

OCTOBER, 1955

The **Airport Journal**



Habana Convention Issue

Volume XXVII

Number 1

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American Air Mail Society 1955 Convention

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Habana, Cuba
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TENTATIVE PROGRAM

SUNDAY, NOVEMBER 13

- 9 A.M. Registration at Palacio de Bellas Artes
- 12 Noon Cocktails at Bacardi Bar
- 1 P.M. Lunch at Habana Yacht Club
- 3 P.M. Horse Races
- 9 P.M. Dinner at Tropicana Night Club

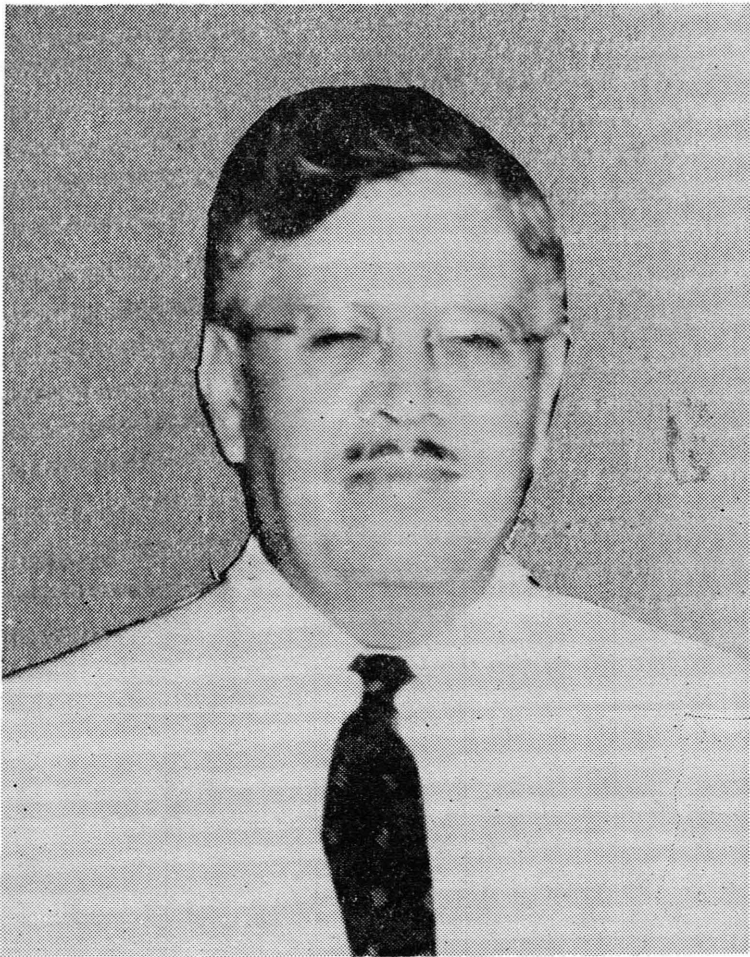
MONDAY, NOVEMBER 14

- 9 A.M. Registration continues at Palacio de Bellas Artes
- 10 A.M. Business Session
- 12 Noon Reception at the Post Office Department
- 1 P.M. Cocktails at Arechabala Bar
- 6 P.M. Folklore Show at the Palacio de Bellas Artes,
presented by the Department of Education of the
Republic of Cuba
- 9 P.M. Convention Banquet at Hotel Nacional

TUESDAY, NOVEMBER 15

- 7:30 A.M. Busses leave for Varadero Beach. There will be a
stop at the city of Matanzas and a visit to the beau-
tiful and world famed Yumuri Valley en route.
- 11 A.M. Arrive at Varadero Beach, Hotel Internacional
- 1 P.M. Luncheon
- 4:30 P.M. Busses leave Varadero Beach for Habana
- 8 P.M. Arrive in Habana

Heads CUPEX Committee . . .



● DR. B. CRUZ PLANAS

President of CLUB FILATELICO DE LA REPUBLICA DE CUBA

THE AIRPOST JOURNAL

**OFFICIAL PUBLICATION OF THE
AMERICAN AIR MAIL SOCIETY**

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Nuestra Segunda Convencion En La Habana

por RAFAEL ORIOL

A experiencia es una de las virtudes de la humanidad, como dijo un filosofo, y por lo que se ve, la experiencia, que tanto huespedes como anfitriones tuvimos en 1948 cuando la Sociedad celebro sus Bodas de Plata, fue muy agradable, pues no solamente fue una muy feliz, sino que estrecho aun mas los lazos de amistad.

Amistad, esta es nuestra fraternidad, una que no tiene obstaculos a razas, idiomas, oceanos o continentes. Tengo la seguridad que si algun dia los terrestres invaden uno de los planetas y encuentran seres vivientes, una de las primeras cosas que haremos sera escribirnos, luego entonces la filatelia tambien habra de invadir los nuevos amigos que encontraremos alli.

Por tan grato recuerdo, los miembros del Club Filatelico de la Republica de Cuba, decidimos hacer una nueva invitacion a todos nuestros amigos de la American Air Mail Society para que celebren su XXXII Convention y asi confirmar que somos los mismos viejos y buenos amigos de hace 7 anos y que lejos de distanciarnos nos hemos acreado aun mas.

Aquellos miembros que vinieron en 1948 y que vuelven otra vez, encontraran muchos cambios en nuestra Haban Vieja. Podremos decirles: "La Habana ya no es vieja" — si miramos a todos los grandes edificios, avenidas y residencias que se han construido en tan corto tiempo. A los que vienen por primera vez, seguramente preguntaran donde estan las casas de estructura, colonial, las calles estrechas y las casas con techos de teja. Si! aun quedan, pero modernizadas o se conservan en su distrito como reliquias. Lo que todos veran, sera la Habana ultra-moderna.

Cuando con tanto carino brindamos nuestra Ciudad para la proxima Convencion, teniamos pensado algo excepcional que pocas veces se combina en una Convencion:

La Exposicion Filatelica Internacional que al propio tiempo celebra el Centenario del Primer Sello Postal Cubano emitido en 1855 y el primer sello sobrecargado del mundo — Noviembre 19, 1855 .

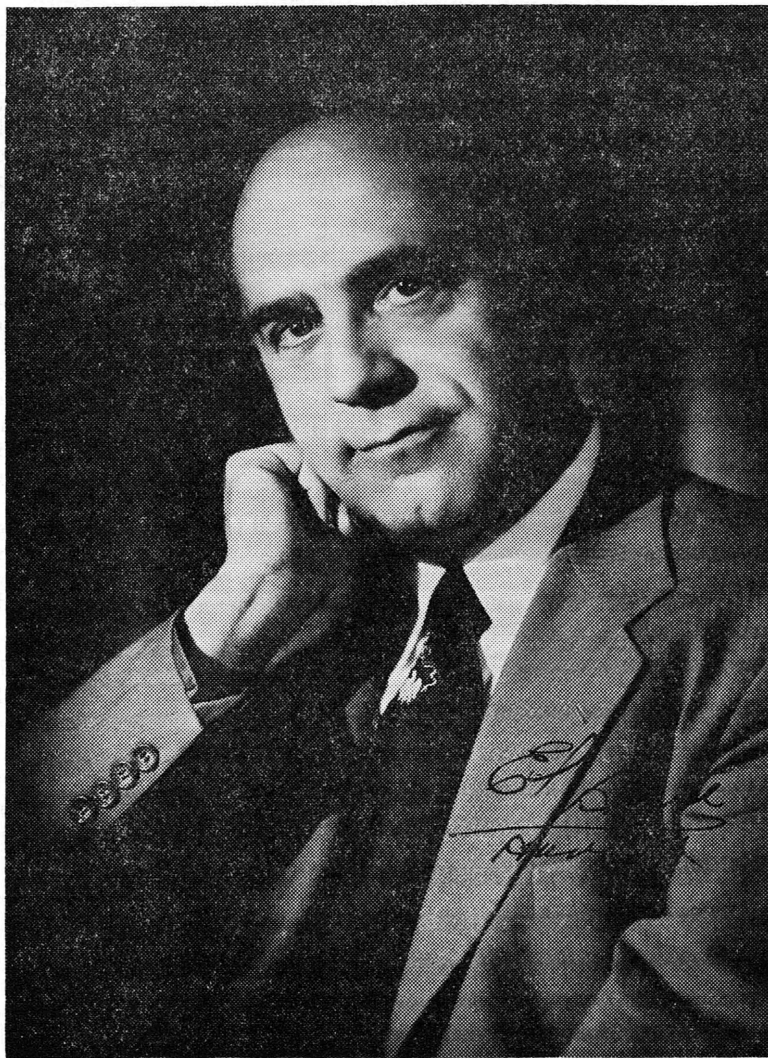
A todos nuestros Convencionistas, amigos y visitantes, queremos hacerle este regalo en la forma de una gran y magnificia Exposicion de Sellos, dedicada a Cuba, en cuanto a lo que este pais ha emitido, a todos los paises del Continente Americano y a Espana — como una ofrenda a nuestra Madre Patria y tambien las Filipinas.

Ademas, en la CUPEX hemos hecho dos ampliaciones: En "aereos", debido al campo tan extenso que cubre por el mundo entero y hace imposible limitarlo al motivo de nuestra exposicion. La otra excepcion son los sellos tipo "topico" que naturalmente abarcan los sellos emitidos de todo el orbe.

Esperamos que en esta ocasion nuestros huespedes amigos vengan a la Habana no solamente para disfrutar de una Convencion de ambiente Cubano, sino que al propio tiempo tendran el privilegio de asistir a una exhibicion de sellos netamente *Americana*.

(Continued on page 8)

Directs Cuban Show And A. A. M. S. Convention



• SR. RAFAEL ORIOL

Past President of the CLUB FILATELICO DE LA REPUBLICA DE
CUBA and President-designate of the AMERICAN AIR MAIL
SOCIETY.

American Air Mail Society Meets In Convention At Habana, Cuba

Busy Three Day Program Dovetails CUPEX Events

THE XXXII Annual Convention of the *American Air Mail Society* is being celebrated in Habana, Cuba from November 13 to 15 and members will experience the never to be forgotten hospitality of the *Club Filatelico de la Republica de Cuba*, host Chapter, to the Society's gathering.

The Annual Convention of the Society is being held during the great CUPEX International Postage Stamp Show commemorating Cuba's first postage stamp which will continue from November 12 to November 19. The CUPEX and the Convention of the *American Air Mail Society* is being held in the Palacio de Bellas Artes, a building ideally planned and arranged for functions of this sort. The Show is under the patronage of the Cuban Government and the highest officials of the Republic will participate in the ceremonies to be held in connection therewith. A special series of stamps and a special souvenir sheet in particular tribute to CUPEX and the *American Air Mail Society* will be released during the Exposition. For months the Patronato or Directing Committee of the Show has been assembling the world's finest philatelic collections for display in the spacious halls of the Palacio de Bellas

Artes. The material to be on display is truly outstanding and the 1500 frames of rare and unusual items will make it difficult for the distinguished panel of International Jurors to award the more than \$1500 worth of medals and prizes which have been provided by the Directing Committee.

The detailed program of the various events of the CUPEX show itself and of the Convention of the *American Air Mail Society* will be found printed elsewhere in this Edition. In each case these are tentative programs and subject to change as occasion may require. Preliminary advices indicate that a large number of visitors from the United States and Canada will be on hand, testifying to the respect and regard which these visitors have for any programs sponsored by the members of the Club Filatelico and the distinguished philatelists of Cuba.

In our last edition we published details on how to secure the special sheets and stamps to be issued in connection with the Convention of the *American Air Mail Society*. Many orders have already been received but a limited number of additional covers will be sent and

(Continued on page 10)

NUESTRA SEGUNDA CONVENCION —

(Continued from page 6)

Sugerimos a nuestros amigos que calculen el tiempo que permaneceran aqui pues los tres dias dedicados a la Convencion no dejaran mucho tiempo libre para la Exposicion. Tendremos 3 dias bien ocupados segun pueden ver por el Programa de la Convencion.

