

THE AIRPOST JOURNAL



AMERICAN AIR
MAIL SOCIETY
TENTH ANNIVERSARY
CONVENTION & AIR
MAIL EXHIBITION
NEW YORK CITY
AUG 31 • SEPT 1 & 2 • 1933

AUGUST • 1933

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AIR MAIL SPECIALIST

Established 1895

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Tenth Anniversary Convention & Exhibition Plans Are Announced

GATHERING PROMISES TO BE
LARGEST EVER HELD BY
AMERICAN AIR MAIL SOCIETY

The ambitious plans for the Tenth Anniversary Convention of the American Air Mail Society are now complete. This Annual Meeting and Competitive Airpost Exhibition which will attract Air Mail Collectors and Philatelists from far and near is to be held in New York City at the New Yorker Hotel, commencing Thursday, August 31st and continuing through Saturday night, September 2nd. Indications at this writing point to the largest gathering ever held under the auspices of the Society and it is believed that the total value of the material on exhibition will exceed all previous exhibitions either in Europe or America.

The Committee, headed by President Gatchell, General Chairman and Erik Heldesheim, New York Chairman, assisted by the active participation of many of the leading aero-philatelists of the country announces the following program for the three days.

THURSDAY, AUGUST 31

- 9:00 A.M.—Registration (also on afternoon of day previous).
Registration fee including BANQUET—\$3.50
10:00 A.M.—Opening Business Session.
2:00 P.M.—Second Business Session.
8:00 P.M.—Bourse and general informal get-together.

FRIDAY, SEPTEMBER 1

- 10:00 A.M.—Business Session.
NOTE: There is no formal program for the remainder of the day.

SATURDAY, SEPTEMBER 2

- 10:00 A.M.—Final Business Session.
2:00 P.M.—Convention Auction conducted by Donald E. Dickason.
7:00 P.M.—Convention Banquet.

In further explanation of the above Program the Committee calls attention to the open afternoon and evening provided for Friday. It was

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felt that in a city as varied in interest as is New York City it would be difficult to provide entertainment of an organized nature which would appeal mutually to all the delegates. Instead arrangements have been made with the Courier Service of New York, a qualified tour service agency to have a representative present at all times who will gladly arrange any trips, tours or entertainment either individually or by groups at reasonable and special reduced rates. The Committee is prepared to suggest trips of interest and a tabulation with costs will be available at the first session.

Attention is also called to the nominal registration fee which is lower than ever before. Separate Banquet tickets at \$2.50 or separate registrations (for those who cannot attend the Banquet) at \$1 can be arranged.

Hotel rates at the NEW YORKER are within the reach of all. Single rooms as low as \$3 per night are available, with double rooms (double bed) at \$4.50 and twin bed rooms at \$5.00 minimum. As minimum priced rooms are always in demand at every hotel and are limited in number early reservation should be made. Send your reservation direct to Mr. H. F. Hohl, Sales Manager, Hotel New Yorker, 34th St. & Eighth Ave., New York and state that you are attending the American Air Mail Convention. Food and all other commodities and services at the Convention Hotel are in keeping with the low rates for rooms. Every room is equipped with both tub and shower and has a three station radio for which there is no extra charge.

President Roosevelt will be tendered an Honorary Membership at the Convention in token of his Philatelic interest and Postmaster General James A. Farley has been asked to attend or to designate one of his assistants to represent the Post Office Department.

Donald E. Dickason who will conduct the Convention Auction, writes that the material to be sold at this time is remarkable as to its interest and considerably above the average. A good attendance and good prices are expected.

The Committee has provided better than 200 frames for the Exhibition and is prepared to provide more if necessary. Advance entries received to date bring out the fact that there will be much new material never before exhibited and those who expect to take awards based on previous performances had best look to their plans. Attractive certificates of award have been designed by the publisher of THE AIRPOST JOURNAL, Walt Conrath. A special issue of the JOURNAL will appear at the Convention and will serve as the Catalogue of the Exhibition. A number of dealers have reserved table space and the NEW YORK AMERICAN has indicated that it will publish a special edition of its Stamp Page devoted exclusively to the Convention and Exhibition. This will be distributed gratis at the Exhibition Hall. August 15th is the absolute deadline for the filing of entries and any not yet sent in, should be sent forward promptly upon receipt of this issue.

In another part of the Journal will be found the list of Judges and their assignments, so far as possible at this writing. Also will be found the official proxy which should be executed by those who find it impossible to attend any of the sessions. This may be handed to any members or may be mailed to any officer who will be in attendance.

The Committee will gladly answer any question which may arise between now and the meeting and hopes to make the acquaintance of many new faces this year as well as to renew friendship with old Convention friends. **BE THERE!**

Pick Judges for New York Exhibition

EIGHTEEN JUDGES WILL
EVALUATE EIGHT CLASSES
OF AIR MAIL EXHIBITS

Below is given those who will Judge the Exhibits in the Competitive Exhibition at New York. The Committee has selected the Judges both for their ability and knowledge and their availability. It is thought that all shown herein can be present and can serve but the right is reserved to substitute, add to, subtract from, or reassign the Judges as practical occasions may require.

It should be noted that the original number of Judges has been augmented from twelve to eighteen although not all the Judges serve in any considerable number of classes. It was felt that the Exhibition should have the benefit of the knowledge and advice of acknowledged leaders in certain classes and in these cases special additions were made. Some Judges are not eligible for assignment to certain classes for which they are eminently qualified because of their competitive competition in these classes.

