



**BY DOUGLAS B. ARMSTRONG**  
**Aero-Philately in America**

THE spread of aero-philately is resulting in the formation of special coteries devoted to the collection and study of matters appertaining to the cult, in all parts of the world. This is as it should be, for although closely allied to the study of stamps, aero-philately is really on a separate plane from ordinary philately, and is governed by entirely different standards. To attempt to impose upon the aero-philatelist some of the time-worn tenets of philatelic faith is to rob the pursuit of much that is essential to a proper and authoritative history of the post in the air. As we have previously demonstrated, items such as semi-official or souvenir labels, special cancellations and cachets, which are anathema to the general stamp collector, have a legitimate and well-established place in the scheme of aero-philately. Great Britain, Belgium, and Germany already have their aero-philatelic clubs. Now comes news of the founding of the Aero-Philatelic Society of America, with Mr. J. A. Steinmetz of Philadelphia as its first President; Mr. H. A. Truby, Vice-President; and Mr. George W. Angers of Springfield, Mass., in the office of Secretary-Treasurer.

Mr. Steinmetz, who is also President of the Aero Club of Pennsylvania, possesses what is probably the finest collection of air post covers in the United States. Mr. Truby has been identified with aero-philately from its infancy; whilst Mr. Angers is a member of the Aerial League of America, and a prolific writer on air-post collecting.

**The Pioneers**

FIRST in the practical development of aviation, America was also first in the collection and study of "flown covers." I have before me an old prospectus of the Aero Mail Club, organised June 21, 1913, the purpose of which was "to further the interests of the Aero Mail cancellation enthusiasts, make researches among all previous aerial mail services, further its scope by a system of 'look-outs' for future trials and to keep its members in touch with one another, thus strengthening their personal interest and affording a means for completing their collections."

The Aero Mail Club rendered valuable pioneer service in the interests of aero-philately, until the entry of America into the Great War brought about a suspension of its activities. It is pleasing to note that some of its moving spirits are prominently associated with the new Aero-Philatelic Society of America. Long may it flourish!

Readers are invited to forward to the Editor of *FLIGHT* letters, etc., bearing aerial stamps or postmarks for mention in this column, as well as out-of-the-way varieties, etc.

We shall also be pleased to hear from correspondents interested in air-stamp collecting, and to answer any queries.

**Air Accident at Ivinghoe**

THE Air Ministry announces that as a result of the investigation into the circumstances of the accident to aircraft G-E.B.B.S., which occurred at Ivinghoe on September 14 last, the Inspector of Accidents has arrived at the following conclusions:—

(a) That the accident was due to an error of judgment on the part of the pilot, causing the aeroplane to lose flying speed near the ground.

(b) That when the accident occurred the pilot was attempting to make a landing on account of the bad weather conditions.

**Return of H.M.S. "Pegasus" from the Mediterranean**

It is notified that H.M.S. *Pegasus*, together with the Royal Air Force unit now in the ship, will arrive at Devonport from Malta about November 30.

**IMPORTS AND EXPORTS, 1922-1923**

AEROPLANES, airships, balloons and parts thereof (not shown separately before 1910). For 1910 and 1911 figures see "FLIGHT" for January 25, 1912; for 1912 and 1913, see "FLIGHT" for January 17, 1914; for 1914, see "FLIGHT" for January 15, 1915; for 1915, see "FLIGHT" for January 13, 1916; for 1916, see "FLIGHT" for January 11, 1917; for 1917, see "FLIGHT" for January 24, 1918; for 1918, see "FLIGHT" for January 16, 1919; for 1919, see "FLIGHT" for January 22, 1920; for 1920, see "FLIGHT" for January 13, 1921; for 1921, see "FLIGHT" for January 19, 1922; and for 1922 see "FLIGHT" for January 18, 1923.

