

# THE AERO PHILATELIST ANNALS



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**Edited by  
Philip Silver**

863 Red Oaks Drive  
Elberon, N.J. 07740

## ★ **Contents**

Bulgarian Airmails of 1926-27 (R. Van Rompay) .....	18
U.S. (Philip Silver)	
1979 Stamp Catalogue Values .....	25
"I Remember" (Francis J. Field) .....	26
Portugal (Frank Lemos da Silveira)	
First Flight at Porto .....	28
Correction to the "Zeppelin Posts" (Philip Silver) .....	31
The Editor Says .....	32

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AMERICAN AIR MAIL SOCIETY**



SUPPLEMENT TO THE AIRPOST JOURNAL, JANUARY, 1979

# Bulgarian Airmails of 1926-27

By R. Van Rompay  
Brussels, Belgium

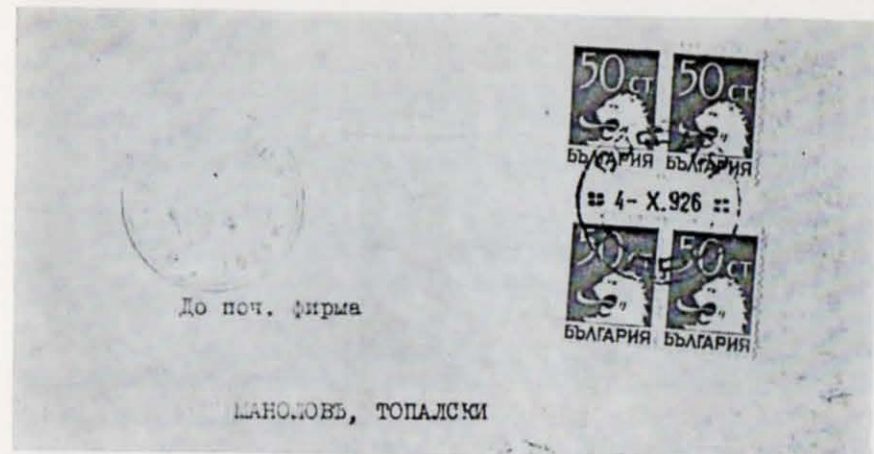
On October 7, 1915, Bulgaria declared war upon Serbia and by so doing, became an ally of the Central Powers. After the allied breakthrough at Dobro Polye on September 18, 1918, the Bulgarian front collapsed and, at the request of King Ferdinand, an armistice was proclaimed at Salonica on September 29. In order to avoid revolution, the King abdicated five days later and was replaced by his son Boris.

From the beginning of the Balkan wars of 1912-13 to the end of the First World War, Bulgaria had lost approximately one-third of her manpower between the age of twenty and fifty. The economic situation was appalling and continued to be for several years. The huge war reparations, which had been laid down in the peace treaty of Neuilly signed on November 27, 1919, could not be fulfilled and, inevitably, the value of the lev showed a constant decline. In accordance with the Treaty of Neuilly, Bulgaria was permitted to maintain an army of 2,000 men. An air force was prohibited.

For all these reasons, to which must be added the deep political divisions and the serious food situation, Bulgaria was a late-comer on the airmail scene in Europe. However, on October 8, 1925, the "First Bulgarian National Air Transport Company" ("Purvo Bulgarsko Narodno Buzdouhoplavatelno Aktsion" in Bulgarian) was established in Sofia. One of the main shareholders was the well-known Junkers Aircraft Company of Germany. Almost immediately, the "Bunavad" — the trade name of the above-mentioned Bulgarian Air Transport Company — started negotiations with the Bulgarian Ministry of Transport about the creation of a regular cargo-mail service between the cities of Sofia, Rousse and Varna. A contract was established on January 25, 1926. It was approved by the National Assembly (the Sobranje) on February 9, 1926, and published in the Official Gazette under date of February 28, 1926. From a philatelic viewpoint, the two main provisions were that mail had to carry a supplementary airmail fee and that the Bulgarian postal authorities would issue special airmail stamps to account for the fee.

