

THE AERO PHILATELIST ANNALS



Vol. X, No.3
JAN. 1963

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THE AERO PHILATELIST ANNALS



Vol. X, No.3
JAN. 1963

Henry M. Goodkind, Editor
Philip Silver, Assistant Editor

GERMANY 1912 E.EL.P. Overprint



Germany Sanabria #5 and #6.

One of the mysteries that have faced aerophilatelists for forty years is the meaning of the four initials "E.EL.P." on the 1912 German Semi-Official air mail stamps (Sanabria #5 and #6).

Incidentally, for many editions, "the Sanabria Air Post Catalogue" correctly listed the 1912 Rhine Flights as #501-508 in the Semi-Official section of Germany. Commencing with the 1950 edition, these eight 1912 stamps were incorrectly placed with the rest of the German regular air mail stamps as #1-9, and have been so listed through the latest 1963 edition. The official postal records, which are later quoted, show that the air mail needed both a national postage stamp and the private air mail adhesive. Without the former, mail could not be carried, proving the true Semi-Official status of the 1912 Rhine Flight stamps.

Why The Confusion?

The various air post specialized catalogues are to blame for the confusion. As Dr. R. H. Shrady pointed out in his article in this magazine (Volume 8 (1960), page 40), one catalogue said: "'E' stands for Eleanore, 'EL' for Ernst-Ludwig, Grandduke and duchess of Hesse-Darmstadt and 'P' for Pistorus, the pilot of the plane."

Another catalogue, however, said these initials meant "Ex Est Luft Post" — which is correct?

There were, however, not just two interpretations of the correct meaning of "E.EL.P." If one consulted some of the pre-World War II foreign air post catalogs, he would have noted at least four different explanations.

But the 1960 Shrady article certainly revived the argument, especially among our members. It got so, that if one posed the question of the "E.EL.P." initials to four individuals, he most likely received six different answers.

Go To The Source

Once when an argument about these initials was waxing hot and heavy in New York City, our member, Herbert J. Bloch appeared. Three cheers! We thought that the solution was on hand. This recognized philatelic authority was German-born and had lived there during his younger years. "Herbert," he was asked, "do you know what 'E.EL.P.' means?"

"Yes, he replied, "it means 'Ex Est Luft Post.'"

The questioners were not satisfied. "Ridiculous," said one, "Why! this is a mixture of Latin and German. I'm a linguist and I know."

The argument remained far from settled.

Later on, Herbert J. Bloch in a session with the editor of this magazine said that he was certain of the answer about the initials. He vividly recalled that these flights in 1912 created an enormous public interest in Germany. Therefore, it was most logical that there would be newspaper accounts and official archives in Germany that would disclose the true meaning of "E.EL.P."

Mr. Bloch suggested that the editor write to our mutual friend, Dr. Ernst Raab, the Vice President of FISA, in Germany and ask for any documentation that may exist to settle the argument once and for all. So, a letter went off to West Berlin.

The Solution

The answer came back quickly. Under separate post, Dr. Raab was sending us with his compliments a copy of a new German book called "Archiv Für Deutsche Post Geschichte. 1962. Heft 1. (Archives of German Postal History. 1962. Part 1)." This book handsomely printed and profusely illustrated was produced in Frankfurt-on-Main. It has seven postal history articles dating from ancient times to the 20th Century. The first article on pages 3 to 7 covers the 1912 Rhine air mail flights. Pages 7 to 12 treat the 1912 German dirigible flights.

Shortly after this German book arrived, we visited Herbert J. Bloch in his office and showed it to him. He pointed to page 5 and said: "See, I was right."



On the back of this postcard is written "Erste Ernst-Ludwig Post," obviously a wrong guess. Collection of Dr. R. H. Shradly. (Photo by Boutrelle).

Then, it was agreed that an English translation of this authoritative article should be done and then published. Mr. Bloch solicited the services of his wife, and we are indebted to Mrs. Herbert J. Bloch for the English translation that follows:

(Translation) 50 Years Ago: Air Mail Flights

By O. Kühndelt

The Archives for Post and Telegraphs has the following notice in No. 2 of January 1913:

"It should be further emphasized at this point that in 1912 for the first time closer relations were established between the postal service and the most recent branch of communications, airship flying:

"I. already in summer during a post card week instituted in Frankfurt (Main) and vicinity for charitable purposes, the temporary acceptance of picture post cards for forwarding by airships of the German Airship Flight, Inc. of Frankfurt (Main) — Zeppelin airships — and the imprinting of these cards with a special dispatch postmark 'Flugpost am Rhein und Main' (Airmail on Rhine and Main) had been permitted,

"II. The German Post and Telegraph Administration soon entered into binding agreements with the abovementioned airship company for the establishment of post offices on board the Zeppelin airships for the acceptance and handling of ordinary letters and post cards handed in by the passengers on the air ships during the flight within the Empire."

Both cases are *not*, as should be especially pointed out, the regular airmail service itself; this was inaugurated in Germany only 7 years later with the establishment of the air line Berlin-Weimar on February 6, 1919 (cp. Archives for German Postal History, Vol. 2/1950).

I. Air Mail On Rhine And Main

Center of the so-called "post card week," which was under the auspices of Her Royal Highness, the Archduchess of Hessen and Rhine, was not Frankfurt (Main), but the residence town of Darmstadt. The purpose was to realize profits as high as possible from the sale of air mail post cards and non-official air mail stamps for the benefit of the Hessian Service for mothers and babies; to a lesser extent, charitable pictures were sold also. The nearby town of Frankfurt (Main) was included in the enterprise, because there the aircraft being used (Zeppelin airship "Schwaben" and Euler-plane "Yellow Dog") were stationed. The organizers had contracted with the German Airship Flight Inc. and the Euler Works for the carrying of air mail cards by the "Schwaben" and "Gelber Hund" between the cities of Frankfurt (Main), Darmstadt, Mainz, Offenbach and Worms. It was the job of the German Postal Service to forward the mailed air mail cards to the post offices in Frankfurt (Main), Darmstadt, Mainz, Offenbach and Worms equipped with a special postmark (in each case the nearest one) for cancellation, sorting and bundling, to carry out the postal exchange with the aircraft in postally locked bags and to forward the flown post cards to the recipients within and outside the German Empire by normal postal channels. The General Post Office in Berlin, on petition, granted the participation of the German mails for the period from June 9 to 16, and further until June 23. In a propaganda leaflet of the sponsors of the Archducal Center

Stempel der Reichspost: Flugpost am Rhein u. Main • Beförderung durch Postluftschiff „Schwaben“

Flugpost am Rhein und Main • Eröffnung am 10. Juni 1912 zur Postkartenwoche der Großherzogin von Hessen und bei Rhein

"Eleanore-Ernst-Ludwig-Post" ist die

Lösung.

