United States postage to carry it to Barranquilla.

PARCEL POST TARIFF

All packages weighing under one (1) Kilogram must be sent in accordance with the tariff for Unsealed Circulars, Printed Matter, Samples and the like.

Above One Kilogram

\$5.00* for each Kilogram and \$1.25* for each additional $\frac{1}{4}$ Kilogram or fraction thereof. The registry requirements are the same as for letter post.

RESERVATIONS FOR PASSAGES

It is advisable to make reservations in advance because of the great demand. These should be made only through an authorized agent who will furnish all particulars.

FOR INFORMATION

To buy Colombian Air Mail stamps and apply for information, select your nearest agent:-

NEW YORK	 American Trading Co. Inc., U. S. AGENTS 19th floor, 25 Broad Street. Cabrera Bros. & Co., 24-26 Stone Street. Chas. E. O'Connor, 94th St. & Columbus Ave.** South American Specialties Co., 223 West 116th St.
SAN FRANCISCO	 American Trading Co., 332 Pine Street.
CHICAGO	 Illinois Merchants Trust Co.
NEW ORLEANS	 Hibernia Bank & Trust Co.
BOSTON	 J. B. Cushing Consulado de Bolivia.**
LOS ANGELES	 R. R. Rudas, Colombian Consul. Enrique Naranjo, 10 High Street.**
HAVANA, CUBA	 Luis Clasing, San Ignacio 54.
CANAL ZONE	 Panama Agencies, Panama City & Christobal.

A Third SCADTA Leaflet

A third SCADTA flyer is in the writer's collection, not among the papers belonging to Mr. Ezra D. Cole. This is a schedule of rates for parcels. This is associated with the other two leaflets. The portion showing the SCADTA airline routes on a map and the front are illustrated (Fig. 3). (*H. M. G.*)

*5.00 is obliterated and "\$3." inserted to its left with a purple-ink rubberstamp, as is \$1.25 with "\$.75" on the same line. Apparently, the rates were reduced after this had been printed.

**Three agents' names are crossed out with a purple-ink rubberstamp. The third one from Los Angeles has the name "Enrique Naranjo, 10 High Street" substituted to the right. On the first leaflet, however, this name and address is printed from Boston, Mass. It is believed that this revision is a mistake; "Enrique Naranjo, 10 High Street" should have been inserted not on the Los Angeles line but on the one above it — Boston.

TO JOIN AERO PHILATELISTS

Simply fill in the membership Application on Page 84 and mail:

UNITED STATES

First Air Mail Etiquettes

Two Different Ones Used On The May 15, 1918 First Flights

By HENRY C. DUPONT

Two articles published in this magazine in 1961 and 1962 were of great interest, because *the world's first air mail etiquette* was the subject of these two writings.

The first article by my good friend, Henry M. Goodkind (AERO PHILATELIST ANNALS Vol. IX, No. 2, Page 54) described one type that was used on a May 15, 1918 first flight cover from Philadelphia to Washington, D.C. This one is printed in black on either gray blue or salmon pink paper. It is perforated, having a frame measuring approximately 30x24 m.m. It was illustrated with the article.

The second article by Mr. Widley C. Rickerson revealed two different types of air mail etiquettes (AERO PHILATELISTS Vol. IX, No. 4, Pages 100 and 112). The one that Mr. Goodkind first wrote about, Mr. Rickerson points out, exists both perforated and imperforate, as well as existing on two different colors of paper, a gray blue and salmon pink. The other type was not mentioned in the first article. This is much larger and rectangular shape. It, too, comes perforated and imperforate as well as on the two papers, gray blue and salmon pink. Mr. Rickerson also illustrated these.

Shown here is a May 15, 1918 first flight cover from New York to Washington using both types of etiquettes. The interesting matter with the larger



First flight May 15, 1918 cover with both types of the world's first air mail etiquettes affixed. The back of the cover is not shown, because no receipt marking was applied by the Washington, D. C. post office.

one is that the three blank boxes were for three postage stamps prepaying the required 24-cent air mail rate. It did not have one single box (a different shape would be necessary) for the use of the first air mail stamp, the 24-cent red and blue (Scott C3). The square-shaped etiquette is seen in the lower lefthand corner.

What makes this first flight cover unusual is that both types of air mail etiquettes were used. The writer wonders if any more covers such as this exists.

HANDBOOKS AVAILABLE

Because of requests from many members, it has been a longtime practice to bind some parts of our publications soon after they have been distributed. 50 copies of each number are bound together into an attractive handbook. Usually, three volumes of the magazine are bound and sold as a unit.

As new members join our organization, many want the back numbers that they missed, so that our stock has been gradually becoming less and less.

Listed below are the books that are available.

AERO PHILATELIST ANNALS

Bound Volumes

Blue Books Vols. 1-2	\$10
Red Books Vols. 3-4-5	\$15
Brown Book Vols. 6-7-8	\$15
Green Book Vols. 9-10-11	\$15

AERO PHILATELISTS' NEWS

(Only 5 Copies Unsold)

Complete 1946-1956 Vols. 1-8 (Black Book) \$35

Send order and remittance to:

AERO PHILATELISTS

22 East 35 Street

New York, N. Y. 10016

AERO PHILATELISTS

Minutes of the 20th Annual Convention

I. The 20th annual convention meeting of Aero Philatelists, Inc. was held on November 19, 1966 at the Collectors Club, 22 East 35th Street, New York, N.Y. The meeting was called to order by President Louis N. Staub at 2:30 P.M. He then welcomed the members and guests in attendance.