Esta es nuestra invitacion formal a cada uno de los miembros de la Sociedad para que asistan a la proxima Convencion y podemos asegurarles por lo menos tres dias inolvidables.

Hasta la vista amigos y en Noviembre nos veremos en la Habana!

ADDITIONAL MEMBERS OF THE CUBAN
COMMITTEE



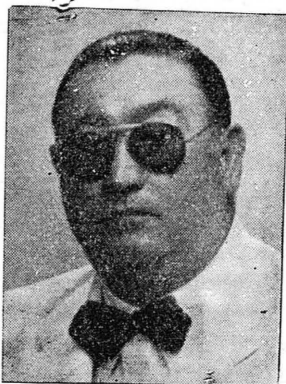
● Dr. Cesar Camacho



● Dr. Jose Agustin Martinez



● Rafael R. Garcia



● Edelberto De Carrera

A. A. M. S. CONVENTION
HABANA, NOVEMBER 13-15

CUBA CONVENTION —

(Continued from page 8)

held for those whose orders were received too late. In this connection members are advised that Secretary-Treasurer *John J. Smith*, who is handling the covers for the special CUPEX events will be on extended vacation until December 15 and cannot handle late orders for these items until after that time.

For the past several months we have been publishing a list of those planning to go to Cuba. There have been a number of additional names received indicating that the attendance at Cuba will substantially exceed that of those who attended the 1948 Convention in Habana. A number of the members are planning to extend their stay through the whole 8 days of the CUPEX and others are taking extended trips to the Caribbean, to Mexico and Guatemala and to other places.

One of the featured events of the Convention on which we have just received final details will be a dispatch of mail by jet planes from Camp Batista to Miami on Monday, November 14. The President of Cuba and other high dignitaries will participate in the ceremonies in connection with this dispatch. Official guests will be transported by plane from Habana to Camp Batista to witness the take-off. The special mail will require 50c postage. That for onward delivery in the United States will be sent on upon arrival at Miami. The mail for delivery in Cuba will be returned by first plane through the courtesy of *Pan American World Airways*.

A Convention such as this can only become a reality through the devoted efforts of a large number of people. We

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● Richard Milian

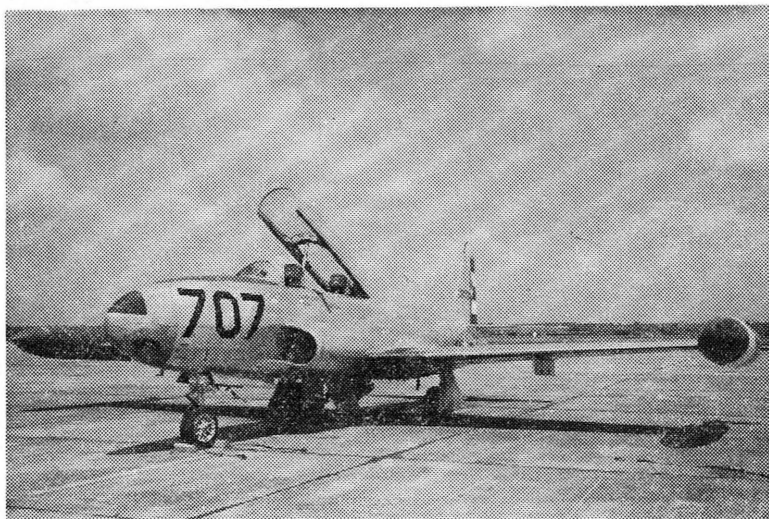


● Alfredo Cano

know that those in charge of CUPEX and the Convention of the *American Air Mail Society* have been toiling for months to make both events outstanding successes and we salute them for their tireless efforts and the outstanding accomplishments which have been achieved.

WE'LL GREET YOU IN HABANA!

To Carry Jet Mail To Miami



- The Cuban Air Force Jet Plane No. 707 which will carry Souvenir Mail from CUPEX to Miami.

Biographical Sketch Of Rafael Oriol, President-Designate Of American Air Mail Society

●
Born in the City of Habana in 1899, during the American Intervention when General LEONARD WOOD was Governor.

Raised in Barcelona (Spain). Graduated from La Salle Colleges of Barcelona and Habana in the School of Commerce.

Past President of the Rotary Club of Habana (1940-41); Chairman of the Entertainment Committee of the Rotary International Convention in Habana in 1940 .

Has been President of other local Cuban Societies.

Past President of the CLUB FILATELICO DE LA REPUBLICA DE CUBA, and Honorary President.

Industrialist in the printing and converting of Cellophane and other flexible plastic products, representing several large industries of both U. S. and England.

Started collecting stamps when nine years old. Presently specializing in Airmail stamps and covers. Has a very specialized collection of Spain and Mexico, devoted primarily to airmails of the Western Hemisphere of which he has great rarities from Newfoundland, Honduras, Brazil, Cuba, etc.

Member of the Jury at CIPEX in 1947. Associate Editor of "Actividades Filatelicas" from 1943 to 1950.

Presently Vice-President of the American Air Mail Society and Director for several past years.

Chairman of the AAMS Convention in Habana in 1948.

Nominee for President of the American Air Mail Society.

Official Program of 'CUPEX'

This Program Covers Not Only The Three Days Of The
AMERICAN AIR MAIL SOCIETY CONVENTION but
The Entire Period Of The CUPEX Show

NOVEMBER — 1955

12 — Saturday

- 10 AM Official Opening of Show by personal invitation.
- 11 AM First Day of Issue Ceremony Sale of Stamps and sheets at the P. O. Booth.
- 12 Noon Cold Buffet.
- 3 PM Opening to the public.
- 9 PM Concert by the Municipal Band of the City of Habana.

13 — Sunday

- 9 AM to 12 Noon Tour through Old and New Habana.
- 2 PM Horse Races at the Habana Jockey Club.
- 9 PM Dinner at "Tropicana" Night Club.

14 — Monday

- 11 AM Reception at the Post Office Dept.
- 1 PM Visit and lunch at the Hatuey-Bacardi "Brewery"
- 6 PM Folkloric show at the Palace of Fine Arts presented by the Instituto de Cultura of the Education Ministry.

15 — Tuesday

- 8 AM Special excursion to the famous Varadero Beach.
- 1 PM Lunch at the International Hotel.
- 3 PM Visit to famous "Bellamar Caves".
- 5 PM Return to Habana.
- 9 PM Concert of typical Cuban Music.

16 — Wednesday

- 10 AM Visit to the National Capitol.
- 3 PM Visit to the National University.
- 5 PM Fashion Show at the Lyceum Club.
- 9 PM Theatrical show.

17 — Thursday

- 9 AM Stamp auction.
- 11 AM Cocktails at the Bacardi bar.
- 12:45 PM Rotary Club Luncheon Meeting at Hotel Nacional.
- 3 PM Visit to the Morro Castle across the bay.
- 9 PM Visit to the Jai Alai games.

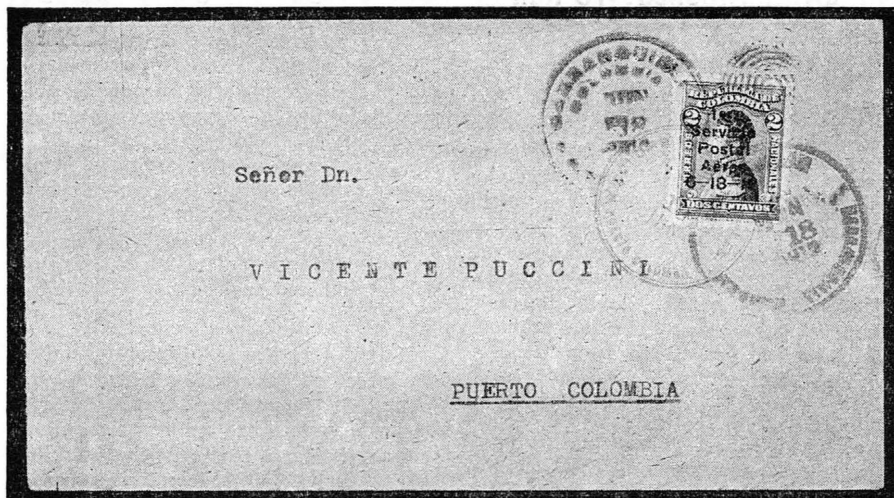
18 — Friday

- 10 AM Visit to old Columbus Cathedral
- 11 AM Cocktails at the Arechabala Bar.
- 9 PM Visit to the Greyhound Kennel Club.

19 — Saturday

- 6 PM Closing of the Exposition.

Note: Various Exhibits of films and lectures will be held at the Amphitheater of the Palacio de Bellas Artes.



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ALSO ON CLUB FILATELICO COMMITTEE —



● Dr. Paul Gutierrez



● Ing. Ricardo J. Moreyra

FIPEX Postponed; To Run April 28 - May 6, 1956

It is now definitely known that the accident which occurred on May 9 during construction of the New York Coliseum will delay completion of the \$35,000,000 structure for eight weeks. This has posed quite a problem for those responsible for the planning for FIPEX, the Fifth International Philatelic Exhibition, which was scheduled to be the opening event in the fabulous Coliseum and was to run from March 3 to 11, 1956.

Following long deliberation, it has been decided by FIPEX officials to postpone the stamp show until the Coliseum is opened, thus assuring that the Fifth International Philatelic Exhibition will be the first event held in this great show place. Opening date for the New York Coliseum is April 28, 1956. FIPEX will be held from April 28 to May 6, 1956. A contract for these dates has been signed by officials of FIPEX and the Triborough Bridge and Tunnel Authority. FIPEX will occupy the two upper floors of the Coliseum while two other shows, not yet selected, are expected to be located on the two lower floors.

Originally it had been believed that the collapse of part of the Coliseum's main floor would not delay the scheduled opening of the structure, particularly since construction at the time of the accident was ahead of schedule.

However, it is known that the shoring, supporting the concrete forms for the flooring, failed before the concrete had hardened. Recommendations to strengthen the supports and make them more rigid have been adopted. At this time, all of the debris has been cleared away and rebuilding of the floor that collapsed is well under way.

While it is regretted by FIPEX officials that it was necessary to postpone the exhibition period at this comparatively late date, it was strongly felt that

the advantages in doing so far outweighed the disadvantages. Most important, it was pointed out by *Richard S. Bohn*, Chairman of FIPEX, is the fact that the stamp show retains the distinction and prestige of being the opening event in this great show palace. Secondly, it is likely that the weather will be much more favorable during this period. Finally, the later date may prove to be more convenient for the host of foreign visitors who are expected to attend this important international philatelic exhibition.

During this period of anxiety, other plans for FIPEX have been taking shape. Announcements of progress will be made from time to time. It can be stated now that participation by the United States Government will surpass anything done in the past, and several foreign governments have ambitious plans for FIPEX. From all indications at the present time, FIPEX will be the greatest international show ever staged in this country.

Through, single-plane service between the Southwest and Pacific Northwest has been resumed by *United Air Lines* and *Braniff International Airways*, under terms of interchange agreement.

The carriers are operating a daily first-class DC-6 flight between Seattle-Tacoma and Portland in the Northwest and Oklahoma City, Dallas and Houston in the Southwest. Intermediate stops are made at Boise, Salt Lake City and Denver.