*Willy Andrews,
Darmstadt, Mühlstr. 26.*

D. 22. Juni 1912.

Die wie üblich frankierte und mit Luftpostmarke (10 Pf.) versehene Luftpостkarte (20 Pf.) ist in einen beliebigen Briefkasten der Reichspost zu werfen. Sie wird dann von der Reichspost mit dem Stempel „Flugpost am Rhein und Main“ abgestempelt, einen Teil des Postweges durch das Postluftschiff befördert und alsdann an jede Adresse des Weltpostverkehrs versandt.

Druck L. C. Wittich, Darmstadt

The reply on this one reads "Eleanore-Ernst-Ludwig-Post," also the wrong solution. (H. M. Goodkind collection).



The front of another "E.É.P." post card. (Photo by Boutrelle).

for mother and baby care, it says, among other things: "The Postal Service has permitted for the first time that all letter boxes in the territory served by air communications may be used for mailing of air mail during the period the flights continue."

The central office at first issued air mail stamps in brown red color at 10 and 20pf, also the 10pf stamp with the black surcharge "-1M - Gelber Hund."

The air mail postal cards with or without illustration came out in various different editions. They had been printed either as "air mail card" or as "official post card" and differed also in the color of the cardboard and the overprint. On the address side there was space in the upper right corner for the usual post card stamp of the German P. O. (5pf inland, 10pf abroad). On the "air mail cards" an additional space in the upper lefthand corner for the private air stamp of larger size. At first, only the above air mail cards were sent; they had to be franked with both the air stamp and German Empire stamp. Upon petition of the stationers, who felt they were underpaid, the distribution of their picture post card stock in the second week of the event, post cards of any kind were admitted; but they had to be franked with a newly issued green air stamp at 30pf:

(Illustration at left)

Writer of the card is the chief postal inspector at the time, Lindemann Ffm., who worked officially for the post card week on orders of the G. P. O. for the Frankfurt district. During the flight Frankfurt-Nauheim-Frankfurt on June 19, 1912, the "Schwabens" also landed in Worms for postal exchange during the post card week.

The postal dispatch special cancellation, by order of the G. P. O. in Berlin,

was to be put on the German Empire stamp only, the air stamp, however, since it was a private issue, was to remain uncanceled. By carelessness, the air stamps also were cancelled at first. When postal officials wanted to stop this illegal practice, upon the intervention of the Archduchess, as an exception the continuance was permitted, as a change would have endangered the success of the drive from the point of view of the stamp collector. The air stamps became fully collectible and desirable only by the official dispatch cancellation.

At the end of the drive, a remainder of the 10 and 20pf air mail stamps were overprinted with the puzzling overprint "E.EL.P." and sold from June 22 on. The purpose was to find the meaning of the four letters. The solutions were to be written on an air mail card, which was to be sent to "Air mail Darmstadt" by air mail. Besides the German Empire stamp of 5pf, an air stamp of the final edition of 10 or 20pf was to be affixed. For the correct solution, a free Zeppelin flight in the value of 250 Marks was offered. By a misleading arrangement of the periods in the overprint, "E.EL.P.", the solution had been made very difficult, because there was only the one prize and for that reason the circle of winners had to be narrowly confined. If correct solutions came from more than one person, the prize of 250 Marks was to be divided accordingly and paid in cash. Then there would be no free Zeppelin flight. If no correct solution came, the prize would be donated to the fund for the poor.

Over 600 solutions were sent in by air mail. There was no end to the puzzle solving. Here is one of the cards sent in:

On the reverse side, in handwriting:

Darmstadt, June 22, 1912. From Ad. Metzger, Darmstadt, Taunusstr. 36 I. The solution of the initials printed on the stamp, "E.El.P." is: Eleonore-Ernst-Ludwig-Post (Note: Eleonore was the name of the Archduchess, Ernst-Ludwig the Grandduke).

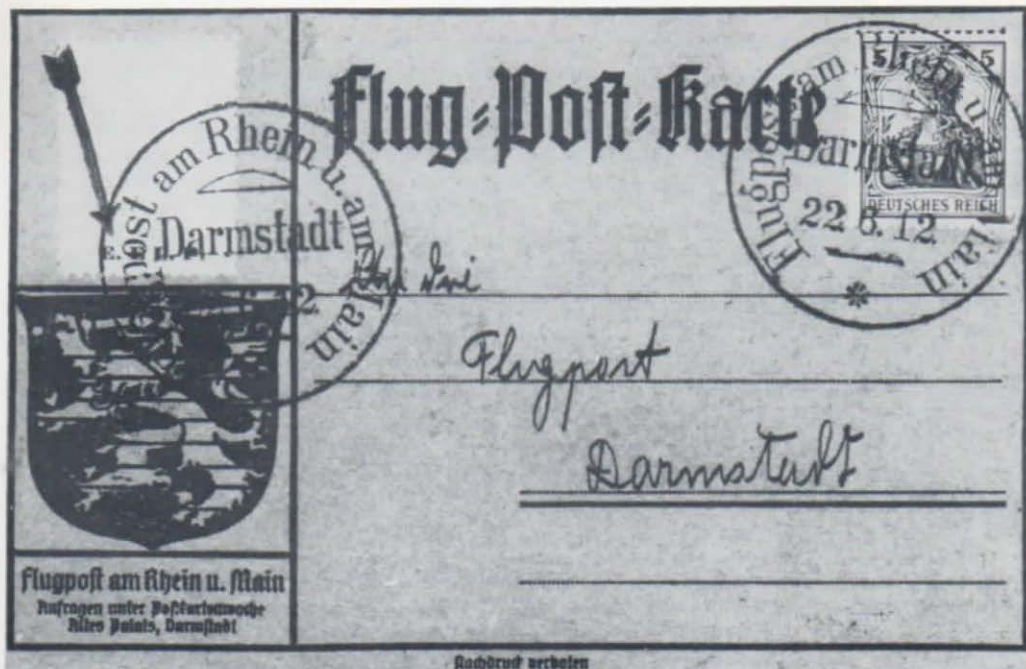
(Illustration at right)