BOARD OF JUDGES

ANGERS, GEORGE W. Springfield, Mass.
BAHR, RAY V. Springfield, Ill.
CONRATH, WALTER Albion, Pa.
DICKASON, DONALD E. Wooster, Ohio
GATCHELL, L. B. Bronxville, N. Y.
GLASS, CARTER, JR. Lynchburg, Va.
GRIFFIN, H. H. Cleveland, Ohio
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KINGDOM, GEORGE D. Conneaut, Ohio
LEECH, FRANCIS B. Washington, D. C.
LODIGIANI, GUIDO New York, N. Y.
POTT, WILLIS M. Montclair, N. J.
RADASCH, DR. H. E. Philadelphia, Pa.
RIESS, CHAS. G. Albany, N. Y.
TRUBY, HARRY A. New Kensington, Pa.
WEBER, KARL B. Pittsburgh, Pa.
YORK, HOLCOMB Cummington, Mass.

CLASS 1 Complete—Airmail Stamps, Official Issues—Griffin, Kessler, Radasch, York Conrath substitutes for Radasch in 1A
CLASS 2 Complete—Airmail Stamps, Semi-Official Issues—Conrath, Griffin, Kessler, York. Radasch substitutes for Kessler in Class 2B2.
CLASS 3 Complete—Vignettes—Dickason, Kessler, Radasch, York.
CLASS 4 Complete—Stickers & Labels—Griffin, Hildesheim, Kessler, York
CLASS 5 Complete—Foreign Air Mail Covers—Angers, Hildesheim, Kingdom, Truby.

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- CLASS 6A Covers—U. S. & Possessions — General — Bahr, Conrath, Leech, Weber.
- " 6B1 Pioneers—Angers, Gatchell, Lodigiani, York.
 - " 6B2 Government Flights—Angers, Leech, Truby, York.
 - " 6B3 Contracts—Bahr, Griffin, Dickason, York.
 - " 6B4 F. A. M. 's—Angers, Gatchell, Leech, Riess.
 - " 6B5 Historicals—Glass, Hildesheim, Kingdom, Lodigiani.
 - " 6B6 Possessions—Glass, Leech, Truby, York.
 - " 6C1 Crash Covers—Angers, Dickason, Griffin, Pott.
 - " 6C2 Emergency—Griffin, Hildesheim, Pott, Riess.
 - " 6C3 Lindbergh—Angers, Conrath, Truby, Weber.
 - " 6C4 Pilot Autographs—Hildesheim, Truby, Weber, York.
 - " 6C5 Airport Dedications—Bahr, Dickason, Griffin, Leech.
 - " 6C6 Miscellaneous—Bahr, Dickason, Griffin, Leech.
- CLASS 7A Lighter Than Air—General—Conrath, Glass, Petty, Weber.
- " 7B1 Balloon Letter—Dickason, Gatchell, Kessler, York.
 - " 7B2 Pre-War Zeps—Conrath, Dickason, Hildesheim, York.
 - " 7B3 Graf Zeppelin—Angers, Conrath, Gatchell, Griffin.
 - " 7B4 U. S. Dirigibles—Conrath, Glass, Petty Pott
 - " 7B5 Any other—Conrath, Glass, Petty, Pott.

CLASS 8—Publications and Literature The combined Board of Judges by ballot vote.

Attention is invited to the Official Prospectus which gives rules for the procedure of judging. The decision of the Board of Judges is final and cannot be appealed.

SPECIAL NOTICE IN REGARD TO INSURANCE

The rules for the Exhibition state "Exhibitors desiring insurance shall make their own arrangements for same."

This rule is in no way modified and the responsibility for loss still remains with the Exhibitor, however at the request of a few Exhibitors the Committee has found that a blanket policy can be written at a nominal sum for those wishing to so insure and willing to share the expense. The rate on this blanket policy would be \$1 per thousand dollars of coverage and would insure during the three days of the convention plus the day immediately preceding and the one following. This does not provide transit coverage and is only while at the Exhibit Hall within the above limits of time.

If any Exhibitors wish to participate, kindly communicate with the Chairman promptly.

WALTER BRUGGMANN OF MANILA POSTS SPECIAL PRIZES FOR BEST PHILIPPINE EXHIBIT

One of the oldest members and best friends of the American Air Mail Society is Mr. Walter Bruggmann of Manila, P. I. Mr. Bruggmann has always shown a lively interest in the Society and in sending his regrets that he cannot participate in the Exhibition this year, advises the Committee that he will donate three special prizes of air mail stamps or covers to be awarded for the best three exhibits of Philippine Air Mail Covers. These come under Class 6B6. This is splendid co-operation and Mr. Bruggmann has the thanks of the Committee and the Society. Who will win these valuable items?

D. E. Dickason Will Sponsor N.Y.C. Convention Auction

THE AUCTION SALE is always one of the high spots of any convention program. Most collectors who are in attendance at this particular sale do not have a regular opportunity to attend such sales and are especially interested in seeing how one is run off. The auction market is generally recognized as the "Stock Exchange" of philately and any collector who does not avail himself of the opportunities afforded by this market is limiting his field in the purchasing of new pieces for his collection.