## The trial flights of 1926

The Bunavad had a major interest in starting operations as soon as possible, but the discussions with the Ministry of Transport on seemingly minor points, such as the printing of the needed airmail stamps, dragged on. Notwithstanding this, the preparations in the technical field pushed ahead and, probably as part thereof, mail was carried on an experimental basis between Sofia and Varna in the second half of 1926. According to a news item in the Austrian stamp magazine "Die Postmarke" of May 14, 1927, the trial flights took place between September 15 and 30, 1926. Its author, Mr. Franz See, was a resident of Sofia. After the Communist take-over in 1944, Mr. See had to leave Bulgaria and returned to his native Austria. For more than twenty years I was in contact with this fine gentleman. Among other things, I learned that the information published in "Die Postmarke"



Cover flown on experimental flight of October 4, 1926. Sofia cachet (see text) is at upper left.

had come from a high official in Bulgaria. Although undoubtedly given in good faith only a few months after the actual flights occurred, said information is inaccurate.

As far as I have been able to determine, only two trial flights were made on October 4 and 5, 1926. Each cover carried was provided with an official cachet alongside the stamps. The cachet has two outer rings with diameters of 33 and 31 mm respectively and one inner circle with a diameter of 21 mm. The text in Bulgarian reads "Buzdoushna poshta / 1926 g." (Air Mail / year 1926), the two parts being separated by asterisks. In the inner circle appears the Bulgarian coat-of-arms. The Sofia cachet is impressed in red, its Varna counterpart in purple. The trial had not been announced in advance by the postal authorities and, as a result, no philatelic mail could be prepared. The flown mail consisted of first-class postal articles (letters and, possibly, post-cards) franked with ordinary stamps. The survival rate must have been very small. In my opinion, not more than 10 to 20 covers of the trial flights have been saved for future generations of collectors. Items with the Varna cachet are particularly elusive. The town of Rousse was not included in the experimental scheme because the airfield there was not ready until November 1, 1927.

The short-lived Varna cancel found, after the amputation of the year indication, new use for the cancellation of airmail stamps on letters to foreign countries. We know of three such letters forwarded in 1930 from Varna. Earlier and/or later use as a cancelling device cannot be ruled out.

## The 1927 flights

In the spring of 1927, the pending problems between the Bunavad and the Post Office had not been brought nearer to a solution. Proofs of a series of ten airmail stamps, proposed by the Bunavad, were made at the "Reichsdruckerei" in Berlin and submitted to the Bulgarian authorities at the beginning of June. They were rejected by the Bulgarians. Finally, it was decided to convert two ordinary stamps of 4 L and 6 L (Scott 197 and 202)



Upper portion of Sofia-Varna first flight cover of November 8, 1927. An ink drawing of the cancellation is shown at lower left.

into airmail stamps by adding an overprint consisting of a stylized plane with the words "Buzdoushna poshta" (air mail) barely visible on the fuselage. Moreover, through an additional surcharge, the value of the 6 L stamp was lowered to 1L. The long-awaited airmail stamps (Scott C2 and C4) were ready on November 5, 1927. All conditions were now fulfilled to go ahead with the airmail flights.

#### Rates

Before dealing with the actual flights, it seems appropriate to give a survey of the airmail rates agreed upon between the Bulgarian Post Office and the Bunavad. The rate scheme was as follows:

— letters, up to 20 g	: 4 L
— letters, each additional 20 g or part thereof	: 4 L
— post-cards	: 2 L
— printed communications sent under open cover	: 2 L
— printed matters or periodicals, up to 100 g	: 1 L
— idem, each additional 50 g or part thereof	: 0.50 L
— postal parcels, up to 5 kg	: 75 L
— idem, each additional kg or part thereof	: 15 L

Maximum weight allowed: 20 kg. Dimensions not to exceed 50 x 50 x 50 cm. Values in stitinki had to be rounded upwards to the nearest Lev. As can be seen from the table, the franking requirements could be met by the two airmail stamps which had been made available.

#### First flights and first-flight cancels

The first airmail flight was carried out on November 8, 1927, between Sofia and Varna. The ordinary stamps as well as the airmail stamps were defaced by a special cancellation which was probably modelled on the cachet used for the trial flights of 1926 (see illustration). The text between the inner circle and the two outer circles is in Bulgarian and French and reads: SOFIYA / I-bo Buzd. Poshta / SOFIA / I. Post Aer. The French of the designer of the Sofia cancel — and of the subsequent Varna and Rousse cancels — must have been rather shaky. The correct rendering should have been "Iere Poste Aer." or, still better, "Ier Vol Postal".