Further solutions, taken from the many answers, are:

ELEONORE-ERNST-LUDWIG-POSTKARTENWOCHE	(E. E. L. Post card week)
ELEONORE-ERNST-LUDWIG-POSTMARKE	(E. E. L. postage stamp)
ELEONORE-ERNST-LUDWIG-PREIS	(E. E. L. prize)
ELEONORE-ERNST-LUDWIG-PROTEKTORAT	(E. E. L. auspices)
ELEONORE-ERNST-LUDWIG-PISTOR	
ERNSTE LUFTPOST	(first air mail)
ERSTE ELEONORE-LUFTPOST	(first Eleonore air mail)
ERSTE EIL-LUFTPOST	(first special delivery air mail)
ERSTE EUROPAEISCHE LUFTPOST	(first European air mail)
ERSTE ERFOLGREICHE LUFTPOST	(first successful air mail)
EINE ELEN LANGSAME POST	(a terribly slow mail)
ENDLICH EINE LUFTPOST	(At last an airmail)
ERSTREBE ERRINGE LUFTIGEN PREIS	(Covet, receive airy prize)
EX ELEONORE POSTKARTENWOCHE	(Ex Eleonore post card week)
EX EST LUFTPOST	

The correct answer was EX EST LUFTPOST (Air mail is finished).

This was sent in only once, by Miss Eiermann in Nuernberg, via air mail with special cancellation Frankfurt (Main), June 23, 1912.



Another post card cancelled Darmstadt June 22, 1912. (Collection of Max Gold).

In selling the air post cards and air mail stamps, the organizing committees used the cooperation of many store owners who received a fixed commission for their troubles. As expected, the demand for the cards and stamps was enormous. Smart businessmen also used the air mail, for their advertising. For instance, a Berlin newspaper sent out a large edition of mimeographed air mail cards, reading: "For your fall advertisements please remember the 'Berliner Allgemeine Zeitung' which, with 190,000 subscribers, has the fourth largest circulation of all German daily newspapers. Yours truly. Berliner Allgemeine Zeitung."

For the overprint stamp "Gelber Hund" at 1 Mark, special air mail cards of orange yellow and red color were used. These cards should be conspicuous at distribution, as according to the announcement they were entitled to be sent by the postal flying machine "Gelber Hund," while the other air mail was sent by airship or flying machine according to opportunity. But no rule is without an exception. On June 27 an announcement was made: "The 'Yellow Dogs' mailed on June 23 cannot be sent by airplane any more, but as an exception will be mailed on the postal airship today."

The airplane (Yellow Dog) was a lightly built open double-decker, a vehicle of the first development stages, whose handling demanded a lot of courage from its pilot. Right at the first landing in Darmstadt, a runner broke. But the pilot, Lieutenant von Hiddesen, of the Imperial Draggons Regiment No. 24, was able to overcome all difficulties.

There was no regular schedule for air mail shipments. For economic reasons, the airship combined the delivery of mailbags with passenger flights, as they were carried according to the bookings made. The flying machine "Gelber Hund" only carried mail on the following flights: June 10, Frankfurt-Darmstadt. June 13, Darmstadt-Worms-Mainz. June 17, Mainz-Frankfurt. June 22, Frankfurt-Darmstadt-Frankfurt. The sponsors, since it was a charitable

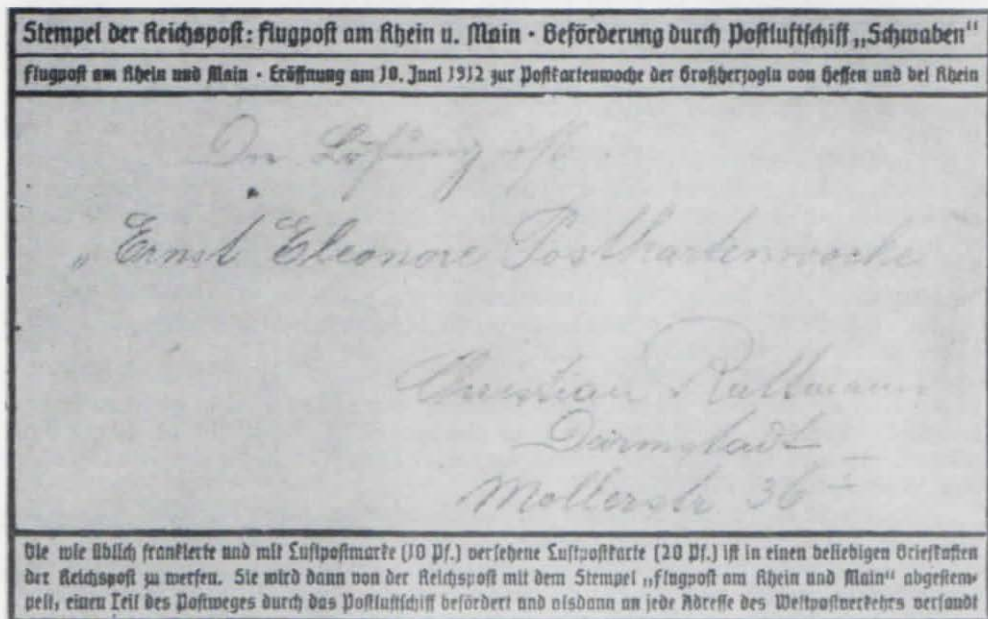
undertaking, tried to keep the cost of air transportation as low as possible. It became known that the airship "Schwaben" carried out the first mail transportation free of charge, but from then on charged 50 Marks for each 20kg and, accordingly, billed the second mail delivery at around 1,000 Marks.

The airship dropped the mailbags by parachute, while the bags to be picked up were pulled up on a lowered rope. This procedure was new and was at first regularly practiced. All the same, there were sometimes difficulties. More information can be gathered from the following excerpts from newspaper reports:

"The airship, without landing, comes down to about 50m. A rope for the mail is thrown down, 70m long. It has a hook which is quickly hooked onto the ring of the ready mailbag by postal officials. The mail rope runs on a pulley with a counterweight, so that it can be quickly pulled to half height and then does not get in contact with trees and buildings. As the airship flies on, the bag is pulled into the gondola."