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17W28f	Philadelphia AMF-Detroit	4.00	.90
17E29f	Chicago AMF-Detroit	5.00	1.10
18E68, W68, RE69	Ogden	1.15	.40
34N17	Los Angeles	1.00	.30
34N18	Bakersfield	3.00	.65
34S18	Bakersfield	3.00	.65
34N19	Fresno	3.00	.65
34S19	Fresno	3.00	.65
34S20	San Francisco	1.00	.30
34W21	Columbus	1.50	.40
34E22	Fort Wayne	4.00	.90
34E23f	Chicago AMF	3.00	.65
53S13, N13, RS 14, N14	Ft. Wayne	3.20	.85

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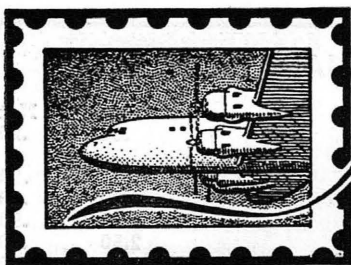
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Airs of the Month

By **ALTON J. BLANK**
1089 WINSTON ROAD,
SOUTH EUCLID 21, OHIO

A "metal" stamp is Hungary's novel addition to the air mails of the world. Rotary, topicals, and the United Nations gain further contributions by recent issues. Bolivia's oil industry and Lebanon's tourists come in for recognition.

BOLIVIA

Five values comprise the set issued in September honoring the petroleum industry in Bolivia. Two oil derricks with a background of palm trees make up the common design. Values are: 55 Bs., pale blue, 70 Bs., grey, 90 Bs., green and pale green, 500 Bs., purple and rose, and 1,000 Bs., olive and brown. The stamps are the product of "Litho Unidas" of La Paz.

CHILE

The International Air Service set will be augmented with a 100 pesos green (500,000), a 200 P. blue (200,000), and a 500 P. red (100,000). They will be printed by the *taille douce* method.

COLOMBIA

The Rotary stamp is a 15c. red and shows the country home of Simon Bolivar and the Rotary symbol.

CUBA

The two high values now current have been released in new colors. The 2 pesos is now blue and slate olive and the 5 pesos is pink and slate olive.

FRENCH OCEANIA

The Cupex set has been fully described heretofore in this *Journal*. A 13f. blue and grey presents a scenic view with trees, water and mountains.

GREAT BRITAIN

While not official the British Euro-



pean Airways has issued three stamps for this country's airways letter service. There are a 10d, 1sh 5d, and 2 sh 2d.

HUNGARY

A thin sheet of aluminum, .009mm in thickness, has been impressed with the design of the current 5 forint stamp and issued in honor of the Congress of Light Metals held Oct. 5-9, 1955. The stamp depicts the Aluminum furnace at Csepel.

LEBANON

The Tourist set for 1955 shows a man with a suitcase walking up a stairway in evident anticipation of homecoming. The values are: 2.50p, purple and blue, 12.50p, blue and deep blue, 25p, black and blue, and 35p, green and blue.

LIBERIA

September 28 saw the release of two flower stamps. The local names are unknown but the botanical identification is given. The 20c green, purple, and yellow shows *Costus* while the 25c green, orange red and yellow presents *Barteria Nigritana*.

October 24 is to witness the release of four stamps for the United Nations. The



—Stamps for Illustration, Courtesy F. W. KESSLER

● New Airpost Issues Of The Month

10c, red and blue, will show the U. N. emblem; 15c, purple and black, view of the General Assembly; 25c, brown and green, former Secretary of State *Gabriel L. Dennis*, signing the charter; and 50c, green and orange, a page from the Charter.

NEW CALEDONIA

Designed and engraved by *Cheffer*, a 14f depicts the trans-shipping of nickel at Noumea.

PARAGUAY

The Rotary set will consist of four values; a 50c, a 1 G, 2G, and a 10 Guar-anies.

PHILIPPINES

As part of an Air Heroes set a 20c

purple and a 50c blue green will be issued showing the plane and features of Lt. *Jose Gozar* who fought the Japanese invasion in 1941.

SOMALIA

The III Fair set has a .45 So brown and orange showing camels and a windmill and a 1.20 So, blue and cerise showing girls at a well.

VIET-NAM

While there are no indications on the stamp it is reported that the 4\$ purple and red showing a bird with large plumes is for air mail service. Will anyone please check and report?

(Continued on page 37)

Air Communication Between Cuba And The United States

by DR. TOMAS A. TERRY

BEARING in mind how geography has influenced the march of civilization, it has been said with a great deal of truth that world history originated principally in the so-called zones of destiny.

Surely the first colonists learned this in the hard school of experience. Crossing what was later known as the Florida Strait in frail vessels often wrecked by dangerous seas, they sought the fountain of youth in the lands to the north. Perhaps as they watched with envy the sea birds traveling so safely overhead they wondered whether flying would not be the best method to use in trying to get to their goal.

Three centuries from then flying began to be possible. The *Montgolfiers* had invented the ballon in 1783. *Eugene Robertson*, making the first balloon ascent in Cuba years later (July 9, 1828) and remembering, perhaps, how *Blanchard* and *Jefferies* had flown across the English Channel (1785), considered feasible a balloon trip to Florida, as did *Eugene Godard*, the famous French balloonist, some years afterwards (1856). Neither project was carried out.

The first airborne letters from the United States were brought to Cuba by carrier pigeons towards the end of the last century. Organized in Key West and Tampa by agents of the Republic of Cuba in Arms for carrying messages to their contacts in Havana and in other cities of Cuba, this pigeon post also took letters from these latter to the Republican armed forces in the field against the Spanish. To hinder such communications General Weyler decreed severe penalties for anyone keeping carrier pigeons in Havana or elsewhere in Cuba (February 16, 1896).

After the *Wrights* had flown an airplane for the first time (December 17, 1903), progress in aircraft was rapid enough to allow *Bleriot* to fly the Eng-

lish Channel (July 25, 1909). Soon followed the attempt of a Canadian aviator, *J. M. D. MacCurdy*, to fly the 90 miles from Florida to Cuba. Fuel shortage brought him down twelve miles from Havana (January 30, 1911).

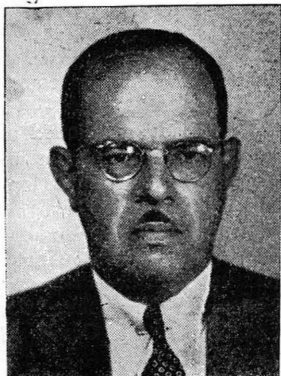
Domingo Rosillo completed the first United States-Cuba flight two years later (May 17, 1913) in an eighty horse power Morane. He took two hours and thirty minutes to fly from Key West to Havana. Two days afterwards, the first Cuban who had ever flown, *Augustin Parla*, tried the same flight in an old Curtis biplane but, carried from his course by high winds, landed in Mariel, on the north coast of Pinar del Rio.

Both *Rosillo* and *Parla*, whose feats have been honoured by commemorative issues, carried several letters from the Mayor of Key West and others addressed to the President of Cuba, and to other important people in Havan. Thus the first air mail letters to leave the Territory of the United States for Cuba were carried by Cubans.

During World War 1, various military airplanes brought official correspondence to Cuba. This led the Cuban Postmaster General to plan the setting up of a regular air mail service between Cuba and the United States as well as between Cuba and the Dominican Republic, Haiti and Jamaica (September 20, 1919).

In connection with this plan an experimental air mail flight was made from Key West to Havana by a military hydroplane (November 1, 1920), thus beginning the future FAM-4. The plane carried, on its return flight to Key West, several stamped Cuban envelopes which could not be forwarded officially as air mail because no formal air mail contract existed at the time.

Though this experiment gave satisfactory results, seven years went by before



● Dr. Tomas A. Terry

an official service operated. From time to time, however, letters were flown in, as, for example, when a squadron of six hydroplanes came from Key West in one hour and five minutes (November 1, 1921).

Later these same hydroplanes made another experimental flight preparatory to the establishing of a regular private air service under contract with the *Aero Mail Airways Company*. This service, begun January 11, 1923 with the airplane "Columbus", terminated tragically (June 10, 1924) with the total loss of the plane and the death of its pilot, *C. W. Miller*, together with four passengers.

Finally on October 19, 1927 the first official service began with the flight from Key West by *Cy Caldwell* carrying six hundred letters and that of *Hugh Wells* from Havana (October 28, 1927) taking fourteen bags of mail to Key West. *Aeromarine Airways*, a subsidiary of *Pan American Airways*, held the contract for the service and later influenced the issue of the first Cuban air mail stamp which came into use November 1, 1927.

During the first month of this service no less than 1,411,694 letters went by air mail from Cuba to the United States. The service was expanded by a new "Wright" bimotor plane called "General Machado" and put into use January 10, 1928, during the Pan American Con-

ference. It was destroyed by a serious accident August 15, 1928 near Fort Dale, Florida but the pilot, *Fatt*, the passengers and the mail were saved.

The route was changed (December 4, 1928) from Key West to Miami and plans were made for regular flights between Havana and Boston with stops in Miami and New York. From that time the Miami Airport has been considered the main point of air contact for Havana, with additional links consisting of a daily flight to Tampa and Key West and direct lines to New York and Chicago.

The route - Houston - Havana - Quito - Lima was started by the *Chicago and Southern* (May 2, 1948). A few months later (July 31, 1948) *Braniff International Airways* inaugurated the Houston - Havana route, though neither route has yet been definitely established as an air mail line.

The air mail service to Miami, Florida is maintained at a high level of efficiency by contracts with the following: *Cubana de Aviacion*, *Cuba Aeropostal*, *Expreso Aereo Interamericano* and *Pan American World Airways*. In all five daily flights are made: two by the *Cubana de Aviacion*. The daily service to Tampa is maintained by *National Airlines* and that with Key West by *Aerovias "Q"*.

In proof of the progress made and of the efficiency shown by these services, we cite that 7,512,327 air mail letters went from Cuba to the United States during 1954. Calculations made for the first six months of this year indicate that the figure for 1955 is likely to exceed ten million.

We cannot finish without mentioning the special official mail and the non-official mail sometimes carried "through efficiency". Such services are highly appreciated by collectors and have contributed a great deal to the progress and development of the International Air Mail Service.

Among the special air mail services is that known as the *International Air Rail-*

(Continued on next page)

AIR COMMUNICATIONS — here (April, 1955) bringing in and taking out souvenir covers.

(Continued from preceding page)

way, made up of a bimotor plane and two gliders, which, flying from Miami, landed (the gliders being piloted by *O'Meara* and *Dupont*) spectacularly in front of the National Capitol and flew back (May 19, 1935), carrying a heavy load of air mail of which the postage was paid with perforated and imperforated stamps bearing a commemorative surcharge.

Others have transported private correspondence between the United States and Cuba. Of these we particularly cite the numerous pilots who made competitive flights from several American cities in their efforts to lower the existing speed records. Among these are: *Frank H. Hawks*, New York - Havana (March 14, 1927); *Lou Richers*, New York - Havana (December 2, 1931); *James Doolittle*, St. Louis - Havana (January 3, 1932); *Bob Buck*, Newark - Havana (February 24, 1932). Most brought some envelopes that can be identified by the date and the signature of the pilot and — in some cases by a rubber stamp.

Further we may mention the six covers brought from Washington, via Miami, by the Grumman amphibian (NC-37000) belonging to the *Inter-American Escadrille*. General *Frank McCoy*, chief of a goodwill delegation organized by *Nelson Rockefeller*, arrived in this plane on the first stage of a flight around Latin America. (*The Air Post Journal*, April 1941).

On the various routes linking the United States with Cuba all the latest devices evolved successively by the rapid progress of aeronautics have been put into use. Thus in 1932 the autogiro flown by Capt. *Yancey* brought in several covers now considered great rarities. Years later a complete squadron of helicopters of the American Air Force flew

here (April, 1955) bringing in and taking out souvenir covers.