Due to the obvious geographical limitations of attendance in person at the usual auction sale, a system of handling mail bids has been perfected which gives to the mail bidder the same protection as to the bidder on the floor. This involves the use of his top bid on any given lot only when the auctioneer is forced to do so by lower mail bids which are right under the top, or when bidders on the floor run up the bid. In other words, if the high mail bid is \$5 on some lot, and the next mail bid is \$4, the starting bid will be \$4.10 at which the lot will be sold to the high bidder unless a bidder on the floor may bid, in which case the auction clerk bids for the high mail bidder until the floor bidder either drops out, or goes over the top mail bid.

I mention these details because this practice is often not familiar to the bidder attending his first sale, and he is confused as to what is going on. The customary wording when a lot is sold to the order of a mail bidder, is the statement "Sold to order", by the auctioneer. After one A.A.M.S. Convention sale, one of the audience asked in all seriousness, "Who is this man Order, who bought so many lots?"

The sale for this year's convention has been planned as one which will have an unusually large number

of lots of special appeal, and very few of the more ordinary sort of thing. The convention always brings together many who are especially interested in the auction's part in the program, and I have tried to make it as appealing as possible, both for those in actual attendance and for those who must send their bids by mail.

I shall not attempt to itemize in detail any of the lots in this sale, as you will want to check the catalog for these yourselves. An outline of the subjects covered, however, will be of interest as an indication of the scope of the sale. Air Mail Stamps, including many outstanding rarities and a particularly fine selection of the scarcer errors, 103 lots; U. S. Pioneer Flights, 10 lots; U. S. Government Flights, 21 lots; C.A.M.'s, 58 lots; F.A.M.'s, 41 lots; Famous Fliers (including two Lindbergh signatures, 20 lots; Paris Balloons, 14 lots; Do-X and Zeppelins (including some Akron rarities) 40 lots; Foreign Flights - Overseas and Pan American, 75 lots; Canada, 31 lots; Philippines 7 lots; Dedications 40 lots; Air Express, 10 lots; First day Covers, 24 lots; Crash covers, 14 lots; and Historical Flights, including many of the rarities, such as Byrd North Pole, Byrd South Pole, Handley-Page, Columbia trans-Atlantic, Herndon-Pangborn Round the World, ect. 28 lots. In addition, not yet received as I write this, will be a number of lots sent in by members to pay their dues, which will be sold for the benefit of the Society treasury.

The sale will be held Saturday afternoon, Sept. 2, and I am sure it will be worth the while of every attendant at the convention, and every collector in the New York area, to be present in person. If that is not possible, by all means ask that you receive a copy of the catalogue, and send some bids by mail.

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Fred H. Wilde....Pacific Coast Notes

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CRASH COVER NEWS

by FRANK A. COSTANZO

Crash Cover news should be sent direct
to Frank A. Costanzo, Box 32,
Punxsutawney, Pennsylvania.

THE Official Reports given in
this issue of the Journal have
come to us from Mr. Stephen
A. Cisler, who has succeeded Mr.
Earl B. Wadsworth as Superintendent
of the Air Mail Service. Mr.
Cisler was former Asst. Supt. of the
Air Mails at Fort Worth, Texas.
Mr. Wadsworth has been transfer-
red to the position of Asst. Supt. at
Large, Railway Mail Service. Our
sincere appreciation to Mr. Wads-
worth for his fine assistance to this
column and our best wishes to our
new friend Mr. S. A. Cisler.

**Official Reports of Recent Air Mail
Crashes and Accidents**

June 4th, 1933

Upper Zion, (near Bowling
Green) Va., A.M. No. 19, North-
bound, 3:15 a.m., Eastern Air
Transport. Pilot W. L. "Larry"
Jamieson killed. Original load of
mail 164 pounds. Recovered 1200
charred letters in badly damaged
condition and forwarded from Rich-
mond, Va., June 5th in Postal Pen-
alty envelopes with crash cachet
reading "Damaged due to air mail
interruption at Upper Zion, Va.,
June 4, 1933".

Leaving Richmond at 2:03 A.M.,
23 minutes behind schedule, Jamie-
son was flying the night mail to
Washington on a routine flight in
ideal weather. Flying fast at a
low altitude in an attempt to make
up lost time, Jamieson's motor
sputtered and conked out, the plane
crashing into a ravine and bursting
into flames. The pilot was pinned
in the wreckage and burned, to-
gether with most of the mail cargo.

Jamieson has recently completed
the design and construction of his
own "mystery ship" which he plan-
ned to race in the Bendix and
Thompson Trophy Races at Los
Angeles. Although not a speed flyer
Jamieson was a crack air mail pilot,

a veteran of the line and considered the most capable pilot of the Eastern Air Transport.

June 5th, 1933

Near Newark, N. J., A. M. No. 17, Westbound, (Newark to Chicago) United Air Lines. Pilot Clarence Hudson and eleven passengers uninjured. (This mishap was mentioned in the July Journal. Official reports state no mail was being carried on this plane.)

June 28th, 1933

Near Goodland, Kansas. A.M. No. 30, Westbound, approximately noon, United States Air Lines. Pilot Gordon S. Darnell and four passengers

uninjured. 18 pounds, 12 ounces of mail all recovered intact and forwarded without markings the day.

Flying from Salina to Denver with mail and passengers in a single motored monoplane of the U. S. A. L. the plane was nearing Goodland at an altitude of 2,000 feet when Pilot Darnell noticed the ship breaking into flames. Nosing down quickly for a landing, Darnell found a cornfield and settled the burning plane down without mishap. Hurrying the passengers from the ship, the pilot saved the mail and express just as the entire plane burst into flames.

Dedication and Unofficial Air Mail Covers

Maurice S. Petty

News of future and past events under this section should be sent direct to Mr. Petty, 617 Kennedy St., N. W., Washington, D. C.