Left — Ink drawings of special Rouse and Varna cancels. Right — Single and cancelled block of inverted overprint on the 1 Lev air mail stamp.

As could be expected, most of the items carried on the Sofia-Varna flight were philatelic in nature. This is especially true for covers bearing one each of the two stamps. All genuinely flown covers and post-cards show a Varna arrival date stamp of November 8, 1927 in black.

For reasons which we have never been able to clarify, the return flight Varna-Rousse-Sofia took place only on November 11, 1927. Special cancellations were used in both Varna and Rousse. Apart from the town names, they do not differ significantly from the Sofia cancellation. Curiously enough, I have never seen a cover or card from Varna to Rousse, back-stamped in the latter city. The arrival marking of Sofia is either a machine



Cover franked with block of four 1 Lev stamps to pay proper air mail rate on November 11 return flight from Varna.



Upper portion of cover flown on return trip from Rousse, November 11, 1927.

cancellation in green or a hand cancellation in black. First flight material from November 11 is much less in evidence than that of the November 8 flight. Roughly speaking, I would say that for every five items of Sofia you find only two of Varna and one of Rousse.

I have purposely left the question of the colour of the special cancels untouched so far. I have good reason to believe that it was the intention to use violet ink in the three cities. In practice, however, various shades such as reddish violet, brownish violet and bluish violet can be found. Some examples of the Varna cancel that have passed through my hands were almost blue. Moreover, some of the cancellations were struck so lightly that the result is not relevant for the intentions, whatever they might have been. Several sources have reported that the three special cancels were struck by favour on covers after the flights had been completed. In my opinion, any cover or card not stamped on arrival must be assumed to have missed the flight to which the cancellation refers. An exception to this simple rule is for items addressed to persons or firms outside Bulgaria, for which the colour of the cancellation can be helpful. In any case it should not be overlooked that the cancelling surfaces were of rubber and that the clearness of the strikes also depends on the amount of wear to which the rubber mass was subjected.

This article on the first flights would not be complete without a side-leap to the 1 on 6 L airmail stamp with inverted overprint (Scott C4a). The only sheet of 100 stamps with this major error was sold on November 10, 1927, at the G.P.O. in Rousse. Twenty copies were bought by Mr. Ottomar Braun, the head of the Czechoslovak Danube Navigation in Bratislava, who happened to be on a duty trip in Rousse. He kept a few stamps — probably four — and used the remaining copies on first flight covers to Sofia. As far as we know, two covers and at least one loose copy with part of the Rousse first flight cancel have been preserved. Apparently, Mr. Braun had not noticed the error, which is not that much surprising for someone not having a normal stamp for comparison.

#### Later flights

According to the Bunavad flight scheme for 1927 there were only two return flights each week on the Sofia-Rousse-Varna line. The departure on Sofia airfield was on Saturday and Wednesday at 8 AM, arrival at Rousse at 10 AM, departure from Rousse at 10.30 AM and arrival at Varna at 11.50 AM. The return flights took place on Monday and Friday: departure Varna 8 AM, arrival Rousse 9.20 AM, departure Rousse 9.50 AM and arrival Sofia at 11.50 AM. The flying distance between Sofia and Varna was 270 km, that between Rousse and Varna 170 km. As flying was interrupted on November 29 due to inclement weather only five additional return flights were made, namely:

- November 12 (Saturday): Sofia-Rousse-Varna,
- November 14 (Monday): Varna-Rousse-Sofia,
- November 16 (Wednesday): Sofia-Rousse-Varna,
- November 18 (Friday): Varna-Rousse-Sofia,
- November 19 (Saturday): Sofia-Rousse-Varna,
- November 21 (Monday): Varna-Rousse-Sofia,
- November 23 (Wednesday): Sofia-Rousse-Varna,
- November 25 (Friday): Varna-Rousse-Sofia,
- November 26 (Saturday): Sofia-Rousse-Varna,
- November 28 (Monday): Varna-Rousse-Sofia.

Berezowsky states that only 34 kg of mail was carried on all the 1927 flights. This quantity, which must have corresponded to roughly 3,500 pieces of mail, speaks for itself and also explains the scarcity of items from the November 12 through November 28, flights. In economic terms, the opera-



Postal card flown on Sofia-Varna flight, November 12, 1927.