"On June 17, the airship 'Schwaben' parachuted two mailbags over the parade grounds in Darmstadt. The Darmstadt air mail, which was ready, could not be taken abroad, as according to a telegram sent, the flight rope had become unusable in Offenbach because of unfavorable conditions and strong winds and had to be cut off, so that the Offenbach mail remained behind."

"Air mail arrival and dispatch office Darmstadt, June 18, 1912. From about 100m height, the 'Schwaben' sent down the first post card bag, which floated down quietly and gently on the parachute. Things did not go so smoothly with the second bag, whose weight was too great for the parachute. The parachute tore, and the heavy bag catapulted down. This spectacle was repeated several times. Six mailbags flew down. Then, the airship had passed the grounds. It quickly rose and, after a turn, appeared once more. Another 5 mailbags on parachutes sailed down. All together 11 heavy mailbags were thrown down. No less than 5 parachutes tore, but nobody was hurt, as the grounds were well barricaded for protection."



This incorrect answer reads "Ernst Eleanore Post-Kartenwoche."



An exceptional use of a 1912 Rhine Flight card and stamp. This was sent to Buenos Aires, Argentina. Most all of the post cards were addressed to Germany. (Herbert J. Bloch collection).

According to present-day standards, air mail transportation loses its purpose if the mail does not reach its destination faster than by ordinary means. With the "Flugpost am Rhein u. am Main 1912" it was the opposite. Mostly, the mailed air cards accumulated in the 5 post offices in large amounts; they remained in that city or at one of the other post offices until an opportunity for air transportation arose. At that time, standards were different: transportation by air was something entirely new, and the gain in time was not yet all important. For the Rhine-Main-Air Mail the following rule developed: Each air mail card must — that is the way the worried collector wanted it — go part of its way by air, no matter how short, no matter also at what time and in which direction. The card had to be *flown*, that is all the collector demanded. Many of the cards mailed in Darmstadt, Frankfurt, Mainz, Offenbach and Worms were addressed to recipients in the place of dispatch; they immediately received the special cancellation, but could be delivered only with great delay, after they had taken a difficult and circuitous route through the air. The contestant, who had interpreted the puzzle inscription as "EINE ELENDE LANGSAME POST" (a terribly slow mail), had hit the nail on the head.

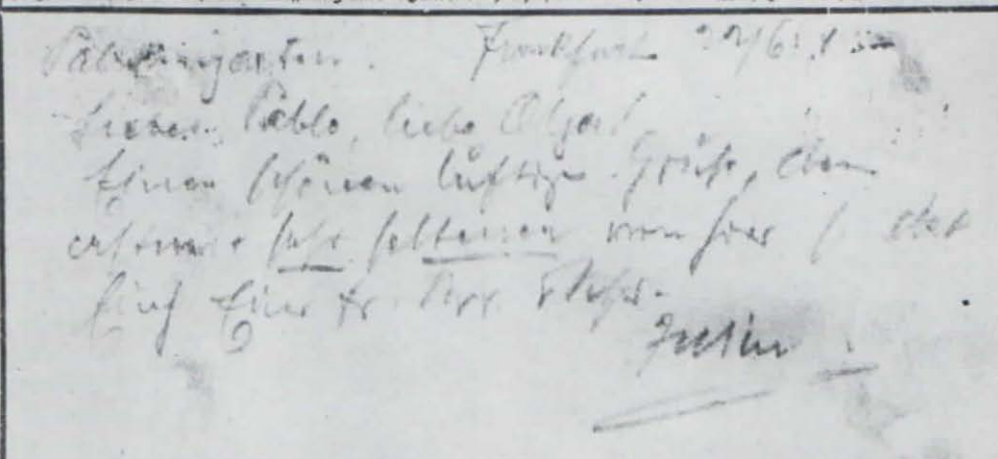
Nevertheless, 460,700 post cards had been sent by air mail, and fortunately the drive netted a large amount for mother and baby care!

It remains to be reported that the sponsors gave exceptional publicity for the post card week. In a Darmstadt newspaper it says among other things:

"Yesterday (Sunday) the post card week started with great success. At the opening of the air mail in the Rheinstrasse, the crowd was so thick that at times the police had to close the place. At noon, between 11 and 12:30, there were mass concerts of all military bands of the troops in the Grafenand Rheinstrasse. In the streets a numerous public in holiday dress promenaded."

Stempel der Reichspost: Flugpost am Rhein u. Main • Beförderung durch Postluftschiff „Schwaben“

Flugpost am Rhein und Main • Eröffnung am 10. Juni 1912 zur Postkartenwoche der Großherzogin von Hessen und bei Rhein



Die wie üblich markierte und mit Luftpostmarke (10 Pf.) versehene Luftpostkarte (20 Pf.) ist in einen beliebigen Briefkasten der Reichspost zu werfen. Sie wird dann von der Reichspost mit dem Stempel „Flugpost am Rhein und Main“ abgestempelt. Einen Teil des Postweges durch das Postluftschiff befördert und alsdann an jede Adresse des Weltpostverkehrs verandt.

The message written on back of the card sent to Buenos Aires, Argentina. Since this went to South America, it was not a contest entry but rather an air mail greeting in 1912 from Frankfurt a. m., Germany to Buenos Aires, Argentina. (Photo by Boutrelle).

“On June 10 (second day) afternoon, all military bands of the garrison preceded by mail carriers on horseback, went through the streets to the parade grounds, where at 4 p. m. the air post office was opened. Large yellow mailboxes had been installed in front of the air post office, which was decorated with garlands, and all over the grounds. The stands with pictures and especially air mail cards plus stamps were constantly beleaguered, and all the time new crowds of visitors went on the grounds which were strictly barricaded by military and other police, and where the public promenaded at the mass concert of all bands . . . Shortly before 7 P. M. horn signals by the mail carriers on horseback announced the approach of the Grandduke and Grandduchess with their guests by train . . . The couple signed many picture post cards . . . At 7:30, accompanied by a thousand voices cheering, the flying machine ‘Gelber Hund’ landed . . .”

“On the occasion of the visit of the mail airship ‘Schwaben,’ another mass movement descended on the 4th day on the parade grounds, where they promenaded at mass military concerts, bought postcards, etc. At 5 P. M., there were about 15,000 people present . . .”

