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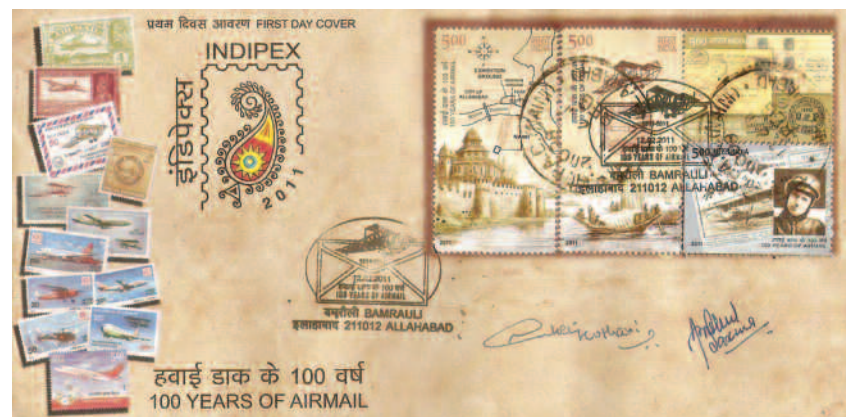


The Official Publication of the
American Air Mail Society

July 2012

Volume 83, No.7

Whole No. 985



July's featured article —

It Happened a Century Ago

Page 269

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Item #4926: 1929 (August 6) Round-the-World Flight with Scott #547, 570 and 571 on 5c airmail postal stationery. Addressed to Lakehurst. Cover was neatly slit open on the left side. Rare franking for this flight! \$250.00

Austria

Item #3103: 1930 (August 5) Catapult card, *Europa*, Bremen to New York. Trial flight with four different airmails, red straight-line precursor cachet Köln Katapultflug D. Europa Bremen - New York." K39AU cv \$400 Hab 0029 \$275.00

Ecuador

Item #4860: Set of three SCADTA postal stationery: 10c postal card, 20c air letter and 20c letter card. VF, unissued, fresh,scarce! . . . \$225.00

Germany

Item #4899: 1912 (June 18) Gelber Hund flight card is orange with 2x semi official 1M overprinted 10pf stamp, one of which is a variety, missing "D." Additional 5pf definitive with upper left corner torn off prior to mailing. Address Palais Verwaltung, postmarked Darmstadt 18 June. S.13C \$375.00

Iceland

Item #4285: 1931 (July) Iceland flight card and cover, both sent to the same address in Jersey City, NJ. Card VF and pristine, stamp has some gum staining. Cover some light soiling, stamps are F-VF. S.114A + S.114D. \$300.00

Saar

Item #3868: 1932 (May 30) VF catapult flight on *Bremen* combined



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President's Message

Jim Graue



Aren't we supposed to take a deep breath, relax and enjoy the beautiful summer weather? Yes, absolutely, but there is so much to do . .

Our AAMS publications inventory reduction sale is drawing considerable attention. We have orders for 100-plus copies of some, and there is a consortium that may wish to take virtually everything! That is a step beyond but we will have the board look at the idea if we have too much left over.

Like almost everything, there are both positive and negative considerations. The real intent is to give our individual members the advantage and that implies "first crack" at the deal. We really do hope that our members will take advantage of this opportunity to get the AAMS publications they may not have.

Aerophilately 2014 is taking hold. We are asking for the blessing of the APS CANEJ (American Philatelic Society Committee for Accreditation of Exhibitions and Judges) as their concurrence is a prerequisite to requesting a green light from the APS board. This would then be a special show with national status, and the grand award winner will qualify for the APS World Series of Philately at APS Stampshow 2015, August 20-23 in Grand Rapids, Michigan. We are also seeking FIP recognition as that will give our exhibitors an opportunity to advance their exhibits a step in the international arena. We will continue to keep everyone posted as this proposal unfolds. So far, so good!

The AAMS Awards Committee is working with the AAMS board in developing lists of those who we believe merit consideration for our major awards. The four AAMS Major Awards . . .

- **Aerophilatelic Hall of Fame**

Contributed significantly to the accumulation of aerophilatelic knowledge, to interest and participation in aerophilately or rendered outstanding service to national or international organized aerophilately.

- **George W. Angers Memorial Award**

Outstanding service to aerophilately. The award is not restricted to members of the American Air Mail Society.

- **Walter J. Conrath Award**

Contributed unselfishly to the growth and welfare of the American Air Mail Society, to a member who has rendered outstanding service to the society.

- AAMS Aerophilatelic Research Award

Outstanding achievements in aerophilatelic research that serve as definitive or foundation works in aerophilately.

. . . require a board-approved list of proposed recipients. This provision was put in place to broaden board participation in the process, assure objectivity and provide certainty and guidance to the Awards Committee. None of the required board-approved lists have been created. This now has drawn our attention and we are spurring the process to get this done as soon as possible.

If there is someone who immediately comes to mind when thinking about any of these awards, please contact any AAMS board member with your suggestion.

Finally, we received a very nice note from long-time AAMS member Ben Ramkissoon, who is well known for his astro exhibit:

Dear Jim,

I have been wanting to send you a congratulatory message on the effective leadership you have been providing since taking over the AAMS presidency. The changes you have instituted have been overdue, and expect having righted the ship, the course corrections yet contemplated will not produce too many adverse conditions.

I have been collaborating with an old friend of Chicago-Phoenix times on some articles on exhibiting and awards, and told him of the excellent comments you made in the June 2012 Airpost Journal on "Exhibiting Outside the Box." Your comments on astrophilately are well said. I know the voices that have raised objections without really understanding the issues of changes in exhibition classes.

Age and health considerations have now largely isolated me from philatelic gatherings and a lot of exhibiting activity. But my interest is unabated, and hope that Aerophilately 2014 will be successfully realized.

Ben Ramkissoon

Very nice and greatly appreciated. We wish you all the best, Ben.

Meanwhile, please remember that we are engaged in a hobby that brings us enjoyment, pleasure and relaxation. We need to keep it that way! Enjoy the summer!

It Happened a Century Ago

Pradip Jain

The year 2011 was the centennial of airmail service in India followed by the same in various other nations like the United Kingdom, the United States, Singapore, South Africa, France and Germany. As we begin the second century of airmail, it seems fitting to take a look back at the first 100 years.

Since before the invention of the powered aero plane by the Wright Brothers in 1903, the experiments and trials of transportation of mails by air was initiated through balloons. A regular balloon mail service

was operational in France and examples of mail carried by the famous "Ballon Monte" can be found.

In 1901 the Royal Aero Club was founded by F.Hedges Butler in England. The Beckenham Coronation flight of 1902, the Lifeboat Saturday flight of 1902-03 and the *Daily Graphic* flight of 1907 are famous examples of balloon post.