Cover flown on last flight from Sofia to Rousse on November 26, 1927. It was backstamped at Rousse the next day.

tions of the Bunavad in 1927 were a complete failure. In my view, there were two main reasons. In the first place, the special airmail fee was steep for the short distance covered in an overwhelmingly agricultural country. Secondly, the proclaimed time-saving advantages of airmail over surface travel could not really justify the airborne fees. A factor which should not be overlooked in this connection is that the planes had to enter into competition with a well-developed and efficient railway system.

Contrary to what is stated on page 124 of Volume I of the Fifth Edition of the *American Air Mail Catalogue*, no air labels were used on mail during the 1927 internal flights. Blue labels with the text "PAR AVION / (PO BUZ-DOUHA)" were supplied by the Post Office from 1928 onwards for use on airmail to foreign countries. The internal flights of the Bunavad were not resumed in the spring of 1928. Two additional airmail stamps of 2 L and 10 L (Scott C1 and C3) were released on April 15, 1928. On that day, the French CIDNA Company added Sofia as a landing place to its Paris-Constantinople line. Five days later the company "Oesterreichssche Luftverkehrs A.G." inaugurated the Sofia-Vienna branch. Bulgaria had become an integral part of the airmail network in Europe. But that is another story, which has no relationship with the brief Bunavad episode of 1927.

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## U.S.: 1979 Stamp Catalogue Values

By Philip Silver

The 1979 edition of Scott's "Specialized Catalogue of United States Stamps" has just been received. As usual, there are many price increases. This is especially true in the air mail section.

As a matter of record, we show comparative listings for a picked number of C1-6 items:

Cat. No.	Description	1978 Edition	1979 Edition	% Increase
C1	Mint single	55.00	80.00	45%
C1	Plate block	1,000.00	1,250.00	25%
C1	First day cover	7,500.00	9,000.00	20%
C1	Die proof	4,500.00	5,500.00	22%
C2	Mint single	87.50	120.00	37%
C2	Plate block	2,100.00	2,750.00	31%
C2	First day cover	7,500.00	9,000.00	20%
C2	Die proof	3,750.00	4,500.00	20%
C3	Mint single	80.00	110.00	38%
C3	Plate block (two "TOPS")	2,250.00	2,750.00	22%
C3	Same (blue "TOP" only)	5,000.00	6,500.00	30%
C3	First day cover	8,500.00	10,000.00	18%
C3	Die proof	4,500.00	5,500.00	22%
C4	Mint single	23.50	32.50	38%
C4	Plate block	625.00	750.00	20%
C4	First day cover	200.00	250.00	25%
C4	Die proof	3,000.00	3,250.00	8%
C5	Mint single	80.00	110.00	38%
C5	Plate block	2,850.00	3,500.00	23%
C5	First day cover	425.00	525.00	24%
C5	Die proof	3,000.00	3,250.00	8%
C6	Mint single	95.00	125.00	32%
C6	Plate block	3,250.00	4,250.00	31%
C6	First day cover	525.00	625.00	19%
C6	Die proof	3,000.00	3,250.00	8%

What the above analysis proves is that good stamps are better than money in the bank. While it is not my intention to stress the financial aspect of stamp collecting, one cannot, nevertheless, ignore that aspect in view of the ever-present inflationary trends that destroy values of all forms of investment. While most collectors enjoy their collection as part of a fun hobby, I would wager the majority keep the investment value in mind as well.

There are those in our hobby who constantly inveigh against the investment aspect of philately. At an accountant, I could never divorce the value concept from my collecting. It is all a matter of perspective. Enjoyment should be the motivating factor. I feel there is nothing wrong, however, in reserving a small part of the brain for philately's investment potential. In these inflationary times, we may thus have the best of both worlds.

— P. S.

# "I REMEMBER"

By Francis J. Field, R.D.P.

(Ed. note: During June of last year, when I was in Worthing, England to sign "The Roll of Distinguished Philatelists," I had the good fortune to meet once again with Mr. Francis J. Field, one of the world's distinguished aerophilatelists. As many of you already know, Mr. Field is himself a signer of "The Roll" and the recipient of the George W. Angers Award of the **American Air Mail Society**, the Richard S. Bohn Memorial Award of Aero Philatelists, Inc. and the medal of the International Federation of Aero-Philatelic Societies (FISA). During our talks in Worthing, I asked Francis to write an article for the **Aero Philatelist Annals**. His busy schedule, he told me — being an octogenarian had not interfered one whit with his many activities — precluded his writing anything new at this time but, would I consider reprinting his "I REMEMBER" article written in 1971 for the Souvenir publication issued in honor of the golden anniversary of his firm, Francis J. Field, Ltd. I said, yes, that would satisfy me for the time being. It is reprinted herewith and I sincerely hope it will afford you as much pleasure as it has me. — P. S.)