(End Of Translation)

Confusion Explained

The illustrations accompanying this article plainly show the reasons why different catalog editors mentioned varying explanations of “E.E.L.P.” Most all of the post cards went into air mail collections. Many only had the contestant’s guess written on the back of the post card. One, who possessed such

an item, showed it to a catalog editor as conclusive proof of the initials' meaning. The editor was convinced by the evidence shown him, and, thus, revised his catalog text notes, never realizing that the card message shown him was only a contest answer and the wrong one at that. One must remember there was only one correct answer.

Nor was the argument confined to our country. On this desk is a copy of the Dutch magazine, "Philatelie" of October 1962. On page 412 is an article "What does E. EL. P. Mean?" and again various sources and catalogs are quoted for an explanation.

Make It Difficult

Our member, who refuted Herbert J. Bloch's correct answer because he was a linguist, had technically been correct. "Ex Est Luft Post" is neither correct Latin nor German. But as the records disclose, those in charge of the contest wanted to make the answer as difficult as possible to limit those who could supply the correct solution.

As Mr. Bloch pointed out, a free Zeppelin flight worth 250 German marks in 1912 was a great attraction. Germany was in the throes of becoming very air-minded. Flying forty years ago was not only confined to a few daring souls, but it was very expensive to transport passengers. No doubt about it, many in 1912 must have wanted to win the prize.

Just one further observation before concluding. Since "The Sanabria Air-mail Catalogue's" 1963 edition was in the process of editing when this problem was solved, this information was given to Georges Medawar, the Sanabria catalogue editor. And you will notice that on page 263, Germany #5-6 have the E. EL. P. overprint correctly described as "Ex Est Luftpost." (H. M. G.)



Airmail Gems

such as this die proof (partly shown here) of the C3 frame are constantly appearing in our auctions. Two of these probably unique die proofs, one in carmine, one in dull blue, were in our January 9-11 sale. Ask for catalogs of future sales.

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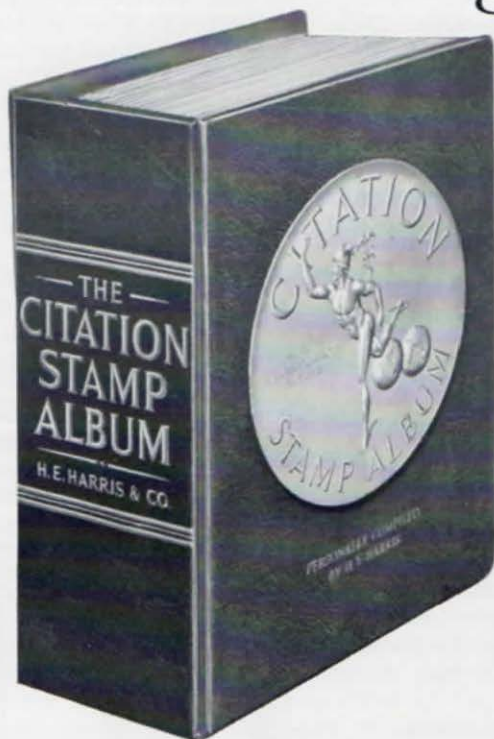
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HONDURAS

The First Air Mail Issue — 1925

Karl Snow, the Printer, Writes In 1962

The following letter written on December 20, 1962 by Karl Snow, the one who overprinted these aero-philatelic gems, to Irving I. Green is published without comment for reasons apparent to all interested aero-philatelists after its reading.

Dec. 20.

"Dear Irving;

"There are some people who are more obnoxious than others! Take that guy Green, for example!

"Ah well, you have at least given me a nice rest so I should show you a little appreciation.

"Your welcome letter came this a. m. and as I have a little breathing spell tonight I will see what I can do for you.

"Really I doubt if any one could figure out all the combinations that I used in printing those stamps he is a better man than I am.

"If all the sheets had been complete it would be easier but there were parts of sheets.

"I tore the sheets in blocks of 12 and what was left I printed four across and others part strips either up and down or across.

"There was NO system used. I was busy and what we wanted was stamps for our Air Mail.

"As to color of ink, I'd try a few of one color of ink, if that didn't suit I would wash it off and try another color and so on until it suited me, then I'd run that kind of stamp and perhaps run some of another stamp to see how it looked. Sometimes after running one color stamp I would find I had missed some of a previous color, so I would then print them.

"Several guys had stamps printed trying to duplicate mine and I feel sure that some of their stamps have been mistaken for mine.

"Then later Pounds got the press and type and printed more air mails.

"When I left down there in the fall of '33 I sold the press and type to a native and have no idea what he did.

"As far as our originals are concerned we had the O. K. of the Gov. as both Pounds and I tried to get the Gov. to print us some stamps; but they wouldn't so they gave us the old issue to help us out.

"If you could locate Geo. Lyal, the British Consul (then) or the Spanish Consul you could get the best cross-section of these stamps obtainable, as after each printing they would go through and pick out everything of interest. No one got a better assortment.

"Yes the Gov. handled the mail to which our stamps were affixed. They have been accepted as collectors items for years.

"Now will you shut up? I hope you are so tired of my clack that you will give me another long rest!!!!

"Merry Christmas and Happy New Year to both.

As ever

Karl"

MONGOLIA

Issues Its First Air Mail Stamps

By H. D. S. HAVERBECK

Illustrated here are the fronts of two air mail covers from the Mongolian People's Republic. These do not come from a philatelic source.

One cover (Fig. 1) is a local usage from Undar-Khan to Ulan-Bator, where it was received as postmarked December 3, 1961. It bears four stamps, one of which, in the upper right corner is inscribed "Air Mail." The rate prepaid is 1 Tughrik 50 Mung.

The other cover (Fig. 2) went by air mail from Ulan-Bator to Hong Kong and was mailed on December 1, 1961. In addition to the same air mail stamp, this cover bears thirteen other stamps, ten of them on the back. The rate paid was 1 Tughrik 85 Mung.

So little is known about this air mail stamp at this time that if any reader has any further information about the issue, it would be appreciated.