About the same time airmail was being tried in the United States and Europeans were also beginning to fly mail.

The first recorded European airmail flight occurred in England in 1910 when Claude Graham-White carried the mail by air. He worked on his own, without direction, pay, or permission from the British post office or government.



Ballon Monte

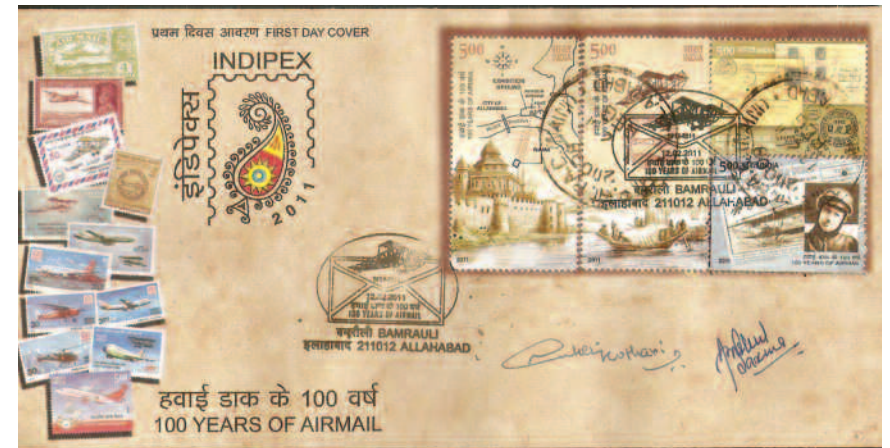


First aerial post, February 18, 1911, limited edition postcard signed by pilot H. Péquet.



First aerial post, February 18, 1911, special cancellation in magenta with a privileged cancellation in black.

India carries the distinction of the first country in the world to transport mails by air under postal regulation act. On February 18, 1911, during the United Provinces Industrial and Agricultural Exhibition in the city of Allahabad, pilot Henri Péquet, a Frenchman, flew a Sommer biplane five miles (eight kilometers) in 13 minutes, carrying 6,500 cards and letters across the river Yamuna to Naini. The flight was held to bene-



First world airmail centenary year stamp, issued in conjunction with INDIPEX in 2011. The flown cover bears a set of 4v and the signature of the pilot.

fit a charity but it opened the door to a new horizon. Within 20 years, the airmails became a part of every mail system in most modern countries.

Péquet's accomplishment was marked by a special postmark, which is now a prized possession of every pioneer airmail collector. India and France honored Henry Péquet on stamp in 2011 on the centenary of this historic flight.

The first official British airmail flight took off on September 9, 1911, at 4:58 p.m. Organized and paid for by the British government, this 15-minute flight was part of the celebration recognizing the coronation of King George V. Pilot Gustav Hamel flew a 50-horsepower (37-kilowatt) Blériot monoplane from London's Hendon Aerodrome 20 miles (32 kilometers) to Windsor Castle, carrying 23.5 pounds (10.6 kilograms) of mail.

During the next two weeks, until September 26, 1911, two other pilots flew 19 more flights between the same airfields in a Farman II airplane. These flights are recognized as the first scheduled airmail service in the world. The person behind the pioneer service in both India and England was Captain Walter Windham.

On September 13, 1911, France tested its own airmail system in



First UK aerial post, September 9-26, 1911.



Cover commemorating centenary of Great Britain's aerial post

its Moroccan colonial cities of Casablanca and Fez. These cities had large seaports, so the French used a Breguet biplane nicknamed "the flying tent." The plane was fitted with pontoons to allow take off and landing on the water.

A week later, on September 19, 1911, the Italians began flying the mail. Pilot Achille Dal Mistro flew a Deperdussin monoplane about 90 miles (145 kilometers) from Bologna to Venice, Italy, in 88 minutes. Dal Mistro crash landed on the beach (Lido) near Venice but was not hurt.



Pioneers of Aviation miniature sheet issued by La Poste in 2011.

The first official U.S. airmail was flown during the International Aviation Meet held at the Aerodrome on Nassau Boulevard in Garden City, N.Y., from September 23rd to October 1st, 1911. Postmaster General Frank H. Hitchcock authorized mail to be flown and Earle L. Ovington was sworn in as the first airmail pilot.

Ovington flew mail on the first day and most covers and cards received a circular "Aeroplane Station No. 1" postmark and an "AERIAL SPECIAL DESPATCH" cachet. A total of 43,247 pieces of mail was received during the meet.

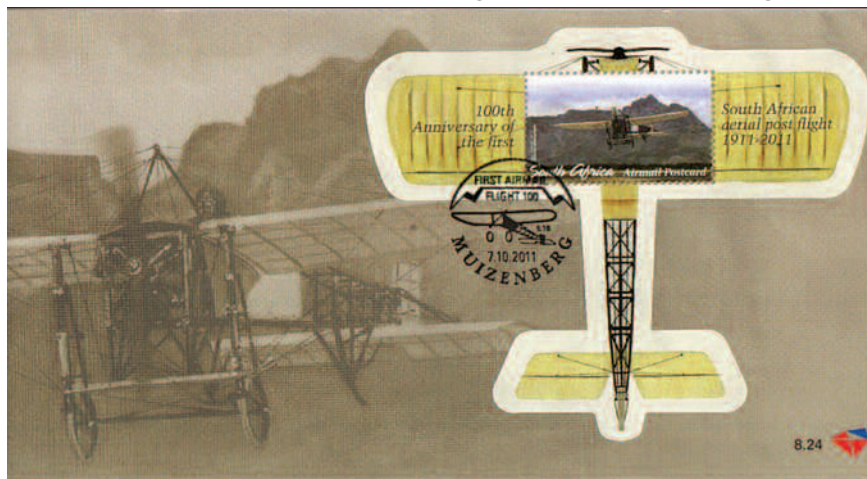
In 1911, the South African Minister of Posts and Telegraphs con-



First official U.S. airmail, Garden City, New York, September 23, 1911.

sented to the first conveyance of airmail between Kenilworth and Muizenberg. This made Muizenberg post office the first in Africa to receive airmail.

On December 27, 1911, Evelyn "Bok" Driver, considered a superb "instinctive navigator" and also a pioneer of British Royal Mail Service, delivered 729 special postcards, by air, to the Muizenberg post office. Driver took off from the Kenilworth Race Course at 19:15 and landed at Oldham's Field in Muizenberg, a distance of almost eight miles



South Africa's commemoration of the country's centenary of flight, issued October 7, 2011.

(approximately 13 kilometers). Postmaster P.J. Hutchings, who met the Bleriot monoplane, received the postcards and presented the pilot with



Stamp issued March 16, 2011 to mark the centennial of aviation in Singapore.

return post. The aircraft returned safely to Kenilworth at 20:10. The flight lasted only 7 1/2 minutes.