II. The Secretary, Mr. William N. Mead, was called upon to read the minutes of the 19th annual convention also held at the Collectors Club, New York. The minutes were approved as read and accepted with thanks.

III. The Treasurer, Mr. Bernard Fink, was next called upon to present the annual report of the financial condition of the organization. Mr. Fink read a statement indicating a cash balance as of November 18, 1966 of \$1,379.94, accounts receivable of \$725.00, and accounts payable of \$543.86. His projection for the year 1967 reflected estimated expenses of \$2,450.00 and an estimated income of \$2,000.00, which would leave a credit balance of approximately \$1,100.00 at the end of 1967. Mr. Fink reported that there had been a loss of 15 members during the year due to resignation and deaths, an enrollment of 24 new members, and that our present membership was now 251. The Treasurer was commended for his report which was accepted with thanks.

IV. President Staub then called upon the membership to rise for a minute of silence in tribute to the following two members whose deaths occurred during the past year.

Mr. Albert Philip Cohen

Mr. Frank Glantz

V. It was announced that the *Richard S. Bohn Memorial Award for 1966* had been presented to Mr. Ilia Braunstein of Belgium for his distinguished services to aero-philately by President Staub at the AEROPEX banquet last June in the Americana Hotel.

VI. Mr. Henry M. Goodkind, editor of the AERO PHILATELIST ANNALS, reported that our publication is "progressing nicely" and continues to maintain its



20th annual convention of Aero Philatelists on November 19, 1966. (Seated, left to right): Dr. Albert C. Baugh, Henry M. Goodkind, John J. Britt, Sam Rodvien, President William N. Mead, Past President Louis N. Staub and Bernard Fink, Treasurer. (Standing, left to right): Sam L. Bayer, Fred Bauer, Richard H. Thompson, Nat Litt, Edward Lettick, Frank Adams, Stanley R. Rice, Ira Zweifach, Past President Philip Silver, Irving Weinberg and Herbert Rosen. (Photos by Boutrelle)

place as the foremost aero-philatelic magazine. He again urged the membership to contribute articles covering the fields in which their knowledge could be passed on to our readers. Mr. Goodkind commented on the temporary difficulties occasioned by the unfortunate death of our Corresponding Secretary, but stated that everything was now up-to-date and running smoothly. Editor Goodkind was unanimously commended for his excellent work.

VII. President Staub then called upon the Nominating Committee for its recommendations for Directors for the Class of 1969. In the absence of Mr. Fred Keiser, Chairman, the following slate was presented by Mr. Stanley R. Rice.

Mr. Bernard Fink
Mr. Henry M. Goodkind
Mr. Harry A. Holman
Mr. Sam Rodvien
Mr. Herbert Rosen

There being no further nominations from the floor, Mr. John J. Britt moved that the nominations be closed. The motion was seconded and unanimously carried. President Staub directed the Secretary to cast one ballot to elect the nominees.

VIII. There was no old business to be acted upon and no new business was brought up.

IX. President Staub then requested the Directors present to retire for the purpose of electing the officers for the coming year. Upon their return, the following officers for the year 1967 were announced.

<i>President</i>	William N. Mead
<i>Executive Vice President</i>	Sam Rodvien
<i>First Vice President</i>	R. H. Shrady, M.D.
<i>Secretary</i>	William H. Miller, Jr.
<i>Treasurer</i>	Bernard Fink

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

Retiring president, Louis N. Staub, congratulating William N. Mead (right) after his election to the presidency of AERO PHILATELISTS for 1966-67.



X. There being no further business the meeting was declared adjourned by President Staub at 3:15 P.M.

Respectfully submitted,
William N. Mead, Secretary

Twentieth Anniversary Banquet

The banquet, in conjunction with the twentieth annual meeting of Aero Philatelists, was held at Le Chambertin Restaurant, 348 West 46th Street, New York, N. Y. on the evening of November 19, 1966, with some sixty members and guests in attendance.

After a social hour during which old friendships were strengthened and new acquaintances made, an excellent French dinner, appealing to both the eye and the palate, was served to the enjoyment of the assembled company.

At the conclusion of the repast, Mr. John J. Britt, founder member and first president, introduced the newly elected president, Mr. William N. Mead, and the outgoing president, Mr. Louis N. Staub. He then introduced the founder members in attendance, who in addition to Mr. Staub and himself, were Messrs. Bernard Fink, Henry M. Goodkind and Stanley R. Rice, and the other past presidents, Messrs. Stanley R. Rice, Ira Seebacher and Philip Silver.