Fig. 1. The black arrow indicates the new air mail stamp. (Photos by Boutrelle)

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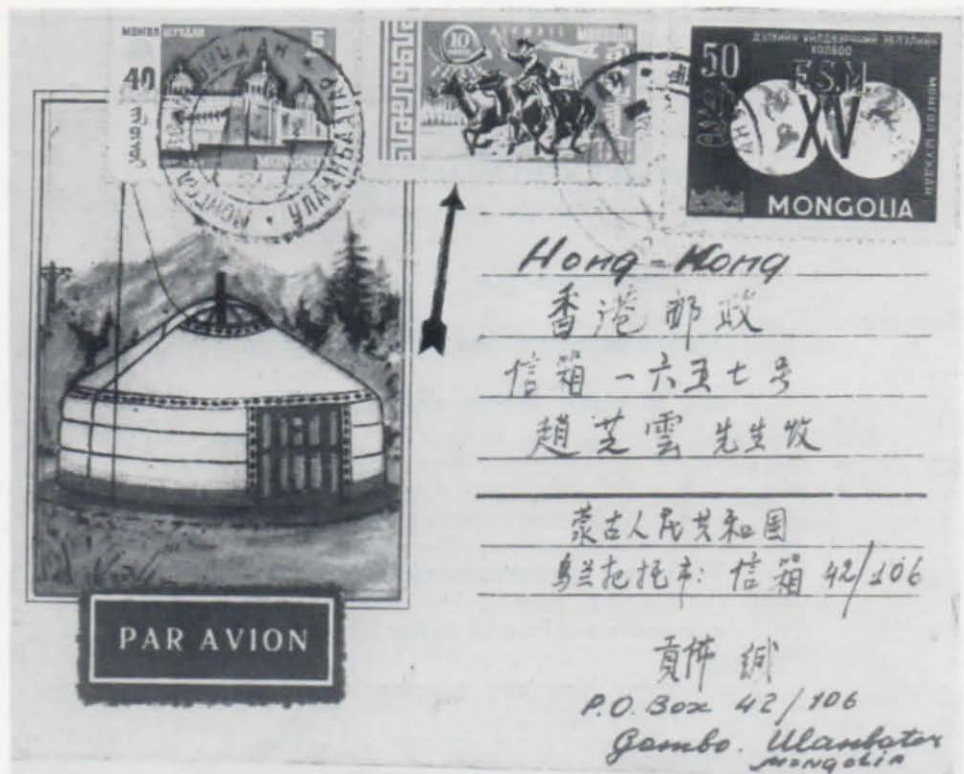


Fig. 2. The air mail stamp is the center one.

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URUGUAY

Official Air Mail Stamps

By PHILIP SILVER

(Continued From Page 52)

Number of Punched Stamps Issued

When the 1936 Sanabria catalogue listing was made, only the following eight stamps of the Pegasus issue were shown on Page 424 of this catalog:

Table I

<i>Cat. No.</i>	<i>Description</i>	<i>Number issued</i>
301	24c claret	5,000
302	40c dark brown	3,500
303	60c emerald green	350
304	80c dark ultramarine	500
305	1P carmine rose	650
306	1.50P red brown	2,000
307	3P deep red	1,000
308	4.50P black	700

Llull, on the other hand, showed nine Pegasus stamps and the 2 Peso with the Artigas statue, the latter with an issue of 1,000. Llull's listing for the Pegasus issue punched stamps is exactly the same as the Sanabria catalogue's except that it includes in addition the 16c indigo stamp with an issue of 5,000. Again, the almost identical information shown in both catalogs indicates that probably this is another instance of copying of information one from the other.

The 1937 Sanabria catalog incorporated several changes. New stamps were added and quantities in almost every instance were changed. Thirteen stamps were then listed as follows:

Table II

<i>San. No.</i>	<i>Description</i>	<i>Number issued</i>
301	8c red orange*	100
302	16c indigo*	250
303	24c claret	650
304	30c bistre*	50
305	40c dark brown	650
306	60c emerald green	650
307	80c dark ultramarine	1,100
308	90c light blue*	100
309	1P carmine rose	650
310	1.20P olive green*	50
311	1.50P red brown	2,400
312	3P deep red	1,205
313	4.50P black	1,800

*New listings added in the 1937 edition.

It will be noted that the number issued shown in Tables I and II bear little relation to each other. It must be realized that the editors had access to poor

sources of information. Only the number issued (650) shown for the 1P carmine rose remained the same in both tables. One may also inquire why the five new listings had to be made in 1937. Since these stamps were issued not later than 1931, it would seem that the 1936 catalog listings should have shown all 13 stamps. However, still more changes were to come later on. In the 1940 edition, the 60c blue green was added without any quantity of the number issued. The next significant change took place in the 1950 edition of the Sanabria catalog. The listing follows:

Table III

<i>San. No.</i>	<i>Description</i>	<i>Number issued</i>
62	8c red orange	100
63	16c indigo	230
64	24c claret	650
65	30c bistre	50
66	40c dark brown	620
67	60c blue green	1,500
68	60c emerald green	1,150
69	80c dark ultra	1,140
70	90c light blue	100
71	1P carmine rose	7,062
72	1.20P olive green	70
73	1.50P red brown	5,450
74	3P deep red	1,325
75	4.50P black	1,800

It will be noted that the changes in Table III are in quantities only. There

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are ten such changes from those shown in Table II. Later editions of The Sanabria catalogue have not changed the quantities issued nor have any additional stamps been listed. Two important changes were, nevertheless, made as follows:

1. The 1953 edition indicates that there are two sizes of punched stars, *large* and *small*.
2. The 1957 edition indicates that these stamps came punched with *quatrefoils* as well as with the two sizes of stars.

So it is apparent that a gradual enhancement of knowledge was available to the Sanabria editors. Whether this information is exact, however, is another matter. For comparison, let us again turn to "the 1948 Catalogo de los Sellos Aereos del Uruguay." Information on page 60 indicates the following for quantities issued:

Table IV

<i>San. No.</i>	<i>Description</i>	<i>Number issued</i>
1	8c orange red	4
2	16c indigo	230
3	24c claret	652
4	30c bistre	5
5	40c dark brown	620
6	60c blue green)	2675 ⁽¹⁾
7	60c emerald green)	
8	80c dark ultra	1145
9	90c light blue	91
10	1P carmine rose	7062
11	1.20 olive green	70
12	1.50 red brown	5444
13	3P deep red	1322
14	4.50 black	1802

(1) No quantities given for each but the 60c blue green is much scarcer than the emerald green.