2011 also marked the centenary of aviation in Singapore. Singapore residents saw pilot Joseph Christiaens, in a Bristol Box-Kite biplane, take off from the racecourse in Farrer Park in the early evening hours of March 16.

It is quite extraordinary to consider that the first powered flight by the Wright Brothers took place in 1903 and a mere eight years later, pioneer mail flights were taking place in nations around the world. Pioneer pilots, aided by rapid technological developments, made possible the introduction of airmail services around the world.

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FAM-22: Timetables Anyone?

Part 2 of a Short Series

John Wilson

“Anyone hoping to find regular timetables for these early flights is whistling in the wind. This was 1942; America was at war, and Pan American crews heading for Africa were flying quite literally into the unknown (Ref. 1).” - J. Wilson

David Crotty (Ref. 2) found only two printed timetables in the Pan American Archives, dated (in manuscript) January and February 1942. Further searches in Miami have not revealed any others. As an aside, the “Confidential” stamp applied to these tables is of little significance; most documents in the archives are similarly stamped “Confidential,” the lowest level of security classification in the United States during World War II.

One has to accept that in 1942 the flights to and from west Africa were governed by military operational requirements and not by the “regular as clockwork” scheduling that was the admirable norm for Pan American Airways before December 6, 1941. Thus, one has to derive probable flight dates and times from studies of the actual flight records and crew logbooks (where available).

The abridged FAM-22 timetable in Reference 3 is incorrect, but the authors write: “The writers tried to compose a short list of the first six flights, but it proved very difficult to obtain the data and not enough was available to make a complete listing.”

By contrast, the comprehensive “timetable” shown by Proud (Ref. 4) appears to show flight schedules constructed by taking a date and adding 14 days to derive the next flight’s departure/arrival. This procedure is probably based on the January 1942 Pan American printed timetable reported by Crotty (2). Perhaps that is not an unreasonable speculation, but it is not reasonable to show the data as provably correct (using Proud’s own criterion on this).

Note that only the January 1942 table had any flight details, and since the “January” date is a handwritten endorsement, there is no way of knowing if this was indeed printed in January 1942. It is far more probable, in fact, that it was printed before Pearl Harbor, reflecting the intended peacetime schedule. As far as anyone can tell, there were no

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its international Clipper services
in a world at war

Are regularly scheduled Clipper Ships still operated?
YES—Pan American is maintaining regularly scheduled flights between all points served prior to the United States' entry into the war, except in a few areas where hostilities prevent. The routes of the Flying Clippers have, in addition, been extended to many new destinations, and schedule frequencies increased to others.
Today Pan American's regular services cover a route network of 90,000 miles, and link the U.S. with Europe, Africa, Alaska, Hawaii and with nearly 200 points in the West Indies, Mexico, Central and South America.

Is foreign air mail still accepted for transport by Clipper?
YES—Mail is being accepted and transported on all regular Clipper services. It is, of course, now subject to official censorship.

Are international air express shipments still accepted?
YES—Air express shipments are still accepted on all regular Clipper services, except on Pacific and South Atlantic routes. These exceptions are dictated by government requirements for all available cargo space.

Is regular passenger service still available by Clipper Ships?
YES—the recent air travel priorities plan announced by the Military Director of Civil Aviation assures a minimum of interference with civilians. On no regular Clipper service are priorities an absolute requisite for passage, though current government need for Atlantic, Pacific and Alaska transportation is such that priority passengers on vital missions require most of the available space. These conditions are subject to fluctuation or change, and anyone desiring Clipper passage—regardless of destination—is hence advised to apply for it in the ordinary way.
The frequency of Clipper service to Latin America provides a substantial amount of accommodations for business and other travelers, expediting stronger commercial and cultural ties between all the American nations, and implementing the Good Neighbor Policy by keeping open these vital arteries of swift, convenient communication and transport.

Precisely where, when and how frequently are Clippers now operating?
For the present and until announced to the contrary, no further Pan American maps, timetables nor schedule information in any form will be published except for Latin American services. All schedules, public or secret, are being operated on Meridian Time, which is one hour earlier by the clock than "War Time." Passengers booked to destinations not included in published timetables are informed sufficiently in advance when to be ready for departure, and are urged to make no disclosures of that or any other specific information about their Clipper trip. Mail and express to destinations now similarly excluded from published data are handled in routine manner through any Post Office or Railway Express Agency office respectively.

What special factors now enter into Clipper trips?
Subject to any official priority needs, this Company observes precedence of reservation. Persons traveling alone or in couples are most easily accommodated, and the handling of groups is facilitated if they book passage by the alternate routes often available. We are naturally unable at this time to guarantee that confirmed reservations or planned itineraries will not be subject to revisions caused by military necessity. In such cases every effort will be made to serve the public's interest and convenience.
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PAN AMERICAN AIRWAYS SYSTEM

Pan American full-page advertisement from early 1942 explaining the effects of the war on Clipper services.

more Pan American timetables, “Confidential” or otherwise, printed in or for 1942. Since the Route 6 flights from Miami to Leopoldville ended with the October 18, 1942 departure, there is little point pursuing this particular matter. (See my later comments.)

As we now know, the schedule for the Miami to Leopoldville

flights was not dictated by peacetime operations but by wartime needs, and use of the “14 day” principle leads to serious errors, not only of date but also of aircraft. Taking only a few examples from Proud’s table, we find:

1) Flight date December 21, 1941 by Anzac, returning to Miami on January 8, 1942. In fact, Anzac was in Calcutta on January 8, 1942, having flown there on Special Mission No.8.

2) Flight date January 6, 1942 by Anzac. Proud shows this aircraft as being in Natal on January 8, despite also showing it in Miami on that same date on the previous flight. Neither of these is correct since Anzac was on Special Mission No. 8, not returning to New York until January 18.

3) Flight date January 21, 1942 by Anzac. Anzac was, in fact, engaged on Special Mission No.12, leaving New York on January 24 and arriving in Lagos on January 28. Anzac left Lagos on January 30 on its return flight via Fisherman’s Lake – Natal – Belem – Trinidad – San Juan, arriving back in New York on February 2, 1942. Proud shows Anzac in Leopoldville on January 26, when in fact she never even went to Leopoldville.

4) Flight date January 11, 1943 by Capetown. Shown by Proud as in Leopoldville on January 14 and back in Miami on January 20. In fact, Capetown was flying Special Mission No. 72 “Round the World.” Capetown left Miami on January 14 bound for Lagos via Fisherman’s Lake, arriving January 19. The flight then continued direct to Karachi, not calling at Leopoldville at all, arriving at Karachi on January 22. The flight listed by Proud never occurred; it is a myth! The SM72 details are confirmed by the crew log book of Chuck Darcy, who was on the outward leg to Karachi.