Following these formalities, Mr. Britt and then Mr. Goodkind called upon many of the well known philatelic personalities in the group to rise, say a few words, and receive a well deserved round of applause. These included Sister Fidelma, curator of the Cardinal Spellman Philatelic Museum; Mr. Stanley Hodziewich, curator, the United States Post Office Department; Mr. & Mrs. Kamell Tooni, chief of the Commercial Management Services of the United Nations; Mr. & Mrs. Carl Rueth, editor, Linn's Weekly Stamp News; Mr. William W. Wylie, editor, Western Stamp Collector; Mr. Henry M. Goodkind, editor of the Aero Philatelist Annals, Scott's Monthly Stamp Journal and the Collectors Club Philatelist, who has been elected to sign the *Roll of Distinguished Philatelists*; Mr. George T. Turner, director of SIPEX; Col. James DeVoss, Executive Secretary, the American Philatelic Society; Mr. Joseph L. Eisendrath, immediate past president of the American Air Mail Society; Mr. Richard H. Thompson, immediate past president, American First Day Cover Society; Mr. Herbert Rosen, director of the annual INTERPEX exhibitions; Mr. & Mrs. Manfred Lehmann, of the Inter-Government Philatelic Corp.; Mr. & Mrs. Sam Bayer and Mr. & Mrs. S. Serebrakian, prominent stamp dealers.

All concerned considered the evening to have been one of the most pleasant and rewarding philatelic events they had ever attended. (William N. Mead)



1967 OFFICERS

<i>President</i>	WILLIAM N. MEAD
<i>Executive Vice President</i>	SAM RODVIEN
<i>First Vice President</i>	R. H. SHRADY, M.D.
<i>Secretary</i>	WILLIAM A. MILLER, JR.
<i>Treasurer</i>	BERNARD FINK

DIRECTORS

Class of 1967

JACOB S. GLASER
HENRY KRAEMER
GEORGES A. MEDAWAR
WILLIAM N. MEAD
R. H. SHRADY, M.D.
PHILIP SILVER

Class of 1968

JOHN J. BRITT
WILLIAM H. MILLER, JR.
STANLEY R. RICE
IRA SEEBACHER
LOUIS N. STAUB

Class of 1969

BERNARD FINK
H. M. GOODKIND
HARRY A. HOLMAN
JACK KLEIN
SAM RODVIEN
HERBERT ROSEN

In case of change of address, please notify Secretary, Aero Philatelists
22 East 35 Street, New York, N. Y. 10016.

AERO PHILATELISTS at INTERPEX

March 17-19, 1967 in New York City

Once again our organization will be an active participant in the annual philatelic show, INTERPEX, that Mr. Herbert Rosen stages at the Americana Hotel, 7th Avenue and 52nd Street, New York, N. Y.

Some of the members in the New York area will exhibit very fine selected pages from their albums. The AERO PHILATELISTS' exhibit will total at least 30 frames, featuring pioneer material and Zeppelins.

"Day of Aerophilately" Sunday, March 19

The great success which the "Day of Aerophilately" achieved last June during the 1966 AEROPEX Show has provided the initiative to create a similar one from now on annually in the United States, and confine it not only to AERO but also to ASTRO PHILATELY.

The first of these days will be held in New York City on March 19 during the International Stamp & Coin Exhibition INTERPEX at the Hotel Americana, 7th Avenue and 52nd Street, because this day of the three-day event is dedicated primarily to this phase of philately. On Sunday, March 19th, the leading airmail and rocket mail societies—AERO PHILATELISTS, *Metropolitan Airmail Cover Club*, *Jack Knight Philatelic Society*, and the *Rocket Mail Society* will have a large program of lectures, film showings, and other presentations has been scheduled to make it a comprehensive DAY OF AERO & ASTRO PHILATELY. It will start at 1 p.m.

AERO PHILATELISTS portion of this program will have a rather unusual feature. Some of the exhibitors are having color slides made of a few of their more interesting air mail stamps and covers that will be on public view in the frames. Those attending this showing of the color slides will have the material on view in the frames explained to them in greater detail, so that when one looks at the frames, he or she will be much better guided and informed.

Membership Lapel Pins Available

Those who would like this, should remit one dollar (\$1.00) to:

Aero Philatelists
22 East 35th Street,
New York 16, N. Y.

FOR BOOKS ON AIR MAILS

See Pages 64, 74 and 80

IF YOU HAVE STAMPS TO SELL...

You should know what people have to say
about H. E. HARRIS & CO.

A retired dealer-collector from Miami, Florida says:
"No dealer could have given me more, nor paid me so promptly."

FREDERICK A. NEWMAN
Box 802
Miami, Florida 33133



Frederick A. Newman

Mr. H. E. Harris
H. E. Harris & Co.
Boston, Mass. 02117

Dear Mr. Harris,

As you know, I have been liquidating my philatelic holdings over the past several years, and I now want to acknowledge your payment of \$26,980.00 covering the last and final portion of my large collection and accumulation of stamps.

I want you to know that I have been more than pleased with every transaction I have ever had with you. Having been a collector for more than 50 years, and a dealer for part of that time, perhaps it may have special meaning when I say that NO dealer could have given me more nor paid me so promptly as you have always done.