Among the plans of using flying machines lighter than air for communication with the United States — in addition to those already mentioned of *Robertson* and *Godard* — there was also that of *Lincoln Beachey* in 1911 for flying across Florida Strait in his small dirigible "The Hudson River", which he never put into practice. However Capt. *R. D. Wilson* had no difficulty in making that crossing in a dirigible, the "Goodyear Puritan" of the Coast Guard Service (February 24, 1932).

Commencing January 8, 1933, the dirigible "Akron" made frequent trips between Lakehurst, New Jersey and Guantanamo Bay carrying correspondence to members of the American armed forces stationed in that Cuban port.

The first air mail from the United States on jet planes arrived February 2, 1954 when a squadron of Republic — 84 Thunderjets under the command of General Hood on its way round Latin America in a propaganda tour performed stunts that broke the sound barrier over our city.

The few covers which those planes brought can be readily distinguished. They bear the mark of a simple rubber stamp commemorating the beginning of a new stage in communication between Cuba and the United States.

FOREIGN USED AIRMAIL

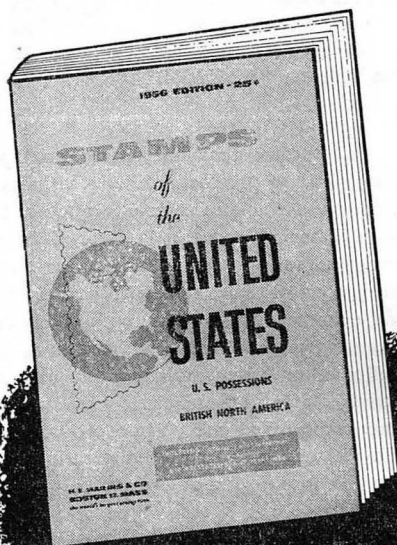
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por ROBERTO J. LYON

Editor del Catalogo de Sellos Aereos "SANABRIA"

Hablando recientemente con el Sr. Gatchell, redactor de esta revista, se me ocurrió preguntarle si estaba preparando una edición extraordinaria en honor a la Exposición Filatélica Internacional que tendrá lugar en La Habana el mes de noviembre próximo. Siendo afirmativa su respuesta le dije que si a él le pareciera yo estaba dispuesto a escribir algo. Hasta hoy no sabía en lo que me estaba metiendo. Mi única idea en el momento fue el recuerdo de las muchas y buenas amistades que tengo en la Perla de las Antillas.

Ser editor de un catálogo es una cosa, pero escritor, otra y heme aquí con poco tiempo disponible. Mas no quiero perder la oportunidad de escribir algo en nuestro gran idioma para laudar los buenos esfuerzos que los miembros del Club Filatélico de Cuba y especialmente mi buen amigo Rafael Oriol, Director del Patronato de la Exposición y nuevo Presidente de la American Air Mail Society están haciendo tan proficientemente para glorificar las tres efemérides que este año ocurren en ese país: Los centenarios del Primer Sello Postal emitido en Cuba; los primeros sellos sobrecargados en Cuba y el Mundo entero ambos en tiempo de los españoles y el cincuentenario de los primeros sellos impresos por Cuba como estado independiente.

La filatelia en la isla ha progresado muchísimo la última veintena y esperamos contemplar en la exhibición colecciones que nos dejen, si no lelos, acuciosos. Sin embargo no es mi propósito cantar con anticipación lo que nos van a revelar; ya lo harán otros con más autoridad que yo.

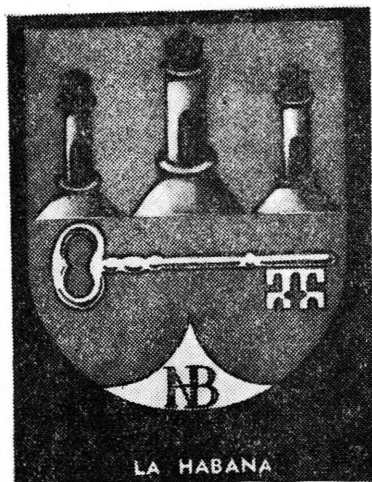
Lo admirable de la filatelia es ver tanto

a jóvenes como a mayores acariciar a papeletos ya fuere por sus cualidades visuales o su escasez. Noble materia ésta que nos revela Historia, Geografía, las Artes Gráficas, etc. y al mismo tiempo nos ofrece horas de placer cotidianamente. No hay, sin duda otro "deporte" que nos haga olvidar nuestras arduas tareas. El poseer ciertos sellos es un goce resplandeciente que infunde placer al beneficiario e indudablemente ahinco al que no puede recabarlos. La Filatelia es un entretenimiento sobrio y noble que deleita al espíritu de todo individuo.

Me permito felicitar a los cofrades del Club Filatélico de Cuba que dedican generosamente su tiempo para ofrecer un espectáculo meticuloso, de buen gusto y de grande imaginación, sin remilgos ningunos, solamente para propagar nuestra distracción favorita. Ellos son los merecedores de compartir el mérito y el éxito de la exhibición.

Aunque muchos aficionados coleccionan toda clase de especies o materias egregias, me dedicaré a hacer un resumen de los sellos de correo aéreo, emisiones extraordinarias, no para el filatelista cubano que bien los conoce, sino para otros lectores de esta revista.

La historia de Cuba no podría contarse sin primeramente mencionar a la Reina Isabel la Católica de España y el descubrimiento de la isla por Cristóbal Colón en su primer viaje al continente. El quincuagésimo aniversario del nacimiento de la ilustre soberana fue conmemorado por un sello y dos hojitas postales en 1952 (#62-66). La Silla de Gibara, el primer pedacito de tierra cubana visto por Colón está



representado en un sello de 5c emitido en 1944; en el de 10c de la misma serie aparece el Faro de Colón en la vecina República Dominicana (#42-43).

Siguiendo los acontecimientos primeramente patrióticos mencionaremos:

Serie de 11 valores conmemorando el centenario del gran patriota José Martí (#99-109). Junta de la Mejorana—cincuentenario de la guerra de 1895— (#45). Serie de dos en honor a los estudiantes fusilados durante el alzamiento de 1871 (#93-94). Centenario de la Bandera Cubana (#48-50). Centenario del General Máximo Gómez, prócer de la Independencia (#28-29). Cincuentenario de la Independencia (#73-76). 45 aniversario del nacimiento del Dr. Antonio Guiteras (#57-61).

Hoja conmemorativa al Dr. Carlos Finlay, quien descubrió el tratamiento contra la fiebre amarilla (#51). Centenario del poeta José María Heredia, venerado en los EE.UU. por sus versos alabando las cataratas del Niágara (#40-41). Centenario de María Luisa Dolz, famosa educado-

ra (#128). Trigésimo aniversario del campeonato mundial de ajedrez ganado por el cubano José Raúl Capablanca venciendo al Dr. Lasker de Alemania (#54-56).

Los famosos pilotos Rosillo (#36) y Parlá (#77-82) que hicieron vuelos de la Florida a Cuba en 1913; González Crocier (#138-139) que fue el primero que voló en el interior de la isla en 1941, haciendo su recordado vuelo de Cienfuegos a La Habana. En 1928 se honró también a Lindbergh (#2), piloto estadounidense en su viaje de buena voluntad a Cuba y demás países hispanoamericanos. El primer tren aéreo internacional en 1935 por O'Meara y du Pont (#16-17) y el primer experimento del Cohete Postal en 1939 (#37).

Entre otros tenemos el conmemorativo del Centenario de Tampa (#137), el Primer Congreso Internacional de Tribunales de Cuentas (#110-111), la serie de Artistas y Escritores (#30-35), la de Historia de Aviación (#52-53), Zona Libre de Matanzas (#18-27), el nuevo Sanatorio Batista (#127) y serie de 11 en honor a la Industria Azucarera (Cuba es el productor más grande del mundo) (#116-126). Ha habido también tres series dedicadas al retiro de Empleados de Comunicaciones (#83-92, #112-115, #134-136).

Antes de terminar nos quedan:

El centenario del Primer Sello Mundial (#39), Hojita en honor a la convención de la American Air Mail Society (#46), linda serie de cuatro conmemorando el centenario del Primer Sello emitido en Cuba, como posesión española y cincuentenario del Primer Sello independiente (#130-133) y la serie especial en honor a la CUPEX.

(Los números entre paréntesis corresponden al Catálogo Aéreo Sanabria)

The Airpost Journal

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WALTER J. CONRATH

successively Business Manager and Editor. To his memory are the future issues of the JOURNAL gratefully dedicated.

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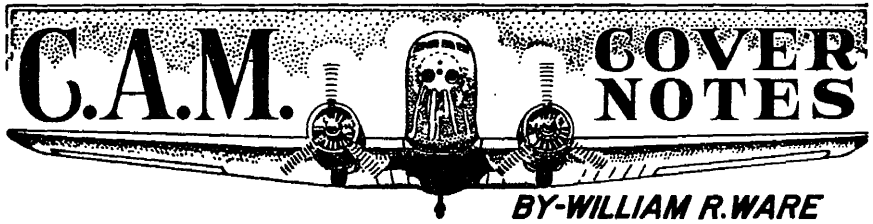
Want a specific offer? Okay, here is an interesting cover that is missing in all but a few of the advanced flight collections: It is known as Z-509 in the Zeppelin section of the AAMS Cover Catalog. Listed at \$20.00, postmarked Lakehurst, N. J., with receiving stamp of Minneapolis Federal Reserve Bank, June 12, 1925, franked with a 2c Norse American stamp, this beauty is yours for \$10.00. Thousands of other interesting and unusual covers from 10c upwards can be yours if you just let me know.

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C.A.M. COVER NOTES



BY WILLIAM R. WARE

P. O. Box 595, Malden, Mo.

In connection with the permanent certification of the various Feeder Routes, the Civil Aeronautics Board is busy at this time with proceedings towards this end. At the time this policy was announced by the Board, it was thought that some major changes in some of the routes involved would take place in view of the fact that certain cities served by these Feeder Routes would be awarded permanent service while others would only be furnished with temporary service and still other cities where the traffic did not justify any service at all would be eliminated from such routes. Several routes have thus far been awarded permanent certificates but to date, no major change in the routes of such carriers have been noted that might be of interest to the collector.

Those Feeder Routes granted permanent status to date are: Route #99 flown by *Trans-Pacific Airlines, Ltd.* and which operates within the Hawaiian Islands; Route #77 flown by *West Coast Airlines*; Route #64 flown by *Continental Air Lines, Inc.*, but which was originally flown by *Pioneer Air Lines*; Route #86 flown by *North Central Airlines*.

In another decision involving Ozark's Route #107, Segment #4 of this route has been extended on a temporary basis from Paducah, Ky. to Louisville, Ky. via Owensboro, Ky. We expect this extension to take place momentarily.

CHRONICLE -

AM #97 - ADDITION OF TRENTON, N. J. This city is served on flights operating between Newark and Pittsburgh by *Allegheny Airlines, Inc.* Ser-



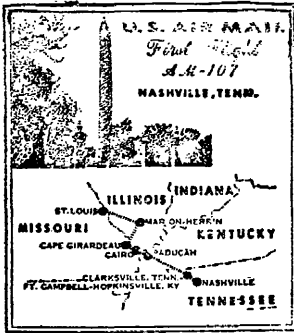
vice was inaugurated on June 1, 1955.

The inaugural Westbound flight was made by Capt. *John T. Fitzgerald* and First Officer *Walter Leamer* operating Flight #301 over this segment and handled 2982 pieces of mail from Trenton which was backstamped at Pittsburgh AMF at 12 Noon, June 1, 1955. The inaugural Eastbound flight was made via Flight #302 flown by Capt. *Nelson R. Davis* and First Officer *John F. Semenکو* and handled but 263 pieces of mail which was backstamped Newark AMF, 1:30 P. M. June 1, 1955.