But here’s an interesting thing: At hand is a complete file of original internal USPOD documents covering FAM-22 (and FAM-18). These do show a fortnightly listing from January 1942 to October 1942 (where they end), but we enter here the semantics of legal language. These documents may look like schedules or timetables, but are in fact summaries of the authorization issued by the Civil Aeronautics Board (CAB) to Pan American to carry out convenience and necessity (C&N) flights between the terminal points of Miami and Leopoldville. These are not “timetables” or “contracts,” since under the provisions of the Civil Aeronautics Act of 1938 the previous arrangements, whereby a contract was drawn up between the USPOD and an air carrier, were prohibited, and only the CAB could grant permission to fly a route.

By operating as a “common carrier,” Pan American Airways was under no obligation to adhere to a strict timetable for C&N flights so long as “Persons, Property and Mail” were carried between the terminal points. For more detail see Reference 1.

One might ask why these quasi-timetables existed at all. That will be explained in a later article in this series that will address the question, “Why were the flights to Leopoldville undertaken?”

Is foreign air mail still accepted for transport by Clipper?

YES – Mail is being accepted and transported on all regular Clipper services. It is, of course, now subject of official censorship.

Are international air express shipments still accepted?

YES – Air express shipments are still accepted on all regular Clipper services, except on Pacific and South Atlantic routes. These exceptions are dictated by government requirements for all available cargo space.

Precisely where, when and how frequently are Clippers now operating?

For the present and until announced to the contrary, no further Pan American maps, timetables nor [sic] schedule information in any form will be published except for Latin American services. All schedules, public or secret, are being operated on Median Time, which is one hour earlier by the clock than “War Time.” Passengers booked to destinations not included in published timetables are informed sufficiently in advance when to be ready for departure, and are urged to make no disclosure of that or any other specific information about their Clipper trip. Mail and express to destinations now similarly excluded from published data are handled in routine manner through any Post Office or Railway Express Agency office respectively.

The final comment on “timetables” is made by Pan American Airways itself. In early 1942, PanAm took out full page advertisements (more accurately “announcements”) in magazines including *Fortune* (see illustration). Here is the significant text transcribed from that announcement:

Take note of the line, “*For the present and until announced to the contrary, no further Pan American maps, timetables nor [sic] schedule information in any form will be published except for Latin American services.*” That is why the search for timetables for 1942 is a lost cause. Construction of probable flight schedules (records) can only be achieved by direct reference to primary source documents after careful analysis of the evidence so presented.

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The Day of the Airmen

Harlan Radford Jr.

The following proclamation was heralded under the heading "The Day of the Airmen" on the editorial page of *The Cleveland Plain Dealer's* Monday, September 1, 1930 newspaper issue:

Today and tomorrow airmen own Cleveland. The most important part of Moses Cleaveland's town is the airport. There are performing scores of the nation's boldest and best known flyers. From there today starts the world's greatest aeronautic event, the James Gordon Bennett International Balloon Race.

All the world has its eyes on Cleveland as the big bags cast off. In them are the best aeronauts of Belgium, France, Germany and the United States, ready to match their skill against wind and weather. Ohio's son, Ward T. Van Orman of Akron, soars aloft again in the Goodyear VIII, with which he won last year's race. For the first time Cleveland has an entry, the City of Cleveland, piloted by Roland J. Blair.

But the start of the big balloons is only one item on a crowded program that packs thrills enough to satisfy the most avid air-minded.

Flyers of the army, navy and marine corps, who made the crowds gasp last year, are ready to make spectators swallow their Adam's apple again. Civilian stunt flyers have new thrills to offer and a whole platoon of parachute jumpers are going to jump off plane wings and stroll down through the clouds.



Illustration 1



Illustration 2

The weather that smiled on the flower pageant Saturday frowned yesterday, but probably it won't interfere with the program for today and tomorrow.

Last year the air races, this year the air show and the balloon race, confirms Cleveland's position as a center of aeronautic achievement.

This article presents a selection of airmail covers specifically prepared for the Gordon Bennett International Balloon Race held on September 1, 1930 at the Cleveland Municipal Airport in northeastern Ohio. Most of the covers depicted were actually flown on board the six competing balloons.

The philatelic mail associated with this renowned event can be classified in two groups: souvenir covers with special markings posted at the air show, and; covers specifically prepared for dispatch on and actually flown on each of the six balloons.

Illustration 1 is a souvenir cover (not flown) posted at Cleveland on August 31. In addition to the postmark, the cover bears a special cachet in red ink depicting a balloon ascending and the text: Gordon Bennett / International / Balloon Race and / Aerial Carnival / Cleveland / Aug. 31 and Sept. 1, 1930.

Souvenir covers associated with this event also carry two other imprints showing a stylized rendition of a winged aircraft with the letters NAAP and a double-line cachet worded "Cleveland Chapter / National Aeronautic Association of U.S.A."

Illustrations 2 through 7 are examples of covers actually flown



Illustration 3

on board each of the six balloons with official results of this competition. Brief summaries of each flight cover are provided.

The cover depicted in Illustration 2 was carried on *Goodyear The 7th*, the winning balloon. The craft covered a distance of 542 miles, landing at Canton Junction, Massachusetts and postmarked Boston on September 3. It was autographed by pilot W.T. Van Orman.

Second place went to the balloon from Belgium. The cover marked Illustration 3 was carried on the *Belgica*. It flew 447 miles before



Illustration 4

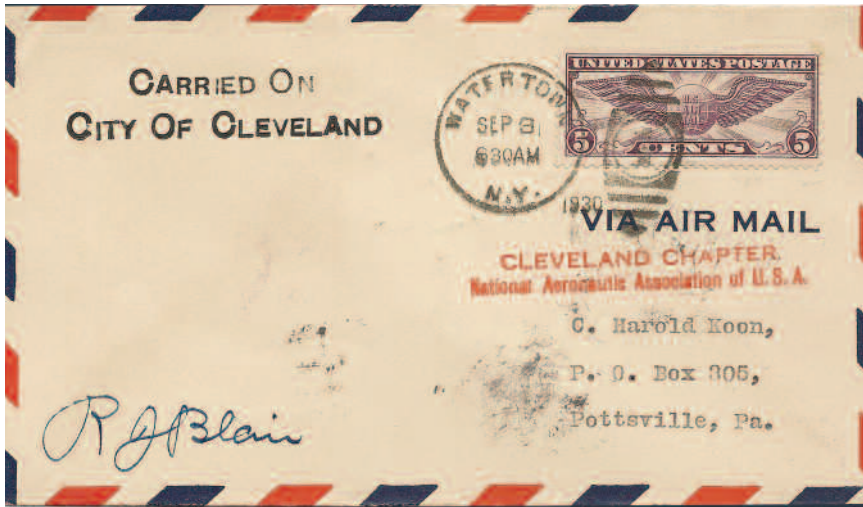


Illustration 5

landing at the foot of Greylock Mountain near Adams, Massachusetts, and was postmarked there on September 3.

