



El Salvador Filatelico - El Faro

Official Journal of the Salvadorian Philatelic Association - ACES



INDEX

The Director's Column	2
San Lorenzo, a Complex Crossroad.....	3
Show-n-Tell	23
Adlets	25
New Issue Services	26

The Director's Column Some Words from Our Treasurer

Dear Colleagues,

In this number we are happy to welcome back Edgardo Alegría as a collaborator for our journal. Edgardo is a noted Honduran collector who was one of our collaborators in the first issue of our journal, back in July 2004, with his very good article, "Three Centuries of Salutatory Protocol".

In this occasion, Edgardo has allowed us to reproduce his article "**San Lorenzo, a Complex Crossroad**". This work participated at the Iberoamerican Contest of Philatelic Literature (organized as part of the celebrations around the 150th anniversary of the first Argentinian stamps), winning on July 29th 2006, the Grand Prize of the A.C.F.A. (Asociación de Cronistas Filatélicos Argentinos), the highest honor of the contest.

Although the subject is a very interesting aspect of Honduran philately, it is also closely related to the first flights covers originating in and coming to El Salvador in the late 1920s and 1930s. Because of this, we believe it is a very valuable reference for collectors of these fascinating items of Salvadorian postal history.

As Jose Luis Alonzo mentioned in our last issue, it is a pleasure to have you as one of our members! Come visit us on Saturdays, call us at (503) 7917-0002, or visit our website www.elsalvadorphilately.org .

We wish you many philatelic successes!

Cordially,

Guillermo Gallegos

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On The Cover.

1929 Commemorative FAM 8 First Flight Cover to San Salvador. Sent from San Lorenzo on December 15th, received in San Salvador on the 16th and Santa Tecla on the 17th.

(Guillermo Gallegos)

About the Journal.

El Salvador Filatélico – El Faro is the on-line, quarterly journal of the «Salvadorian Philatelic Association – ACES», Instalaciones del Museo Nacional de Antropología El Salvador, Av. La Revolución, Col. San Benito, San Salvador, El Salvador, Central America. Requests for reprinting articles can be sent to ggallegos@elsalvadorphilately.org .

San Lorenzo, a Complex Crossroad (The Dawn of Pan American Airways in Honduras)

Edgardo Alegría Reichmann

Pan American Airways Inc. (PAA) started operations in the United States of America on October 18th 1927, when it signed a contract with the US government for mail transportation between Key West (Florida) and Havana. The company, owned and directed by Juan Terry Trippe, had Charles August Lindbergh as a technical consultant for these pioneer flights.

Regarding postal matters, PAA signed transportation contracts with the different governments to introduce the then novel and efficient air service, which had good profitability. With this purpose, the company requested Coronel Lindbergh to undertake the study of a route across Central America up to Panama in order to connect with other routes in South America.

On February 4th 1929 (Lindbergh's birthday), he, with Raymond J. Merrit as copilot, inaugurated the Foreign Air Mail (FAM) 5 Route between Miami and Cristobal in the Canal Zone, delivering 9,810 mail pieces in a Sikorski S-38 hydroplane, register NC8000. Some of the passengers on this flight were Juan & Betty Trippe and Anne Morrow, Lindbergh's future wife. During the flight there were some intermediate stops for technical reasons, one of these being in Tela, Honduras, at 8:30am on February 5th, taking off an hour later. This was the second time that *The Lone Eagle* (Lindbergh's

nickname) visited Honduras, the first time being during his good-will flight across Central America when he landed in Tegucigalpa on January 3, 1928. Although there was still no postal agreement with the Honduran government, some commemorative covers of this flight were received at Tela.

The return flight departed from Cristobal on February 10th, which prompted the newspaper El Cronista to publish the following notice on its February 11th issue: "*LINDBERGH FLEW TODAY OVER TEGUCIPALPA – This morning at a quarter before 8, Coronel Charles A. Lindbergh flew over Tegucigalpa coming back from Panama after inaugurating the air mail route from Miami to the Canal Zone on behalf of Pan American Airways. Probably early today Lindbergh arrived at Tela.*"

On March 9th, 1929 Mexicana de Aviación (the Mexican subsidiary of PAA) inaugurated its first international service Mexico City – Tampico – Brownsville, known as FAM 8. Two airplanes were used for this first flight; in the first one, a Ford Tri-motor 5-AT-B-12 named "Mexico", Lindbergh carried all dispatches between Mexico City and Brownsville and vice versa.

