

PHILIPPINE PHILATELIC NEWSLETTER
OFFICIAL PUBLICATION OF
INTERNATIONAL PHILIPPINE PHILATELIC SOCIETY, INC.

American Philatelic Society Affiliate No. 54

1069 Vito Cruz, Manila

P. O. Box 437 Manila, Philippines

Vol. I No. 6

November - December 1975



1975
Philippine
Airmail
Exhibition
Souvenir
Issue

WORTH LOOKING INTO . . .



S.C. Vizcarra

ARTS & HANDICRAFTS

It's well worth your time to look into
S. C. VIZCARRA's four storey selection of exquisite
Philippine products: genuine antiques,
excellent carvings, dainty hand embroideries,
rich brassware, decorative home objects.

Segundina Bldg., 464 United Nations Ave., Cor. Cortada St., Ermita, Manila

TELS. 58-53-33 * 59-39-02 * 58-15-08 * 50-08-92

Philippine Airmail

• 1 9 7 5 •

**E
x
h
i
b
i
t
i
o
n**

HOTEL INTERCONTINENTAL MANILA • MANILA HILTON HOTEL

PHILIPPINE PHILATELIC
NEWSLETTER

Volume I No. 6 Nov.-Dec. 1975

EDITORIAL STAFF

Editor-in-Chief: Linda Stanfield

Contributing Editors:

Frank R. Stanfield
Ricardo S. Inocencio
Eugene Garrett
Fe A. Carandang
Enrique San Jose

The Philippine Philatelic Newsletter is published bi-monthly by the International Philippine Philatelic Society P. O. Box 437, Manila, Philippines. A non-profit non-stock, educational organization, the IPPS was incorporated in the City of Manila on Sept. 24, 1974, as per SEC Registration No. 58004.

Opinions expressed in various articles in this publication are those of the writers and not necessarily endorsed by the Society and/or this publication.

A year's subscription is included in the membership in the IPPS.

Manuscripts for publication and for review may be sent in; those which are not considered for publication will be returned.

Manuscripts should be typewritten, double spaced on one side of the paper only.

Editor assumes no responsibility for losses or damages of any manuscripts or publication materials sent in.

Membership fee: Philippine residents—
P35.00/year; P1,000 — life; Outside the
Philippines — US \$7.50/year; and US
\$150.00 life.

TABLE OF CONTENTS

<i>Page</i>	<i>Title</i>
5	Message — Manila Hilton Manager
7	China Slipper Departure — E. A. Kehr
9	China Clipper Arrival — J. Garcia
11	Fast Boat to Manila
14	Log of the China Clipper
15	Philatelic Data on the Clipper Flight
16	PI-US Initial Flight
18	First Phil. Airmail Exhibition
20	Madrid-Manila
24	Arnacal Flight
25	Some Observations on Cover Collecting — C. Carriker
27	Phil. Civil Aviation
30	Airmail Exhibition Sheet
32	Pinedo Flight
33	First Flight Brussels to Manila
34	Membership Directory
35	Philippine Aerogrammes
39	Commemorative Flight
40	RP Price List
41	Jap. Occ. Price List
41	American Revenue Assoc.
42	Where to Buy/Classified Ads

OFFICERS

RICARDO S. INOCENCIO
President

RIZAL VILLAPANDO
Executive Vice President

LINDA STANFIELD
Secretary-Treasurer

FE A. CARANDANG
Corresponding Secretary

FRANK R. STANFIELD
Chairman of the Board



MESSAGE

In behalf of the Management and the Staff of MANILA HILTON, I wish success to the PHILIPPINE AIRMAIL EXHIBITION to be held from November 22 through December 9.

The holding of this special exhibit is an excellent opportunity for philatelists and the general public to observe, compare and exchange ideas with respect to the various airlines' first flights to and from the Philippines. I hope this occasion will generate practical and positive action to bring about the necessary changes — to further uplift the well-being of philately.

And, through this souvenir booklet, I extend my congratulations to the officials and organizers who have willingly contributed their share in the realization of this special event.

Mabuhay!

A handwritten signature in dark ink, appearing to read "Axel Goerlach". The signature is fluid and cursive, written in a professional style.

AXEL GOERLACH
General Manager
MANILA HILTON

From Australia:

QUALITY MAIL BID SALES

offering hundreds of good quality lots every few weeks... Emphasis is on Australian & British C'lth, with Foreign lots, also collections, accumulations and lots suitable for investment or re-sale. Comprehensive Postal History section is also included in all Sales.

Sample catalogue airmailed *free* on request, or send P30.00 for the next 10 catalogues.

GOOD MATERIAL wanted to be sold on only 15% Commission. We can guarantee good coverage, as our catalogues circulate throughout the world and are being continuously advertised.

For *your* free catalogue and any further information please write to:—

Fazackerley's Stamp Centre

84 North Terrace,

KENT TOWN, South Australia 5067.

We are Members of the Australasian stamp Dealers Assn. and the Philatelic Traders Society, London.

The 1935 "China Clipper" Departure

By Ernest A. Kehr

With the possible exception of the frail "Jenny" that carried the first regular United States air-mail from Washington to Philadelphia and New York in 1918, no American aircraft ever got so thunderous and impressive a send-off as did the "China Clipper" just 40 years ago. It seemed that all of San Francisco in a gala, festive mood, turned out to watch the departure of the four-engine metal bird for its history-making flight to Manila, 8000 miles across the expansive Pacific. So important was the event that the radio networks broadcast the ceremonies that millions at home might aurally witness it. News and cameramen were there in full force to permanently record the occasion for periodicals around the world and for showing as newsreels in theaters from California to Cambodia, in those pre-TV days.



ERNEST KEHR

In the late afternoon of that bright Friday of Nov. 22, the sun still brightened the San Francisco skies, as thousands of citizens lined every possible vantage point within sight of the Alameda air base to personally witness the official ceremonies and the take-off.

Hours before, the last mechanical checks were made to insure that every detail of the mammoth plane — then the country's largest — was in perfect working order. The Stars and Stripes had been placed over its bow (not to be removed until the engines had been warmed up) and just under two tons in 58 sacks containing more than 110,000 envelopes were stowed in the cabins. The first of these had been delivered by an old stage coach loaned for the occasion by the Wells Fargo Museum.

The clipper then was shunted into the water and the farewell ceremonies began. Postmaster General James A. Farley had come in from Washington to officially represent President Franklin D. Roosevelt and the Department he headed. Other speakers — all citing the inaugural as an instrument to more closely unite the (Continue next page)

peoples of America and Asia — included national, State and territorial leaders and Juan T. Trippe, then president of Pan American World Airways.

Unable to attend in person, President Roosevelt gave Mr. Farley a letter to be read for him. President Manuel L. Quezon joined it all with a radio message broadcast from Manila.

The whole ceremony and arrangements for its press coverage had been planned and implemented by William I. van Dusen, the aviation industry's greatest publicist and for many years, Pan Am's public relations director.

While Pan American eventually would fly passengers and cargo across the route inaugurated in 1935, this first flight was exclusively an aero-philatelic one, for only mail provided its payload. Mr. Farley stated that income from stamp sales to frank the letters aboard had been about \$63,000; that the Post Office paid Pan Am \$16,000, leaving the Post Office Department with a profit of \$47,000.

Following the speeches, Captain Edwin C. Musick and his seven-man crew (including Fred A. Noonan, who later served as navigator for Amelia Earhart on her ill-fated flight) lined up as was the custom of Pan Am crews of the day, smartly saluted the guests of honor and on-lookers, and marched into the clipper. The flying boat's engines were started and revved; Capt. Musick waved a last time through the open cockpit window, removed a small American flag from the holder outside it, closed the window and promptly at 6:47 taxied across the estuary and flew into the skies.

Planned as a thrill for the thousands of spectators, the "China Clipper" headed straight for the San Francisco-Oakland bridge, then, gull-like, sailed up and over the piers and into the western sunset.

During the next five days, it would land at Hawaii, drop off 700 pounds mail destined for the islands, be completely serviced and then take on 21 Pan Am employees who would man the airline's stations on Wake, Midway and Guam, replacing those pioneers who had set up the facilities for use during the survey period.

In retrospect, it seems incredible that more persons congregated to witness this first flight 40 years ago, watched the Apollo missions to the moon! That suggests how innovative, historic and interesting it was as far as the public was concerned.

ERNEST KEHR is a distinguished Philatelist and Philatelic Writer, having received major awards of distinction and merits for his various services to the Philatelic World. One of these is the 1973 "Alfred F. Lichtenstein Memorial Award", otherwise known as the "Nobel Prize of the Stamp World".

The Arrival of the 1935 "China Clipper"

By: Jesus Garcia

At 2 P.M. November 29, 1935, the 400,000 Manila populace was all agog and excited awaiting the arrival of the China Clipper. People were all bound for Luneta and there was an eager, impatient crowd of more than 1000,000 spectators. People were on windows, roof top of houses and trees, in parks, streets and plazas. The talk of the Metropolitan was nothing but of the swiftness the flying boat would cross the gigantic Pacific Ocean which it will accomplish in 5 days time. People were all amazed of the stride and far reaching significance the Pan American World Airways has pioneered; the building of the gigantic flying boat that diminishes the size of the world bringing people from the East to the West in a short time.



JESUS GARCIA

At 2:55 P.M., sirens and whistles of ships in the Manila Bay signalled the sighting of the Clipper. Sixteen US Army bombing and pursuit planes and five Navy hydroplanes encircled the clouds and the people were all thrilled grasping their breath to see the Clipper.

At 3:00 P.M., a very small shining bird was sighted by the naked eye — the China Clipper . . . then it became bigger and sailed in wide circles over the city for some 10 times in 30 minutes escorted by the 16 Army planes and 5 Navy hydroplanes. People were all shouting with joy all heads skyward to see the shining airplane monster of the world. It was a gigantic all metal plane, the proportion made more apparent by the tiny planes of the army and the navy.

At 3:32 P.M., the flying boat made a splash down off the breakwaters and then guide boats towed it to the Admiral Landing, near Manila Hotel. With Mr. Juan Ruiz, Director of the Bureau of Posts; Mr. Jose Pilapil, Superintendent of the Manila Posts Office (both are now deceased), I got delivery of the airmails and brought them at once to the Manila Post Office for backstamping and caused their delivery to the addressees. As I remember, we received a total of 28 bags of mails with some 60,000 letters coming from San Francisco, Honolulu and Guam. Though the Clipper made stops at Midway and Wake, there was no post office in those places and no airmails were received from them.

To commemorate this very significant and important historical event, the Bureau of Posts overprinted 500,000 of the 10c Fort Santiago stamps and 350,000 of the 30c Blood Compact stamps with the facsimile of the China Clipper and the following text:

"P. I. — U. S. / INITIAL FLIGHT / DECEMBER 1935"

For the return flight of the Clipper to San Francisco, the Bureau of Posts have Special covers flown to Guam, Honolulu, and San Francisco made by flight cover collectors; airmail letters were received from postal patrons destined for the three places mentioned above.

Forty-nine airmail bags were dispatched consisting of 5,098 letters and flight covers for Guam; 18,663 for Honolulu and 74,719 for San Francisco, all with a total weight of 1,798 lbs. This airmail dispatch was brought to the returning China Clipper on the night of December 1, 1935 as the flying boat left Manila at 2:53 A.M. Monday, December 2. There were few spectators at its return trip because it was very early morning, still dark and transportation was scarce at the time.

It maybe mentioned in passing that an internationally known Doctor was named and is called by all his friends and associates "Clipper" because he was born at the Mercy Hospital, Pasay City, when the Clipper was circling over it. He is Dr. Conrado Clipper Lorenzo, Jr., Executive Director, Population Center of the Philippines, a subsidiary of the United Nations.

The First Trans-Pacific Air Flight by the Pan Am World Airways is very significant and important world event because it opened and established an efficient, dependable and speedy means of commercial flight and social communications likewise travel across the Pacific.

The Pan American World Airways conquered the Gigantic Pacific Ocean and is the standard bearer for American aviation in the international field.

JESUS GARCIA is the former Acting Assistant Superintendent, Manila Post Office. He served with the Bureau of Posts from 1908 to 1955, and one of the postal executives who witnessed the arrival of the China Clipper in 1935.