COMING: CHICAGO, ILL. Arrangements have been made for civic organization sponsored cachets for future events, by our good old friend, J. J. Mattes, 1113 Cornelia Ave. He will accept covers for holding for unexpected events, air mail only for air events, and first class or air mail for civic and historical. Cachet for Picard Strathophere Flight; International Air Races, Sept. 1,2,3,4; Gordon Bennett International Air Races, early September; American Legion Air Races, Oct. 2,3,4,5 and others. Only small envelopes and no stamps applied or autographs furnished.... DAVENPORT, FLA., C. of C. says will hold and mail air covers, if and when airport is dedicated this summer....Ditto for KILGORE, TEXAS, C. of C.—OTTAWA, KANS. C. of C. expects to dedicate this summer, says Rex Copp....SAVANNAH, TENN. C. of C. says have not dedicated, but

will hold covers for same....DETROIT, MICH. 5th anniversary of AM 17 was published as July 27th. W. T. Wynn, —r. writes correct date is 17th, and covers received after that date will be held for future event....LITTLE ROCK, ARK. dedication postponed says Carl Olsson, 1001 McGowan St., who will hold covers. City Council raising money for another hangar first....LAREDO, TEX. not yet happened, but still in prospect....When your covers do not arrive on time, it usually means that event was postponed. Be patient, for those holding covers can't answer a letter from everyone. One I sent out in April 1929, only received this month, but it was Terre Haute, Ind. and a good one....NACOGDOCHES, TEX. will mail on airport opening date, not yet set....SUNNYVALE, CALIF welcome to U.S.S. Macon will be met with a cachet by San Jose C. of C. in addition to those already listed. Covers to D. H. Jacobs, 108 No. 24th St., San Jose....NEW YORK CITY,. Both for arrival and departure of Italian

(Continued on Page 12)

Airs of the Month

Alton J. Blank

AS is to be expected this time of the year special flights are in the fore. Along with them come the usual special stamps. The most spectacular, that of General Balbo, has produced issues from Iceland and Newfoundland. Haiti issued a special stamp for a New York-Port au Prince flight by Boyd and Lyon. Hungary has issued a new series, so has Latvia.

BOLIVIA

The commemorative set portraying Ex-president Mariano Baptista is scheduled to make its appearance this month. This was the series listed this spring.

BRAZIL

Last month's chronicle of a 3\$500 reis stamp is supplemented with the news that this stamp is typographed and the design is of a plane in flight in front of the flag of Brazil rather than the map of the country.

CHINA

Can any correspondent supply us with the information about a surcharge that is reported on the 30c stamp of the 1921 issue and the 15c of the second series? Information, meagre though it is, states that an overprint meaning "Air Mail" in Chinese characters was applied at Tihwa for a flight from Tihwa to Lanchow in Kansu. I believe Tihwa is in the Sin Kiang province near Tibet. The surcharge "Air Mail" on an air mail stamp seems superfluous. Who can help?

GREAT BRITAIN

The Great Western Railway—through sanction of the Post Office Department—has issued a semi-official label for use on dispatches of mail via air. It is a large transverse oblong measuring 7 by 2.85 cm and is light blue in color, showing an airplane. The value "3d" appears at the right. In plain letters on a colored ground is "G.W.R. Air Mail." This label was first used May 15, 1933.

All data on New Issues of Air Mail Stamps should be sent direct to Editor Alton J. Blank, 1850 Burnett Ave., East Cleveland, Ohio.

HAITI

A surcharge consisting of a small airplane topping a five line wording which read: "Columbia Vol-Direct N.Y.-P.au P. Boyd-Lyon 60 cts." with bars cancelling the original value of the stamp was applied to 5,000 copies of the 20c map stamp of 1924 Scott's 317. The overprint is in red.

HUNGARY

Four distinct designs make up a series of nine attractive stamps just released. The 10f blue green and 16f violet show a modern monoplane over scenery; the 20f wine red and 40f blue show a farmer in front of the double cross of Hungary looking towards a plane; the 48f lilac and 72f red brown depict Mercury on the wing of a plane in flight thru the clouds; and the 1, 2, and 5P colored respectively, yellow, green, deep lake and blue black have as a common design Mercury holding a four-bladed propeller.

ICELAND

"HOPFLUG ITALIA 1933" appears in red in two lines on the current postage series, to comprise a set of three stamps for the Balbo Flight. Denominations and colors are: 1Kr dark blue and light brown (re-engraved), 5 Kr. brown and indigo, and 10 Kr. yellow green and black (re-engraved).

5th MAIL AUCTION SALE

The usual fine line of Air-post stamps, as well as a GRAND BUNCH OF ZEPPELIN, FAM., and FOREIGN FIRST FLIGHT COVERS. Also CAM's, Air-port Dedications, U.S. First day Covers, etc. Catalogue free.

FREDERICK P. PROESSEL
51 E. Woodale Rd, PHILADELPHIA, Pa

THE AIRPOST JOURNAL

ITALY

Five thousand copies of the 50L Balbo flight stamp were issued in new colors and surcharged "SERVIZIO DI STATO" in black on both sides of the stamp.

LATVIA

For some reason or other another set has been issued bearing an enormously high surtax. The set of three values is both perforate and imperforate. Values, colors and designs are: 3+53s. red orange and black, an airplane and swastika—Hitler influence?), 7+57s dark green and dark brown, a plane over a bridge, and 35+135s, dark blue and black, three planes over the map of Latvia.