Official cachet showing the dome of the New Jersey State capital building imposed on map of New Jersey with state seal was applied in magenta to first flight mail.

AM #27 - ADDITION OF NEWPORT, VT. Served only on flights that terminate at Newport which resulted in service in one direction only, Newport was added to this route flown by *North-east Airlines, Inc.*, on June 15, 1955.

The inaugural flight was made via



Flight #567 operation from Newport to LaGuardia Field, New York in charge of Captain K. L. *Shaughnessey* and First Officer R. G. *O'Keefe* and handled 2798 pieces of mail from this city. This mail was backstamped at La Guardia AMF, New York at 5 P. M. on June 15th and bore an official cachet in green showing fishing scene and map of Vermont enclosed in an upright rectangle.

AM #107 - ADDITION OF CLARKSVILLE, TENN. - FT. CAMPBELL - HOPKINSVILLE, KY. Furnishing service to these cities on June 1, 1955, *Ozark Airlines, Inc.* completed service to all points presently authorized for service on the St. Louis - Nashville segment of Route #107. All three cities are served by the same airport which in this case is Outlaw Field with all mail being received and dispatched through one stop of the planes on this route at this field.

The inaugural South or Eastbound flight was made via Trip #41 flown by Captain *Julian A. Wiggins* and First Officer A. W. *Snyder* and handled 1697 pieces of mail from Clarksville, 1618 pieces from Ft. Campbell and 1254 pieces from Hopkinsville. This mail was backstamped at Nashville AMF at 10

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A. M., June 1, 1955. This same crew operating Trip #40 made the inaugural North or Westbound flight and picked up but 120 pieces of mail at Clarksville, 506 pieces at Ft. Campbell and 200 pieces at Hopkinsville, all of which were backstamped at St. Louis AMF at 3 P. M., June 1, 1955.

Official cachet showing the Jefferson Davis monument at Fairview, Ky. which is of the same design as previously used for this segment was applied in magenta at Clarksville, blue at Ft. Cambell and purple at Hopkinsville.

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XV Anniversary Of World's First Official Rocket Post

by DR. MAX KRONSTEIN

On October 15, 1954 the Club Filatelico de la Republica de Cuba commemorated the XV Anniversary of the world's first official rocket post by using a light green vignette (2 x 2½ inches) with the blue image of the official cachet used in 1939 and with the additional text "XV ANIVERSARIO CLUB FILATELICO REPUBLICA DE CUBA 1954".

The covers which show the vignette have an additional blue cachet and the vignette has the postal cancellation "ADMON de CORREOS - 15 OCT 1954 - HABANA - CUBA".

These covers commemorate the first official rocket post launching of October 15, 1939. This experiment was carried out by Senor *Enrique Fumes* of Habana, who had constructed the actual rocket used in this postal experiment.

The official launching was preceded by a number of trial starts, some of which carried commemorative covers also. Very little had been published about the various covers of these pre-postal flights, but we have now received the pertinent data through the friendly cooperation of Dr. *Tomas A. Terry*, who was the chairman of the Commission which organized the Cuba experiments.

There follows a listing of the Cuba Rocket post experiments of 1939:

1. OCTOBER 1, 1939: FIRST EXPERIMENTAL START.

For the commemorative covers a grey "nonpostal" provisional stamp of the Province of Matanzas, inscribed "Consejo Provincial de Matanzas-25-Veinticinco Centavos - 25" was overprinted "PRIMER

COHETE AEREO - 1939".

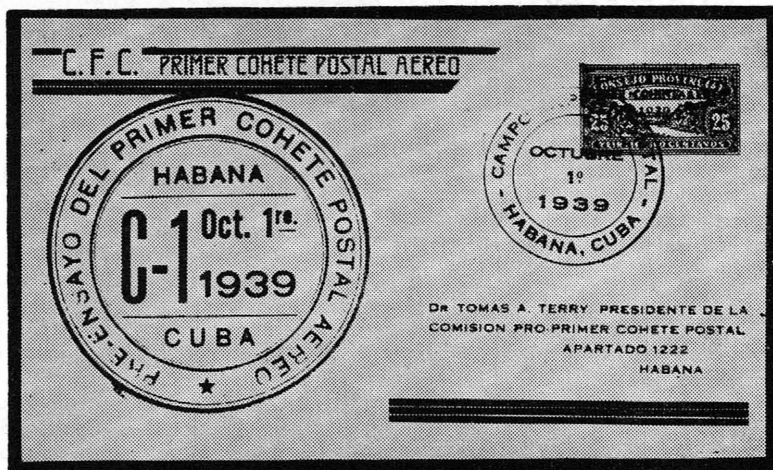
This specific provincial stamp was used, because it had initially been planned to start the official experiment at a place near the border of the province of Habana and to direct it to a point inside the province of Matanzas. This plan was later abandoned. On flown covers of this first trial flight the rocket stamp shows the cancellation "CAMPO EXPERIMENTAL - OCTUBRE 1, 1939 - HABANA, CUBA". A large blue commemorative cachet was applied to these covers: "PRE-EN-SAYO DEL PRIMER COHETE POSTAL AEREO - HABANA - C-1 - Oct. 1re - 1939 - CUBA". The flight of this first trial rocket was unsuccessful, since the rocket went to the ground near the starting place:

NUMBER OF ROCKET STAMPS FOR THE FIRST TRIAL FLIGHT - 80;

NUMBER OF COVERS - 60.

2. OCTOBER 3, 1939: SECOND TRIAL START.

Instead of the earlier rocket stamp white labels with a blue border were marked with a double line from the left lower to the right upper corner. In the upper space the marking was stamped: "C1", in the under part the value "25 C". The same cancellation was used as for the first start, but the date was changed to a "3" in blue color. The same special round cachet was used also, but again the date was changed by an over stamped figure "3" over the earlier date in the cachet.



● **Cover from the First Experimental Rocket Firing
Bearing Provisional Overprinted Stamp.**

This rocket flew over a distance of more than 500 meters.

NUMBER OF FLOWN COVERS
— 21.

3. **OCTOBER 8, 1939: THIRD TRIAL START.**

This time a label was used with a red border and the text was stamped in by a rubber stamp in blue color "C1 25 C — 8 OCT. 1939 — 3R ENSAYO".

Again the same cancellation was used and the same cachet with the changed date "8" instead of "3". This rocket flew about 200 meters.

NUMBER OF FLOWN COVERS
— 16.

4. **OCTOBER 15, 1939. THE OFFICIAL START OF THE WORLD'S FIRST POSTAL ROCKET.**

This was the first public experimental rocket launching in Latin America and was held in Habana under the auspices of the Philatelic Club of Cuba and the Department of Communications. A 10c airpost stamp in green color was overprinted by the postal authorities (in

black) "EXPERIMENTO DEL — COHETE POSTAL — ANO DE 1939". 200,000 stamps were issued. The covers bear a green cachet (rocket raising above the palm trees). This cachet was designed by Mrs. Alicia Kessler, and was inscribed: PRIMER EXPERIMENTO DEL COHETE POSTAL en la America Latina —HABANA—CUBA — OCTUBRE 15, 1939. The postage stamps have the Habana postal cancellation of the day.

Since a total of 2581 covers had been posted (1000 special covers such as shown on page 1033 of the *American Air Mail Catalogue* and 1581 other covers), this total was by far greater than the capacity of the rocket. Therefore 50 covers were loaded into the rocket for the actual launching, but since they did not receive any special marking different from the other covers it is not possible to identify these 50 covers from the others.

About 300 persons attended the start at the Habana Sports Casino. The flight was not fully successful, since the rocket nose-dived, taking

(Continued on next page)

XV ANNIVERSARY —

(Continued from preceding page)

a downward twist and landing not very far from the starting place. In the accident the rocket lost its head and could not be launched again. Nevertheless, the launching of the first official postal rocket in our neighbor republic of Cuba was an historical event and collectors all over the world joined with friends there in commemorating this special anniversary.

Philatelic Agency Now Selling Stamp Packets

The Post Office Department announced recently the sale of special stamp packets through the Philatelic Agency.

A special packet containing a variety of commemorative stamps in blocks of four; including two plate number blocks, having a face value of \$2.24, plus 3c postage, total \$2.27, will be available immediately.

There is also available a smaller packet containing a variety of single commemorative, air mail, and ordinary stamps having a face value of 97c, plus 3c postage, which will sell for \$1.00. There is no limit to the number of packets an individual may purchase but registration should be provided if the stamps are to be dispatched by that service.

Remittances for these stamps should be made by postal money order or certified check payable to the Philatelic Agency and sent to the Philatelic Agency, Post Office Department, Washington 25, D. C.

Patrons may obtain a special order blank for these items from the Philatelic Agency, Post Office Department, Washington, D. C., by sending a self-addressed stamped envelope for same. To insure prompt shipment, orders for these packets should include no other stamp issues.

Death Claims Famous Pioneer Trans-Ocean Pilot

It is with sincere regret that we take note of the passing of Captain *R. O. D. Sullivan*, an early Pan American World Airways captain who pioneered the early flights over both the Atlantic and Pacific. "ROD" as he was affectionately known by a host of friends had joined Pan American in 1929 and at the time of his retirement in 1942 had made over 100 trans-Atlantic crossings.

There was no one more willing to do favors for collectors than Captain Sullivan. He would go out of his way to extend every effort to mail covers and autograph them for collectors, very often without being requested to do so.

He was a quiet, unassuming and reserved man who took the honors bestowed upon him in his stride. Along with Captain Musick and crew members, Wright, Noonan, Canady and Jarboe, he pioneered the flight from San Francisco to Honolulu, April 16, 1935. He too was in command of the ship that flew the trial flight to Guam and return on November 5, 1935.

ROD next came into the limelight when he inaugurated the first Atlantic service to Bermuda on March 16, 1938. The AIRPOST JOURNAL of April, 1940 carried a complete review of the various Bermuda services and the cover of the same issue depicts Captain Sullivan shaking hands with the then-Colonial Postmaster of Hamilton, Bermuda.

While this inaugural flight was only to Bermuda, it was nevertheless ironic that his death should occur almost on the eve of Pan America's 50,000th trans-Atlantic crossing.

Captain Sullivan upon his retirement had joined his son in the wholesale electrical business in North Carolina and it was there that death came at the age of 62. With his passing, the former team of Musick and Sullivan has become legend.

Richard L. Singley

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Club Filatelico Has Active Season In Its New Building

by DR. ERNESTO BELLO

THE absence of some of our leaders caused a temporary inactivity of the Club. But now, stronger than ever, it resumes its former vigor. The new period commenced with the inauguration of the new headquarters at 558 J Street, Vedado, the same day as the stamps honoring the patriots were put on sale, July 13th, 1954. We were allowed a special cancellation.

On this occasion, we had never seen so many philatelists in the same place, examining the special exhibition organized by the best domestic collectors.

Our President, Dr. B. Cruz Planas, made a fine speech, and afterwards we all enjoyed eating a tasty lunch.

On October 15th we commemorated the XV anniversary of the postal rocket with a special cachet and a photographic exhibition. On December 3rd, the Doctors' Day, the awards of the yearly contest for the Tuberculosis stamp were delivered. We made a cachet for the voluntary Christmas stamp and two souvenir sheets.

In September, too, we made the first public auction, which has taken place every first Wednesday ever since.

Clara Maas was honored on her anniversary, August 24th, with a photographic exhibition and a special meeting.

When Mr. Rafael Oriol took part in the Convention of the AAMS in Philadelphia, 1954, he induced them to select Habana as the meeting place for the Convention in 1955, to be held at the same time as the CUPEX.

We have advised the postal authorities in respect to new issues so that now the stamps are put on sale at the proper day and the quality and perforation have been improved. The first day cachets have been donated by us.