This route was expanded to the South, so that by September 1st, 1929, FAM 8 covered the following

cities: Brownsville – Tampico – Veracruz – San Jerónimo – Tapachula – Guatemala City. Two days after, on September 3, the stop at Tuxpan was added.

On May 21st, 1929, S.J. Williamson flew for the first time the FAM 5 route covering the following cities: Miami – Habana – Cozumel – Belice – Tela – Managua – Cristóbal. Part of the return flight was done by pilot Ray E. Keeler. Costa Rica was included in this route on March 11th, 1930.

As both routes grew, the city and port of San Lorenzo, on the Pacific coast of Honduras, was chosen as the intersection point between them for the exchange of passengers and mail. As a consequence, FAM 8 was

extended from Guatemala to connect with San Salvador and San Lorenzo.

During those years there were some frictions between Mexico and Guatemala for historical reasons, mostly due to Mexico's desire to exert political and economic influence over Central America, especially neighboring Guatemala. Although PAA's intention was that Compañía Mexicana de Aviación (CMA) was to fly all FAM 8, due to these reasons, Mexican planes were not welcomed in Guatemala. Juan Trippe became aware of this issue in September 1929, so he decided that CMA's operations were to be up to Guatemala City and the remaining southern route was to be covered by PAA.



Fig. 1. FAM 5 & FAM 8 routes.

On Saturday September 14th, 1929, the Municipal Trustee, Lázaro Molina, representing the Municipality of San Lorenzo, and Professor Carlos Izaguirre V., representing PAA, signed a leasing contract for the purpose of creating a landing strip and air terminal. As a result, PAA built the strip (still existing) and a complex of three buildings for terminal, offices, and warehouse (all of them disappeared). The newspaper El Sol covered this event on its Friday December 13th issue; considering the philatelic and historic importance of this event, a part of this article has been transcribed:

“Next Sunday will be inaugurated the Central American air service of Pan American Airways Inc.

Dr. Jose Duron, General Director of Health, and participant as Honduran delegate in the Tropical Disease Congress held in Miami, Florida, came back to the country on Wednesday of this week by the air route from the United States.

On Tuesday morning, Dr. Duron embarked in one of the powerful Ford Tri-motors of Pan American

Airways, which departed from Miami, and doing stops in Havana, Belize and Tela, it landed on the same day at the airport in San Lorenzo. Therefore, our fellow countryman is, by deference of Pan American Airways, the first passenger of this route.

The formal inauguration of the service, mail, and light parcels will happen on next Sunday. The San Lorenzo aerodrome is a sort of terminal port where airplanes will land, from the 15th of this month on, three times per week on Sundays, Wednesdays, and Fridays. One of these planes will come from Florida with stops at Havana, Belize and Tela and will continue to Managua, Costa Rica, the Canal Zone and other South American countries.

The third plane will connect in Guatemala City with the one doing the route of Veracruz and Mexico in order to do the transportation to San Lorenzo with a stop in San Salvador. This is a local flight between Guatemala and Honduras, but the passengers going South will be able to aboard to the plane doing the route Miami – South America.”



Fig. 2. Ford Tri-motor initially used for FAM 5 & FAM 8 routes (see appendix).



Fig. 3. PAA installations in San Lorenzo.

North – South	Central Standard Time	South - North
Tue, Thur, Sat. 7:00 a. m. 10:00 a. m. 2:30 p. m. 5:00 p. m.	LvMiami, Florida Ar Lv Habana, Cuba Lv LvCozumel, México Lv Ar Belize, British Honduras ..Lv	Thur, Sat, Mon. 4:30 p. m. 2:00 p. m. 9:15 a. m. 6:00 a. m.
Wed, Fri, Sat. 8:30 a. m. 11:00 a. m. 1:30 p. m. 2:45 p. m.	Lv Belize, British Honduras . Ar Lv Tela, Honduras..... Lv Lv San Lorenzo, Honduras..... Lv Ar Managua, Nicaragua Lv	Wed, Fri Sun. 12:15 p. m. 10:45 a. m. 8:30 a. m. 7:00 a. m.
Thur, Sat, Mon. 7:00 a. m. 9:00 a. m. 10:15 a. m. 12:00 m. 2:30 p. m. 3:00 p. m.	LvManagua, Nicaragua Ar Ar Puntarenas, Costa Rica..... Ar Ar San José, Costa Rica Ar Ar David, Panama..... Lv Lv Ciudad Panamá, Panamá .. Lv Ar Cristóbal, Canal Zone Lv	Tue, Thur, Sat. 3:15 p. m. 12:30 p. m. 1:45 p. m. 10:45 a. m. 8:00 a. m. 7:00 a. m.
Tuesdays 8:00 a. m. 1:45 p. m. 2:30 p. m.	Lv Cristóbal, Canal Zone ... Ar Lv Cartagena, Colombia..... Lv Ar Barranquilla, Colombia	Thursdays 6:15 a. m. 2:00 p. m.
Wednesdays 8:00 a. m. 2:30 p. m.	Lv Barranquilla, Colombia Lv Ar Curacao, Netherland Antilles...Lv	1:00 p. m. 8:00 a. m.