The special flight set mentioned last month has fallen into the hands of speculators and is being sold for \$5—which is plenty for a 40c series. The planes crashed near Berlin and the Aviators making the flight had to return by train to Riga. Very few of the stamps were used on mail.

LUXEMBURG

Two values—5c and 3 francs are to be added to the current air mail series in the near future.

MALTA

Details in local newspapers call for a series of air mail stamps as the result of recent governmental action.

NEWFOUNDLAND

Eight thousand copies of the 75c dull gold stamp recently issued for Labrador air service have been overprinted in blocks of four for use on return mail for Italo Balbo's flight. Issued July 24, 1933, the surcharge consists of the words: "1933 GEN. BALBO FLIGHT \$4.50".

PERU

My correspondent informs me that six stamps are to be issued the 29th of August as part of a com-

USED VENEZUELA AIRS

No.	Net	No.	Net	No.	Net
401.	.02	406.	.10	414.	.40
402.	.02	407.	.13	415.	.75
403.	.03	408.	.15	416.	2.25
404.	.03	409.	.20	424.	.15
405.	.05	413.	.30	427.	.23

JOHN ARNSTI, A.A.M.S. 1328

Bx. 445 Gr. Cen. Sta., New York, N.Y.

memorative series to observe the fourth century of the death of the Inca Atalmalpa, who was killed in 1533 by the Spaniards.

The stamps are 5c, map of Tahuantinsuyo (Inca State), 35c, City of Cajamarca (Inca's residence), 50c, City of Cuzo, 1 Sol, Inca coat of arms, 2 Soles, Temple of the Sun, and 5 Soles, the Fortress of Sacsahuaman. There will be a million each of the two lower values printed, 500,000 of the next three, and 250,000 of the 5 Soles.

PHILIPPINE ISLANDS

An outline of the plane and the words "Air Mail" in the wings comprises the surcharge of the first strictly air mail set for the islands. Fifty thousand copies were prepared for emergency air mail service to Europe and for insular use. The surcharge is on the 2c, yellow green Rizal type, and the 4c rose carmine, 12c orange, 20c yellow, 24c deep violet, and 32c olive brown pictorial series. It is thought denominations up to the 5 pesos will be added.

Cooperators are: Ludwig Horn, *Milton J. Harris, E. J. Ristedt, and P. J. Drossos.

Order a loose-leaf binder for preserving your copies of the Airpost Journal, now. The price will be raised as soon as the first limited supply is exhausted. Send \$2.00 now and receive a first class binder, with space for two years of the Airpost Journal and two A.A.M.S. Directories. (This is the most reasonable price that a quality binder of this type has ever retailed at.)



ROCK SPRINGS

CAM 18

FIRST FLIGHT EAST

and

FIRST REC'D FROM WEST

June 11, 1933

These and many other CAM and FAM Rarities are in Stock. What do you need ?

EDGAR C. CANTRELL

210 Glenwood Court
SAN ANTONIO, TEXAS

DEDICATIONS & UNOFFICIALS

(Continued from Page 9)

fleet of planes, properly sponsored cachet. Air covers to Aerophilatelic Club of New York, 5059 - 40th St., Long Island City, N. Y.....Basil Dhanens, % Basil's Garage, "Hazel's Dell", Vancouver, Wash., RFD 5, expects to dedicate a commercial airport in the fall and will hold and mail covers. He is owner.....AAMS Convention soon. Home to meet every reader there. I expect to be at Hotel Taft a few days preceding the convention.

AIRPORT DEDICATIONS: A good many dedications recently, some on short notice. Am afraid the many events with so few covers mailed will do definite harm to the hobby. Seeing so many listed with less than the beginner or the one who wants a dozen covers mailed discourages the beginner or the one who wants to complete his collection. Let's all pull together to give publicity..... Cummings, Calif., mailed 998 covers from the dedication including domestic mail and cards....Welland, Ont., on May 27, mailed 62....Waterboro, S. C. dedicated C. C. Anderson Landing Field, June 15 with a round cachet by Press and Standard. 1411 air covers; 131 3c letters and 6 post cards mailed....Palestine, Tex. dedicated Municipal Airport June 10 and 11 and small round cachet and 650 covers mailed first day and 25 the second day....Martinsburg, W. Va. dedicated Shepherd's Field on June 18th. C. of C. inscribed and mailed 12 covers, though have seen none. Will others report same The only 83 miles from Washington and the home of close relatives, I did not know of this till it was all overTerre Haute, Ind., June 21st dedicated Paul Cox Field, the same airport formerly Dresser Field. Round