We established and organized the philatelic library "Luis Angulo"; new philatelic works enrich it every day, especially the donation of Mrs. Angulo, who transferred to the Club all books and magazines after the tragic death of her husband in 1954.

Our permanent exposition is renewed in accordance with philatelic events. We have published a short course on philately and have organized Junior Philatelic Clubs everywhere. At the same time we are in intimate cooperation with the junior philatelic clubs of the U. N., the Lyceum and the *Sociedad Economica de Amigos del Pais*.

Every Wednesday in the evening and Sunday in the morning, groups of hobbyists talk, chatter, exchange stamps, etc.

The Club organized programs on the occasion of the stamps of Topes de Collantes, Boy Scouts, Jaime Gonzalez, Varadero, Valle de Vinale, Cienfuegos, where the key to the city was presented to them.

More than 200 boy scouts visited our Club during their Jamboree, December 27, 1954. A special cancellation was allowed.

Before the end of the year a sorrowful news afflicted the heart of all philatelists when we heard that our beloved founder, Mr. Luis Angulo, had died in an automobile accident. Just the last evening he had been talking in the Club.

Our member, Mr. Edelberto de Carrera, invited us to a Cinemascope moving picture in his private studio, after a public auction held therein. Just that day was the namesday of our President,



● Dr. Ernesto Bello

and at 12 p. m. we went to his private residence for a toast.

At the beginning of 1955, the great philatelist, Dr. *Andres Domingo y Morales del Castillo*, then President of the Republic, signed a decree which made possible the Exhibition "CUPEX".

On April 24th, the brightest act of the Club took place, commemorating the 100th anniversary of the postage stamp; officers, philatelists and private people admired the philatelic exhibition. A special cancellation took place in the Club.

Mr. and Mrs. *Harry L. Lindquist* visited us to study the preliminary steps in connection with the coming Exhibition "CUPEX". We took them to see our newspapers, our television studios and many other sights.

Our member *Eugenio Alvarez* is preparing an exhibition of Vitolfilia with the cooperation of the club, to be held by the end of the year.

Miss Rosita Santos, Mr. *Grijalbo* and Mr. *Garson* organized a religious exhibition with the help of the Club during the Holy Week.

We take this opportunity to convey our thanks to the following persons because of their special contributions: *Collectors' Club of New York*, several

philatelic works; *Frank Villapol*, old books on philately, 1869-75; Dr. *Mendez Capote*, philatelic frame of *Eng. Rodriguez Morini*; *Eng. Moreyra*, magazines and charges for binding; *Juan J. Reyes*, new electric installation; *Jose L. Guerra*; *Raul Gutierrez* and many others.

We helped Miss *Alicia Diaz Irisar* to organize the First Exhibition of Cartofilia, where more than 1,000 postcards were exhibited. The First Award, granted by the paper "El Siglo", was won by Mrs. *Georgina Dominguez de Rodriguez Castells*; the Second by *Eng. Diaz Irisar*. Special Mention was awarded to Mr. *Manuel de Zarraga*. The diplomas and medals will be given to the winners during our exhibition "CUPEX".

We wish to congratulate the Cuban Post Office and the printing house for the excellent issues of the Centenary and of the "CUPEX" stamps. They are real masterpieces brought about by *Vedesto Acosta*, *Eduardo Almeyda*, *Oscar Fonts*, *Jose A. Montalvo*, *E. Pinera* and *Bernabe de Vorona*.

We assisted the "Friends of the Sea" in preparing an exhibition dealing on stamps related to fish.

A reception was given to postmen in our office to feast their "Day".

Our member, *Ricardo del Campo*, arranged two frames during the Book Fair, as an advertisement of the coming Exhibition "CUPEX".

For the first time we made a philatelic caravan to Varadero, under the leadership of Mr. *Coleman* and Mr. *Martell*. *Andres Reyes* was in charge of the public auction. Other interesting places such as *Vinales* and *Cienfuegos* will be visited in the near future.

We have given above only a short sketch of the many undertakings of our Club. Our bulletin "Actividades Filatelicas" will be published henceforth in a regular manner. Don't fail to read all issues; you will find names and addresses of philatelists along with their specialties, so making easy mutual exchanges.

Domestic and foreign philatelists will write and lecture on special subjects for

(Continued on page 50)

Balloon Post Of The Siege Of Paris 1870-71

by LOUIS A. CHAINTRIER

Translated by

DR. EVERETT E. THOMPSON and GEORGE W. ANGERS

CHAPTER IX (Continued)

"Here a new series of incidents began: "Count *Keratry* learned from Mr. *Heuillon*, one of the peasants who had run up to help free the balloon, that they were in Lorraine (and not in Burgundy as *Godard* believed) exactly between Bois de Combles and the highway from Paris to Strasbourg by way of Bar le Duc, 2½ km. (about 1½ miles) to the north of Brillon in Barrois, a place situated 13 km. (8 miles) to the northeast of St. Dizier and 10 km. (6-1/5 miles) to the southeast of Bar le Duc (Dept. Meuse).

"He learned also that the enemy was in possession of Bar le Duc and that their scouts were seen from time to time on the plateau where the descent had just taken place (a locality situated at 205 km. (127 miles) by bird flight from Paris).

"Aided by these good people, the three travelers left to their devoted care *Godard* and his balloon and after having made sure of the disposal and final transmission of the dispatches, were able to get to the wood where a carriage driven by Mr. *Hevelin* came to carry them to Hairoville, to the home of Messrs. *Jacquot*, owners of the iron-works.

"*Godard*, who had restricted his actions to hiding the balloon in the underbrush, returned to recover it as soon as the alarm passed, and succeeded in getting it past the advance posts and bringing it back into the French lines."

Mr. *Steenackers* in his notes states that "The brave *Godard* has told how the enemy troops set out in pursuit of him as soon as he had made sure of the safety of the balloon; how after having

concealed it in the wood, he managed to live through this terror that has paralyzed our country, sent from farm to farm, from village to village; how, in spite of the opposition of the mayor of a locality that we shall not name, he nevertheless found hospitality for some hours in the home of a tavern keeper who, the following day himself conducted him to Chaumont in Bassigny where he delivered to Mr. *Durand*, postmaster, some letters that had been entrusted to him at the time of his departure from Paris.

"How, at first received and protected by the prefect, he was later arrested by a captain of Volunteers, and taken to the army post; how, brought back from the prefect, his clothes torn and his cap in tatters, he was favored by the prefectural authority with a captain's kepi; how, at last, he succeeded in reaching Tours where he was employed in the workshop for the repairing of balloons."

Let us return to his three companions: "From Hairoville a first dispatch was sent to Paris by pigeon and on notice that the enemy had reached the place of the descent, they again took up their journey.

"They made their second halt at the home of Mr. *Lesperut*, a former deputy, by whose reception they were keenly affected, and a third with Mr. *Ladvozat*, a foundry owner, who conducted them to Chaumont en Bassigny where they arrived at 9 o'clock on the evening of the next day and where they learned that the dispatches had preceded them, having been brought the evening before by a servant of Mr. *Lesperut*, an ac-

quaintance of the postmaster, Mr. *Durand*.

"At this moment they were entirely inside the French lines.

"From Chaumont by special train they went to Gray, Digoïn, Saincaize and Vierzon. They reached Tours, where they arrived this morning at 7.30 o'clock. Count *Keratry*, although wearied from his wound, keeps going pretty well for his condition gives him no uneasiness."

When he arrived at Madrid the 19th of October Marshal *Prim y Prats* had just signed, after an agreement with Count *von Bismarck*, the act by which the young son of the king of Italy would be called to put on the crown of Spain.

It is perhaps a mistaken idea to believe that the result of his intervention would have been different without this unlucky accident and yet that is what the statements of *Keratry* would lead us to believe (*W. de Fonvielle*).

On October 22, Count *Keratry* was named commander in chief of the Army of Britany, with rank of general of division as auxiliary title, and was charged with the establishment of the camp at Conlie in the Sarthe, but on November 27 he tendered his resignation. Later he became prefect of the departments of Haute-Garonne and Bouches du Rhone.

(To Be Continued)

Beginning November 1, *Pan American World Airways* will provide free helicopter service linking Idlewild Airport with La Guardia and Newark Airports. The airline will offer free shuttle service to any passenger arriving at La Guardia or Newark on domestic flights and holding reservations on Pan American, which uses Idlewild as a terminal.

In cooperation with the helicopter carrier, *New York Airways* flights will be operated every hour on the hour, except between 11 P. M. and 7 A. M. in S-55 helicopters, the largest available for civilian use.

AIR LETTER SHEETS

Aero-Postal Stationery

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WALTER R. GUTHRIE

SEA CLIFF

NEW YORK

P. A. A. ASKS ROUTES

Pan American World Airways has asked the Civil Aeronautics Board for permission to fly from four West Coast cities direct to London and other points in Europe over the Polar route, it was announced recently by Colonel *Clarence M. Young*, Executive Vice President.

The airline asked the Board to amend its present certificate to Europe to permit it to provide transatlantic service for Los Angeles, San Francisco, Portland and Seattle. Col. Young said Pan American would operate the services by a route approximating the Great Circle course.

The maximum advantages of the Arctic route from the Pacific Coast are realized on flights to the northerly portions of Europe, he said. Pan American is the sole U. S.-flag carrier permanently certificated to the United Kingdom and is the only U. S. airline serving Brussels, Amsterdam, Berlin, Hamburg, Copenhagen, Helsinki, Stockholm, Oslo and Keflavik, Iceland.

Overseas Airpost Notes . . .

by JAMES WOTHERSPOON

ON June 3, 1955 *Canadian Pacific Airways* inaugurated service between Vancouver and Amsterdam via the Polar route with a call at Sondre Stromfjord, Greenland. The DC-6B reached Schiphol Airport on the 4th and guests of the Company flew on to London on the 6th, by a BEA Viscount. The new service forms an eastward extension of CPA's Pacific route from Sydney, and among the passengers were a few from Sydney, the first travelers to cross the International Date Line, the Equator, and the Arctic Circle in a single air journey. It is understood that no mail was carried on this first flight. The first mail to be flown over the new route emanated from Sydney, Australia on June 8, and bears the Amsterdam backstamp of June 11. Covers flown were issued by CPA and are printed in red and blue . . . **FIRST FLIGHT POLAR ROUTE/BY AIR MAIL SYDNEY - AMSTERDAM/CANADIAN PACIFIC/AIRLINES/8th June, 1955**; also map of North America and Europe with the words . . . **OVER THE ROOF OF THE WORLD**. Covers also bear violet cachet showing map of the world with route of the flight from Sydney. The oval cachet is surrounded with the text . . . **FIRST REGULAR AIR MAIL - JUNE 1955, SYDNEY - AMSTERDAM VIA POLAR ROUTE**.

Lufthansa, the German national airline, commenced operations again on May 16 after a lapse of a number of years. Services were inaugurated from Munich, Frankfurt, Hamburg and Dusseldorf, Paris and Madrid. No cachets were used, but all mail on these flights received a special postmark . . . **HAMBURG FLUGHAFEN. AUFNAHME DES EUROPAVEKSHRS. 16. 5. 55. LUFTHANSA**. The town name in postmark is changed for each particular city. To commemorate the resumption of Lufthansa services a set of stamps was

issued. Design shows the Lufthansa insignia.

During the recent railway strike in Great Britain the Transport Command of the Royal Air Force transported mail to various parts of the country. No special markings were used on mail so carried. It is known mail was flown between London, Nottingham, Manchester, and Edinburgh.

AIRS OF THE MONTH ---

WALLIS & FUTUNA

A 14f will soon appear which will show the portrait of *Pere Chanel*. The design and engraving will be by *Pheul-pin*.

AIR RATES

The recent Cyprus 25mm silver grey which shows a coin from the island of Paphos struck in the 5th century B. C. and depicting an eagle in flight has been appropriately chosen to meet the air mail rate value. This same subject will be used on the air letter sheet.