LUIS R. VILLAFUERTE

Bancam Development Corporation
5226 Farenheit St., Makati
Rizal, Philippines
Tel. 80-73-55; 80-33-92

Exchange or Buy P. I. Meter Stamps, especially 1928 NCR violet on white paper, inscribed POSTAGE PAID, *Jose Topacio*, used for Parcel Post Manila meter stamp.

Contact: GABRIEL PUSTEL,
34 Laurelton Avenue
Jackson, N.J. 08527

FIRST TRANSPACIFIC FLIGHT
SAN FRANCISCO TO MANILA
40 YEARS AGO

FAST BOAT TO MANILA

A Recollection by Victor Wright
A Member of the Crew of the
China Clipper

On the afternoon of Nov. 22, 1935, Pan American Airways' China Clipper took off from San Francisco Bay on what was not only the first scheduled transoceanic flight in history but also the first flight across the Pacific.

There was a huge crowd to see us off from Alameda on the bay front and there were a lot of speeches about what the flight meant, but I don't think anyone mentioned what was uppermost in the minds of those of us in the crew — that this was also to be the China Clipper's first ocean crossing.

We previously made the first four survey flights during which we had island hopped as far as Guam, in a smaller flying boat, the S-42. The *Martin M-130* or China Clipper, which had been designed and built especially for Pan Am's ocean routes, was a much larger and faster plane with a greater range. We picked up the first China Clipper at a Baltimore factory and flew her down to Miami, where we made a number of flights so that we could get acquainted with the airplane. Then we ferried her out to San Francisco by flying across the Gulf of Mexico, and the narrow part of Mexico at the Isthmus of Tehuantepec and then up through Acapulco and San Diego to San Francisco.

After the S-42, the China Clipper seemed pretty big to us. The hull of the Clipper was 90 feet from bow to stern, from the pilots' compartment to the after end of the cabin. Since we would be carrying no paying passengers on the early trips, they stripped the seats and furnish-

ings out of the cabin to make room for mail and cargo. So, there was plenty of room to move around in but no place where you could make yourself really comfortable.

Our departure from Alameda was spectacular. After leaving the waterfront ramp, Capt. Edwin C. Musick circled on the water a few times to warm up the engines and then headed up the bay towards the looping wires of the San Francisco-Oakland bridge, then being built. As we left the water, a convoy of escorting planes closed in behind us.

It had been our intention to fly over the bridge, but Musick quickly saw that with the engine cowl flaps open, he wouldn't be able to get enough speed to clear the wires, so he nosed the Clipper down at the last moment and went under the bridge cables, threading his way through the dangling construction wires.

For the first leg of the trip — the long, overnight hop to Honolulu — there were just seven of us crew members aboard the China Clipper. There were the two pilots — Plane Commander Musick and R. O. D. Sullivan, two engineers — Chan Wright and myself, navigators Fred Noonan and George King, and Radio Operator Wilson T. Jarboe, Jr.

In those days, we didn't have all the instruments and the cockpit indicators they now use and the engineer had to roam around the Clipper, spot-checking the various control systems. And whenever the navigator needed a hand, one of us would have to go back to the afterend of the cabin and check on our drift by sighting on the flares he had released. Then there were frequent fuel checks and conferences with the plane commander, as we were always trying to get as many miles as possible out of the engines for the fuel we used.

There was an official reception at Ho-
(Next page)

no'ulu, but it was small scale. We have been through Hawaii on four survey flights and flying the Pacific was getting to be old to the people out there. But the welcoming committee and all our Navy friends seemed to be impressed. There were some speeches and they handed out leis.

That night at Honolulu, we loaded up with a lot of food and equipment for the island bases. And we took on 14 company passengers, replacements for the ground staffs on the islands. We could do that because the flight to Midway was only about half the distance of the San Francisco to Honolulu hop, so we carried less gas. And the navigation on this leg was simple. It was daylight and we followed a curving chain of reefs and islands, covering the 1,380 miles in 8½ hours.

On the way to Wake Island the next day, we passed a "signpost" on an otherwise lonely and vacant ocean. It was the International Date Line, which added one day to our schedule.

Our flight to Guam the next day was a somewhat longer duplicate of the Midway Wake Island hop. We tried various altitudes (The Clipper performed best at about 8,000 feet) to make the most of the trade winds which were now pushing us along. As an indication of how flying has changed — at 1,200 feet, we found it so warm and comfortable that we opened all the windows.

We had a little trick for getting additional radio bearings as we approached Guam. There was a Japanese radio station on Rota, an island about 50 miles north of Guam, and when we were about an hour out of Apra Harbor we'd send out a CQ or "D you hear me?" signal on the Japanese frequency. Then, while he

was answering our call, we'd get a bearing on his station and combine that with a bearing from our own station on Guam to get a good fix on our position.

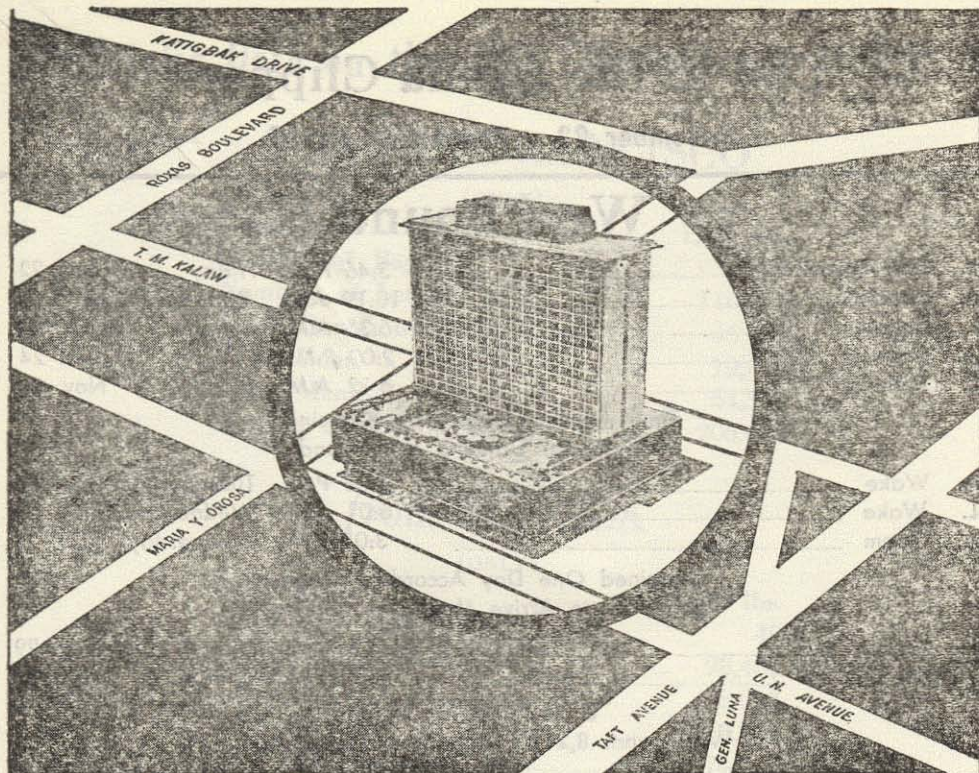
Everybody in Guam seemed to have turned out to give us a welcome. This was just as well, because after we landed, we discovered that someone in Manila who had scheduled the arrival celebration had apparently been confused by the time changes caused by the International Date-Line and had provided us with an extra day of flying time. This meant that if we continued our flight the next morning, we would arrive in Manila a day before they were ready to greet us. So we laid over a day in Guam and tried to make ourselves as inconspicuous as possible.

The Guam to Manila leg of the flight introduced a new note, for this was the first time anyone had flown across that particular stretch of ocean. But we were so sure of ourselves by this time — of the China Clipper and our flight procedures and the communications network that guarded us along the way — that we just took it in stride. There was a stir aboard when we raised the volcanic cone of Mount Mayon from 11,000 feet and 150 miles out.

They gave us a great reception at Manila. I particularly enjoyed the official banquet and the automobile tour around the city. They gave us each several sheets of first flight stamps commemorating the first mail flight across the Pacific and I managed to get hold of the flag we flew at the China Clipper's bow as we taxied into our mooring. I still have both the stamps and the flag as souvenirs of the first commercial flight across the Pacific.

FOR YOUR MUSIC BOOKS . . .
CALL ON US:
YU-REY ENTERPRISE
TELEPHONE NO. 59-43-34

GREETINGS FROM...
City Assessor & Mrs. LUIS V. MEDINA
PASAY CITY GOVERNMENT
F. B. HARISSON ST.
PASAY CITY, PHILS.
TELEPHONE NO. 80-94-46



WHEN IN MANILA, STAY AT THE MANILA HILTON

Downtown Manila. Just a few minutes from everywhere ... Shopping centers ... Walled City ... Rizal Park ... Malacañang Palace ... Jai Alai ... Embassies ... Airlines. 430 air-conditioned luxury rooms. Swimming Pool. Super Service. "Top of the Hilton" — Manila's swankiest Supper Club. Floor Shows. Luncheon Fashion Shows. "1571" — Manila's grooviest Disco. "Rotisserie" and "Port Orient" — Manila's finest restaurants. In the heart of Manila, the best in Manila — MANILA HILTON.

MANILA  HILTON

Manila Orosa cor. United Nations Ave. Ermita, Manila
Tel. 40-60-11, Cable Telex: HILTELS, Manila

Log of the China Clipper

November 22 - December 6, 1935

West Bound

L. San Francisco	3:46 P.M.	Friday	Nov. 22
A. Honolulu	10:19 A.M.	Saturday,	Nov. 23
L. Honolulu	6:35 A.M.	Sunday,	Nov. 24
A. Midway	2:00 P.M.	Sunday,	Nov. 24
L. Midway	6:12 A.M.	Monday,	Nov. 25

Time Advanced One Day Crossing
International Dateline Westbound

A. Wake	1:38 P.M.	Tuesday,	Nov. 26
L. Wake	6:01 A.M.	Wednesday,	Nov. 27
A. Guam	3:05 P.M.	Wednesday,	Nov. 27

Remained One Day According Original
Schedule to Arrive Manila November 29

L. Guam	6:12 A.M.	Friday,	Nov. 29
A. Manila	3:32 P.M.	Friday,	Nov. 29

Local Times Throughout

Westbound: 8,210 Miles—59 hours, 48 minutes

East Bound

L. Manila	2:53 A.M.	Monday,	Dec. 2
A. Guam	6:41 P.M.	Monday,	Dec. 2
L. Guam	6:11 A.M.	Tuesday,	Dec. 3
A. Wake	8:57 P.M.	Tuesday,	Dec. 3
L. Wake	6:45 A.M.	Wednesday,	Dec. 4

Time Retarded One Day Crossing
International Dateline Eastbound

A. Midway	4:49 P.M.	Tuesday,	Dec. 3
L. Midway	6:11 A.M.	Wednesday,	Dec. 4
A. Hawaii	5:27 P.M.	Wednesday,	Dec. 4
L. Hawaii	3:02 P.M.	Thursday,	Dec. 5
A. San Francisco	10:36 A.M.	Friday,	Dec. 6

Local Times Throughout

Eastbound: 8,210 Miles—63 hours, 24 minutes

Total Flight: 16,420 Miles—123 hours, 12 minutes

Philatelic Data on the 1935 China Clipper Flight

from SAN FRANCISCO

(ONLY)