black cachet by Aero Club and the American Airways, applied to all air mail that went out that day, 21 lbs. 3 oz., which Postmaster says is about 450 covers, mostly commercial. Yes, I got only one—been there four years....Des Moines, Ia., Municipal Airport June 23-24, wine colored also red cachet by C. of C. 1625 air mail and 167 3c ones on 23rd and about 50 air mail on 24thLongview, Tex. dedicated June 23. Boxed cachet by C. of C. in purple or red; also printed boosters ad on back. 1677 mailed....Douglas, Ariz. formally dedicated International Airport on June 5th, on one day's notice when Mrs. Roosevelt consented to be guest of honor. Same airport was formally opened on Aug. 20, 1929 (See 894 and 895) Rather late date for a dedication. Only 152 covers mailed bearing a blue printed square cachet by C. of C. and Mines and in addition in red, a copy of the dedication certificate signed by Mrs. Roosevelt....Phillips, Wisc. dedicated Price County Airport June 25th. Round cachet by C. of C., either in black or green. 342 in all mailed, including some 3c ones not counted separately....Mr. H. G. Kingdom in Linns says Brookhaven, Miss. dedicated June 19th. Will party sending him this information, please write me....Annapolis Royal, Nova Scotia, had formal opening of airport on July 1st. Only short notice but fifty covers with printed cachet were mailed. Thanks to Fred Sanders. Note on mine from our old friend John J. McHale, long unheard from. Also a different one comes through C. J. Hatt, without cachet but with autographs of Mayor, Asst. P. M. and Pilot. Only four of these... Aero Digest says Eads Airport at Iberia, Mo. was recently dedicated: Who knows date and has a cover?Burlington, N. C. dedicated Huffman Field, July 3 and 4. C. of C. says rain compelled cancellation of most of program on 3rd, so they mailed all covers on 4th; 450 of them, all air mail, with blue three-line boxed cachet....Norfolk, Va. dedicated Norfolk-Tidewater Airport on July 4th. Large cachet by Assn. Commerce. Total of 951 mailed, of which 869 were air mail and 82 ordinary mail. Of these, 923 were in

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green and postmarked 4th. The 28 that arrived too late to rate as dedication covers are in blue and pmkd. 5th.... Henderson, Texas formally opened Municipal Airport July 4th, and C. of C. had printed four-line cachet applied to air mail only, few over 1000.

OTHERS: South Bend, Indiana covers of June 19th with globe cachet, was not airport dedication, but was first air mail flight from new Bendix Municipal Airport. 274 covers were mailed....Menominee, Mich. covers of July 2,3,4, of which there were 33, 37, and 46 airs mailed respectively and 10 3c ones were for the dedication of the Menominee Beach, a recreation park and also for the first annual Michigan Peninsula Air Meet. I have the local papers of the three days and it was NOT an airport dedication....Jas. W. Green reports 189 covers mailed from San Jose on the first flight of June 11th; 500 mailed from Sunnyvale with the May 30th cachet; 187 air mail and 326 ordinary mail and 31 post cards mailed on June 6th, first day cancellation of Naval Air Station Post Office (Sunnyvale C. of C. cachet)....Fred Wilde says covers pmkd. New York June 17th and signed by Capt. Frank Hawks were flown by him on his non-stop record flight of June 2nd....Los Angeles covers of June 11th received for speeded up CAM service, no cachet.Same event brought two line and four line cachet by San Jose C. of C. from San Jose, 189 mailed; same from San Francisco, only marked "First Flight"....Portland, Oregon, same event 256 mailed with green plane and five line cachet by United Air Lines. On back is Rose Festival Air Show cachet. Same day from Portland, with the Air Show cachet, 187 air covers 452 3c covers and 151 third class and cards were mailed.... Los Angeles, June 11, typed statement on 25 covers for ground-

breaking for National Air Races ground stand....Montreal, Can., June 14th, round cachet in green by IAMS for anniversary Alcock and Brown flight....Detroit Air Mail Field June 14th, six line green by Kohler Aviation for first visit USS Macon. 409 mailed....Omaha, Nebr. Air Mail Flier, June 16th blue, 17th, red, and 18th yellow, by Jr. C. of C. for Air Races....Adams, Mass, June 30th, dedication Aviation Beacon and State War Memorial. Nice purple cachet by Berkshire Stamp Club on about 2000 air mail, black on ordinary mail....From C. P. Ingold comes Madison, Wisc. July 1st cover for resumption of service on AM 9, direct route Chicago to Minneapolis....Los Angeles, July 1,3,4,5, three line cachet for International Balloon and Air Races. All covers for 2nd were mailed on 5th as events were so postponed due to weather.... From A. Stockman, comes nice catapult covers from the Europa pmkd. June 30th, and bearing black cachet of July 1-2....Avalon, Cal., June 6th, 2nd anniversary Wilmington-Catalina Air Line. Covers bear regulation blue and silver sticker of line, are signed and flown on the route.... Tulsa, Okla. June 5th, 5th anniversary CAM 3. Nice printed cachet by Stamp Club, pmkd. Dallas at 9 A.M.New York City July 7, greets U. S. S. Macon. Blue pictorial cachet by Fordham Aero Philatelic Society. Several thousand mailed on only few hours notice. Harry Gordon reports he now has 110 Akron items and 25 Macon items....San Francisco, June 9th, 4 line and plane cachet by West Coast Airmail Society for first east dispatch on A.M. 18. Covers also bear Jr. C. of C. ground breaking for bridge, cachet....Oakland, Calif. same event, backstamped San Francisco, without cachet, but typed inscription....Elmira, N. Y. July 10th, National Glider meet. Round blue cachet by Stamp Society and supple-

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mental "First Glider Air Mail" in two lines....New York City, June 9th Cachet by F.A.P.S. on 50 covers for Lindberghs' hop-off for Greenland.... Miami, July 8th, Air Mail Field Postmark, cachet by Greater Miami Airport Assn. for presentation of US Treasury Dept. Gold Medal award presented to Aviation crew of Coast Guard plane "Arcturus" Nice green cachet, best one seen this month, on 211 covers of which 24 had gold background for the fliers. Through kindness of D. Rosenthal all five fliers signed some covers.