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,



FOR YOUR OWN PROTECTION

To replenish our extensive retail stocks we are constantly buying — at generous prices — collections and accumulations made by stamp collectors provided they are worth \$100 or more Our free appraisals, good prices, and prompt payments — with no haggling or delays — have made us innumerable friends among collectors with stamps to sell Send only 25c for this booklet of valuable information, "If You Have Stamps to Sell," and read it for your own protection before disposing of your collection.

H. E. HARRIS & CO. BOSTON, MASS. 02117

SEMI-OFFICIAL AIR MAIL STAMPS A Gold Medal Collection Sold At Auction

On November 18, 1966, the gold medal semi-official air mail stamp collection of AERO PHILATELISTS' Vice President, Dr. R. Hasbrouck Shrady of Englewood, N. J., was sold at public auction by H. R. Harmer Inc. of New York, N. Y. Broken down into 476 lots, it brought \$43,665.

We would estimate, however, that the entire Dr. Shrady pioneer air mail collection perhaps realized around \$50,000. His very rare Canada London-to-London flight stamp (San. #S35), of which only four mint copies and one cover are known, and also his extensive France collection were sold privately before the auction sale. H. R. Harmer Inc. did not make any public announcement of the sale price of these two items.

In reference to his French semi-official air post collection, Dr. Shrady told us that he hoped to see this kept intact; he believed it could be unique, being nearly complete. He said that it was sold to a dealer in Paris, but Dr. Shrady did not know if the Parisian dealer would sell it as a unit or break it up.

Cinderella's "Golden Slippers"

Many may fail to realize that here was a \$50,000 gold medal collection with only three out of the 476 lots with stamps listed by Scott. One was Lot No. 6, a cover with R.F. overprint. It is not catalogued in the "Scott's Standard Postage Stamp Vol. 1," but it is listed in "Scott's U. S. Specialized" as #CM6 and priced only *on cover* (which is correct) at \$70. This sold for \$77.50. (Sanabria's price is \$200.)

The two other Scott-listed lots were Turkey Air Fund issues. These were just listed by Scott two years ago (AERO PHILATELIST ANNALS Vol. XII, No. 2).



Fig. 1. Late in 1911, Calbraith Perry Rodgers flew from the East to the West Coast of the United States in quest of the \$50,000 prize offered by the Hearst newspapers. His flight was sponsored by the Vin Fiz Company—a soft drink manufacturer—and a 25c adhesive was prepared for flown cards. This example on a card, carried from Dallas to Waco, Texas brought \$3,600. Only 4 entires and one mint copy are known. (Illustrations courtesy of H. R. Harmer, Inc., New York, N. Y.)

Consequently, this was a "real" Cinderella collection, because 99% is listed and priced only in the specialized air post catalogues such as "Sanabria." Very little of it is listed in the other general catalogues in the world — Gibbons of England or the French Yvert & Tellier.

Our Past Research Proved Useful

Semi-official air mail stamps of the world have been the subject of many articles in this magazine. Some were written by Dr. Shrady himself. His articles that appeared in past numbers in the AERO PHILATELIST ANNALS are as follows:

CANADA ... Vol. I, No. 4; Vol. III, No. 2 and Vol. IV, No. 4

FRANCE ... Vol. VII, No. 2

GERMANY ... Vol. VIII, No. 2; Vol. XII, No. 3

SCANDINAVIA ... Vol. IX, No. 3

In addition, the AERO PHILATELIST ANNALS has published approximately 50 articles written by different authors on semi-official air mail stamps of the world. For instance, the 1877 famous "Buffalo Balloon" stamp of the United States was the subject of three articles (Vol. I, No. 1; Vol. II, No. 4 and Vol. VI, No. 2). Vol. I, No. 4 was devoted exclusively to semi-officials, while the French Guiana T.A.G. air mails were described in Vol. XII, No. 2.

It is interesting to note that H. R. Harmer's auction descriptions several times referred to articles in the AERO PHILATELIST ANNALS. A follower of auction sale catalogues will find this unusual.

Also, the description of Lot #13 interested us; it read as follows:

"Argentina. 1922* Pro-Aviation label (formerly listed by Sanabria). An o.g. copy, an unused copy on the official card and a copy on a card purporting to be on a first flight of Aug. 22, 1912. Offered 'as is' —" **Sold for \$4.**

This Argentina label had been listed for over 25 years by Sanabria. It was just deleted in the 1966 edition. Previously, it was Argentina #501, priced mint at 25 cents but "on cover flown Sept. 14, 20, 26 and 30, 1912" for \$250.

An article about this Military Aviation label appeared in the April, 1954 AERO PHILATELIST ANNALS (Vol. I, No. 4). It was written by Ira Seebacher, primarily as a result of material that I supplied him. Mr. Seebacher showed that a flight in South America in 1912 would have been a history-making event. But he could not find anything about it in Argentine newspapers or journals of the time. It was his opinion that this label never was used on a flight, but was simply a propaganda adhesive printed for aviation. We believe that as a result of this research, the Sanabria Catalogue finally deleted this label.