May I first confess that I had never been seriously interested in stamps until I met one of the 1919 Trans-Atlantic flight contestants, Fred Raynham. Quite casually he produced from a side pocket a piece of envelope bearing an uncanceled Newfoundland Martinsyde air stamp. This I purchased from a very meagre capital; followed in later weeks by several on covers.

I was as much interested in the experiences and personalities of the pioneer airmen as in the souvenirs of their flights. Raynham, for instance, took me round his survey offices and when some years later he showed me the photo mosaics of his Malayan and Borneo surveys, I was soon studying also the 1926 special mails of the Straits and Sarawak.

Meantime, chatting with an orchestra conductor, W. H. Ewen, I discovered he had made (before World War I) the first flight over the Firth of Forth and was the first to sign up in 1912 as a "Daily Mail" Circuit of Britain airman. He revealed the souvenir card procedure that helped me to unearth over two dozen varieties of flown items. But even more memorable were my lively meetings with C. Grahame White — a pioneer as famous in France and U.S.A. as in Britain.

It was my good fortune to bring to the attention of aero-philatelists some "labels" which turned up when I was hunting Central Europe stamp suppliers for adhesives with an aeronautical background. These were the striking "Buffalo" balloon stamps in a set of ten; some sets of the Anglo-German New Guinea Zeppelin stamps of 1913; original material in the Chile 1919 Figeoia "photo" semi-officials, and other exciting vignettes.

In the 1920's it was thrilling to study the gradual emergence of official air post stamps after the ground had been broken in the two previous decades by aviation propaganda issues and semi-officials, especially those of Colombia and Canada that were actually handled in local post offices. To comb the

London, Paris and Berlin markets for these adhesives on flown covers was thrilling and fruitful. But in the early 1930's the stamp market began to be flooded by long or frequent series of air stamps from those countries that had the fewest (if any) aircraft and airways.

Inevitably, serious air collectors began to specialise and the flood subsided to give place to an output of pictorial covers by first flights over the growing networks of world airlines. It is rather curious and not generally appreciated that the increasing range of highly pictorial covers by the operating companies were inspired by keen airline rivalries yet went far to create the philatelic interest in and demand for flown covers.

Throughout those years Aero-Philately was taking shape as a distinctly individual section of philately and even sending roots into organised aviation history circles through the formation of collector clubs and societies in U.S.A., Britain, France, Germany and Japan, and through the publication of catalogues, monographs and periodicals chiefly in the same four countries, and in these activities my associates and myself in Francis J. Field Ltd., were fortunate to increase our influence and prestige.

No reminiscences of our hobby would be alive and complete without mention of the great names that led the van in the study, collecting and publishing of air post stamps and covers. It was my privilege to meet, serve and co-operate with many more than space will allow with which to give full justice.

In Europe there were Dr. Paganini (who assembled the first tentative chronology and whose unique library is now the property of the Swiss nation). Dr. Morel and J. Le Pileur (archivist of Paris 1870-71 balloon posts) of France; and the Hon. Gavan Duffy, Ireland's first Ambassador to France (who initiated me into the German 1912 Air Mails).

In Britain, there was a galaxy of students, collectors and organisers. General Ridgway, W. E. Hughes, the Marquis of Bute, Sir Lindsay Everard, Colonel G. Crouch, H. Eric Scott and Air Commodore E. J. Townsend, to name only a handful of pioneers. Then there were the ladies, God Bless 'em — Miss Penn-Gaskell and Mrs. Fitzgerald (both of whom donated their valuable collections to national museums), Mrs. McCleverty, Mrs. Eilers, Miss Collins (collectors all) and our more recent organiser of aero-philatelic social successes, Mrs. "Lottie" Gray.

The Vanguard also included professionals whose names are indelibly recorded in all specialists bookshelves, and with whom I have exchanged ideas, opinions and sometimes crossed swords! There were the catalogue publishers — Champion, Turton, Berezowski, Sanabria, for instance, and the professional dealers and auctioneers whose influence has been so evident in international marketing and exhibitions: R. Dalwick, Cyril Harmer, Frank Muller, are among the names with which I associate my experiences in the first International Air Post Exhibitions, in Paris 1930 and London 1934.