Midland, Mich. Airport was formally opened June 19th, 1931, it has been shown by correspondence submitted by H. H. Hudson, through W. T. Wynn Jr. Those of us who have Michigan Air Tours of this date are fixed up on this event.

I regret to have to report so many events on which non-air mail was sent on air events. This is due undoubtedly to the many daily papers printing notices in their columns and the "cachet collectors" who are after only pictures on their mail, send them in. Cachet directors are urged to refuse air cachets on air events on ordinary mail. Those I have handled, have been marked "Aero cachets are for air mail only" and mailed without any. Have many more items which must be saved for next issue.

Thanks for news received from H. Applebaum, Leon Berman, Miss A.B. Cilley, Rex O. Copp, Judge B. S. DeBoice, G. Gedhardt, D. E. Dickason, Harry Gordon, Wm. F. Gerke, Jas. W. Green, F. Herget, D. H. Jacobs, W. J. Jackson, H. G. Kingdon, K. B. Levegood, Leland Metzgar, J. J. Mattes, G. F. Lancaster, Carl Olsson, J. F. Pendergast, D. Rosenthal, Fred Sanders, J. W. Stoutzenberg, Ken Tallmadge, Fred Wilde, H. L. Waha, W. T. Wynn Jr. and many C. of C. and P.M's..... Thanks are extended for covers to several, but they have been acknowledged individually.

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by Chas. G. Riess

Information concerning C.A.M.'s should be sent direct to the editor of section, P.O. Box 11, Albany, N. Y.

EFFECTIVE July 9, 1933, San Francisco (Mills Field) was embraced as a direct dispatching and receiving point on (C) A.M. 18 whereas prior to this date San Francisco dispatched and received (C) A.M. air mail via Oakland air mail field. The addition of Mills Field made San Francisco an intermediate stop on (C) A.M. 18 with Oakland remaining the western terminus of this route. Inasmuch as Oakland is geographically east of San Francisco it is necessary for westbound (C) A.M. 18 planes to fly eastward from San Francisco to Oakland and collectors should not be confused by this fact. In the same way eastbound (C) A.M. 18 planes fly westward between Oakland and San Francisco. The inaugural schedule called for three trips daily in each direction. However, westbound planes stopped at Mills Field only to discharge mail from the east and continued on to Oakland with the result that there were no dispatches from San Francisco to Oakland. Oakland made only one dispatch via the first trip on July 9th, 1933 direct to San Francisco (Mills Field). On July 8,

1933 the Oakland Air Mail Field Postoffice was discontinued and hence there can be no Oakland Air Mail Field covers as of July 9th, 1933 into or via San Francisco. The average CAM collector will require the following first flight (first trip) covers for his collection: San Francisco—dispatched eastward; San Francisco—received from east (by westbound plane) and San Francisco—received from west (Oakland—by eastbound plane). The CAM specialists in addition to the above will require second and third trip covers dispatched eastward from San Francisco and covers received at San Francisco from the east.

Mr. Edgar C. Cantrell has called my attention to the fact that on June 11, 1933 Rock Springs, Wyoming inaugurated its first direct eastward air mail service over (C) A.M. 18. While a first flight eastbound cover is so listed in the present catalogue as of July 1, 1927, such listing was made only to distinguish such covers from first flight westbound covers of July 1, 1927. Covers intended for the first eastbound flight out of Rock Springs, although cancelled and cacheted as of July 1, 1927 were never so dis-

patched from Rock Springs but were forwarded by train to Cheyenne where such covers were sent east via the first flight eastbound plane out of Cheyenne as of July 1, 1927. The first direct eastbound flight from Rock Springs over A.M. 18 was via trip 2a (3:28 P.M.) on June 11, 1933. It is reported that Rock Springs dispatched 2 lbs. 1 oz. of mail via this first flight. About fifty philatelic covers were included in this dispatch. This first flight proved to be a sleeper for most collectors including the writer of this column who has not as yet seen such a cover.

Effective June 11, 1933, London, Ontario was dropped as a stop on A.M. 27.

Present indications are that there will be little or no expansion in the contract air mail service for some time inasmuch as the Post Office Department has recently notified the various air mail operators that they are to receive a twenty-five per cent reduction in pay. This reduction will mean either curtailment of service or elimination or certain branches or both on the various routes.

PACIFIC COAST NOTES

By Fred H. Wilde

•
All news of Pacific Coast aerial events should be sent to Fred H. Wilde, 917 N. Burris Ave., Compton, Calif. as early as possible.

•
LOS ANGELES. On June 2nd, Lt. Cmdr. Frank Hawks in his robot-controlled plane, "Texas Fire Chief", made a record breaking non-stop flight from Los Angeles to New York. A few covers, left for him to carry, if he would were placed aboard his plane and evidently not noticed till later, for they were returned to addressees with the flier's autograph, and post-marked "New York, N.Y. Sta. Y., June 17, 12.30 P.M." A note of

thanks and a request for explanation of delay in mailing has brought no response from the flier, to date. Guess he is too busy, having taken another hop during the last few days to Atlanta, Ga.

T. & W. A. on June 15, reduced the flying time on A.M. 34 to 21 hrs., 52 min. Leaving times of planes differ only about one hour from the old schedules, so covers of this date will not be available for change of schedule listing.