Selected Prices

There were a number of AERO PHILATELISTS members, including the writer, who attended this November 18, 1966 auction sale; it was held during the 1966 ASDA Show. I have selected the following prices, because they are no doubt of interest to many readers of this magazine:

United States. 1877 Buffalo Balloon mint single \$475; tete-beche pair \$1000; 1911

Vin Fiz (Fig. 1) \$3600; another card with creased copy \$1350

Australia. 1920 Ross Smith, mint with 4 margins \$400; on cover \$1150

Brazil. 1930 500r green Graf Zeppelin on flown card \$170

*1922 is a typographical error. It should read "1912."



Fig. 2. Rare German air post stamps. An o. g. pair of the 1912 "Gelber Hund" 1 mark 10 pfennig with surcharge inverted and one stamp the "Huna" variety. The item was sold for \$1,500.

- Canada.** As stated previously, the outstanding Canadian item was sold by private treaty. 1918 Aero Club on cover uncanc. \$180; tete-beche pairs \$160 & \$240; 1923 Colombia Consular Ovpts. complete mint set \$240; 1924 Estevan-Winnipeg o. g. copy \$105; 1925 Northern Air Service 25c mint sheet of 20 \$165; 1927 Red Lake imperf. blk. of 4 \$82.50
- Chile.** 1919 Figueroa flight cover \$320
- Costa Rica.** 1921 semi-official on cover \$325. (Auction cat. description quoted the Stanley R. Rice AERO PHILATELIST ANNALS article, Vol. III, No. 1)
- Denmark.** 1919 Naestrod-Storehedge flight, mint sheet of 6 (illustrated on the auction cat. front cover) \$900; 3 flown covers with singles \$180, \$190 and \$150
- Far Eastern Republic.** 1923 Aviation Week incomplete mint set of 10 \$420
- French Guiana.** 1921 T. A. G. San. #1 mint \$230; #2 mint \$135; San. #3 & 4 on covers \$160 each; #6 on cover \$300; San. #8 cover \$220; #11 single unused(?) \$210
- Germany.** 1912 Rhine flight (Fig. 2) \$1500; E.E.L.P. covers \$260 & \$125; Bork-Bruck cover San. #S1 \$450; #S2 mint sheet of 10 \$425; #S3 cover \$420; 1912 Gotha-Erfurt flown card \$140; 1912 Regensburg San. #S10 cover \$150; 20pf. mint single \$150 and flown card \$420
- Greenland.** 1932 Rockwell Kent cover \$1450; more common reprint, red instead of brown red, mint copy \$100
- Italy.** 1919 Vienna-Padua-Prague mint \$42.50; 1926 Polar flight first day cover \$46; mint sheet of 20 \$62.50
- Monaco.** 1914 Air Race complete set of 8 cards \$75
- New Guinea.** 1913 Dirigible mint set of 2 \$150
- New Zealand.** Great Barrier Island Pigeon Post. Ovpt "Pigeongram" on flimsy \$400; mint single \$50; definitive "Pigeongram" stamp on flimsy \$120; 1899 triangular set of 2 in imperf mint pairs \$85
- Poland.** L.O.P.P. collection of 120 mint \$380; collection 21 covers \$190
- Russia.** Air Fleet Issues 1923-24. Collection 34 issues (catalogued by AERO PHILATELIST ANNALS Vol. VI, No. 2 article by John Nicklin) \$270
- Switzerland.** Pioneers 1913. Basel mint single \$77.50, card \$50; Bern-Burgdorf mint single \$62.50, proof \$50, on card \$80; Herisau card \$140; Aarau card \$105; Sion cover \$180; Lugano mint singles \$170 and \$110, card \$350; Laufen cover \$150 and Olten mint imperf \$200.
- 1924-28 Semi-Officials. San. #1 mint sheet of 20 \$47.50, San. #3 sheet mint \$55 and #4 \$60; San. #7-10 lot 53 varieties \$150; #11 on flown card \$28 and #11b mint copy \$67.50
- Turkey.** 1928 Air Fund Scott RAC23 \$100

The prices above are, as previously said, only random selections. Anyone desiring both the illustrated auction catalogue and all the prices realized may obtain same by remitting \$1 to H. R. Harmer, Inc., 6 West 48th Street, New York, N. Y. 10036.

Years ago, when I was editing the "Aero Philatelists' News," some reports upon auction sales of gold medal collections were published. As an experiment, I resumed this practice with this report. If the members would like to have similar ones in the future, please let me know. (H. M. G.)

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BOLIVIA

A Railroad Train Story

By ALEX RENDON

In January, 1954, the two presidents, Paz Estenssoro of Bolivia, and Getulio Vargas of Brazil, were to meet at the Bolivia-Brazil border dividing the two countries to inaugurate the Corumba-Santa Cruz railroad. To commemorate the occasion, Bolivia was to issue an air mail stamp depicting the two presidents with a locomotive, inscribed "Inauguracion del Ferrocarril - Enero de 1954."

The meetings of the two presidents never took place. The stamp was not released until 1960 when it appeared surcharged Bs. 1200 over its original face value of Bs. 10.

The reason why the stamp was never sold unsurcharged can be found in the history of the railroad, whose opening it was to commemorate, as will be seen.

The Philatelic Story

The basic stamp (Fig. 1) was lithographed in La Paz, Bolivia by La Papelera, S.A. Printed in sheets of 100 (10 x 10) and perforated 12. Copies are known imperforate.