The cover depicted in Illustration 4 was carried on the *Detroit Times*. This American entry took third place, landing near Albany, New York after a 417-mile flight. It was signed by pilot Edward J. Hill and postmarked in Albany on September 3.

Fourth place went to the third and final American entry, *City of Cleveland*. The cover in Illustration 5 ended its 347-mile journey in Copenhagen, New York. It was autographed by aeronaut R. J. Blair and



Illustration 6

postmarked Watertown, New York on September 3.

The German balloon, *Barmen*, carried the cover shown in Illustration 6. The *Barmen* flew 342 miles before landing at Pittsfield, Massachusetts, a town near the New York state line. Signed by both pilot Dr. H.



Illustration 7

Kaulen and aide Carl Goetze, the cover was postmarked September 3 at Oneonta, New York.

Coming in last was the French entry *Pierre Fisbach*, which carried the cover in Illustration 7. Traveling just 165 miles, the balloon landed at Beamsville, Ontario and was postmarked at both Smithville and Hamilton, Ontario, Canada on September 2. The cover bears the signature of aeronaut Albert Boitard.

Repeating his triumph of the year before, Ward T. Van Orman's 1930 win established a new record of five successive victories by the United States in 19 years in the famed Gordon Bennett Balloon Races. Further, these very interesting and collectible airmail flown covers serve as remnants of the past and a reminder of an era that once captivated and thrilled people who watched daring airmen in balloons compete in exciting and hazardous cross-country races.

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The Saga of SCADTA

George Struble

It's an intriguing story: a postal service, not run by a government, that achieved technical and financial success, cut short by global politics. SCADTA left a very attractive philatelic record.

First, consider Colombia in 1919. Colombia is a mountainous country whose capital, Bogota, is in the interior but whose window to the world is a few coastal ports, primarily Barranquilla. To travel from one to the other took eight to 14 arduous days of road, train and river travel. Other interior towns were equally inaccessible. This was an instance where air transport could make a huge difference!

At the same time, the German aviation industry was facing tough times. During World War I, Germany had developed air power and the allies imposed severe restrictions on German aviation after the war. A lot of aviation experience and equipment were sidelined.

Therefore it is not surprising that in 1919 two German businessmen, Albert Tietjen and Wilhelm Keammerer, made their way to Colombia to take advantage of an opportunity. Together with six Colombians, they formed the *Sociedad Colombo-Alemana de Transportes Aereos* (Colom-

bian-German Company for Air Transport). They bought two Junkers JU-13 war surplus planes and hired Wilhelm Schnurbusch (later known in Colombia as Don Guillermo), an experienced Navy aeronautical engineer with a remarkable record in airplane design, construction, maintenance and actual flight performance. With him came two other capable Germans: Fritz Hammer and Helmuth von Krohn.

The men and planes arrived in August 1920. Considerable engineering work on the planes and the ground support system was needed. The men worked fast. By October 8, 1920, after some successful demonstration flights, they had an exclusive franchise contract with the Colombian government to provide air service – passenger, freight and mail – between Barranquilla and the interior.

There was no subsidy for carrying mail. Instead, SCADTA was given permission to sell its service and to print stamps to be used on mail. There was to be an experimental period until May 1921. After one plane was severely damaged trying to land on an inadequate field, the planes were converted to seaplanes so they could take advantage of the Magdalena River for takeoffs and landings.

The first SCADTA stamps were printed in October 1920, a 30-centavo stamp on rose paper and a 50-centavo stamp printed in green on white paper (Figure 1).



Figure 1

Postcard using the first SCADTA issue of 1920



Figure 2

Postcard using the second SCADTA issue, of November 1920

Regularly scheduled twice-weekly flights began on September 19, 1921. The postage rate was lowered to 10 centavos and 50-centavo stamps were overprinted; a second overprint, of 20 centavos, was the response to another change of rate in December. The second stamp issue, 10, 15, and 30 centavos, was issued in November (Figure 2).

With two flights a week, SCADTA quickly became a vital part of the development of Colombia, but was barely afloat financially. The main cities served were Barranquilla, Puerto Berrio, Girardot (with a link to Bogota) and Neiva.

In December 1920, Austrian Dr. Peter Paul von Bauer visited Barranquilla and became acquainted with the SCADTA leaders. In 1921 he sold all his holdings in a manufacturing business in Austria and invested \$50,000 in SCADTA. This permitted acquisition of two more planes and put SCADTA on more solid footing. Von Bauer moved his family to Barranquilla and became an integral part of the operation.

The third stamp issue was released on December 19, 1921, to accompany a rationalization of the postage rates. By this time, foreign shippers were demanding that their mail to the Colombian interior be flown by SCADTA. At first, this was very cumbersome; mail had to be addressed in an outer envelope to the SCADTA office in Barranquilla where SCADTA stamps could be pasted on.

This led to the so-called “consular issues” which were sold by the Colombian consulates in a number of countries, where von Bauer made sure there was a SCADTA representative in the consulate. These stamps, the third issue, were handstamped with initials of countries from which mail could be sent. Remember that SCADTA was not a part of the Colombian postal system and therefore had no standing with the UPU; its stamps were valid only for SCADTA flights.

Initials Used as “Consular” Overprints

A	Germany	EU	United States
A-U	Argentina/Uruguay	F	France
B	Belgium	GB	England
Bo	Bolivia	H	Netherlands
BR	Brazil	I	Italy
C	Cuba	P	Panama
Ca	Canada	Pe	Peru
CH	CHile	S	Switzerland
CR	Costa Rica	SU	Sweden
E	Spain	V	Venezuela



Figure 3

Cover using a third issue SCADTA stamp, hand overprinted for use from Germany. Stamps with “A” overprints were available several months before those with “S” overprints for Switzerland. Philippi & Hermann in Basel acquired a few A-overprinted stamps and used them. Five such covers exist. This cover used the two-cover system, therefore carries no Swiss or German postage.

The process, the “two envelope system,” was still cumbersome. A company in Germany, for example, could buy SCADTA stamps overprinted “A” (for Allemagne) to put on its mail. It still had to enclose that mail in an outer envelope to Barranquilla (therefore German stamps were needed only on the outer envelope) where SCADTA clerks pasted on Colombian stamps to carry the mail at the end of the flight and put the mail on the SCADTA plane. Over the life of the consular issues, there were overprints for 20 countries (Figure 3).

By 1923 arrangements were made so SCADTA stamps were tolerated on mail from foreign countries and the “two envelope system” gave way to a one-cover system. A mailer could address a single envelope to the recipient and affix his country’s postage to cover surface postage plus SCADTA stamps to cover the flight in Colombia. About the same time, machine overprints were made on the fourth issue of SCAD-



Figure 4

A large envelope using the machine-overprinted SCADTA stamps. This was sent by the one-cover system. The envelope weighed between 140 and 160 grams.