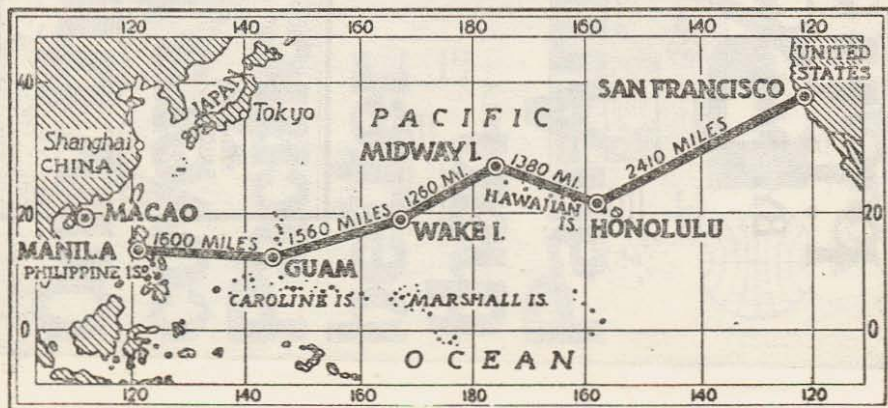
Total Mail	1,837 lbs.
Number of Bags.....	58
Numbers of Letters.....	110,865
for Honolulu	46,561
for Guam	19,958
for Manila	44,346
Number of Stamps Sold.....	206,414

from MANILA

(ONLY)

Total Mail	1,789 lbs.
Numbers of Bags.....	49
Numbers of Letters.....	98,480
for Guam	5,098
for Honolulu	18,663
for San Francisco.....	74,719
Number of Stamps Sold.....	231,033

THE ROUTE TAKEN BY THE 1935 CHINA CLIPPER FLIGHT
SAN FRANCISCO TO MANILA
VIA HONOLULU-MIDWAY-WAKE-GUAM AND BACK



P. I. - U. S. INITIAL FLIGHT

BY PAN AMERICAN AIRWAYS CHINA CLIPPER

MANILA TO GUAM

MANILA TO SAN FRANCISCO

MANILA TO HONOLULU

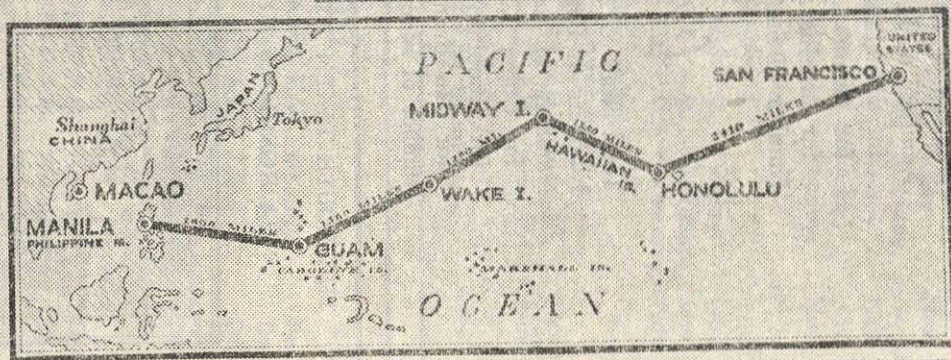
from MANILA

TOTAL RATE	2.00
NUMBER OF BOOKS	4
NUMBER OF LETTERS	10
POST OFFICE	1000
POST OFFICE	1000
POST OFFICE	1000
POST OFFICE	1000

WEST BOUND

EAST BOUND

CLASS	1.00	2.00	3.00
CLASS	1.00	2.00	3.00
CLASS	1.00	2.00	3.00
CLASS	1.00	2.00	3.00
CLASS	1.00	2.00	3.00
CLASS	1.00	2.00	3.00
CLASS	1.00	2.00	3.00
CLASS	1.00	2.00	3.00
CLASS	1.00	2.00	3.00
CLASS	1.00	2.00	3.00



American Pacific Mail 1932 China Clipper Initial Flight

**Only the sun
covers the
Pacific
better
than
Pan Am**



PAN AM®

You call it the world. We call it home.

THE 1939 PHILIPPINE AIRMAIL EXHIBITION

By Linda Stanfield

The first Philippine Airmail Exhibition was held from February 17-19, 1939. Sponsored by the then existing Philippine Airmail Society (PAMS), it was held at the ground floor of the Arias Building located at Rizal Avenue in Manila, and owned by Don Vicente Arias, a member of the PAMS.

The late Pres. Manuel L. Quezon served as the Honorary President of the Exhibition Committee and with the following as Honorary Vice Presidents: Mariano Jesus Cuenco — Secretary of Public Works and Communications; Juan Ruiz — Director of Posts; Capt. A. R. Crawford — Director of Bureau of Aeronautics; Dr. G. Y. Zara — Chief, Aeronautic Engineer, Bureau of Aeronautics; and Walter Bruggmann — President of PAMS.

The exhibit was opened at 4 o'clock in the afternoon of Feb. 17th, officiated by Mariano Jesus Cuenco. No less than a total of 182 frames coming from all over the world, were exhibited under the following categories: Philippines, USA, Europe, Rest of the World, and Aerophilatelic Literature.

The Grand Prize was won by Walter Bruggmann (known as Father of Philippine Aerophilately). Bruggmann has no less than 108 frames or 4000 flight covers exhibited which comprised of only one-fifth of his entire collection. He also garnered virtually all First Prizes in each competing section. Two of the four Special Awards were also given to him for his Zeppelin and Indian exhibits.

A complete collection of the Broken Wing of the Madrid-Manila, was exhibited by Don Jesus Cacho.

The youngest member of the Society, Alice Mascuñana Bruggmann, an eight-year old girl, exhibited three frames on the rocket, balloon, and pigeon posts. She

received a special award of gold medal on her Rocket Post collection.

Well known philatelist and writer Ernest Kehr from New York also exhibited with his complete collection of Egyptian airposts including errors and varieties plus several pioneer and interesting historical covers of Egypt. He won the Second Prize of Silver Medal under the section Rest of the World.

Philippine philatelic Writer Don Pablo M. Esperidion won the first prize under the section Aerophilatelic Literature.

During the exhibit, dealers were also allowed to set up bourse tables. Among those who took advantage to sell and promote aerophilately, Philippine stamps and other philatelic materials were: Rogelio de Jesus of Variety Store, Yu Siu Chong of Manila Stamp Co., and T. L. Lim.

The exhibit lasted up to February 19th—no doubt a very successful philatelic affair •

THE FIRST PHILIPPINE AIRMAIL EXHIBITION STAMPS

By Linda Stanfield

The Bureau of Posts, in conjunction with the First Philippine Airmail Exhibition, issued on Feb. 17, 1939, a set of overprinted airmail stamps.

Using Scott No. 298 and 431, the stamps were surcharged from 26c to 8c, and from ₱10.00 to ₱1.00, respectively. The stamps were also overprinted with the following: "First/Airmail Exhibition/Feb. 17-19, 1939" with the "Airmail Exhibition" in semi-circle form. The quantity issued were:

8c — 200,000

₱1.00 — 30,000

and there were 100 stamps in a sheet. The 8c value represented the local airmail rate at that time, while ₱1.00 was the Clipper Rate from Philippines to USA.

Days before the exhibition, the Bureau of Posts already received requests from

various people for reservation of the stamps — some even up to 500 sets. In order to discourage any speculation, the Bureau did not allow such thing to happen, but instead, limited the maximum number a collector can buy into 50 sets only. As early as 4 o'clock in the morning, people were already lined up to buy the stamps. Diverting from the usual practice of selling the stamps at eight o'clock a.m., the Bureau of Posts waived this to open at six in the morning in order for the collector to be able to catch the daily airmail service between Manila-Baguio which closed at 6:30 a.m.

First day sale of these stamps reached the highest peak of First Day sales of ₱23,572.48. By four o'clock that day, the ₱1.00 value was virtually all sold out.



Figure 1



Figure 2

An official handstamp cachet was applied on all FDCs, as illustrated on Figure 1.

The Bureau of Posts also approved and arranged to have flown covers of this particular issue, to all air routes of the Philippines. For this, a special cachet was also applied to all Flight Covers, as illustrated on Figure 2.

The following were the flight routes taken and the number of flight covers that were actually flown — all postmarked Manila, February 17, 1939:

Manila-Iloilo	— 539 covers
Manila-Bacolod	— 306 covers
Manila-Baguio	— 728 covers
Manila-Paracale	— 177 covers
Manila-Legaspi	— 216 covers
Manila-Cebu	— 275 covers
Manila-Davao	— 219 covers
Manila-Guam	— (Registered covers)
Manila-Honolulu	— (Registered covers)
Manila-San Francisco	— 1133 covers

Fine Philippine Stamps

MINT * USED * FDCs

ERRORS & VARIETIES

Keystamps and Coins Philippines

Stamp and Coin Dealers Booth B

2109 C.M. Recto Ave., Manila

Philippines

Proprietor: RODOLFO TAN

Telephone No: 27-28-98

THE 1926 MADRID-MANILA FLIGHT — A HEROIC FEAT

by Linda Stanfield

On Monday of April 5, 1926, three enterprising Spanish aviators left Madrid, Spain to begin a most daring and at that time, unheard of, flying adventure. These three aviators were: Don Rafael Martinez Estevez, Captain of the Infantry and Aviation; Captain Joaquin Loriga, Artillery Commander and Captain of Aviation; and Don Eduardo Gonzalez Gallarza, Captain of the Infantry and Aviation.

Using 3 planes — the Elcano under Estevez, the Legazpi under Gallarza, and the Magallanes under Loriga — they left at 8:10 in the morning from "Aerodomo de Cuatro Vientos" — an airport in Madrid.

Flying at 115 kms. per hour, they arrived in Algiers (Algeria), at 1:20 in the afternoon of the same day. On Tuesday, April 6, Gallarza and Loriga left at 8:55 a.m. for Tripoli. However, since the official itinerary called for them to pass through Tunis (Tunisia), Estevez proceeded there at 9:00 a.m. By 2 in the afternoon, he had a flat tire — already some hours after the other two have arrived in Tripoli.

On Wednesday of April 7 at 1:30 p.m. Gallarza landed at Benghazi after leaving Tripoli at 5:30 a.m. Estevez was not able to leave Tunis until 11:50 a.m. of April 7, arriving at Tripoli at 4:00 p.m. of the same day, and in Benghazi at 3:30 p.m. of Thursday, April 8.

Gallarza and Loriga left Benghazi at 6:00 a.m. of April 6, Thursday, arriving in Cairo at 3:20 p.m. after traveling for 6 hours and 50 minutes, covering a distance of 495 miles.

On the other hand, Estevez suffered another flat tire and was forced to repair his plane. He left Benghazi April 9, Friday and arrived in Cairo at 5 in the afternoon.

In the morning of Sunday April 11, the three aviators left Cairo at 7:00 a.m. Because of differences of opinions, Estevez directed to Damascus, while Gallarza and Loriga proceeded to Bagdad. Gallarza arrived at 3 p.m. in Bagdad. Loriga, unfortunately, suffered a slight breakdown forcing him to land in a desert to do some minor repairs. He did not arrive until 7 in the evening in Bagdad.

Meanwhile, Estevez encountered a hurricane and lost the route. After spending several hours trying to return to Damascus, he was forced to land at 140 miles of Amman due to lack of petrol. He discovered that his tank had some holes which caused the leakage.

Estevez and his mechanic Calvo stayed in plane all night of Sunday, April 11. The following day they tried to contact the nearest town. They had no provisions left except 3 sandwiches and 3 quarts of water which they shared between the two of them. Estevez was already exhausted by Friday, April 16. He was left behind while Calvo continued to look for help. After hearing of the incident, the British aviators of the Real Service Aviation of Cairo proceeded to help Estevez and his mechanic. In the afternoon of Saturday, April 17, English Captain Coghill found Estevez and later Calvo, saving both from a horrible experience and near death.

Estevez still wanted to continue with the flight and asked the Spanish government for permit to do so. However, the Minister of War ordered them on Tuesday, April 20, to rest and regain their health first.

While Estevez was stranded in the desert, Gallarza and Loriga continued the flight, arriving at Bushire, Iran (Persia) at

9:20 a.m., Tuesday, April 13 and at Bender Abbas, Iran at 1:33 p.m. of the same day. Both left Abbas at the same hour on Wednesday, April 14, and undertook a friendly race up to Karachi. Due to a hurricane, Loriga did not arrive until 5 in the afternoon and Gallarza half hour later (5:30) of the same day.

In Karachi, Gallarza and Loriga stayed until Friday, April 16, waiting for further news about their comrade Estevez. They left same day for Agra, India arriving at 4:15 in the afternoon. In Agra, they were delayed because of some tears on the tire of Loriga's plane. By this time, they received some news in the recovery of Estevez and his mechanic. Gallarza and Loriga arrived at Calcutta Monday afternoon, April 19, and at this point, felt tired by their continuous flight. They left for Rangoon, Burma on Wednesday, April 21.