Fig. 1

The 1966 edition of "the Sanabria Catalogue" lists Bolivia No. 264a as the surcharged stamp with "surcharge omitted." This is both incorrect and misleading. A more accurate description would read "basic stamp never issued." Or better yet, the stamp should be listed under the year 1954, which is actually the year it appeared on the philatelic market, although no copies were sold in the Bolivian post offices.



Fig. 2

The surcharge (Fig. 2) was done in black; it was authorized by Supreme



Fig. 3

Decree No. 91127 dated April 11, 1960. Among the constant varieties that appear on the sheet are the following two:

No period after Bs (position 13)

No period after 1200 (position 40)

The surcharge is also known inverted, because it reported that only one sheet was "overlooked" by the postal inspectors; later it found its way into the philatelic market. Depicted as Fig. 3 is a vertical pair with inverted surcharge (positions 86, 96).

The Railroad Story

In 1884, a survey team developed a plan to link the Brazilian city of Santos on the Atlantic Coast with the Chilean port of Arica on the Pacific Coast with a railroad. The line would cut 2,500 miles across South America, opening up the way to vast areas of Brazil and Bolivia, then inaccessible.

Both countries welcomed the plan enthusiastically; Brazil agreed to build the section of the railroad from Corumba to Santa Cruz. In exchange for these efforts, she would receive oil and mineral rights discovered along the route in Bolivia. It took time, however, to transform the initial enthusiasm into action. Construction did not begin until 1939.

From the start, engineers encountered staggering problems. Supplies had to be hauled hundreds of miles through jungles. Yellow fever, malaria and bubonic plague hit the workerevs. Indians attacked them near Rio Pailas. But the Brazilians persisted. At last, in 1955 the tracks were all laid, and the joint Bolivian-Brazilian Railroad Commission was ready to launch operations.

The railroad was headed quickly towards bankruptcy. The cost of a ticket from Santa Cruz to Corumba was about \$5. But the conductors did not seem too interested in collecting the fare, and, of course, this policy did not produce very much revenue.

Next, the railroad decided to hire 1,180 employees. Because the train makes only one round-trip a week, about 1,100 of these workers never had very much to do. Nevertheless, they drew salaries. The total wages exceeded the railroad's annual income by a substantial amount. For instance, during the year of 1964 the railroad lost more than \$700,000.

Because of maintenance problems, 29 of the company's 37 locomotives are

standing unused along the route, gathering rust and waiting for repair parts to arrive. The eight locomotives still in working condition are a newer model — built around 1925 — yet they even have been known to break down.

Soon the Brazilians realized that their chances of finding oil or minerals along the route were impossible. In 1961, they asked if the Bolivians would be willing to run the railroad. The Bolivians wanted nothing to do with it. But they had little choice; the tracks ran through their country. The Brazilians held back funds, so that by July, 1964, they had succeeded in divesting themselves of all responsibility for running the railroad.

The Bolivian Minister of Public Works and Communications took a dim view of the newly acquired railroad. Therefore, he promptly decided the Army would have to operate it. By the end of 1964 most of the railroad's employees had received their dismissal notices.

The railroad is still in operation. The train makes 27 stops along the route from Santa Cruz to Corumba, traveling the 405-mile route in 45 hours. I have been told that the ride on the train is both an exciting and colorful one.

Also, it does seem odd that this surface transportation venture was commemorated by Bolivia with an air mail stamp.

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72-76	Medallions	(12.00)	10.00
122-131	E11-12 Basilicas-Exp.	(270.00)	P. O. R.
132-139	Holy Year	(90.00)	50.00
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155	— Roman States	(27.00)	20.00
155A	— Roman States souvenir sheet	(90.00)	60.00
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FOR BOOKS ON AIR MAILS

See Pages 64, 74 and 80

UNITED STATES

The 5c Beacon Air Mail Stamp of 1928 Two Exceptional First Day Covers

It has been often said that many cannot understand why so much is written about philately, because practically no one receives any financial remuneration for his hard work. Furthermore, the few writers, who are paid, receive nothing more than honorariums, just a small fraction for similar writing in fields other than philately.

The reasons for the large output of philatelic literature may be explained by human vanity, the desire to see one's name in print and the thrill of having it appear.

There is, however, another factor that motivates the philatelic writer. This is the receipt of new, heretofore unknown information that comes to an author, after his writings have escaped into print.

For example, commencing with the January, 1964 number of this magazine, a five-part serial article was published on the United States 5c Beacon air mail stamp of 1928 (AERO PHILATELIST ANNALS, Vol. XI, Nos. 3-4 and Vol. XII, Nos. 1, 2 and 3). A year later, this was collated into a 61-page monograph.*

*United States. The 5c Beacon Air Mail Stamp of 1928 by Henry M. Goodkind. The Collectors Club Handbook No. 19 (1965), published under the auspices of the Theodore E. Steinway Memorial Publication Fund. The Collectors Club, 22 East 35th Street, New York, N. Y. 10016.