TA stamps, which were available on June 4, 1923. These stamps look much like the third issue; one difference is that the planes on the third issue have wheels, where the planes of the fourth issue have pontoons as did the planes themselves (Figure 4).

During almost all of SCADTA's life, the postage rates were 15 centavos for a postcard, 30 centavos per 20 grams for letters and 20 centavos for registration (using 20-centavo stamps with additional red R overprint). Nearly all SCADTA mail is commercial covers; few stamp collectors were interested, and if they were, they would have had to buy stamps through the Colombian consulates and arrange for someone to serve as addressee who would save the covers.

Until about 1928, SCADTA doubled its carriage of mail, passengers and freight every two years. The routes expanded to include more than 15 airfields in Colombia. Among them was Buenaventura on the Pacific coast and Guayaquil, Ecuador. SCADTA wanted to fly to Miami, too, and its president even met with President Calvin Coolidge to press his case, but the United States government did not want so strong a competitor to its own Latin American interests, so did not give permission. However, that spurred the U.S. to action and led to the formation of Pan

SCADTA Success

	1920	1929
Passengers	12	6,578
Miles flown	2,687	788,336
Cargo, in lbs.	1,874	1,480,261

American Airways in 1927.

By 1929, SCADTA was indeed a success. The second table shows the growth in traffic between 1920 and 1929. The airline's safety record was excellent (the first fatal accident was not until 1924); it filled a need and was indeed instrumental in the development of the Colombian inte-



Figure 5
SCADTA routes in 1926

rior (see Figure 5). Note that all this was accomplished with no governmental subsidy!

But while SCADTA was fulfilling its mission superbly and expanding its geographical range modestly, Pan American Airways, with almost bottomless governmental support, was expanding aggressively. It merged with a Peruvian company to form PANAGRA and



Figure 6

A single-rate 1930 cover using a “gold dollar” stamp.

negotiated landing rights at SCADTA’s base in Buenaventura. The entire Caribbean became Pan American’s lake and Pan Am was able to buy newer and better planes than SCADTA. After about 1928, this stunted the growth of SCADTA.

In 1929, the Consular Overprints were replaced by “Gold Dollar” stamps that could be used from any country. [Fig. 8]

The Great Depression brought tough times for Colombia and for SCADTA. Its business declined as American markets for Colombian products dried up. When von Bauer needed to liquidate some of his stock to repay his financially-strapped brother back in Austria, there was little market for his stock. Pan American Airways secretly bought half of von Bauer’s stock, and in a gentleman’s agreement, Pan Am president

Juan Trippe offered to buy the rest if and when von Bauer wanted to sell.

Later, after Hitler came to power in Austria, von Bauer sold his remaining stock to Pan American and retired to Chile. The two airlines cooperated in their operations, but the primarily German staff continued to operate SCADTA. About this time, SCADTA converted from sea-planes to land-based planes, which allowed an integration of aviation networks with Pan American and other airlines.

In 1930 a Peruvian force occupied the Colombian river town of



Figure 7

An August 1937 cover paying for SCADTA using regular Swiss stamps. The airmail surcharge that month was 130 rappen per 10 grams. This rate included airmail from New York; there was a lower rate for only airmail service inland from the coast. The total postage of 2 francs included 30 rappen surface international postage and 40 rappen registration fee. Total transit time was 12 days.

Leticia, which was many jungle miles from anything else in Colombia. Colombian president, Dr. Olaya-Herrera, asked for SCADTA’s help. SCADTA Pilot Herbert Boy promptly organized a Colombian air force, which routed the Peruvians after a four-year struggle.

In 1932, Colombia finally contracted with SCADTA to make its airmail a government service. SCADTA stamps were no longer needed. Through the UPU, any country’s stamps could pay the airmail postage (Figure 7). Colombian airmail etiquettes added the legend MANCO-

MUN, which meant that the mail would be carried jointly by SCADTA, Pan American and PANAGRA.

During the late 1930s, Germany was acting bellicose and taking over its neighbors. It was difficult for SCADTA to stick just to its business and avoid the tensions of global politics. It did not distance itself completely from its German roots or from German expectations of collaboration in case of war.

As World War II began, the U.S. and its Latin American neighbors grew increasingly concerned over a company with such strong German connections flying so close to the Panama Canal. In June of 1940, after a couple of weeks in which Pan American staff flew incognito on SCADTA planes, there was an overnight nationalization of SCADTA and the German staff was dismissed. The new airline became AVIANCA, which still flies today.

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Book Review *by Jim Graue*

LZ-129 Hindenburg – Zeppelin Crash Mail by Dieter Leder. A4 size hardbound, 312 pages, illustrated. English language. Price: 100.00 Euros + shipping. Available from Dieter Leder, Seepromenade 6, 88709 Meersburg, Germany.

The crash of the German Zeppelin airship LZ-129 *Hindenburg* at Lakehurst, New Jersey on May 6, 1937, was one of the signal events in aviation and aeropostal history. The era of lighter-than-air aviation ended in only 34 seconds. Zeppelin airmail has always been popular and its fascination has not diminished over time. The mail recovered from the *Hindenburg* holds a special place in aerophilately, but it has taken 75 years for the complete story of the *Hindenburg* crash mail – its origins,

handling, flight and fate – to be told in full.

This is much more than a simple look at what *Hindenburg* crash mail is known. The first four chapters detail the handling of the airmail destined for the *Hindenburg*, both in Germany and America. The postal operations in Frankfurt are especially noteworthy as they present the reader with a clear portrayal of the inner workings of a complex mail-handling operation working to meet an established intercontinental air transport schedule. The post office on the airship dealt with mail posted by the passengers and crew members on the flight, but also with other mails, all of which are described in detail.

Of more than 17,000 mail pieces on the fateful first 1937 North America flight of the *Hindenburg*, only 357 pieces were recovered. The condition of the recovered mail varies from completely undamaged to small burned fragments. The search for, discovery of and subsequent handling procedures for mail that survived the crash is detailed in nine "findings," each with its own story of how and why it survived when so much was lost.

All the recovered mail is detailed individually and every piece for which there is a photo is shown, most in full color.

The mail intended for the return flight to Europe is not forgotten. This includes not only the United States mail accumulated for the flight, but also numerous foreign dispatches and the mail sent on the airship from Germany that was to be posted on board during the eastbound flight home.

This is the definitive work and reference for the airmail recovered from the *Hindenburg* crash. It is the product of thorough dedicated research that no previous work on the subject has even attempted, less accomplished. All prior works related to *Hindenburg* crash mail can be permanently set aside, as none even remotely do the subject justice and, in fact, some held intentional errors that cast a cloud over their entire content and therefore were never worthy in the first place. Thankfully, we now have this volume from Dieter Leder that is unquestionably reliable.