Gallarza arrived at Rangoon at 2:17 p.m. that same day, while Loriga landed 30 minutes later. On Thursday, April 22, at 6 in the morning, they left for Bangkok arriving at 12:15 p.m. The following morning, they left at 7:30 for Saigon.

Meanwhile, Estevez and his mechanic tried to continue with their flight again seeking the help of His Majesty King Alfonso III. Unfortunately, the King denied the petition in view of the delicate state of welfare which the two have encountered.

At midday Saturday, April 24, Gallarza and Loriga arrived in Saigon after passing through a thick fog which gave them difficulties. They intended to go to Hanoi by Sunday but the Plane of Loriga — the Magallanes, was not in perfect condition, causing them to postpone the trip. On Monday, April 26, at 6:40 a.m. they finally left for Hanoi. They travelled in extreme danger due to the bad weather condition. Loriga was forced to land in Hue because of the irregularities in his motor. Gallarza fought heroically against the stormy south

eastern wind and arrived in Hanoi at 5:40 p.m. after 11 hours of flying. The emergency landing of Loriga gave him time and opportunity to cable to the Philippines and explain the delay in their arrival. After repairing his motor, he joined Gallarza at 2:30 p.m. of Wednesday, April 26, in Hanoi.

At 7 in the morning of May 1, they finally left for Macao. Again, due to the bad weather, their arrival was delayed. Gallarza landed in the Camp of Macao at 5:35. The waiting crowd advanced enthusiastically to meet the plane without thinking of the possible danger they might encounter. To avoid the catastrophe, Gallarza directed his plane against the trees. He suffered a wound on his right hand fingers, and a head concussion. His mechanic, Arozamena, escaped, unharmed.

The residents of Macao waited for Loriga until late in the evening to no avail. The following day, Gallarza started the repair of his plane — Legazpi. For five days he waited for Loriga, not knowing his comrade's whereabouts. Gallarza lost hope that they two will ever meet again.

Loriga and his mechanic were found by the Portuguese Cannon ship — Patria on Wednesday, May 5. Unfortunately, the ship's motor broke down and forced them to land in Tinpak, a small rocky island. The mischievous Chinese of Tinpak destroyed the airplane making impossible to resume the flight. The aviators waited words from Spain and upon receipt of the order, Gallarza and Loriga left in the Legazpi plane, enroute directly to Aparri at 7:25 a.m. Tuesday of May 10. Arozamena took the President Wilson ship to Manila while Perez remained in Tinpak to repair Loriga's plane, and waited for further instructions from Madrid.

The plane Legazpi finally landed at 2:20 p.m. of May 11. Upon the instant of the people of Aparri, Gallarza and Loriga

(Continued on page 24)



THE EMBASSY OF SPAIN
congratulates the
 INTERNATIONAL PHILIPPINE PHILATELIC SOCIETY
for sponsoring the
 1975 PHILIPPINE AIRMAIL EXHIBITION

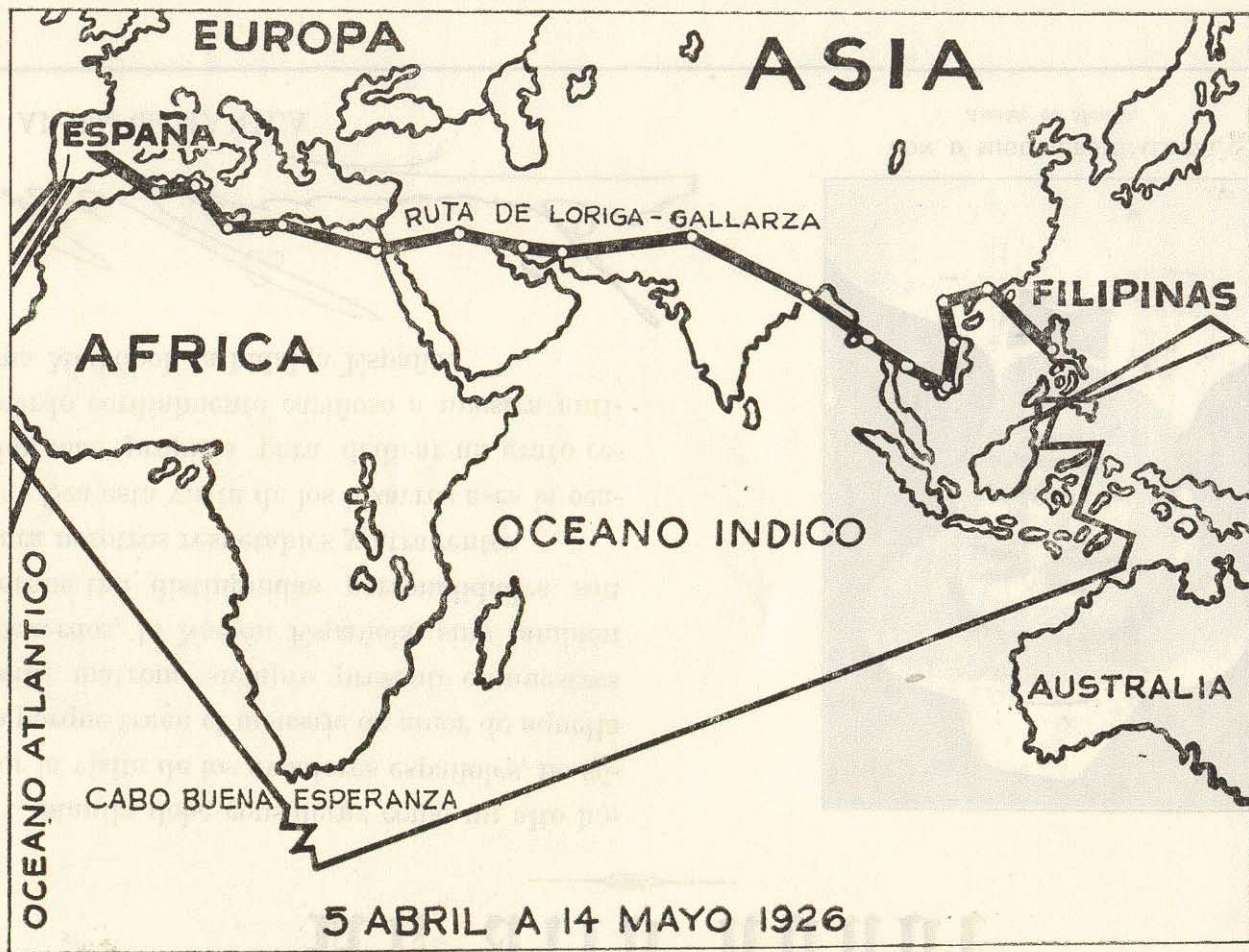
1926 — MADRID-MANILA FLIGHT

On the 5th of April, 1926 three intrepid Spanish aviators, accompanied by their mechanics, took off from Madrid to begin their adventurous flight towards Manila, a feat unheard of at that time. Only two flyers, Captains Loriga and Gallarza, arrived in a battered single-engine plane on the morning of May 14, 1926, amid tumultuous cheers from the public. Numerous commemorative stamps were issued by several nations to honor these valiant flyers, the Philippines among them. This year marks the 49th anniversary of said memorable flight. Below are reproduced a map showing the route taken by the adventurous flyers and the message from the then Mayor of Manila, Hon. Miguel Romualdez, welcoming them to Manila.



The three aviators who left Madrid on April 5, 1926 for the Madrid-Manila flight were:

- 1) *Don Rafael Martinez Estevez — with the aircraft "Elcano"*
- 2) *Don Joaquin Loriga — with the aircraft "Magallanes"*
- 3) *Don Eduardo Gonzalez Gallarza— with the aircraft "Legazpi"*



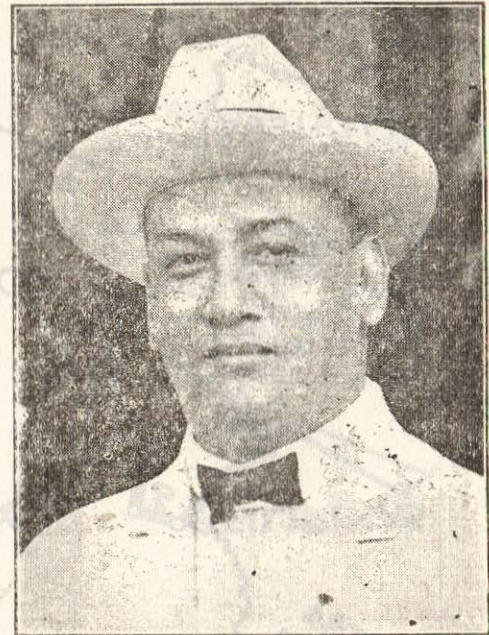
Un alto honor

Manila debe considerar como un alto honor la visita de los aviadores españoles, no sólo porque traen el mensaje de amor de aquella noble matrona siempre presente en nuestros recuerdos, la Nación Española, sino también porque tan distinguidas personalidades son para nosotros respetables y atractivos.

Sea esta visita de los bizarros ases la ocasión mas propicia para dedicar un grato recuerdo cordialmente cariñoso a nuestra antigua Metrópoli la hidalga España.



Alcalde de MANILA



HON. D. MIGUEL ROMUALDEZ
Alcalde de Manila.

ARNACAL: Pioneers Overseas Aviators

By PAUL LAZO, IPPS Jr. Member

Two intrepid Filipino fliers — Antonio Arnaiz and Juan Calvo made aviation history in 1936 by their epic adventure which saw them negotiate successfully the famous Madrid-Manila flight (also known as Arnacal flight) aboard their Fairchild monoplane, christened the Commonwealth of the Philippines.

The Arnacal flight also placed the Philippines on the aviation map as the courageous birdmen became the first Filipinos to span the China sea by air.

In undertaking the air trip, Arnaiz and Calvo were first returning the courtesy which Spain paid to the Philippines earlier when its goodwill fliers — Gallarza, Loriga and Fernando Rein y Loring — flew to Manila.

With Arnaiz at the controls of his own plane, the two aviators started their epochal six-week flight from the AFESA Airport in San Pedro, Makati, Rizal at 5 o'clock morning of Thursday, May 28, 1936, amid the cheers of Mabuhay and prayers of the big throng that saw them depart.

During their flight, the gallant but daring Arnaiz and Calvo gambled with death at least three times. At Calcutta where the skies were darkened by a continuous downpour, Arnaiz became restive while Calvo was impatient for being unnecessarily marooned.

On the Hongkong to Hanoi lap made on June 3, the pioneer fliers resorted to blind flying as the bad weather in Hong-Kong turned to worse with stiff winds

rocking their plane and banks of thick clouds meeting them as they gained altitude.

The burning air of the Syrian desert almost scorched the Arnaiz plane to cinders on June 29 and by the time they had landed at Cairo, the "aviators throats were thoroughly parched".

After three hours of flying from Manila their plane touched at Laoag, Ilocos Norte, and in two hours more the fliers reached Hong Kong. Then the hop to Hanoi which was made after landing at Fort Bayard where they repaired the leak in the gasoline tank.

At sunrise on June 11, they left for Calcutta which they reached after a few hours of refueling at Akyab. The next stop was at Allahabad on June 14. As Arnaiz and Calvo were flying over Jorphur, the plane engine balked, forcing them to land at Chore.

From Karachi, the aeronauts made a swift dash to Bushire and Adahr for Gwadar and then landed at Jash. After another brief short hop to Alexandria, they headed for Brindishi. But as they miscalculated their fuel supply, they checked up at Almyras in Crete, and then made the dash to Athens, landing at 7:57 at night.

On the morning of July 6, Arnaiz and Calvo finally took off for Brindishi. After a nights rest, they flew to Rome landing in the mid-afternoon. Early on July 10, they left for Marseilles, France and on Saturday July 11, they arrived at Barcelona at 10 o'clock in the morning. In the afternoon they reached Madrid where 10,000 people extended them a warm welcome for their successful flight.

THE 1926 MADRID-MANILA . . .