Fig. 1. A cover cancelled July 24, 1928 at Denver, Colorado, one day before the official first day of sale in Washington, D. C. At the bottom in the center is the San Francisco, Calif. July 25, 1928 receiving postmark that was hit on the back of the cover. Mr. A. H. Wilhelm was a well-known philatelist; the sender apparently was a stamp dealer.

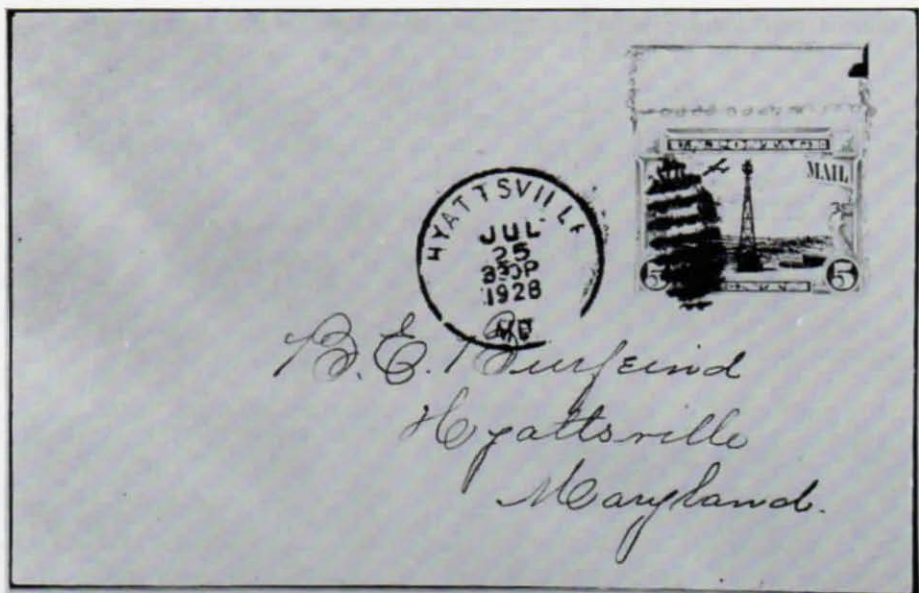


Fig. 2. A first day cover cancelled July 25, 1928 at Hyattsville, Md. but with only a single 5-cent air mail stamp. Because the rate at the time was 10 cents a $\frac{1}{2}$ oz., two stamps were needed.

Pre-First Day Cover

Chapter 2 of this work starts out with a description of first day covers; Fig. 33 illustrates one. The domestic air mail rate, when the 1928 5-cent air mail stamp was issued on July 25, 1928, was 10 cents per $\frac{1}{2}$ oz. Consequently, a first day cover had to be prepaid with two 5c Beacon air mail stamps. *The new 5 cents per ounce (not $\frac{1}{2}$ oz.) rate for which Scott C11 was issued went into effect on August 1, 1928, one week after the first day of sale.* (See Figs. 34 and 35.)

It was not unusual to find stamps from the 1925 to 1950 period used on dates before the official first day of issue, and also at places that had not been officially designated where the first day of sale of a new issue was to take place. It happened that some U. S. postal employees, upon receiving a stock of a new issue, did not read nor carry out the United States Post Office Department's directive to withhold the sale of the new stamps to the public until a specified date.

Such oversights now are occurring far less frequently than they did ten, twenty, or thirty years ago.

Until recently, I had never read nor heard of the 5c Beacon air mail of 1928 being placed on sale and used before its official first day, July 25, 1928, in Washington, D.C.

As a result of my Beacon book, Mr. Bruce T. Benepe of Darien, Conn. has shown us a cover cancelled in Denver, Colorado on July 24, 1928, one day before the official date of issue (Fig. 1).

Only A Single Stamp Used

To repeat—before the new rate went into effect on August 1, 1928, covers from the first day of issue, July 25th until August 1st, had to have two 5c

Beacon air mail stamps.

Another reader of my book wrote me the following letter:

"I enjoyed your monograph of the 5c Beacon air mail stamp very much.

"You might be interested in a first day cover I have . . . It is cancelled Hyattsville, Md. July 25, 1928 with a single C11 affixed. This evidently is an illegal use of the stamps as the air rate was 10 cents at the time.

"It is addressed to B. E. Burfeind of Hyattsville, Md. He must have been a stamp collector, as I possess other covers addressed to him.

"The stamp is Position #5 with arrow on the selvage to add to the interest.

"If you should like to see the cover, I would be pleased to forward it to you."

(Signed) Stephen Pearson
Philadelphia, Penna.

My reply asked to examine the cover. Seeing nothing wrong with it, Mr. Pearson had it photographed after I returned his cover to him. It is illustrated as Fig. 2. (H. M. G.)

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UNITED STATES

The Lindbergh Booklet Pane An Interesting First Day Cover

By WILLIAM H. MILLER, Jr.

The writer was fortunate to acquire recently the first day cover of the 1928 Lindbergh booklet pane (Scott No. C10a, Sanabria No. 10a) shown in Figure 1. This registered cover, dated May 26, 1928, bears the Cleveland Mid-western Philatelic Exhibition Station cancellation in purple. It is unusual for three reasons.