One need not be a collector of *Hindenburg*-flown airmail, or even any Zeppelin mail, or even a collector at all, to find this work informative, engaging and even fascinating.

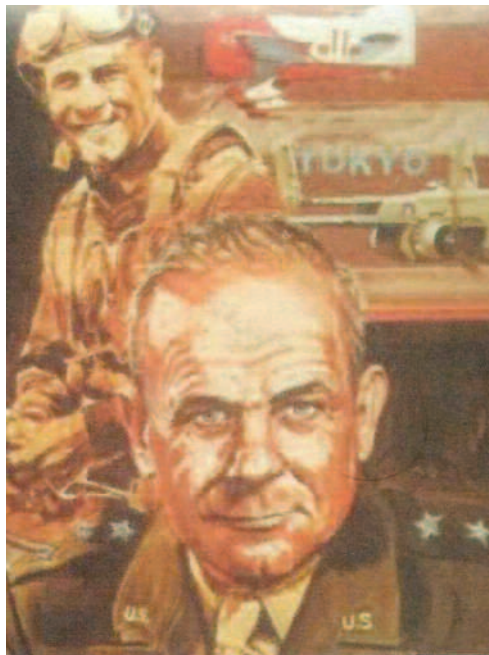
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First American to Fly Across the Andes

Julius Grigore Jr.

Using celebrities to endorse or enhance the appeal of products and services isn't a new idea. Back in 1926, aviation pioneer James Harold "Jimmy" Doolittle lent his name and his time to the Curtiss-Wright Aircraft Company.

The national defense policy of that era was to aid the American aircraft industry. Acting on the request of Curtiss-Wright president C. M.



Jimmy Doolittle

Keyes, the U. S. Army Air Service granted Lieutenant Doolittle administrative leave (without pay) to act as a sales representative for the Curtiss Airplane Export Company throughout South America.

Accordingly Doolittle, whose entire aviation career was devoted to extending man's knowledge of flight, demonstrated a new Curtiss Hawk P-1 pursuit ship in Argentina, Bolivia, Chile, Peru and Uruguay. In Chile, he sold nine Hawks. Then, on September 3, 1926, "Geeme" Doolittle, dubbed *The Crazy Yankee* by the Latins, became the first American to fly non-stop across the treacherous

Andes Mountain chain. Doolittle was on his way to sell P-1s to the Argentines and Uruguayans.

For the aircraft, it was a remarkable demonstration of the Hawk's capability and endurance. For man, it was a feat of daring and skill significant enough to be mentioned in *The Aircraft Year Book for 1927*. It was even more notable because Doolittle made the trans-Andean flight with broken ankles.

Doolittle's flights throughout South America were not without philatelic connections. He is credited with pioneering the way for future airmail service between the principle cities of the continent. (Note: It is a fact that Henry Ladd Smith, in his book *Airways Abroad, The Story of American World Air Routes*, credits Doolittle's South American flights as the early beginnings of the New York, Rio and Buenos Aires Airlines (NYRBA). One of Doolittle's team members on his Pan American tour was Captain Ralph O'Neill, "the spark plug" for founding NYRBA. O'Neill was NYRBA's first and only president.)



A signed Doolittle cover from his Pan American flights in early 1928.

While making those Pan American inter-city flights between February and May 1928, Doolittle carried an unreported number of covers that have become historic, nostalgic and rare items of aviation memorabilia.

Illustrated is a typical cover, of three observed, which has a handstamp cachet with a 35 mm x 40 mm shield, wherein appears: "FIRST/EXPERIMENTAL/FLIGHT/LIMA/LA PAZ." Above the red-lined shield is a 13 mm x 51 mm rubber stamped, rectangular block, (seen in black, blue, or red ink) reading "CORREO AEREO" in block letters.

Doolittle pioneered the opening of air routes between key South American cities and paved the way for future airmail service across the continent.

Western Australia Hosts Gaffa Challenge

Ken Sanford

The Gaffa Challenge was held in Perth, Australia, May 17 to 20, 2012 as part of the Philatelic Society of Western Australia National Stamp Exhibition. The Gaffa Challenge is the brainchild of Perth resident Ross Wood. Gaffa stands for "Great After Forty-Five Aerophilatelic," and was intended to cover the development of aerophilately from 1945 to the present time.

There were 18 entries in the Gaffa Challenge, as part of the overall exhibition, in which there were a total of 74 entries from various countries. A list of the Gaffa Challenge entries and the awards they received, is printed here. Of the 18 entries, 13 were from Australia, four were from New Zealand and one (myself) was from the U.S.A. There were eight philatelic literature entries.

There were four entries in the aerophilately section, which was separate from the Gaffa Challenge. The exhibition included a Seven Nations Challenge, in which the following countries participated: Australia, U.S.A, United Kingdom, South Africa, New Zealand, Sweden and Thailand. This section boasted three aerophilatelic/astrophilatelic entries. And finally, there was a postcard section. David John of Australia won a large gold and the award for the best postcard title page with his exhibit, *Zeppelin -- The Man and His Dream*.

The exhibition was held at the Claremont Showgrounds, located halfway between Perth and Fremantle. There were 21 dealers but only



Gaffa Challenge exhibitors, from the left: Ken Sanford, Michael Graber, Gaffa organizer Ross Wood, Erica Genge, David Figg, Charles Bromser and Ed Wolf.

one with aerophilatelic material. There were no aerophilatelic talks or displays, which was a bit of a disappointment.

Overall, the quality of the exhibits was excellent and the exhibition was very enjoyable.

The following is a list of exhibits and awards. One asterisk (*) denotes a Gaffa entry and two asterisks (**) denotes a Seven Nations Challenge entry.