(Continued from page 21)

stayed until 7:55 a.m. of Thursday, May 13, when they finally flew to Manila.

They landed in the aviation camp in Pa-

ñaque at 11:37 in the morning amidst the clamorous "Viva". They were greeted with cheers and congratulations by the people as they stepped down from the glorious Legazpi.

By: Clyde Carriker
3209 E. Cortez
West Covina, Calif. 91791



Some Observation
On Cover Collecting

With the increased worldwide interest in postal history, the collecting of covers has become very popular the last decade or so. All who remain in stamp collecting seem to go through a period of when we would only collect mint stamps; then we would branch out to used stamps, stamps on piece, essays, proofs, and finally COVERS.

In my opinion, covers justify the only legitimate reason for printing a stamp: to pay for the carrying of a letter, parcel, etc., from someone to then be delivered to the addressee. Covers graphically show the methods used by postal systems to deliver mail. In addition, markings on covers often tell stories (if you know how to read them) of frustration, tragedy, long delays, expensive delivery, method (s) of delivery, and other postal problems.

There are billions of common covers but there are also thousands far more valuable simply because they are covers with the proper stamp affixed and cancelled. Many world covers are common and inexpensive; others are far scarcer than the mint and/or used stamps of a particular country. Two examples which come to mind would be the King George V. Gilbert and Ellice pound value on cover and the New Caledonia two-stamp overprint in 1932 of the Paris-Noumea first flight.

Covers and stamps "tied to piece" will add variety, postal history, and interest to your collection. However, the problems are different with covers and postal stationery than in the collecting of single mint or used stamps.

A major problem for the beginner is to understand and use correctly cover terminology. Generally, a cover is a lettersheet or any size envelope of any color or material with the original stamp(s) still affixed and with a (hopefully) readable cancel which may include date, post office, state or country, and perhaps method of delivery.

A stamp tied to a piece is one on a piece of cover (larger than the stamp) with the canceling ink showing continuously across the face or edge of the stamp and impressed upon the paper clearly and distinctly.

Some other terms one must become familiar with and be able to use include: Back Stamp, Boxed, Cachet, Cancel, Canceled, Censored, Circular Date Stamp, Commercial Cover, Double Ring Cancel, Entire, First Day Cover (FDC), Flight or Air Mail Cover, First Flight Cover, franked (and mixed franking), Hand Stamp, Paquebot, Philatelic Cover (as opposed to Commercial Cover), Receiver, Registration Marks and Labels, Signed Cover, Slogan Cancel, Straight Line Cancel, and Strike.

One of the commoner mistakes the tyro collector makes is to equate or confuse the "commercial cover" with the "philatelic cover". A *commercial cover* is an envelope which contained a business letter, private correspondence, or any other legitimate missive with the *correct* amount of postage affixed thereto — as opposed to an empty envelope with any amount of stamps affixed and which was sent through the mail solely for a date, place, or time cancel.

A *philatelic cover* is an addressed or unaddressed empty cover (generally) on which has been affixed commemorative or regular postage stamps; the main purpose is to receive a special cancel of some type. ("Non-philatelic" covers have the same connotation as "commercial" covers.)

Condition of covers is extremely important! Obviously, you would accept in any condition a rarity, but nearly all *later* 20th Century covers purchased should be reasonably carefully opened.

Dirty, torn, mutilated, or folded covers should be turned down unless you can salvage decent pieces from them. Don't forget, pieces showing different cancels, unusual town strikes, various combinations of stamps, and various colors of canceling inks make a showy addition to your collection.

Having always believed a person should collect what he or she wishes, I won't tell you what to do but the *mounting* and *housing* of your covers is most important. I prefer 8½ x 11 sheet pages with large corner mounts and clear looseleaf sheet protectors for my better covers and pieces. Any good sturdy three-ring binder satisfies me.

Beneath each cover I comment, generally in ink, on the importance of the cover, cancel, number of stamps issued, backstamps, price paid, etc. For First Day Covers of a stamp series I have combined as many as five on a single page. Scarcer items get a separate page.

Pieces from packages and covers provide many interesting pages (at least to me) when displayed with covers. Groupings of town cancels, various circular date stamps, and combinations of stamps on piece not only highlight my collections but help to dispose of common covers that otherwise would clutter up my albums.

Another important point: the less your covers are handled, the better. Be careful with corner mounts and insist that your friends have clean hands before examining your cover collection. Also, don't smoke or have liquids around your stamp or cover collection: One spilled drink or cigarette burn can be tragic! (To be continued)

CLYDE CARRIKER is a specialist on Pacific Islands, including the Philippines. He is a well known Philatelic Writer, with a regular column in Western Stamp Collector stamp newspaper, entitled "Crusing the Pacific". He writes for such publication as Minkus Stamp Journal, etc. . . .)

PHILIPPINE CIVIL AVIATION A BRIEF LOOK AT

Fifty-five years ago, Jose Tinsay, a young man from Iloilo, southern Philippines, shaped a path that no Filipino had ever taken before. It was a bold, dangerous venture as all pioneering ventures are. He was the first Filipino to fly passengers for pay between Iloilo and Bacolod in a Curtiss "Oriole" tractor biplane. He had learned to fly with the US Army in the United States and enterprising young man that he was, he decided on this daring experiment. He started the Philippines "commercial aviation history".

A few years after Jose Tinsay flew his first passengers, he bought two more planes and started to charge a flat fee of P50.00 one way for the 27-mile route.

A former US Army, Capt. Alfred Croft, operated on occasional charters but nurtured hopes of harnessing the plane for the country's mail services. Earlier, he had given a "demonstration" of airmail flight between Cebu and Iloilo for which he was to repeat much later. But the Philippine government was not yet ready. Nor was it yet ready for any airline passenger service.

While nations in Europe competed with each other for distance records in air flights, the Filipinos were still being taught the rudiments of flying. The Curtiss School of Aviation in Parañaque, run by former US Army pilots, trained military fliers. The flying in the country was done mostly by the US Army Air Services.

The start of 1930's saw a happy change for Philippine aviation. Business needs triggered the organization of the first airliner, the Philippine Aerial Taxi Company or PATCO. Mining companies needed faster and safer shuttle services between Manila and Baguio and Paracale to move bullion, money and personnel.

The PATCO then was organized, using a WACO and a Stinson single-engine cabin biplanes as their equipment. It converted the Wack Wack Golf Course in Caloocan into an airport and hired pilots and mechanics from the US Army. Soon the public made inquiries as to whether PATCO would accept passengers or not. The organizers and stockholders of PATCO agreed to exploit the demand. The Stinson then left for Baguio on its first scheduled flight with passengers in 1931.

The government moved into the picture with its mail contract and the establishment of aviation regulation. Bigger single-engine monoplanes were added to the Waco and Stinson for PATCO's expansion plans which would include cities in the Visayas.

In 1933, the Lopez family set up their firm, the Iloilo-Negros Air Express Co. or INAEC which would soon answer the need for the Visayas' air transportation. INAEC used the first biggest multi-engine planes, the Stinson tri-motors and introduced the steward concept.

INAEC was not completely competitive with PATCO since it took care of the Visayan region while PATCO went on with its limited northern Luzon routes. Later on INAEC extend its routes downward Mindanao.

In 1936 when the Commonwealth government was formally inaugurated, the Philippine Legislature approved a franchise for Pan American Airways. Pan Am succeeded in wresting South America from the influences of the Germans who were establishing their own airlines across Europe. It started to extend its influence in the Pacific and soon remained to become dominant in the Orient.

The arrival of the Dutch KNILM from Batavia was challenged by Pan Am. Its request to operate between Manila and Batavia was promptly denied.

Circumstances were not favorable for PATCO. It did not have enough funds to buy multi-engine planes. This plus the fact that war had broken out in Europe and prospects in Asia did not look bright, it was forced out of airline business.

By 1940, plans for a new airline were in the offing. Andres Soriano, one of PATCO's founders, pursued the idea of another airline which he discussed with his business associates. In 1941, the Philippine Airways was incorporated. Later, the name was changed to Philippine Air Lines. Aside from its revenue flights which took on passengers, PAL became a direct competitor for INAEC, flying gold bullion from Baguio and Paracale. With the purchase of PATCO's franchise, PAL started to expand with twin engine transports. PAL's route system would include points between Manila and other cities, Manila and Hong Kong.

But the Second World War which was now raging in Europe, broke out in the Pacific in December 1941.

After the war's last shot was fired in 1945, businessmen started picking up their business from the rubble. Andres Soriano met with his associates to lay out plans for the revival of PAL with the help of Transcontinental and Western Airways (TWA) and other US financiers. PAL was inaugurated in February 1945 despite the lack of equipment and facilities.

The Lopezes were also busy reviving INAEC. They bought surplus equipment from the US Army and formed the Far Eastern Air Transport, Inc. (FEATI).

Competition between the two airlines started. FEATI was the bigger one, but Soriano's initiative saw PAL through its early crucial years. Two other airlines operated on non-scheduled flights, the Commercial Air Transport, Inc. (CALI) and Insular Airways, Co.

In 1946, both PAL and FEATI were issued authorities to operate to the US and

other cities in Asia. But neither had sufficient equipment. Again, it was Soriano's quick thinking in an adverse situation that paved PAL's way for operations across the Pacific.

When the Philippines was granted its independence on July 4, 1946, air agreements between the US and the Philippines was again promulgated. FEATI was allowed non-scheduled flights. Being saddled by heavy debts, FEATI was inevitably bought out by PAL for three million pesos.

In 1948, Nichols Field was being readied for conversion to the Manila International Airport. By June of 1948, PAL operations were transferred to Nichols Field. Meanwhile CALI could no longer sustain its operations and was likewise bought by PAL. Other Asian routes were added, new planes were bought and domestic terminals developed for a fast developing airline that became the Philippines' official flag carrier.

The 1950's saw PAL extending its trans-Pacific route to become a round-the-world-airline. Expansion meant problems, including accidents and fatalities. Soriano presented an analysis of PAL's difficulties to the government and followed it up with a proposal for joint action between PAL and the government.

It was the implementation of this proposal that turned the tide and when the fifties passed its halfway mark, profits began to show.

In 1952, Fifth Freedom rights were granted PAL at Zurich and Geneva with the signing of an air treaty with Switzerland. Regular services to Zurich and Frankfurt started in July 1952. Frequencies were increased to twice weekly in the European service and on flights between Manila and Tokyo via Okinawa. The Philippine-Mexico air treaty was signed and PAL was permitted to operate to Mexico City from San Francisco. US President Harry S. Truman approved the grant by US Civil

Aeronautics Board for a permit for PAL to operate the San Francisco-Mexico route.

However, during Pres. Magsaysay's administration, international services were suspended because of financial difficulties. Soriano has presented Pres. Magsaysay with a proposal for the modernization of PAL services which called for an investment by the government of 10 million pesos. The President turned this down in favor of its program for the development of the rural areas. Immediately, international services were suspended and 1,000 employees were laid off.

By the mid-fifties, plans for the improvements in domestic services were laid, but they did not gain any headway for lack of regional airport facilities and equipment. The multi-engine domestic fleet was modernized with the purchase of four-engine jet prop Viscounts which were used for Cebu, Bacolod, Cagayan de Oro and Davao. The Civil Aeronautics Administration initiated a 5-year program of their improvement of domestic airports.

When President Carlos Garcia took over the government, PAL international services were resumed. This, with the expansion of jet-prop services on domestic routes promised a better decade.

The 1960's which would bring in the jets opened with a new aircraft and a new Viscount route. The first Fokker Friendship arrived and the flights were called "Rolls Royce" service after the jet prop engines. An aviation school was opened to train new pilots and fill the airlines need for more flight crews in its expansion program.

Flight frequencies were added, new non-stop domestic flights inaugurated and air traffic continued to grow. This was indeed the decade of modernization as the Philippines strove to keep up with international aviation. Since 1946, PAL's total passenger load hit the 5 million mark. The 707's and

the DC-8's began to arrive but even as PAL moved with jet wings, domestic competition started to spring up.

A new domestic airline called the Filipinas Orient Airways or Fairways had been organized by Barreto. Barreto started by drawing pilots and other personnel from PAL.