Cooperators are: *Irving E. Ray, Louis Geller, John Stiop, Nicolas Sanabria Co., Inc., L. H. Flach, Rafael Oriol, Mrs. W. Marcus, and Michael Cassel*.

Pan American World Airways, Inc., has announced that it flew 565,955,000 passenger miles and 17,799,854 plane miles in the first quarter of 1955. This compares with 568,249,000 passenger miles and 18,289,444 plane miles flown in the fourth quarter of 1954 and 450,492,000 passenger miles and 15,428,400 plane miles flown in the first quarter of 1954.

SELLOS AEREOS

SIN USAR

NUEVAS EMISIONES

EL METODO MAS ECONOMICO DE ADQUIRIR TODAS LAS NUEVAS EMISIONES DE SELLOS MUNDIALES, INCLUYENDO LAS RAREZAS, ES COMPRARLOS EN NUESTRO SERVICIO DE NOVEDADES

**NOSTROS MANTENEMOS EL SERVICIO MAS
COMPLETO Y EFICIENTE**

PUEDE UD. SUBSCRIBIRSE SIN OBLIGACION DE COMPRAR A NUESTRO SERVICIO DE SELLOS AEREOS MUNDIALES

o

SOLEMENTE A LAS EMISIONES DE LAS AMERICAS

NOTA: A LOS COLECCIONISTAS CUBANOS:

TODOS LOS SELLOS DE NUESTRO SERVICIO DE NOVEDADES ESTAN DE VENTA EN HABANA EN LA CASA FILATELICA

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NEW YORK 36, N. Y.

50,000th Crossing Of Atlantic Points Up Air Travel Service

A Pan American DC-7B, newest of any over-ocean plane, took off from New York for a non-stop flight to Paris at 5 p. m., June 28 initiating the airline's 50,000th crossing of the Atlantic.

In the 16 years since the first flight, the airline has carried 2,021,483 passengers a distance of 20,000,000 miles across the ocean — the equivalent of moving the entire population of Philadelphia 870 times to the moon.

"Atlantic air travel is one of the fastest growing businesses in the country," Harold E. Gray, captain of the first flight and now executive vice president of Pan American commented. "We're dispatching 30 times as many flights a week as we did in 1939, airplanes are more than twice as fast and carry twice as many people. Against a prewar total of 300 people flown a month, we now transport 17,000 or more than 56 times as many."
552,000,000 Letters

With the completion of the 50,000th flight, Pan American has carried across the Atlantic 24,540,618 pounds of mail, the equivalent of 552,000,000 letters. At the rate of 100 an hour, it would take almost 630 years, to shove this amount into a post box.

In the interval between the first and 50,000th flight, Pan American has sped 35,275,394 pounds of cargo across the ocean. This amounts to as much as 11,700 modern automobiles weigh. But it was all sorts of cargo, from machinery weighing more than a ton to dresses fresh from Paris salons and weighing ounces.

Pan American's passenger flight no. 1 across the Atlantic on June 24, 1939 was the industry's first as well. Two years had been spent on careful survey flights and another five before that on expeditions to the Arctic to compile necessary information on Atlantic weather communications problems and flying conditions.

Yankee Clipper Makes First Flight

The World's Fair was in full swing in

New York and King George VI and his Queen had just left for England after a tour of the United States and Canada when Pan American's flying boat, the *Yankee Clipper*, cut through the waters of Long Island Sound near Port Washington for its flight to Southampton.

This 42-ton flying boat, a little more than half the weight of modern Clippers, had a speed of 140 miles an hour and often required more than 24 hours to make the trip to Europe. Once a week, it followed the northern route via Botwood, Newfoundland and Foynes, Ireland to Southampton. Once a week, its sister ship, the *Dixie Clipper*, flew the mid-Atlantic route through Bermuda, Horta in the Azores, Lisbon, Portugal to Marseilles in France.

Ice in the winter time in New York and three foot or more swells at Horta could delay flights for days. War created landing fields at intermediate stops and the switch was made to landplanes.

First came the unpressurized DC-4s in 1945, limited to 10,000 feet. The Constellation in 1946 was the Atlantic's first pressurized Clipper permitting flights above the weather. It was followed in 1949 by the Boeing Stratocruiser a double-deck all-sleeper plane with 3,500 horsepower per engine as compared with the flying boat's 1,500. The Super-Stratocruiser, modernized since 1949, is the most luxurious aloft.

Douglas contributed the DC-6B in 1952 which carried the largest loads up to that time — 82 passengers across the Atlantic. New in service is the DC-7B, the fastest modern airplane — 353 miles an hour, 11 hours to London, as against 140 miles an hour and 24 hours in 1939. Coming next year is the 5,000-mile range DC-7C.

Clipper captains remember these highlights of the sixteen years:

First President to Fly

President Franklin D. Roosevelt traveled PAA to the Casablanca Conference

in 1943, marking the first time a President had flown while in office. Other famous wartime passengers: *Queen Wilhelmina* of the Netherlands, *Chiang Kai-Shek*, *King Peter* of Yugoslavia, General *George C. Marshall*, General *Dwight D. Eisenhower*.

Cargoes were vital too, and sometimes dangerous. Several flights under PAA's contract with the Air Transport Command were loaded with shell fuses bound for General Montgomery's troops in Egypt at a critical moment before the battle of El Alamein. More routine were flights carrying crude rubber from the jungles of the Amazon to England and others carrying a 7,500-pound shipment of bombing tables for the 8th Air Force.

Least Time Track

Its years of weather research paid off with speed records as the company learned to use the least time "track" rather than the Great Circle course to arrive at its destination with the help of the most favorable tail winds. *Pan American* still holds the record for a New York to London nonstop of 8 hours and 55 minutes made on November 22, 1949 with the help of a monster tailwind.

Technically, the pilots say, progress has been made a little at a time during the sixteen years. Pressurized airplanes made possible flying "over the weather," a great advance in passenger comfort and in safety. Radio phone replaced the laborious dot and dash method. Navigation was greatly improved by the addition of Loran gear, a method of locating planes more accurately while in flight, improvements in octants and installation of radio altimeters.

Longer range airplanes gave the pilot more choices of alternates. Higher octane fuel provided more power for engines and lower fuel consumption. Supercharging and the use of power-recovery devices again improved performance. Bad weather landings were made safer by radar at airports. The logical outgrowth, airborne radar, is now just coming into use.

Crown Agents To Issue New British Booklet

A second edition is being prepared of the Handbook of "BRITISH COLONIAL STAMPS IN CURRENT USE", of which the first edition was released in 1950. The new book will be uniform with the first volume, but will include a greater quantity of text and an increased area of illustrations. This edition will extend to about 150 pages against the 1060 of the first edition, and it will deal with all Colonial stamps which will have been placed on sale by the end of October, 1955.

A map of the world, size approximately 18 inches by 9 inches, will be bound in the book in such a way as to permit reference while the book is open. The map will show clearly the location of all the territories whose stamps are described in the text.

The booklet will have a paper cover, uniform with the first edition but more strongly bound. Supplies are expected to be available in November, 1955 from leading stamp dealers in the United States and Canada or from the Crown Agents' office in Washington, D. C. The price will be \$1.00 post free.

The strength of the philatelic market was clearly shown at the opening auction of the *H. R. Harmer season* when two sessions of United States and one session of Air Post were offered at 6 West 48th Street on September 19, 20, 21.

In the United States portion, comprising largely the collection formed and offered by order of Lt. Col. *Donald L. Harvey* of Mobile, Alabama, some surprising prices were obtained, particularly \$6100 for the unique bottom arrow pair of the Air Post 24c inverted center, o. g., natural creases, left stamp thinned, selling to *Jack Molesworth* of Boston, Mass.

The total for the three sessions was \$34,733.75.

Navy To Take Souvenir Covers On Antarctic Trip

When the Navy's Operation Deepfreeze shoves off for the Antarctic in November 1955 the ships will carry both special stamp cancellation markers and official cachets.

The cancellation markers will be delivered to the Commander, U. S. Naval Stations, Antarctica, as an integral part of the post offices to be established at three locations.

The Navy has agreed to oblige collectors of cancellations limited to not more than ten cancellations per collector. Requests should be addressed to Operation Deepfreeze, U. S. Naval Base, Norfolk 11, Virginia, and must reach there not later than November 8, 1955. Each cover to which the special cancellations are to be applied must have a three cent stamp affixed, or if Air Mail service is desired a six cent stamp to cover postage and each should be addressed to the intended recipient.

Hand stamps and ring dies will carry the same three messages:

Little America, Antarctica, USN;

Byrd Station, Antarctica, USN;

Pole Station, Antarctica, USN.

Because of limited personnel and facilities in Antarctica no guarantee will be given as to which of the three cancellation marks will appear on philatelic mail.

Ships of the Task Force will leave Antarctica in February or March, 1956, arriving back in the United States in April. If space is available in them, all philatelic mail canceled in Antarctica prior to their departure will be returned at that time.

However, some of the mail may have to be held over in the Antarctic for returning to the United States the following spring when the Task Force will

complete its second trip of the expedition.

The markers, called "killer bars," commemorate the U. S. Navy Antarctic Expedition Deepfreeze and will be retired at the end of the expedition.

The Task Force Commander and participating ships will have official cachets for hand stamping envelopes mailed by the expedition's personnel.

Postal Deficit Cut

Despite increased costs largely due to postal pay raises and other employee benefits, the Postal deficit for the year ended June 30, 1955 was reduced to \$362.7 million, according to the Annual Financial Report of the Post Office Department released recently. The 1955 deficit is a reduction of 47 per cent from the all-time high deficit of 1952. Retroactive to March 1, 1955, the pay raises added \$40.3 million to the cost of running the Postal Establishment in 1955.

The report, compiled by the Department's Bureau of Finance as part of the new accounting and reporting procedures recently installed, also shows both income and expenses higher in 1955 than in 1954 with the increase in revenue ahead of that in expenses.

The volume of domestic mail handled totalled 54.5 billion pieces for the year, with the last 6 months period estimated. This represents an increase of 2.3 billion pieces of domestic mail over the fiscal year 1954 or 4.4 per cent.

The number of post offices serving the nation during the fiscal year 1955 was 38,316, a decrease of 1,089 during the year.



Fresh Air Fund Covers Still Available To Collectors

A limited number of souvenir \$2 Fresh Air Fund round-the-world covers are now available to collectors following a 50,000 mile global air odyssey that took them to five continents and more than two dozen countries. The covers, retailing for \$2 each with all proceeds going to the *Herald Tribune Fresh Air Fund*, left New York on Thursday, June 2nd, aboard the pre-inaugural press flight of the new German *Lufthansa Airline* via Shannon, Eire, to Hamburg, Germany.

The covers were carried by Ernest A. Kehr, stamp news editor of the *New York Herald Tribune*, and Assistant Editor of the *Airpost Journal*, and were all franked with a distinctive \$2 stamp especially designed for the occasion by Edward R. Grove of Drexel Hill, Pa., who is best known to philatelists for his engravings of the Franklin and Washington portraits used on United States stamps issued in 1947 to mark the centennial of this country's first adhesive postage issues. Mr. Grove also engraved the Iwo Jima flag-raising commemorative issue and designed the current 4c airmail stamp.

The global flight continued from Hamburg aboard *Scandinavian Airlines System* to Oslo, Norway, where the covers were backstamped on June 10, the day the prizes were announced at the International Centennial Philatelic Exhibition known as NORWEK.

The cover consignment then went to Geneva, Switzerland, via Copenhagen, Denmark, again aboard an SAS DC-6B, where they were transferred to a *Trans-World Airlines Super Constellation* for the trip to Ceylon via Rome, Athens, Cairo, Dharhan and Bombay. They were backstamped at Dambulla, Ceylon, the communications center for the scientific teams, on July 20, the day of the total solar eclipse.