|          | Imports |        | Exports |         | Re-Exports |        |
|----------|---------|--------|---------|---------|------------|--------|
|          | 1922.   | 1923.  | 1922.   | 1923.   | 1922.      | 1923.  |
| Jan. ..  | 1,152   | 466    | 78,552  | 60,079  | 23         | 280    |
| Feb. ..  | 567     | 641    | 69,129  | 120,236 | 1,100      | 3,040  |
| Mar. ..  | 1,471   | 589    | 166,607 | 71,945  | 100        | 689    |
| April .. | 3,846   | 8,508  | 139,995 | 167,757 | 5,880      | 462    |
| May ..   | 2,416   | 845    | 167,999 | 55,427  | 4,254      | 728    |
| June ..  | 816     | 1,433  | 129,137 | 141,381 | 14,530     | 1,410  |
| July ..  | 1,039   | 192    | 24,405  | 62,025  | —          | 1,334  |
| Aug. ..  | 198     | 2,054  | 88,910  | 57,704  | 685        | 344    |
| Sept. .. | 3,043   | 578    | 71,508  | 39,069  | 44         | 106    |
| Oct. ..  | 633     | 705    | 40,225  | 80,002  | 90         | 8,272  |
|          | 15,181  | 16,011 | 974,467 | 855,625 | 26,706     | 16,665 |

**PUBLICATIONS RECEIVED**

*Aeronautical Research Committee. Reports and Memoranda:* No. 872 (Ae. 108). Biplane Investigation with R.A.F. 15 Section. Part III.—Tests at Various Stagger and Gap Chord Ratios. By W. L. Cowley, A. G. Gadd, L. J. Jones, and S. W. Skan. May, 1923. London: H.M. Stationery Office, Kingsway, W.C. 2. Price 1s. net.

No. 873 (Ae. 109). Elimination of the Static Pressure Gradient Along Wind Tunnels of the N.P.L. Type. By L. F. G. Simmons and E. Ower. June, 1923. London: H.M. Stationery Office, Kingsway, W.C. Price 9d. net.

No. 842 (M. 17). The Production and Heat-Treatment of Chill-Castings in an Aluminium Alloy "Y." By W. Rosenhain, S. L. Archbutt and S. A. E. Wells. December, 1922. Price 1s. net.

No. 851 (Ae. 93). The Comparison of the Manœuvrability of Aeroplanes by the Use of a Cinematograph Camera. By H. A. Francis. December, 1922. Price 1s. net.

No. 876 (Ae. 110). Lift, Drag, and Pitching Moment of the 1/5th Scale Bristol Fighter Model in the Duplex Wind Tunnel. By E. F. Relf and E. Ower. September, 1923. Price 9d. net. H.M. Stationery Office, Kingsway, London, W.C. 2.

No. 876 (Ae. 104). The Interference of Wind Channel Walls on the Aerodynamic Characteristics of an Aerofoil. By H. Glauert. March, 1923. Price 4½d. post free. London: H. M. Stationery Office, Kingsway, W.C. 2.

**AERONAUTICAL PATENT SPECIFICATIONS**

The numbers in brackets are those under which the Specifications will be printed and abridged, etc.

**APPLIED FOR IN 1922**

Published November 29, 1923

- 18,504. H. LEITNER. Screw propellers. (206,197.)
- 20,136. RAUL, MARQUIS OF PATERAS PESCARA. Aircraft. (183,483.)
- 22,166. W. W. WRIGHT. Two-stroke I.C. revolving-cyl. engine. (206,270.)
- 22,865. LUFTSCHIFFBAU ZEPPELIN GES. and J. ERHARDT. Gangways for airships. (184,806.)
- 24,684. J. T. PARR. Safety device for aircraft. (206,297.)

**APPLIED FOR IN 1923**

Published November 29, 1923

- 16,309. SOC. ANON. DITE "BLERHOT AERONAUTIQUE." Frame-pieces for ribs of aeroplane wings. (201,889.)

**FLIGHT**

*The Aircraft Engineer and Airships*

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