Another airline, the Air Manila, was soon to be organized by Amelito Mutuc, former Ambassador to the US with a group of businessmen and retired PAF officers.

Both Fairways and Air Manila were granted temporary authority to operate on non-scheduled basis and at the same fares as PAL's.

In 1965, PAL passed from the government sector to the private sector. Soriano had earlier resigned, stung by attacks from the press on the lack of safety of PAL planes. Despite coaxing from then Pres. Garcia to stay and pleas from his own PAL employees, Soriano announced his resignation and left for the United States.

Rubicon, Inc., a family corporation headed by Toda, purchased the preemptive rights of the GSIS to the stocks in PAL. Later, Toda was elected Chairman and President of the Board of Directors and proclaimed a policy of "dependability over economy" and a continuation of its fleet modernization program.

In-flight entertainment was introduced, frequencies and aircraft were added, plans for pure jet service to the southern Philippines were laid, the organization of the Orient Airlines Research Bureau (CARB) was initiated, designed to serve as a medium of collaboration among airlines in Asia.

In 1969, new international routes were opened to make PAL the premiere airline in Southeast Asia.

When IATA (International Air and Transport Association) met in 1967, with
(Continued on page 38)

FAR EAST

China, Japan, Korea, Ryukyus,
Cambodia, Laos, Viet Nam, Siam,
Philippines, Indonesia, Manchukuo.
The most in-depth stock in North
America.

*"Complete price lists,
airmail for 4 IRC's."*

*Philippines lists, only,
airmail, for 2 IRC's."*

Carasan Company

PTS

Box 2003

CULVER CITY, CALIF. 90230 USA

WE BUY FAR EAST

CHINA
KOREA
MANCHUKUO
PHILIPPINES
S.E. ASIA SETS and SINGLES

*"Complete Buying List, airmail,
for 2 IRC's."*

Carasan Company

PTS

Box 2003

CULVER CITY, CALIF. 90230 USA

AIRMAIL EXHIBITION SHEETS

The Philippine Airmail Exhibition Sheets will be made available to the Public starting Nov. 22, 1975. This is a philatelic salute to the 40th Anniversary of the First Transpacific Flight by Pan American Airways "China Clipper".

Highlighted by two philatelic expositions at the Manila Hilton and Hotel Intercontinental simultaneously, these exhibition sheets will offer to the Philatelists a lasting memento of the Clipper's historic flights and to the technology of aviation in general.

The Exhibition Sheet measures 9 inches by 5 inches in size contains 20 adhesives or seals each. Perforated roulette and gummed, each individual seal measures 1 1/16 inch by 1 13/16 inches. The top margin of the sheet bears the following:

Philippine Airmail Exhibition Sheet
Commemorating the 40th Anniversary
First Transpacific Flight by Pan Am's
China Clipper November 22, 1935-1975

Each seal has the words "Ang Pilipinas" in blue color, the middle part has the map of the Philippines which is overprinted "First Flight Across the Pacific" in a circular design with the aircraft "China Clipper" at the center. Bottom portion in red color is overprinted "1935-75".

These exhibition sheets will be available at the Manila Hilton and Hotel Intercontinental during the duration of the Exhibit.

PHILIPPINE AIRMAIL EXHIBITION SHEET
COMMEMORATING THE 40TH ANNIVERSARY
FIRST TRANSPACIFIC FLIGHT BY PAN AM'S
CHINA CLIPPER NOVEMBER 22, 1935-1977



Home-M...
 the...
 wonder...
 ing...
 in...
 found...
 and...
 from...
 Cuba...
 leaving...
 also...
 passage...
 near...
 first...
 10:00 A.M. 1935
 with...
 got...
 the...
 after...
 matter...
 Most...
 China...
 them...
 known...
 finds...
 and...
 stamped...
 outline...
 inscription...
 World...
 1977...
 On...
 and...
 Atkinson...
 local...
 car...
 by...
 by...
 What...
 a...
 of...
 in...

Rome-Manila Pinedo Flight Recalled

By Linda Stanfield

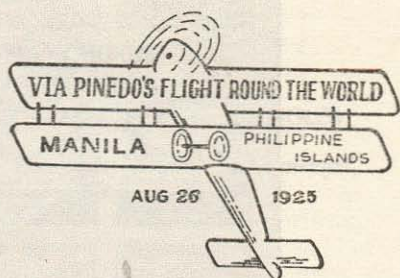
This year marks the 50th Anniversary of the Round the World Flight made by Commander Francesco de Pinedo of Italy. Leaving Rome on April 23, 1925, he arrived in the Philippines on August 19. The plane landed in Zamboanga, an island in Mindanao, and by special permit from the Philippine government, made special trips from the Southern Islands of Zamboanga, Cebu, and Atimonan, carrying mails to

Leaving Zamboanga on August 20, Pinedo carried 292 letters postmarked Zamboanga between August 17 and 20; arriving Palompon, Leyte the next day, letters postmarked "Palompon August 21, 10:00 A.M., 1925" were picked up by Pinedo for Manila; however, the quantity is not known.

From Leyte, he proceeded to Cebu where 732 letters were picked up, all postmarked "Cebu, Aug. 23, 6 A.M. 1925". Most of these letters were addressed to Chinese merchants who, unwittingly, threw them away. Today, not over 50 covers are known to exist.

Pinedo arrived in Manila on Aug. 26th, and all letters carried by him were backstamped with a special cachet showing an outline of the plane with the following inscriptions: "Via Pinedo's Flight Round the World/Manila Philippines Islands/Aug. 26, 1925". (Figure 1)

On his way to Manila, Pinedo encountered a typhoon forcing him to land in Atimonan, Tayabas (now Quezon). The local Postmaster, however, refused to accept letters for airmail delivery to Manila by Pinedo as no instructions were received by him from the main Manila Post Office. What Pinedo did was to mail 10 letters in a small packet addressed to the Director of Posts in Manila. These letters arrived in Manila on August 27 and the Director of



Posts then ordered them backstamped with the same special cachet used on those that arrived on August 26, except that the date applied was August 27, 1925.

From Manila, Pinedo flew to Corregidor where minor repairs on his plane was made. On his trip back, he carried 34 letters postmarked "Corregidor Sept. 11, 2 P.M. 1925". Upon arrival in Manila, the same special cachet was applied on these letters with "Sept. 12, 1925" date on it.

From the Philippines, Pinedo flew to Japan via Aparri. He carried letters from Manila for delivery to this province in Northern Luzon.

Between Sept. 10-15, a total of 454 letters were received by the Manila Post Office for this flight, in which 446 were addressed to Aparri. A special stamp canceller—showing a small outline of the Pinedo plane—was used to cancel the stamps on the envelopes.

Other letters bound for other places — via Aparri — that were carried on this flight to Japan were:

Manila to Abulug — backstamped Sept. 16, 1925 in Aparri, and Sept. 19, 4 P.M., 1925 in Abulug.

Comm. F. de Pinedo's
☆Airplane SAVOIA 1925☆
ROME-PHILIPPINES-TOKYO



Manila to Laoag — Backstamped
Sept. 16, 1925 in Aparri and
Sept. 22, 1925 in Laoag.

Manila to Shanghai — backstamped in
Aparri, but no date, and Sept. 22 in
Shanghai. Only six covers were known
to have been carried.

Aside from the special stamp canceller
used to cancel the stamps, another special
cachet was applied on all covers by the
Manila Post Office, which bears the fol-
lowing inscriptions: "Comm. F. de Pinedo's
/Airplane SAVOIA 1925/ROME-PHILIP-
PINES-TOKYO". (Figure 2)

Pinedo arrived in Tokyo on Sept. 26,
1925.

When one looks at the recently issued
American Airmail Catalogue, these covers
are listed at such fantastic prices. The
Atimonan-Manila flight covers, for instance,
is catalogued at \$400 each, while others
range from \$350 to \$250, the cheapest
being the letters carried from Manila to
Aparri, listed at \$200.

Such covers are no longer available
from stamp dealers, as they are presumed
to be all in the hands of collectors. How-
ever, once in a while, these elusive items
appear in big philatelic auctions. These
things usually happen when a collector
dies and the family, not having much in-
terest and not knowing the values, or
needing financial support, start selling the
collections.

FIRST FLIGHT BY SABENA AIRLINES
BRUSSELS to MANILA and BACK

As a result of a new RP-Belgium all
treaty, the Sabena Belgian World Airlines
made its first flight to the Philippines in
1970 via Boeing 707.

Leaving Brussels on Nov. 8, 1970, the
flight covered a total of 7752 mile in 19
hours, which included ground stops in
Athens, Bombay, and Bangkok. It arrived
in Manila the following day, Nov. 9, and
was met by the Belgian Ambassador to
the Philippines Bob Lebacqz.

A special round handstamp cachet was
applied on all first flight covers from Brus-
sels franked with stamps in 12F denomina-
tions.

The return flight, Manila to Brussels, was
made on Nov. 10, 1970. Covering the
same number of miles and the same num-
ber of hours, and having ground stops in
Bangkok, Bombay and Athens, the plane
arrived in Brussels the following day,
11. A special cachet was also applied on
all first flight covers franked with 75s
stamps. The cachet is as illustrated below:



Membership Directory

HONORARY MEMBERS

BRIG. GEN.

FELIZARDO R. TANABE
Postmaster General
Bureau of Posts, Manila

PEDRO P. GAMBALAN
Asst. Postmaster General
Bureau of Posts, Manila

Mrs. TEOFILA L. GARCIA
Chief, Stamps &
Philatelic Sec.
Bureau of Posts, Manila

ROBERT L. GRIFFIN
713 WF Street
Wilmington, Calif. 90744

JESUS GARCIA
c/o Stamps & Philatelic Sec.
Bureau of Posts, Manila

ENRIQUE SAN JOSE
San Francisco Village
Taytay, Rizal

LIFE MEMBERS

FREDERICK L. FREEMAN
HHB, 1st Bn, 41st FA
APO New York 09281
Philippines: All
Others: Guam, Hawaii

REGULAR MEMBERS

ARAÑAS, PAUL
214, Magallanes St.
Davao City, Phils.
PHILS: All
Others: African States,
Central & So. America

BALDASSARRE, SEBASTIAN
1312 Pacific Ave.
Alameda, Calif. 94501
PHILS: Spanish & American,
Commonwealth, Jap Occ.,
FFC, Postal Stationeries
Others: Isles of Man

BARBEE, TOBIAS YOUNG
10102-D Monterey Road
Indianapolis, In. 46236
PHILS: Commonwealth

CALDITO, ARACELI V.
CCPO Box 1266
Makati, Rizal, Phils.
PHILS: RP Used & FDCs

CARANDANG, FE
CCPO Box 1266
Makati, Rizal, Phils.
PHILS: RP FDCs

CERTEZA, TIM JR.
156 Panay Avenue
Quezon City 3008, Phils.
PHILS: Spanish, Mint Blocks,
Errors, FDCs
Others: Japan, US, Russia,
Vatican, UN

COURTEAU, ANDRES L.
P.O. Box 1036
Spruce Grove, Alberta
Canada Toe 2C0
PHILS: All

DIAMOND, J. LEONARD
407 Lincoln Rd.
Miami Beach, Florida 33139
PHILS: US Occ, OB's, Spa-
nish-American War covers
Others: US & Possessions,
Japan, Korea

FAZACKERLEY, PETER
3 Waratah St.
Seacliff, So. Australia 5049
PHILS: Stamps & Covers
Others: Australian CmwL.