To my great regret I have never crossed "the pond" but it has been my privilege to meet many of the great names of American aero-philately in the past sixty years, either on my own stamping grounds or at European exhibitions, as well as to enjoy a lively correspondence with a host of others. It would be invidious to name names but for a special reason there are

(Continued on page 30)

# PORTUGAL: First Flight at Porto

By Frank Lemos da Silveira  
Lisbon, Portugal

It is widely believed that the Portuguese were not interested in the aeronautical phenomenon until quite late.

In my opinion, this false premise probably results from the fact that regular air services did not start until 1934 in Portugal which, compared with other European countries, is rather late indeed.

The truth is that the Portuguese also had a pioneer period: thus, they had already had balloon flights in 1903, participated in the first Aviation Meeting in 1912, succeeded in crossing the South Atlantic in 1922, and, still in the twenties, enthusiastically collaborated in numerous attempts to conquer the North Atlantic. Most of these attempts had the ports of Lisbon and Horta in the Azores as stop-over points.

Let us simply say that, once the taste of adventure was gone, time has little by little erased these remembrances.

Sixty-five years have already passed since the day when the first airplane arrived in Portugal. It was bought for charitable reasons: a fact which, to my knowledge, is unique. By showing the airplane to the public it was intended to raise funds for a nursery sponsored by the newspaper "O Comercio do Porto."

Thus, it seems to be proper to reveal the facts concerning this event. These elements have been collected and put in order with great perseverance; thus, today they form a congruous unit of great interest for aerophilatelists, especially for those who devote themselves to the study of pioneers.

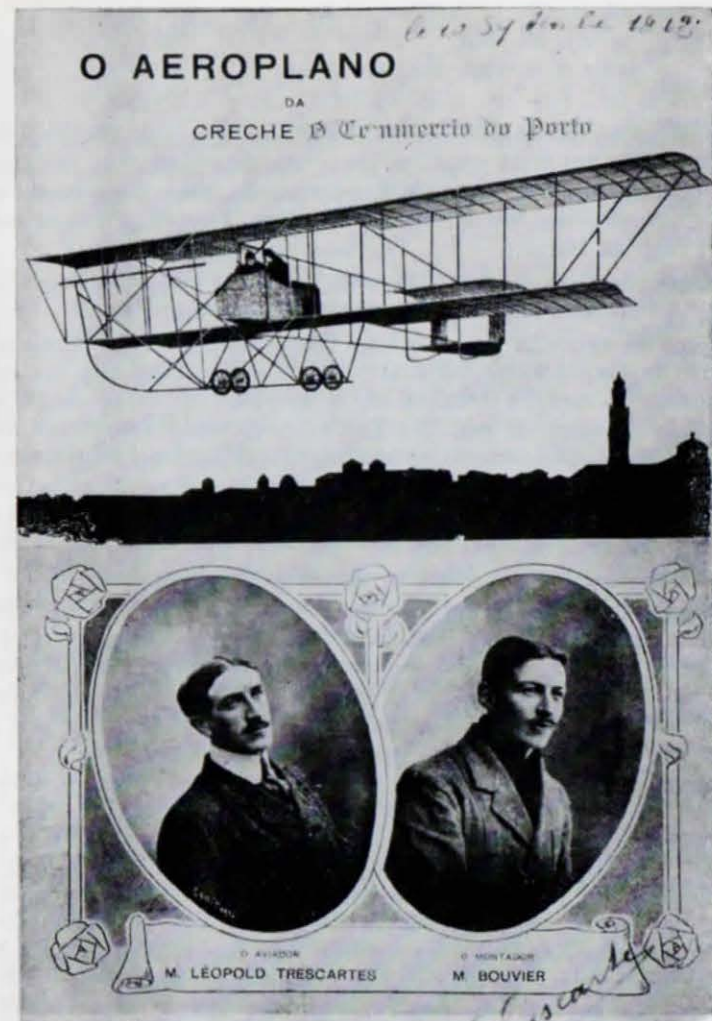
The airplane — a Farman-Maurice military type biplane of 15 meters (49 ft) span, with a 70 HP Renault engine, 80 km/h (50 mph) speed, 300 kg (660 lbs) payload — had been tested at the Buc Airfield, piloted by Farman himself. It was then put on board the "Hildbrand" of the "Booth Line" in Le Havre and arrived at Leixoes on August 26, 1912.