The quantities shown are according to the previously mentioned act of October 8, 1831. The catalog states, however, that although no other act has been found authorizing additional punching of air mail stamps for official use, more must have been issued because of the number known to be in circulation. A comparison of the listing in Table IV indicates a close parallel between it and Table III of the Sanabria catalogue.

Therefore, over the years there appears to have been a synthesis of available information. There were fourteen separate stamps punched with stars or quatrefoils.

The best record of the quantities issued is probably that shown in Table IV with an allowance for additional quantities especially for the 8c orange red, and the 30c bistre.

1932 Official Air Mail Usages

In the period since the appearance of the first two installments of this study, the writer has been in correspondence with Mr. Robert Hoffmann in Argentina and Dr. Hormaeche in Uruguay. One of the questions, which the correspondence with these two scholars of the Uruguayan philatelic scene, has tried to resolve is that of the use of punched official air mail stamps during the year 1932. As noted previously, in the first installment on page 24, Volume X, No. 1 of the July, 1962 AERO PHILATELIST ANNALS, we quoted Mr. Hoffmann as

the authority for the statement that, starting with January, 1932, the use of punched stamps for official air mail purposes was discontinued; the official agencies and departments used unpunched Pegasus stamps on official correspondence sent by air. We have already concluded, in addition, that the June 28, 1932 cancellations previously discussed and illustrated are believed to have been made by complaisance. (See October, 1962 AERO PHILATELIST ANNALS, Vol. X, No. 2, pp. 50 and 51).



Fig. 14. Cover of the CONSEJO SUPERIOR DE LA ENSEÑANZA INDUSTRIAL franked with the 60c orange and 1.50P dark brown Pegasus air mail stamps, both unpunched. Cover cancelled January 1, 1932. (Collection of Mr. Robert Hoffmann).

Dr. Hormaeche takes issue with this conclusion since he states that the photograph of the cover shown in Figure 11c bears a Paris, France receiving postmark. We do not question this point. However, the fact that the cover was indeed transported by air does not prove that punched air mail stamps were being used for official purposes as late as June, 1932. Normal usage cannot be proved merely by the three examples shown in Figures 11a, 11b and 11c. We would require covers bearing punched official air mail stamps used between January 1, 1932 and June 28, 1932. It is, of course, hoped that such covers someday may be made available for examination.

Recently, Mr. Hoffmann submitted for our perusal three covers used during 1932. These covers, which we illustrate, all show official use by agencies of the Uruguayan government during 1932. More important, each cover bears at least one *unpunched* Pegasus air mail stamp.

Some Pegasus Stamps Never Punched

Figure 14 has the cachet of the CONSEJO SUPERIOR DE LA ENSEÑANZA INDUSTRIAL, Montevideo. Translated, this means "Superior Council of Industrial Instruction, Montevideo." Addressed to Dr. Enrique Buero, the Uruguayan Ambassador to Belgium in Brussels, Belgium, it is franked with the 60c orange and the 1.50P dark brown Pegasus stamps. Naturally, these stamps are unpunched; stamps of these colors were never punched for official use. The 60c stamp is cancelled with an EXTERIOR postmark dated January 1, 1932, while the 1.50P stamp is cancelled on the same day with the OFICIAL Y PRENSA handstamp. The cover is backstamped Paris, January 11, 1932, Gare Du Nord, Avion.

Figure 15 has the cachet of the Foreign Ministry plus the fancy letters S. O. (Servicio Oficial) so frequently noted on official mail from that agency.

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Fig. 15. Cover with the cachet of the Foreign Ministry, cancelled January 15, 1932, bearing the 80c green Pegasus air mail stamp, unpunched. (Collection of Mr. Robert Hoffmann). Photos by Boutrelle.

It is also addressed to Dr. Buero in Brussels, Belgium, except that he is here addressed as "Envoy Extraordinary and Minister Plenipotentiary." It is franked with an 80c green Pegasus air mail stamp, cancelled January 15, 1932 with a "Recomendadas" handstamp. This cover also has the "Paris, Gare Du Nord, Avion" backstamp which is dated January 24, 1932. A characteristic which may be noted of this cover as well as the one in Figure 14 is a dated boxed OFICIAL Y PRENSA cancellation applied to the envelope only. The date inside the box is "-A- 15 1 32 -1-." It is believed that the letter "A" is the symbol of the Department of Montevideo in which the capital city of Montevideo is located and that the figure "1" indicates that this is Post Office station No. 1, perhaps the main Post Office in Montevideo.

Again, it should be noted that the 80c green Pegasus air mail stamp is not punched, but that is because these stamps never had been punched for official use.

The cover (Figure 16) again bears the cachet of the Foreign Ministry and the identical fancy letters "S. O." seen on Figure 15. This cover is addressed to Dr. Buero at the Disarmament Conference of the League of Nations at Geneva, Switzerland. The 30c green unpunched Pegasus stamp is cancelled March 18,



Fig. 16. Cover with the cachet of the Foreign Ministry, cancelled March 18, 1932, bearing the 30c green Pegasus air mail stamp, unpunched. (Collection of Mr. Robert Hoffmann).

1932 with the "Recomendadas" handstamp. On the reverse of the cover is the familiar OFICIAL Y PRENSA handstamp with the same date, "the Paris, Gare Du Nord, Avion" backstamp of March 27, 1932 and two types of Geneva, Switzerland receiving postmarks, both dated March 29, 1932. For the record, we note that the 30c green Pegasus stamp is unpunched. Again, the reason is that stamps of 30c in that color were never punched.

No Punched Stamps Used In 1932

In our opinion, the covers shown in Figures 14, 15 and 16 comprise a most important correspondence. They are spaced two and one half months apart and none of the stamps with which they are franked were punched for official use.

It is perhaps more than mere coincidence that the stamps used for franking these three covers were those that never had been punched at all for official purposes. Yet, each of the covers was used on official business sent via air mail. It might have served our purpose better if unpunched stamps of issues which had been punched for official use had been used on these covers. But, perhaps the thesis that unpunched stamps were used after January 1, 1932 for official air mail correspondence is nevertheless nearer to being proved. There is still another fortuitous circumstance in connection with the cover shown in Figure 14. *It is cancelled January 1, 1932, the very first day of the year* and the fact that the stamps with which it is franked are not punched lends additional weight to the theory that, starting in 1932, the use of punched stamps for official air mail correspondence was discontinued.