Large Gold

Barry Scott, New Zealand *Imperial Airways Limited***
Charles Bromser, Australia *Rocket Mail***
Barry Smith, Republic of South Africa *South African Airmails***

Gold

John Lucaci, Australia *The Evolution of French Airlines and Postal Aviation Post World War II, 1945 - 1970*•
Gaffa winner and AAMS Grand
Ross Wood, Australia *Czechoslovakia Airmails from 1945 to 1975**
Gaffa runner-up
Gary Brown, Australia *The Airgraph Service*
Also Nelson Eustis Prize for best aerophilatelic exhibit

Large Vermeil

Ken Sanford, United States *Air Crash Mail of Pan American Airways & Affiliated Airlines**
Also Australian Capital Territory Philatelic Council Award
Anthony Ross Marshall *Transcontinental Flights Between Russia and Antarctica**
Bruce Haynes, Australia *Indian Ocean Airmails - 1945-1974**
Martin James Walker, Australia *Remembering Graham Carey**
Geoffrey Lewis, Australia *Philippines International Airmails up to 1941*

Vermeil

Charles Bromser, Australia *From Rocket Plane to Space Shuttle**
Sue Vernall, New Zealand *Kenya, Uganda and Tanganyika Airmails, 1945-1970**
Ed Wolf, Australia *Qantas International Competitors During Hudson Fysh's Tenure**
Chris Dalton, Australia *Australia - USA Airmail to 1945*

Large Silver

- Erica Genge, New Zealand *The Untold Story: The Qantas Coronation Day Flight**
- Anthony Ross Marshall, New Zealand *Antarctic McMurdo - Vostok Flights**
- Ross Woods, Australia *Nyasaland Airmails from 1945 to 1964**
- John Sadler, Australia *Australian Balloon Mails, 1966-2004**
- David Ingle Smith, Australia *Post 1945 Jamaican Airmails**

Silver

- David Figg, Australia *Polar Flights in Southern Skies**
- Ian J. McMahon, Australia *Canadian Airmails from 1945**
- Tony Schluter, New Zealand *Air Mail Remote Northland, 1920-1947*

Silver-Bronze

- Michael Graber, Australia *The World's First Jet Air Liner, the DeHavilland Comet 106**
Also Gaffa Best Novice

Non-Competitive Exhibit

- Bernard Beston, Australia *British Guiana: The Airmail Postal Rates and Markings, 1945-1966**

Literature

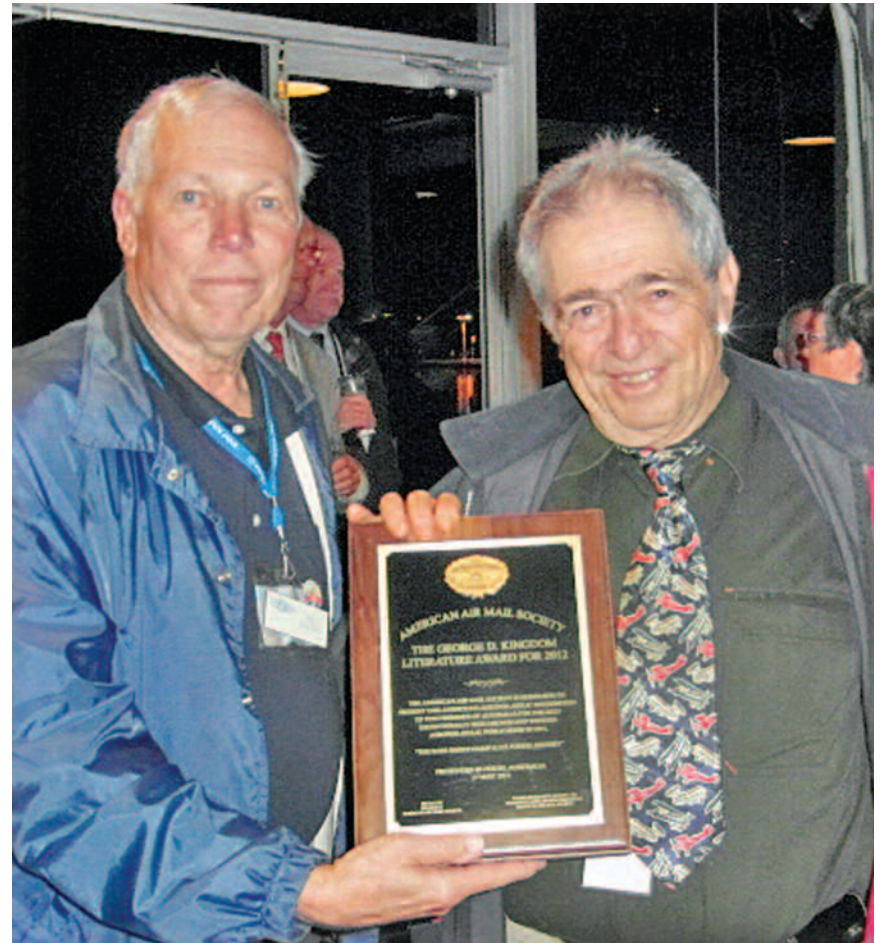
Vermeil

- La Catastrophe - Journal of the Wreck & Crash Mail Society*, Ken Sanford, USA, editor

Large Silver

- Papua Airmail Overprint Varieties, 1929-1930*, Raymond Kelley, Australia

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Tom Frommer, right, received the George D. Kingdom award from Ken Sanford during a stamp exhibition in Perth, Australia.

Frommer Receives Kingdom Award

Australian Tom Frommer has been awarded the 2012 George D. Kingdom Literature Award. The award is presented annually by the American Air Mail Society for the best researched and written aerophilatic publication of the previous year.

Frommer won on the strength of his exceptionally well researched book, *The Ross Smith Stamp & Its Postal History*, published in 2011 by A Page in Time. The plaque was presented May 17 at the 2012 Philatelic Society of Western Australia Centennial Exhibition.



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Slide Presentation

A 40-minute slide presentation (80 slides), covering the history and scope of aerophilately is available with either taped or typewritten narration. Program is available free for postage and \$10 deposit. To schedule, contact Roger O. Gilruth, 544 Hampton Ridge Dr., Akron OH 44313. (robeg52@sbcglobal.net)

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- 12203 Pare, John, Mount Horeb WI. GF CAM FAM NAW OT PA
Bermuda and Wisconsin. Air Mail. By: G. Schmidt
- 12204 Pearson, Bob, El Paso TX. All Air Mail. By: K. Pearson
- 12205 Rice, Ernest H. Jr., Brownington VT. AM AU JF SF NAW RP CL
AE APS. By: AAMS Website
- 12206 Rockefeller, David J., Saratoga Springs NY. AM AU AS CL AL.
By: AAMS Website
- 12207 Willis, Craig S., Saint Michaels MD. All Air Mail. By: AAMS
Website
- 12208 Kalabza, Stanley, Cicero IL. JF GF CAM FAM SF PA DC CF 1D
Z HC HA AL FFUS. By: AAMS Website
- 12209 Kiddle, Charles, Alton, UK. World Poster Stamps. By: J. Wein-
stock
- 12210 Neaves, Roger, San Francisco CA. JF FAM NAW FF. By: AAMS
Website
- 12211 Voice, Joseph D., Pasco WA. CAM FAM CC OT. By: J. Wein-
stock
- 11283 Ptacek, James C., White Bear MN.

Reinstated

- 11992 Ornelas, Steve

Deceased

- 11283 Ptacek, Charles E. Jr.

Lapsed

- 12012 Schwartz, Charles
- 12084 Turner, John

— Summary —

Total Membership — May 1, 2012	1,030
New Members	+ 5
Reinstated	+1
Deceased	- 1
Lapsed	- 2
Total Membership — June 1, 2012	1,033

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