Fig. 1. (Photos by Boutrelle)

Firstly, in addition to the Lindbergh booklet pane, the cover carries an additional 15 cents in postage. This includes the 3-cent stamp of the regular issue on the front, plus twelve cents affixed on the back (Figure 2) with a block of six of the Valley Forge issue (Scott No. 645). Secondly, the cover is also a first day of issue for this latter commemorative stamp.

The third interesting and unusual feature of this first day cover is the intention to have it travel around the world from its origin in Cleveland, Ohio and that it did make such a journey.

Around The World In 45 Days

Turning to Figure 2, the multitude of backstamps tell the tale of this trip. From its start in Cleveland, Ohio on May 26, the cover was sent to New York City, and from there went back westward on May 27. The dates of the subsequent stops on its itinerary, as indicated by the various backstamps, are as follows: San Francisco, May 29; Seattle, May 29; Yokohama, Japan, June 16; Shimonoseki, June 18; Moscow, U.S.S.R., June 30; London, England, July 3; New York, July 11; and Cleveland, July 11.

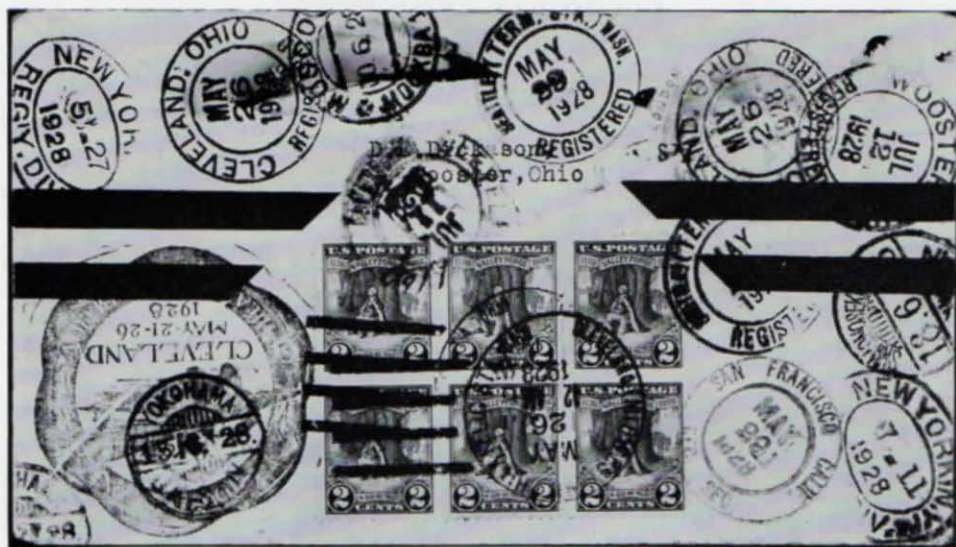


Fig. 2.

This cover has thus travelled around the world in 45 days. One wonders how much faster this trip would take today.

The sender of this cover has indicated on the front that it is to go "Round the World by Air Mail." Needless to say, in 1928 not all of this voyage could have been made by air. The cover travelled from New York to San Francisco, Calif. and thence to Seattle, Wash. by air mail. This is consistent with the time taken (2 days) for this section of the trip. From Seattle through Japan and on to Russia, the journey had to have been made by ship and train. Most certainly, there was a long train trip to Moscow.

In Moscow, however, the cover may have again been placed on a plane. In 1928, there was an air mail route operating from Moscow to London via Berlin. The time elapsed for this cover to travel between these two cities was but 3 days; the distance being in excess of 1,600 miles. It is quite possible that our cover was carried on this section of its trip by air.

From England to the United States the cover, of course, travelled by ship. When back in the United States, it would have flown once again from New York to Cleveland, thus completing its voyage around the globe by plane, ship and train.

Calculating The Rate

As an interesting aside here, the postal rate on this cover may arouse curiosity for those who have an interest in this aspect of philately. Assuming that postage was intended to be provided for all possible air mail routes, the rate structure would work out as follows:

Air Mail United States	10c
Registration	15c
Ocean Postage	5c
Air Mail Moscow - London	16c
Total	46c
Underpaid	1c

We cannot be certain that this was in the sender's mind when he affixed his postage. The 3-cent postage stamp on the front tends to the belief that he meant to put exactly 45 cents on this cover for good reason. Perhaps the air free from Moscow to London was not properly calculated. Possibly, the registration fee or the United States air mail (based on one-half ounce) postal charges were higher. The only conclusion, that can be drawn, is that the 45-cent rate leads to several possible answers. It is impossible to tell just which one is correct, but an interesting problem is here presented for consideration.

Thus, in closing, we have here not only a well-travelled Lindbergh booklet pane first day cover, but also one which poses interesting questions as to the rate it bears.

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The Italian Colonies 'Servicio di Stato' overprints were listed and priced at \$17.50 each by Sanabria in the 1936 edition of the catalogue. These stamps, now worth \$500.00 each, were not listed by Scott until 1953.

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.

The famous Earhart & Sarabia issues of Mexico were first included by Scott in 1956 . . . some twenty years after Sanabria had listed them.

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