Following a flight to Pakistan the covers were carried on July 3 across the famous Khyber Pass which could not be

HEADS CONVENTIONISTS



● President John P. V. Heinmuller

recorded philatelically because no post office is located there. They were then carried to Murree and backstamped on July 7, the opening day of the Pakistan Constituent Assembly.

After a flight from Rawalpindi to Karachi they were carried non-stop over the 1500 mile route between West and East Pakistan and backstamped by the R. P. O. that operates in the heart of the Bengal jungles (Rannah-Dacca, July 13).

An *Air France Constellation* then took them from Calcutta to Manila, via Bangkok and Saigon where they were again backstamped. They then were carried to Hawaii via Wake Island, and reached Honolulu just in time to be marked with a specially prepared rubber stamp to commemorate the Trans-Pacific Yacht Race. The final leg of the journey carried them from Honolulu to Idlewild International Airport on July 25 via Seattle and Minneapolis on a *Northwest Airlines Stratocruiser*.

Collectors desiring one or more of these distinctive covers may obtain same by sending a check or money order in the amount of \$2 for each cover desired to the *Herald Tribune Fresh Air Fund*, 230 West 41st Street, New York 36, N. Y. All such contributions are tax deductible.

Post Office Department Calls First Class Airlift Huge Success

NEARLY a billion letters a year are being delivered sooner, as much as 48 hours in many instances, under the Post Office Department's experimental Airlift for regular first class mail.

This was reported by Postmaster General *Arthur E. Summerfield* on the second anniversary of the start of the Airlift, October 6, 1953, between Washington and Chicago and New York City and Chicago.

The Airlift carries the regular first-class letter with the 3-cent stamp (or more if it's heavier than an ounce) by air when space is available on the planes.

Outlining Airlift operations at the close of the second year, the Postmaster General noted it has been under review in the U. S. Courts. He added that a decision was being expected at any time which could have a major effect on the operation.

Meanwhile, since its inception, Operation Airlift has been expanded to provide direct service, through 24 major and local service airlines, to about 200 American cities in 33 states.

The Airlift carries about six per cent of the more than 17 billion pieces of non-local first-class mail handled annually.

It has not caused any discernable loss in air mail revenue.

Patrons wishing assured air mail service are still paying air mail postage. Only in this way can they get guaranteed air mail, plus faster handling in post offices than is assured regular 3-cent mail by air.

While the Airlift directly serves about 200 cities, its effects are even more widespread. By carrying many letters part of the way towards their destination, the Airlift speeds mail to areas that it does not serve directly.

Here are some major features of the Airlift on its second birthday:

1. *From Chicago:* All letters mailed in Chicago itself or flowing through Chicago and destined for points in New Jersey, Long Island and Connecticut, as well as New York City, are intercepted at Chicago and then airlifted to Idlewild, LaGuardia, or Newark airports.

All letters originating in or going through Chicago and addressed to Maryland, Virginia, and Washington, D. C., are flown to Washington National Airport.

Letter mail starting in Chicago or flowing through Chicago for points in Florida is airlifted from Chicago to Jacksonville, Tampa, or Miami.

2. *From New York City --* Letters originating in or moving through New York City or Newark gateway for points in Illinois, Wisconsin, and Iowa fly from New York City to Chicago.

All letter mail originating in or flowing through New York City for points in Florida is flown to Jacksonville, Tampa, or Miami.

3. *From Washington, D. C. --* All letters originating in or moving through Washington, to points in Illinois, Wisconsin, and Iowa are flown from Washington to Chicago.

All letters originating in or moving through Washington destined for points in Florida are flown from Washington to Jacksonville, Tampa, or Miami.

4. *The Airlift from Florida points. --* Mail from Florida points, addressed to points in the States of Illinois and Wisconsin, is flown from Jacksonville, Tampa, or Miami, Florida, under the Airlift, to Chicago.

Mail from Florida points destined for Washington, D. C., or points in Virginia, Maryland, Delaware, and Pennsylvania, is flown from Jacksonville, Tampa, or Miami to Washington, with surface dispatch from Washington where mail is addressed to the other points.

Mail from Florida points to points in New York State, New Jersey, and all of

New England, is flown from Jacksonville, Tampa, or Miami to Idlewild, LaGuardia, or Newark Airports, with surface dispatch from New York City area

to the other points where indicated.

5. *The Airlift in the Local Service Lines* -- Local service airlines carry some mail between numerous designated points on their routes.

Examples are mail flowing through Denver for Durango, Colorado; mail from Rome and Ithaca, New York, for Boston.

6. *The Airlift on the West Coasts*

A. Southbound -- Most first-class flowing through Seattle and Portland for points in California is flown to either San Francisco or Los Angeles.

However, if enough mail is developed at Seattle or Portland to justify a full pouch to be dispatched to some of the smaller California air stop points--such as San Diego, Oakland, Fresno, or Sacramento--then a "direct" pouch is flown to these points with little or no stopover.

A small amount of mail also is flown under the Airlift directly from San Francisco to the San Joaquin Valley points of Stockton, Modesto, Merced, Fresno, Visalia, and Bakersfield.

B. Northbound--Most first-class mail from California to points in Oregon, Washington, and British Columbia is flown from California. The mail that is flown from California is primarily flown from the cities of San Diego, Los Angeles to San Francisco.

Among the near one billion pieces of mail carried by the Airlift, here are some breakdowns: from and through Chicago to New York City, northern New Jersey, Long Island and Connecticut, 183 million letters are airlifted on an annual basis; from and through New York City to Illinois, Iowa, and Wisconsin, 136 million letters are airlifted annually; from New York City to Florida points,

47 million, from and through Washington, D. C. to Florida points, 30 million; from Washington, D. C. to Illinois, Iowa, and Wisconsin, 38 million.

Airlifted mail between points up and down the West Coast accounts for more than 300 million pieces annually.

Asks New York-Nassau Route

Year-round, non-stop service between New York and Nassau in 353-mile-an-hour DC-7Bs, offering both tourist and first-class service, was proposed recently by *Pan-American World Airways* in exhibits filed with the *Civil Aeronautics Board*.

The airline also offered to operate two flights a day to the island -- which would be brought within three and a half hours of New York -- during the busy season from December to March.

Pan American was the first commercial airline to operate to Nassau, having begun service to the island from Miami on January 2, 1929.

SEPTEMBER TRAFFIC ALL TIME HIGH FOR UNITED

Late summer vacationists and school returnees helped swell September passenger traffic of *United Air Lines* to a new record high for the month, according to estimated figures released by *Robert E. Johnson*, vice president and assistant to the president.

In the month United flew 386,982,000 revenue passenger miles and 9,693,000 airplane miles, representing increases of 18 and 9 per cent, respectively, over the like 1954 period. Freight shipments, up 35 per cent, totaled 4,098,000 ton miles; express, up 27 per cent, 1,276,000 ton miles, and mail (including first class) up 6 per cent, 2,007,000 ton miles.

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AIRLINES NOTES . . .

Daily first-class and tourist-class through service between New York, Washington, Miami, Panama and nine key cities in South America was inaugurated Wednesday, September 14, by *National Airlines, Pan American World Airways and Panagra (Pan American-Grace Airways)*.

Under terms of an interchange agreement, which they recently concluded and filed with the Civil Aeronautics Board, the airlines will use 365-mile-an-hour radar-equipped Douglas DC-7B's on the El Inter Americano Star first-class flights to provide the fastest and only daily service between New York and Buenos Aires.

By eliminating the necessity of changing planes at the Miami gateway, this new through service will considerably reduce flying times.

Douglas DC-6B's will be used on the daily El Pacifico tourist-class flights to Lima, Peru, and on the three-times-a-week service to Buenos Aires. This service will reduce flying times between New York and the Argentine capital by four hours.

The flights will be made over National's route between New York-Washington and Miami; Pan American's between Miami and Panama, and Panagra's between Panama and Buenos Aires.

The new through service will enable passengers to fly all the way from New York to Buenos Aires — a distance of 5676 airline miles — on one aircraft, and eliminate any possible delays through missed connections or transfer of baggage from one terminal to the other.

San Francisco, one of the major seaports and airports of the United States, will be linked directly by air for the first time with Latin America through flights to be inaugurated on December 1 by *Pan American World Airways*, it was announced recently by *Willis G. Lipscomb*, Vice President, Traffic and Sales.

Establishment of San Francisco as another gateway for Pan American routes fanning southward through Central and South America will provide vital addi-

tional service for increasing traffic between the Orient and Latin America.

Way for the new service was cleared by the Civil Aeronautics Board approval of San Francisco as a co-terminal with Los Angeles for Pan American routes southward. Pan American has been operating Latin American routes out of Los Angeles since 1951. Both California cities also are terminals for Pan American transpacific Clippers.

Addition of San Francisco as a co-terminal on the route was recognition of the increasing community of interest between the northern California trade center and Latin America.

August passenger traffic of *United Air Lines* rose to the highest level in company history, according to estimates reported by *Robert E. Johnson*, vice president and assistant to the president.

United flew a record 410,563,000 revenue passenger miles, 8 per cent more than in the same month a year ago.

The airline also operated 10,182,000 airplane miles, up 7 per cent; 1,125,000 express ton miles, up 3 per cent; and 2,038,000 mail (including first class) ton miles, down 7 per cent.

The last of seven new DC-7Bs has been received and placed in service by *Pan American World Airways*, the airline announced recently.

First introduced to passengers this June, the DC-7B is the fastest transport plane flying between the United States and Europe. It carries 71 passengers and flies at an average speed of 353 miles per hour.

Pan American World Airways, Inc., announced recently that it flew 742,332,000 passenger miles and 20,990,433 plane miles in the second quarter of 1955. This compares with 565,955,000 passenger miles and 17,799,854 plane miles flown in the first quarter of 1955 and 600,219,000 passenger miles and 17,740,772 plane miles flown in the second quarter of 1954.

(Continued on page 50)

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AIRLINES NOTES ---

(Continued from page 46)

On June 8, a *K. L. M. Royal Dutch Airlines* Royal Super-Constellation, piloted by Captain *B. Hutchinson*, flew from Shannon, Ireland to New York in ten hours and twelve minutes. The aircraft, carrying 25 passengers, left Shannon Airport at 6:17 p. m. DST and arrived in New York International Airport at 4:29 a. m. DST. This breaks all Shannon-New York records previously set by 21 minutes.

* * *

For flying 5,143,672,000 passenger-miles without a fatality to passenger or crew member, *Pan American World Airways* has won a 1954 Aviation Safety Award.

The *National Safety Council* makes the awards annually to those scheduled airlines that have had no fatal accidents during the preceding year. This year's citation marks the second consecutive year that Pan American has operated without a fatality.

The awards are based on official records of the *Civil Aeronautics Board*. The members of the award advisory committee are Lt. Gen. *James H. Doolittle* and *Harry F. Guggenheim*.

* * *

It was reported recently by *Dirk J. Koeleman*, General Manager of *K. L. M. Royal Dutch Airlines* in the United States, that during the first quarter of 1955 the Airline carried 7 per cent more passengers and 15 per cent more freight than during the same period of 1954.

STATEMENT

Of the ownership, management, etc., of the *Airpost Journal*, published monthly at Albion, Penn'a, required by the Act of Congress of August 24, 1912.

Editor—*L. B. Gatchell*, 6 The Fairway, Upper Montclair, N. J.

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GEO. D. KINGDOM —
Business Manager

Subscribed and sworn to before me this 27th day of September, 1955.

Edna M. Hoyt
(My commission expires August 1, 1958)

CLUB FILATELICO ---

(Continued from page 35)

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