GARRETT, EUGENE
446 Stratford Avenue
Elmhurst, Illinois 60126
PHILS: All esp. Occ,
Postal Stationeries
Others: USA, CZ, UN

GARY, DOUGLAS
P.O. Box 457
Campbell, Calif. 95008

HAINES, HARRY Jr.
P.O. Box 38
Monmoth, Maine 04259
PHILS: All areas

HALLER, AUSTIN P. (MD)
4864 Southridge
Los Angeles, Calif. 90043
PHILS: Postal Stationeries

HARRADINE, PETER WM.
ASHLEY
13 Dando Crescent
Ferrier Estate,
Kidbrooke SE39PB
London, England
PHILS: All periods, all issues

HARTVEL, CARL C.
25 Crystal Ave.
Pearl Beach NSW 2256
Australia
PHILS: Republic
Others: Denmark, USA,
UN, British Colonies

HETZEL, ROBERT
1245 Jewett-Holmwood Rd.
Orchard Park, NY 14127
PHILS: RP, Postal History
Others: Sarawak, Rhodesia

HOGUE, ROBERT
Box 12525
Cincinnati, Ohio 45212
PHILS: OBs, Postal Stationeries, Revenues, Perfins, Commercial overprints, FFC, Mil. Station postmarks

INOCENCIO, RICARDO
1908 Cavite St.
Sta. Cruz, Manila
PHILS: RP Used & FDCs

JIMENEZ, ELIEZER
Nagbalon, Marilao
Bulacan, Philippines
PHILS: RP
Others: WW & UN

LABAYEN, AMANDO H. Jr.
No. Hope St., Teresa Va.
Quezon City, Phils.
PHILS: Filipiniana Topicals and Literature, RP
Others: Western Europe, Saints & Maps Topicals

LAZO, PAUL
16 Examiner St.,
DBP Homes, Quezon City
PHILS: FFC, Jap Occ, RP
Others: GB, Canada

LEE, HOWARD
P.O. Box 5950
New York, NY 10017
PHILS: Spanish & US Administration to 1930
Others: Pacific Islands, Postage Due covers

LEVY, JONATHAN H.
2501 Willowbrook Dr.

Cincinnati, Ohio 45237
PHILS: Jap Occ

MEYER, PAUL A.
9515 Cable Drive
Kensington, Maryland
PHILS: US Adm. Jap Occ
Others: Switzerland, USA

OLIVER, WILLIAM
302 Bridge Place
West Sacramento,
Calif. 95691
PHILS: 1854-1946 stamps and covers, FFC, RP Mint, Revenues

PUCCETTI, JAMES J.
Apartado 2097
Quito, Ecuador
PHILS: Jap Occ, RP
Others: Honduras, Columbia

PUSTEL, GABRIEL
34 Laurelton Avenue
Jackson, New Jersey 08527
PHILS: Meter Stamps

RUBIN, HERBERT M.
2020 No. Glenoaks Blvd.
Burbank, California 91504
PHILS: All
Others: USA, Costa Rica, Nicaragua

SARTE, EDGAR
15 M. Rodriguez St.
Philam Village, Las Piñas
Rizal, Phils.
PHILS: FDC's and Mint

SLEMONS, JOHN T.
1404 Paegelow
Scott AFB, Ill. 62225
PHILS: Jap Occ
Others: Jap Occ of Brunei, Burma, HK, Malaya, No. Borneo, Sarawak, Dutch Indies

SMITH, IRWIN D.
1604 Ralph Drive
Las Cruces, NM 88001
PHILS: All areas
Others: Sweden, NZ

STANFIELD, ERLINDA C.
P. O. Box 1936
Manila, Phils.
PHILS: All areas

STANFIELD, FRANK R.
P.O. Box 1936
Manila, Phils
PHILS: Postal History

TITE, LESLIE
Flat 2, 26 Hereford St.
Christ Church, NZ
PHILS: All

VILLAPANDO, RIZAL
P.O. Box 27
San Pablo City,
Laguna, Phils.
PHILS: RP Mint & errors

VIVIEZCA, LOURDES
8 Batis St. (Rd. 52)
Toto Hills, Q.C., Phils.
PHILS: All

WEBER, DONALD JOHN
2231 Oriole Lane
South Daytona Beach,
PHILS: RP errors, Jap Occ, FDCs

WEISS, GARY B.
13132 Clifton Rd.
Silver Spring, MD 20904
PHILS: US Admn. hand-Victory

Aerogrammes (Air Letters) of the Philippines

By ENRIQUE SAN JOSE

Descriptions:

20c pink on light blue
 20c blue on pink
 30c red on pinkish blue
 50c red on light blue
 30c red on light blue
 50c blue on light blue
 50c blue on light blue
 50c on 30c red on light blue
 with Bataan Day overprint
 50c blue on blue glazed paper
 50c blue on light blue depicting
 a Moro Vinta at the back
 50c blue on light blue depicting
 a Pagoda (Rivar Festival) at the back
 60c blue on light blue
 80c blue on light blue
 P1.20 blue on light blue
 P1.20 blue on light blue
 P1.20 blue on light blue

First Day of Issue:

September 18, 1947
 September 16, 1948
 March 1, 1949
 September 29, 1951
 November 1, 1954
 July 1, 1955
 December 21, 1956
 April 9, 1958
 October 21, 1959
 July 20, 1964
 December 15, 1965
 June 16, 1969
 January 21, 1972
 September 17, 1973
 January 27, 1975
 June 26, 1975

SPONSORS

El Grande Hotel
Arsenio S. Lopez Jr.

PATRONS

Dr. Atilano Batista
 Mrs. Adelaida Hukom
 Mr. & Mrs. Luis F. Lebron
 Rodolfo F. Narciso, Jr.

Archers' Nook

J. B. Limcaoco Freight Lines

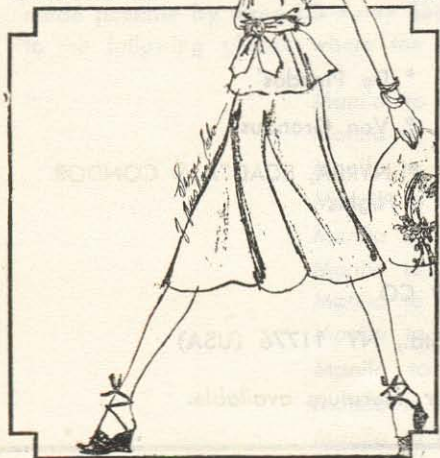
Lipa Community Hospital and
 Jimenez Hospital

S & I Laraño Enterprises



VOL. 1, NO. 1 NOVEMBER, 1975

P 2.00



MANILA WOMEN'S WEAR...

THE FIRST PHILIPPINE FASHION

MONTHLY, NOW AVAILABLE

AT ALL LEADING SUPERMARKETS

AND NEWSTANDS!

Solo Prints

OFFSET • LETTERPRESS PRINTERS

No. 9638 Kamagong Street

San Antonio Village, Makati, Rizal

Philippines

TEL. 89-41-65

Nagarloz Stamps & Coins Boutique

97-C Kamuning Road, Quezon City
Philippines

- * Buys and Sells Philippine Mint, Used, Collections
- * Fills Up Philippine Collections
- * Carries Used Topicals
- * Carries Foreign Mint

SPECIALIZATION: HOME SERVICE

MRS. NATY GARCIA LOZANO
Proprietor

ZEPPELIN

DO-X and KATAPULT COVERS

We also carry selected:

- * Philippine Isl. First Flights
- * Foreign First Flights
- * Trans-Oceanic Record Flights

- * De Pinedos'
- * Von Gronaus'
- * NYRBA, SCADTA & CONDOR Flights

H. G. I. STAMP CO

P.O. Box 472 — Port Jefferson Sta., NY 11776 (USA)

Zeppelin catalogues and other literature available.

PHILIPPINE AVIATION....

(Continued from page 29)

about 600 air-line executives and guests, President Marcos laid down the Philippines policy on international air transportation, the policy of . . . "welcoming the airlines of all countries for as long as the Philippines can derive the maximum benefit of an exchange of Fifth Freedom rights".

In 1973, Pres. Marcos announced his decision to integrate all airlines into one. However, the integration was not as easy as it sounded, therefore, instructions were issued to foreclose Air Manila and Filipinas Orient Airways by Dec. 31s. PAL was retained as the sole airline servicing the domestic and international air routes as of January 2, 1974.

PHILIPPINE NEW ISSUE SERVICE

You automatically receive all new Philippine stamps in mint sets, First Day Covers, Slogan Covers, Souvenir Covers, Flight, etc. as they come out of the Post Office. Mailed to you on the first day of issue. Our covers are printed exclusively for our subscribers. Write for more details now!

Filipinas Philatelic & Numismatic Center

Mailing Address:

P. O. Box SC-4, Manila
Philippines, 2805

Store:

2109 C. M. Recto Ave.
Manila Tel. No. 27-28-98

We also have all kinds of Philippine Albums, Blank Pages, Mounts, Hinges, Americana on Philippine stamps, Republic and Japanese Occupation collection, Philippine Coins and Papermoney.

Commemorative Flight on Dec. 1, 1975

The Bureau of Posts have authorized covers to be flown on December 1, 1975, to commemorate the 50th Anniversary of the First Interisland Aerial Mail Service made possible by three US Army Sea Planes on Dec. 1, 1925. Covers will be flown to the following places, where the actual flights were made to, fifty years ago:

Manila to San Jose (Mindoro)
Manila to New Washington
Manila to Capiz
Manila to Iloilo
Manila to Cebu
Manila to Zamboanga
Manila to Dansalan
Manila to Cagayan de Misamis
Manila to Surigao
Manila to Tacloban
Manila to Romblon
Manila to Masbate

Collect U.N. ?

*We can supply you all new issues
directly from the United Nations
Postal Administration at face value.*

*First Day Covers and older issues
are also available.*

For full details, contact:

ANTONIO SO
P.O. Box 115
Manila, Phils.

Tel. No: 60-10-01

We Also Buy

PHILIPPINES & FOREIGN
— MINT SETS and
SINGLES.

WHAT DO YOU HAVE?

For Full details, contact:

ANTONIO SO
P.O. Box 115
Manila, Phils.