S. F.-L.A.—On June 24, Pacific Seaboard Air Lines, Inc., inaugurated coastwise air-express service to several cities between these two points. By courtesy of the president, Carlton Putnam, and the General Manager, Ben T. Elkins, a few covers were carried, with appropriate inscription, some prepared by

THE AIRPOST JOURNAL

F. H. W., and a few more prepared by A. N. Brown, all covers being autographed by Harry B. Cameron, chief pilot. A dedication ceremony was conducted at Mills Field, S.F., prior to the departure of the plane. The covers were carried to Grand Central Airport, Glendale, but arrived too late for cancellation that day. All are cancelled at L.A. June 25, 9:30 p.m.

CUMMINGS. Mr. C. D. Gill, owner and operator of the Gill airport near here, dedicated on June 4th, reports that about 900 covers were mailed. He appreciates very much the co-operation and publicity given this event in the various journals and papers. It was interesting to note the number of times the same collectors sent packages of covers to Cummings. Wonder what they do with all of them?

COVERS versus STAMPS. The following excerpts from the West Coast Air Mail bulletin article on this question may be of interest to more than the individual members of W.C.A.S. "... are they (the stamp dealers) egging the philatelic organs into the battle, with the slogan 'made to order'? Inasmuch as this bulletin is primarily interested in airmail covers, it is this class of covers which we are interested in defending, but our defense unquestionably embraces all covers. Not only are our covers made to order, but thank God, we make them and we have the entire satisfaction of so doing. Our covers are not issued by Government, that, in reckoning their budgets, take into consideration the amount of money that stamp collectors may be mulcted of. Unquestionably the adhesive collector is being exploited ... the fascination of every hobby lies in the effort of quest attached to the hobby. In cover collecting, the factor of personal effort thru sending and receiving the covers lands and provides an enchantment which no other hobby may offer. It adds that touch of personal pride and ownership that no adhesive can hope to inspire ... The just announced series of special stamps for the flight of the Italian Fleet to Chicago will draw more money from the pockets of adhesive collectors in

proportion to the amount of money cover collectors will spend. Why the Italian Government finds it necessary to issue six stamps for this flight is no puzzle."

SAN FRANCISCO BAY DISTRICT airmail field activities are a puzzle to many, and to give a clearer and better understanding of the various locations and movements of the airmail, the following summary is taken from the West Coast Airmail Society's bulletin. This summary follows a complete explanation and map of the situation, too long to include in its entirety in this column. Sept 8th, 1920. First Government operations. Crissey Field used.

July 1st, 1924. First Transcontinental service. Concord Field used for dispatching; Crissey Field for receiving.

September 15th, 1926. CAM No. 8 inaugurated. Mail from South flown via Concord Field to Crissey Field. Bay district mail for north dispatch trained to Concord and flown northward. Bay district mail for south dispatched from Crissey Field.

July 1st, 1927. CAM No. 18 inaugurated. Same arrangements as before for handling mail. Concord Field abandoned this date.

October 15th, 1927. Mills Field test, etc. failed) for transcontinental service.

October 16, 1927. Mills Field first used.

November 9th, 1927. Mills Field abandoned and service as previously.

December 15th, 1927. CAM No. 8 north flight first used Oakland A. M. F.

December 30th, 1927. First use of canceller at Oakland A.M.F.

February 1st, 1928. CAM No. 8 south flight first used Oakland A. M. F.

August 15, 1930. First south night services.

October 16th, 1930. Crissey Field abandoned. Direct service from Medford to Oakland A.M.F. on south bound service.

May 1st, 1930. CAM No. 18 first night service.

May 1st, 1930. CAM No. 18-Oakland embraced officially.

April 1st, 1930. Motor boat auxiliary service from Oakland A.M.F. to San Francisco waterfront first inaugurated.

April 30th, 1930. Motor boat auxiliary service abandoned.

February 1st, 1933. A.M. 34 extended from Los Angeles to San Francisco, using San Francisco Airport as terminal.

February 2, 1933. A.M. No. 8 operated out of San Francisco Airport for north and south trips, in addition to operating out of Oakland airport.

Mary 1st, 1933. A.M. No. 34 embraced Oakland for service, using the Oakland airport, and San Francisco airport being used as the terminal. South service only.

March 16th, 1933. A.M. No. 34 embraced Oakland for west service as well as for inbound mail.

PORTLAND. A.M. No. 8. On the inaugural service of this city on the 15th of September, 1926, the Postmaster, fearing that the official cachet would be delayed, and not receiving it promptly, caused to be made and used on a few covers, up to the time the official cachet was

received, a three line cachet, applied in magenta. The reading is descriptive of the flight, etc. and is not commonly seen. Many collectors have wondered about this cachet, and we trust that this explanation reaches them and satisfies their curiosity. W.C.A.S. bulletin.

Co-operation and covers from the following are much appreciated. M. S. Petty, W. G. Broyles, Milt Ehrlich, Hervey W. Reese, C. D. Gill, F. Whitney Davis, W.C.A.S., W. T. Wynn, R. R. Freshwater, S. M. Falconer Jr., Pacific Seaboard Air Lines. Lt. Cmdr. Frank Hawks, J. D. Long, J. W. Stoutzenberg, Henry Stinemetts, Lt. E. Chourre, U. S.N. air corps, H. L. Waha, A. N. Brown and the Los Angeles Times.

HONOLULU. Our co-operator, W. Nock, who used to be at Hilo, has been transferred to Honolulu and due to the indefinite postponement of aero activities in the islands and his transfer, he is returning covers held for some time, to collectors here. We wish him all success in his new location, and still hope the day may not be far away when we can send him airmail greetings from the mainland.

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Frank Herget, 553 Suffolk, Buffalo, N.Y. 1t

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