The airplane was accompanied by the pilot, Leopold Trescartes, and the mechanic, Bouvier, both of the Farman factory.

The assembly was done in the nave of the Crystal Palace from August 28 to 30. An admission fee of 200 reis was charged to watch the process. On Sunday, September 1st, an Aviation Festival was held there with the participation of all the military bands of Porto, attracting an enormous crowd. Inside the hall, an illustrated post card was on sale which quickly sold out.

It is indeed a privilege to be able to illustrate this report with the only philatelic souvenir of this event found up to now: a post card, as mentioned before, signed by the aviator Leopold Trescartes and addressed to a person of the French Consulate, 6 Rua de Cedofeita, Porto. This post card is a real gem in a collection of Portuguese Pioneer Air Mails.

On September 4, the airplane was transferred in two parts by truck to a hangar at Foz, and, on Saturday the 7th, it made two, short test flights at 6:10 PM and 6:45 PM.



A post card showing plane used in September 8, 1912 first flight at Porto. Note aviator Trescartes' signature in lower right corner.

Finally, on Sunday, September 8, 1912, on a plain facing the "Castello do Queijo," the airplane made its first demonstration flights in Portugal, before a crowd of 60,000 people:

1st flight, at 4:25 PM, a 12 minutes flight at a height of 250 meters (820 ft), over Foz and Matosinhos.

2nd flight, at 5 PM, a 16 minutes flight at a height of 300 meters (1000 ft), over Porto and S.Mamede de Infesta.

The admission fees were as follows:

seats:	1000 reis
side of sundown:	300 reis
side of sunrise, 1st sector:	200 reis
2nd sector:	100 reis

More flights during this "Aviation Week" were made on the following days:

Thursday, Sept. 12, at 5:25 PM, a 20 minute flight at a height of 600 meters (2000 ft) over Matosinhos, Leixoes, Foz and Senhora da Hora.

Sunday, Sept. 15, at 5:10 PM, a 20 minutes flight at a height of 900 meters (3000 ft) over Matosinhos, Leca and Foz.

After this series of demonstration flights in Porto, the airplane was transferred to Lisbon where the first take-offs in the capital of the country took place on Saturday, September 28, in presence of the President of the Republic, Dr. Manoel de Arriaga. The area chosen for the take-off and landing was the hippodrome which existed at the time between Belem and Pedroucos.

We have never seen any souvenir items of this meeting of Lisbon nor any of those following this event.

When these words appear in print, the CAPEX '78 international exhibition in Toronto, Ontario, Canada will already have become part of philately's history. As our readers are undoubtedly aware, aerophilately had its own specifically designated section in the show. Also, a number of members of the international jury had been selected because of their obvious aerophilatelic backgrounds. That was not always thus!

More than 50 years ago, George W. Angers, editor of the "Aero News," complained about the International Philatelic Exhibition held in New York City from October 16-23, 1926. In volume 1, No. 6 of that publication, he relates how "It was only after much protesting that Airmails were given a section by themselves; after having been designated in the first program with 'Philatelic Stationery' and other odds and ends, . . ." Also, "having invited entries from Airmail collectors the world over the committee then failed to place on the Jury any Judges familiar with this speciality."

Fifty years later, it is a whole new ball game!

— P. S.

#### "I REMEMBER" —

(Continued from page 27)

two exceptions because both, like me, were on very active service in World War One: Admiral Jesse Johnson and Dr. Max Kronstein.

No editor, no matter how patient, would permit me to summarise in generous detail, the names of the many dozens of amateur and professional friends who, through their interest and encouragement have helped me to enjoy every aspect of sixty years in aero-philately. To all named, and unnamed, past and present, and especially to Norman C. Baldwin and my son John, my sincere heartfelt thanks.

## Correction to the "Zeppelin Posts"

By Philip Silver

All previous editions of the **American Air Mail Catalogue** included information in the "Zeppelin Posts" section setting forth the number of pieces of mail carried on flight number Z-105, Europe-Pan America Round Flight, United States Dispatches, May 18-June 6, 1930. These are listed as follows:

U.S. via Germany to Seville	719
U.S. via Germany to Pernambuco	385
U.S. via Germany to Rio de Janeiro	439
U.S. via Germany to Lakehurst	19,930
U.S. via Germany to Seville (Round Flight)	63
U.S. via Germany to Fried. (Round Flight)	2,168

But the breakdown between cards and covers was not given.