Tel. No: 60-10-01

US \$	SELLING PRICE	PHILIPPINES REPUBLIC		MINT						
500-02	.80 643	.30	928-30	.30	1100	.07	1247-48	.15	C64-66	3.50
503	.17 644-45	.50	931-33	.20	1101 +		1249	1.20	C78-81	2.70
504-10	4.70 646	.15	934-35 +		C100	.35	Impf	1.40	C83-84	.45
511	.12 647	.10	091-92	.80	1102 +		1250-52	.40	C94	.35
512-14	1.50 648-49	.15	936-38	.25	C101	.55	1253-54	.25	C95	.40
516-18	5.50 650-51	.25	939-41	.30	1103 +		1255	.05		
516a-18a	5.50 652-53	.30	942-43	.30	C102	.95	Womens Yr	.25		
519-21	2.10 654-55	.30	944-45	.25	1104	.05	Impf	.30		
522-24 +	656-57	.20	946	.07	1105-06	.35	Civil Sve	.20	CB1-3	--
067	19.00 804-05	.35	947-49	.20	1107-09	.45	Impf	.25		
525-26	.40 806	.10	950-52	.35	1110-11	.10				
527	.05 807-08	.45	953-54	.25	1112	.05	1974-75 Regs.		EL1	.40
528-29	.70 809	.10	955-56	.25	1113-14	.30	Addns to		EL2	.25
528a-29a	1.75 810-11	.40	957-59	.35	1115-16	.25	1195//1208			
530	.35 812-13	.15	960-61	.35	1117 +					
531-33	.70 814+082	.40	962-65	.45	C103	.25	15sPalma	.05	J23-26	1.25
535-36	.45 815-16	.40	966-68	1.25	1118-22	.45	Impf	.08		
537-39 +	817-18	.40	969-70	.10	1123-25	.30	90s	.25		
068-69	2.00 819-20	.15	971-72	2.50	1126-35	1.20	Impf	.30	050-55	--
540-41	.50 821-22 +	.60	973-75	.40	1136-37	.75	1.10p	.25	056	.05
542-44	1.10 085-86	1.40	976-77	.35	1138-40 +		Impf	.50	057-60	.60
545-46 +	823-24	1.60	978-80	.25	C104	.50	1.50p	.35	061-62	
071-72	1.65 825-30	.75	981-83	.40	1141-43	.40	Impf	.40	062A-67	.95
547-49	.35 831+087	.30	984-86	.10	1144-45 +				068	.07
550	.05 832-33	.40	987-89	.65	C105	.60				
551-53	.80 833a	.45	990-92	.80	1146-48	.12				
554-56	.75 834-35	.25	993-95	.65	1149-52	.40			Souvenir	
554a-56a	.85 836-40	.65	996-99	.60	1153-55	.25			Sheets	
557-59	.85 841-42	.40	1000-02	.50	1156-58	.20			515	.55
560-62	.85 843-44	.10	1003-05	.60	1159 +				534	.50
563-65	.85 845-46	.35	1006-09	.55	C106	.30			901	.50
566-68	-- 847	.10	1010-12	.80	1160-62	.15			070	.90
569-71	1.70 848	.15	1013 +		1163-65	.30			C72a	1.25
572-74	1.70 849	.08	096-97	.60	1166-67	.10			C92a	.95
575	.35 853a	.55	1014	.05	1168-71	.15			C93	.55
578-79	1.10 853b	.75	1015	.08	1172-74	.25			CB3a	2.00
580-81 +	854-64	2.75	1016-18	.45	1175-77	.30				
073	1.10 865-67	.50	1019	.06	1178-80	.30				
582-83	.80 868-70	.75	1020-22	.70	1181-82	.10				
584	.40 871	.20	1023-25	.70	1183-85	.30	B1-3	4.75	Booklet Fans	
585-86	-- 872	.10	1026-27 +		1186-87	.70	B4-5	.30	527a	.75
587-88	.40 873-74	.10	C98	.35	1188-90	.20	B6-7	.30		
589-601	3.55 875-77	.80	1028-30	.75	1191-94	.50	B8-9	.30		
603-04	.40 878-79	.35	1031-34	.65	1195-08(6)	3.10	B10-11	.50	Japanese-	
605-07 +	880-81	.35	1035-37	.30	Impf(5)	3.40	B11a	.90	Occupation	
074-76	8.50 882-83	.35	1038-40	.30	1209-10	.05	B12-13	.25	N1-3	--
608-09	-- 883A-B	.35	1041-42	.25	1211-13	.45	B14-15	.35	N4-6	--
610-12	3.50 883C-D	.35	1043-46	.25	1214-16	.40	B16	.15	N7	--
613-14	.75 883E-F	.35	1047-49	.30	1217-18 +		B17	.15	N8	--
615-16	.80 883G-H	.35	1050	.10	C107	.40	B18-20	.95	N9	--
617	.40 883I-J	.35	1051-53	.30	1219-20	.35	B21-22	.40	N10-11	.45
078-19 +	884-85	.20	1054-56	.10	1221-22	.35	B23-25	.70	N12-25	5.20
077	2.20 886-88	.30	1057-58	.30	Impf	.45	B26-29	.95	N26-27	.25
020	.30 889-92	.45	1059-61	.30	1223-25	.75	B30-31	.15	N28	.25
021-23	1.10 893-95	.25	1062-64	.60	1226-28	.45	B32-35	.40	N29-31	.35
024-25	.70 896-97	.25	1065-68	.40	1229	.05	B36-39	.40	N29a-31a	.40
026	.30 898-900	.35	1069-71	.12	1230-31	.20	B40-43	.50	N32-34	.40
027-28	.75 902 +	.75	1072-73	.45	1232-33	.40	B44-47	.50	N32a-34a	.40
029	.10 088-89	.75	1074-77	1.20	Impf	.50	B48-49	.35	N35-36	1.80
029a	.35 903-05	.30	1078	.08	1234-36	.08	B50-51	.30	N37-39	.30
030-31	1.45 906-08	.35	1079	.08	1237-38	.50	Impf	.40	NB1-3	--
032-33	.60 909-11	.35	1080-81 +		Impf	.60			NB4 SS	--
034-36	.40 912-13 +		C99	.35	1239-41	.30			NB5-7	.40
037	-- 090	.30	1082	.08	Impf	.40	All imperf		NB8 SS	.65
037a	.35 915-18	.65	1083-85	.50	1242	.05	available in		NC1-4	--
038	.10 915a-18a	.75	1086-89	1.45	1243-44	.40	pairs at two		NC5	--
039	.10 919-21	.30	1090-93	.50	Impf	.45	times price.		NC6-7	--
040	.10 922-24	.60	1094-97	.50	1245-46	.15				
041-42	.25 925-27	.55	1098-99	.20	Impf	.20				

KEYSTAMPS & COINS PHILIPPINES

2109 C.M. Recto Ave., Manila

Telephone No. 27-28-98

(Proprietor: Rudy Tan)

SELLING PRICE @ 1,355/pc

PHILIPPINE JAPANESE

OCCUPATION — MINT

N1	— 2c Rizal, apple green P	1.00
N2	— 12c Salt Spring, black	1.00
N3	— 16c Magellan, dark blue	12.00
N4	— 5c Filipina golden brown	1.20
N5	— 16c Blood Compact, orange red	1.20
N6	— 50c Barasoain Church, red orange & black	3.00
N7	— 1p Montalban Gorge, blue and black	250.00
N8	— 2c Congratulations	10.00
N9	— 5c 1st Anniv, GEAW	1.50
N10/11	— 2c, 5c 1st Anniversary Phil. Executive Commission	2.50
N12/25	— 1c, 2c, 4c, 10c, 12c, 16c, 20c, 21c, 25c, 1p, 2p, 5p (Regular issues)	25.00
N26/27	— 2c, 5c Fall of Bataan	1.50
N28	— 12c Limbagan	1.50
N29/31	— 5c, 12c, 17c Independence	5.00
N32/34	— 5c, 12c, 17c National Heroes	7.00
N35/36	— 5c, 12, Republika	7.00
N37/39	— 5c, 7c, 20c JP Laurel	3.00
NB1/3	— 2+1, 5+1, 16+2 Food Production	70.00
NB4	— s/s Independence	45.00
NB5/7	— 12+21, 20+36, 21+40 BAHA	2.00
NB8	— s/s National Heroes	5.00
NJ1	— 3c Postage due	14.00
NO1	— 2c, Rizal KP	1.00
NO2	— 5c, Filipina KP Large Commonwealth	50.00
NO3	— 5c Filipina KP Small Commonwealth	1.20
NO4	— 16c Barrasoain Church KP	5.00
NO5	— 5c KP Republika	1.20
NO6	— 20c KP Republika	1.50
NO6	— 1p KP Republika	5.00

COMPLETE COLLECTION:

Mounted — P450.00

Unmounted — P400.00

AMERICAN REVENUE ASSOCIATION

Passes the 1,000 Mark in Membership

The American Revenue Association is pleased to announce that its membership has surpassed the 1,000 mark with representation in most of the United States, its territories and 21 other nations. The ARA is a U.S. based, national, non-profit specialist society, but it attracts a truly international following.

Dedicated to collectors of the fiscal stamps of the world (national and municipal), as well as cinderella and telegraph stamps, the ARA offers a full range of philatelic services. A recent affiliate of the American Philatelic Society (APS), the ARA offers its own journal ten times a year, sales circuits, twice yearly auctions (issued as a supplement to the journal) and maintains an extensive lending library.

Founded in 1947 and therefore in its 28th year of continuous service to fiscal enthusiasts around the globe, the ARA's membership has doubled in less than four years. This phenomenal growth is the result of its active, dedicated officers and the full range of philatelic services provided.

The ARA prides itself in the worth of the individual and the quality of its personal services. For further information and a membership application, please write:

Gerald M. Abrams, President
American Revenue Association
3840 Lealma Avenue
Claremont, California 91711

Where to Buy

Designed to be a quick reference guide of sellers, this section affords buyers a list of sellers of various items. Your name, address and telephone number can be inserted under any appropriate heading you want at a minimal cost of P50.00 or US\$7.00 a year, or less than P10.00 or US\$1.50 per issue. One year is the minimum insertion accepted.

PHILIPPINE STAMPS & COINS

Rogelio de Jesus, Variety Store
2107 C.M. Recto, Mla., Phils., Tel: 27-17-36

PHILIPPINE STAMP PACKETS

Spenders Phil. Stamps
Suite 251-A, Hilton Hotel
Manila, Phils., Tel: 58-31-48

PHIL. STAMPS, COINS & SHELLS

Nautilus Shellcraft & Hobby Ctr.
140 Pancho Villa, San Juan
Rizal, Phils., TEL: 70-70-97

STAMPS, COINS & ALBUM PAGES

Afran Stamp Co.
P.O. Box 2313 Manila, Phils.
Telephone: 48-33-76

PHILIPPINE STAMPS & FDCs

Keystamps and Coins Phils.
2109 C.M. Recto Ave., Manila
Phils., TEL: 27-28-98

PHILIPPINE SHELLS

The World of Shells
134 Quad Theatre Arcade
MCC, Makati, Rizal, Phils.

PHILIPPINE HANDMADE BAGS

Ferad Handicrafts
1204-B Mabini St.
Ermita, Manila, Phils.

PHIL. HANDMADE CIGARS

Spenders Phil. Cigars
CCPO Box 1266 Makati
Rizal, Philippines

GENERAL MERCHANDISE

Ambassador Gen. Mdse.
Ambassador Hotel Lobby
2021 Mabini, Manila, Phils.

Classified Ads

PHILIPPINES — all periods — the biggest buyer in this country — mint, used, collections, covers, accumulations. Harry Haines, Jr. P. O. Box 38 Monmoth, Maine 04259 USA

WANTED — Philippine Spanish Administration covers; covers to and from POW's of the Japanese; covers, proofs, unusual items from Malay-Borneo area, Pacific Islands, New Guinea, etc. . . . Describe with asking price. Member APS, SPA, ASDA, etc. . . Howard Lee, Box 5950 New York, NY 10017USA

Collector seeks Phil. 9, 16, 18, 25, 25A, 29, 31, 32, 115, 127, 127A, 154, 187. Offers 2nd collection of 164 diff. between 5 and 211 plus 19 between P 1 and 20 catalog 640.40 of which 46 catalogs 355.21 have defect \$125.00. RALPH Hill, 1232 Van Steffy Ave., Wyomissing, Penn. 19610 USA

PASAY MEDIX OPTICAL

Eye examinations Refraction Finish your glasses while you wait Monday to Sunday 7 AM - 8 PM Dra. H. Pascua Optometrist 2330 Taft Ave., Pasay City.

It makes **SENSE** to collect
SWITZERLAND (Helvetia) STAMPS



In addition to dramatic designs superbly printed, Switzerland's stamps are backed by a 132-year history of postal integrity recognized as exemplary wherever philately is enjoyed. The market for them is universal and solid. Values continue to rise.

So whether you are a "by country" or topical collector, be sure to enjoy the rewarding pleasures Switzerland's regular and special postage stamps provide.

If your favorite dealer does not have them in stock, obtain the ones you need — at face value — directly from Switzerland. Better still, send the equivalent of 30 Swiss francs to open a "standing order" subscription account. With it you will automatically receive one of every Swiss stamp issued within the next year, or a first day cover, if you prefer.

For complete details, write to:

SWISS PHILATELIC SERVICE OFFICE

Parkterrasse 10

CH-3000 Bern, Switzerland



Your flying office to Europe. Every Thursday.

**A dictating machine-a calculator-a business library-right at your fingertips.
30,000 feet up.Sabena 1st class.**

Sabena 1st class service offers you its Flying Office aboard the giant, luxurious Douglas DC-10. Equipped with everything from a dictating machine, a calculator, a dictionary in seven languages and marketing books, down to a stapler and paper clips. With the most practical and comfortable route to Europe for businessmen. Via a straight flight to

Brussels Belgium, "Heart of the Common Market".

Next time you fly, try Sabena's 1st class service aboard the Flying Office. Your most exciting skyway to Europe.

leave	MANILA	18:25	Thursday	CONNECTING FLIGHTS FROM BRUSSELS:		
arrive	BANGKOK	20:20		arrive	AMSTERDAM	09:15
leave	BANGKOK	21:20		arrive	COPENHAGEN	09:40
arrive	BOMBAY	23:35		arrive	FRANKFURT	12:25
leave	BOMBAY	00:35	Friday	arrive	LONDON	08:40
arrive	ATHENS	04:10		arrive	MADRID	14:50
leave	ATHENS	04:55		arrive	NEW YORK	15:00
arrive	BRUSSELS	06:55		arrive	PARIS	08:35
				arrive	ROME	09:50

**Sabena, the hard
working airline.**



belgian world airlines