Of course, we are aware that these three covers do not constitute positive proof of our theory. Certainly, additional examples of such usage must be seen before a final judgment can be rendered. However, unless official correspondence using punched air mail stamps during 1932 should be forthcoming, the conclusion may have to be reached eventually that the practice of using such punched stamps was discontinued at the end of 1931.

(To Be Continued)



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Catalog Review

Sanabria, The World Airmail Catalogue, 1963 Edition. Nicolas Sanabria Co., Inc., 521 Fifth Avenue, New York 17, N. Y., publisher, Georges A. Medawar, Editor. 738 pp. and profusely illustrated. Catalogue Notes and Index 9 pp. Price \$12.50.

Young Georges Medawar makes his debut as editor of the Sanabria Catalogue with its 1963 edition. He has made a good start, even amending the catalogue's name. There are many other changes for the better, the most impressive being the size and format of the book. It resembles some of the earlier editions when the late Nicolas Sanabria was the editor and gets away from the thinner girth of recent years. Now, a prospective buyer by just seeing and lifting the book will believe that he is getting his money's worth.

The type has changed, too, and with a clear readable style. As for the illustrations, it is here only that a retrogression is noticeable. Many cuts look like New York City in a thick London fog.

The "guts" of any catalogue is its textnotes and the prices, with a greater interest in the latter. Catalogue prices are most controversial, seldom satisfying most collectors or dealers. If one has a stamp, its price is too cheap. If one wants to buy, the price is exorbitant.

This reviewer decided to do a comparison of some prices in *Sanabria* with *Scott*, since both catalogues' 1963 editions came out within a month or so of each other. Starting with our own country, popular air mail stamps were selected with the following results.

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#C1 do. error in arrival pmk. 22. IV. instead 22. V. 1917	4.00
#C1 do. return flight Rome-Turin cover	2.50
#C2 World's first sea-plane st., Naples-Palermo	2.00
#C2 do. Naples-Palermo posted in Rome	4.00
#C2 do. return flight Palermo-Naples	2.00
1925, Special flight LEGHORN-ROME with unused 1/2off. air st.	2.00
1925, Same flight, 1/2offic. air st. cancelled	3.00
1926, "NORGE" airship Polar cover with 1/2offic. air stamp, Rome-Kingsbay	14.00
1926, do. Cover flown across North Pole to TELLER, Alaska, where Italian franking has been cancelled upon arrival, autographed by a member of the Crew, few known	60.00

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<i>Country</i>	<i>Scott No.</i>	<i>Scott Price</i>	<i>Sanabria Price</i>
U. S. A.	C1-3	33.25/22.75*	37.50/25.00
	C3a	10,000./ —	12,000./ —
	C13-15	275.00/192.50	245.00/180.00
Argentina	C30-31	6.00/6.00	6.00/7.00
Belgium	C5	15.00/13.00	15.00/15.00
Brazil	C53	12.00/12.00	17.50/17.50
Canal Zone	C15-20	24.15/15.15	24.00/16.15
Chile	C7	4.25/1.75	4.00/1.50
	C89	27.50/17.50	22.50/15.00
Colombia	C11	30.00/ —	75.00/250.00
	C80-82	9.00/9.00	9.00/9.00
France	C1-2	30.00/24.00	30.00/24.00
	C3	135.00/125.00	175.00/175.00
	C4	500.00/450.00	550.00/550.00
Germany	C35-37	31.00/13.50	24.00/16.00
	C40-42	145.00/127.50	130.00/102.50
Honduras	C12	30,000./ —	35,000./ —
Italy	C1	1.00/1.00	.75/1.50
	C42-47	21.50/21.50	17.50/30.00
	C48-49	32.50/40.00	25.00/35.00
	CO1	350.00/350.00	350.00/250.00
Mexico	C26-7	30.55/30.40	30.50/30.40
	C54-60	80.50/72.50	75.00/74.00
	C61	300.00/300.00	325.00/325.00
	C74	350.00/350.00	375.00/325.00
Newfoundland	C1	2300.00/1700.00	3000.00/2000.00
	C2	30.00/35.00	30.00/35.00
	C4	3750.00/750.00	4500.00/750.00
	C5	800.00/750.00	900.00/700.00
	C12	65.00/70.00	60.00/60.00
	C18	55.00/70.00	65.00/60.00
New Guinea	C1-12	62.30/77.00	52.50/64.30
	C44	30.00/15.00	25.00/15.00
Papua	C1d	10.00/10.00	20.00/25.00
	C2	.50/.75	1.00/1.00
Peru	C1	12.00/8.00	15.00/10.00
	C1a	— /150.00	200.00/ —
Philippines	C17	50.00/30.00	50.00/30.00
Switzerland	C1	30.00/35.00	20.00/27.50
	C2	7.00/8.00	5.00/6.00
	C10-12	5.35/4.50	6.25/4.25
Tripolitania	CB01	375.00/375.00	350.00/250.00
Uruguay	C1-3	6.75/6.75	5.00/5.50
	C46	5.00/5.00	5.00/3.00
	C59	25.00/25.00	25.00/25.00
Venezuela	C64-5	2.25/2.25	3.00/1.60

Now what does this random comparison prove? It is this reviewer's opinion that there is little difference between the Sanabria and the Scott prices.

Colombia C11 is about the only stamp that showed a great difference, especially on the used prices. Scott indicated none, whereas Sanabria showed \$75 unused but \$250 used. C11 is very scarce genuinely used, but in the latter

*The first price is for unused, the second for used.

condition it should be collected only on cover, because of fraudulent cancels.

Honduras C12, the world's rarest, is priced for \$5,000 more in Sanabria.

Peru C1a on the above comparative table amused this reviewer. This inverted overprint Scott priced used only in contrast to Sanabria giving only an unused price. Up to last year, Scott was right; inverted overprints were known only used. But in 1962, a genuine C1a mint copy received a genuine certificate from the Expert Committee of the Philatelic Foundation, New York, N. Y. Thus, in 1963 both catalogues are wrong since this error now can be priced both mint and used.

Every air mail stamp collector should have and use a copy of this new edition of Sanabria. It was not so many years ago when aero-philatelists had at least three specialized catalogues, each being issued annually. Sanabria is the only one left. Stamp collecting without a catalogue is severely hampered and can eventually fade out. May this never happen to air mail stamps. For this very good reason, long live the Sanabria Catalogue!! (H. M. G.)

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