For flight number Z-111, Europe-Pan America Round Flight, Second United States Dispatches, June 2-6, 1930, no figures were available until the Fifth Edition published in 1974. The figures are shown on page 284 of volume 1 of that edition. However, they are incorrect!

So the purpose of this article is twofold: (1) submit data detailing a breakdown for cards and letters for the first dispatch (flight number Z-105) and (2) correct the mistakes in the Fifth Edition, volume 1, page 284 for the second dispatch (flight number Z-111).

The official information concerning these Zeppelin flights was recently obtained by the writer. It is contained in two pieces of Post Office Department correspondence:

- (1) Letter dated May 12, 1930 from P. A. McGinty, Superintendent of mails, New York Post Office, citing a statement of May 10, 1930 attached thereto from T. C. Walter, Superintendent of the Varick Street Station. It will be remembered that the Varick Street Station was responsible for the foreign mails in the New York City area. McGinty's letter is addressed to John J. Kiely, Postmaster of New York.
- (2) Letter dated June 3, 1930 from the Postmaster of New York to the Second Assistant Postmaster General, Division of International Postal Service.

Based on the information contained in these official documents, the next edition of the **American Air Mail Catalogue** should contain the following:

NEW INFORMATION (Cat. No. Z-105)

	cards	covers	total
U.S. via Germany to Seville	326	393	719
U.S. via Germany to Pernambuco	70	315	385
U.S. via Germany to Rio de Janeiro	100	339	439
U.S. via Germany to Lakehurst	5,465	14,465	19,930
U.S. via Germany to Seville (Round Flight)	14	49	63
U.S. via Germany to Fried. (Round Flight)	461	1,707	2,168

GRAND TOTALS

6,436 17,268 23,704

(Please turn page)



	cards	covers	total
U.S. to Seville, second dispatch	814	1,548	2,362
U.S. to Friedrichshafen, second dispatch	15,474	13,289	28,763
	<hr/>	<hr/>	<hr/>
GRAND TOTALS	16,288	14,837	31,125

## The Editor Says . . .

In his column, "Anything and everything U.S.," Bob Ladd of "Stamp Collector" makes a useful observation. Referring to an article by James H. Baxter in the "United States Specialist," official publication of the Bureau Issues Association, Ladd decries the fact that "deeply researched and well-written philatelic articles have their candle hidden in a bushel basket." The "United States Specialist" has a printing of only approximately 2,200 copies. Thus, such articles are generally unavailable to the philatelic community at large.

This strikes a responsive chord in your editor's bosom. What about the worthwhile articles that appear in the approximately 2,000 copies of the **Aero Philatelist Annals** and **The Airpost Journal**? They also "are born to blush (relatively) unseen" as Thomas Gray noted in "Elegy Written In A Country Churchyard."

There are no simple answers! Efforts can be made, of course, to ask editors of other publications to reprint our articles. In the alternative, some of our air mail writers should submit articles for publication in the general philatelic press. These measures, I believe, are the best kind of publicity for the air mail branch of philately.

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In a column found in the May 1936 issue of "Sanabria's Air Post News" (see No. 4, p. 17) Mr. Sanabria reviews some of the outstanding air mail collections scheduled to be shown at the Third International Philatelic Exhibition in the Grand Central Palace, New York City, from May 9-17, 1936. His discussion of the exhibits brings to mind some of the thoughts I expressed in a previous column about the demise of the large general air mail collection and the growth of one-country specialization that is the vogue today. Mr. Sanabria mentions the collections of P. H. B. Frelinghuysen, Donald D. Davis, Carlton W. Smith, Mrs. Anson McCleverty and Miss W. Penn-Gaskell. In the Frelinghuysen, Davis and Smith collections he notes 2 U.S. 24c inverts, 1 Black Honduras, 3 Red Honduras, 3 Hawks, 3 De Pinedos and 3 Columbias. The collection of Dr. Philip G. Cole, also slated for exhibit, is simply described as "probably the largest specialized collection of Air Post stamps [and] is considered one of the finest in the world." Most likely, copies of the rarities noted above were included in that famous collection.

— P. S.