FAM 5 itinerary inaugurated on May 21st, 1929.

At 8:15am on January 15th, 1930, pilot H. E. Gray took off from Brownsville in direction of Tampico. There he connected with the plane piloted by Powers, who did the route Tampico – Tuxpan – Veracruz. The following day (16th), pilot F. J. Nolan continued through San Jeronimo – Tapachula – Guatemala City, and on the 17th, pilot C. R. Parmelee

completed the route via San Salvador, landing at 11:30am in San Lorenzo in a Ford Tri-motor NC9670, known in the industry as “The Tin Goose” and with a capacity of 12 passengers. The same day, it connected with FAM 5, the latter departing at 1:30pm in its Southern route, and Parmelle returning to Guatemala City.

North – South	Central Standard Time	South - North
Mon, Wed, Fri. 8:15 a. m. 11:00 a. m. 11:00 a. m. 12:15 p. m. 1:55 p. m.	Lv Brownsville, Texas.....Ar Ar Tampico, México Lv Lv Tampico, México Ar Lv Tuxpan, México Ar Ar Veracruz, México Lv	Fri, Sun, Tue. 12:35 p. m. 11:30 a. m. 4:50 p. m. 3:45 p. m. 2:00 p. m.
Tue, Thur, Sat. 8:00 a. m. 10:00 a. m. 1:00 p. m. 2:15 p. m.	Lv Veracruz, México Ar Ar San Jerónimo, México Ar Ar Tapachula, México Ar Ar Guatemala City, Guatemala...Ar	1:00 p. m. 10:45 a. m. 8:00 a. m. 7:00 a. m.
Wed, Fri, Sun. 7:00 a. m. 8:30 a. m. 11:30 a. m.	Lv Guatemala City, Guatemala. ..Ar Ar San Salvador, El Salvador ... Lv Ar San Lorenzo, Honduras Lv	Wed, Fri, Sun. 2:45 p. m. 1:45 p. m. 11:45 a. m.

FAM 8 itinirary inaugurated on January 15th, 1930.

It’s important to clarify that FAM 8 was not covered by a single plane or by several pilots taking turns in a single plane. Each pilot and his plane covered a specific part of the route back and forth as it has been described in the previous paragraph. The same can be inferred from the article published by the newspaper El Sol. The following letter will help clarify any remaining doubts about this matter:

“ Veracruz, March 23.

Dear Sir,

On January 16th, I transported the mail from Veracruz to Guatemala. It was the only occasion in which air mail did not arrived on time since we started.

Storms in the mountains forced me to return. After refueling, I tried again, this time successfully, and arrived at Tapachula. The following day (Jan 17th), I took off at dawn to connect with the plane from Guatemala to San Lorenzo. Mail from Guatemala departed on time.

The only new route that I am aware of is from Merida (Yucatan) to Cozumel Island in the Mexican coast. This will join the Miami – San Lorenzo route and the Panama Canal with the Mexican route from Brownsville to Merida more or less in two months or even before.

I hope I have autographed these in the correct place.

Respectfully,

F. J.”

From the above material, it is clear that since mid-December 1929, there were passengers and mail carried through what soon would be officially known as FAM 8.

Due to the lack of prevision from postal authorities, the small mail agency in San Lorenzo, solely composed of a clerk and a mailman, was not capable of handling the unusual amount of mail generated by both flights. This has resulted in several philatelic discussions that have tried to clarify what happened there with regards to the covers specially prepared for the FAM 8 first flight.

According to the 1928-1929 Budget Project for the Postal Service, the funds assigned to the 2nd Class Postal Administration in San Lorenzo, Department of Valle, were the following:

	Monthly	Yearly
Administrator...	\$70.00*	\$840.00
Mailman.....	\$15.00	\$180.00
Expenses.....	..\$ 5.00	\$ 60.00

* The monetary symbol (\$) refers to Honduran pesos of the time.

The lack of logistics and preparation of the local post office in San Lorenzo induced PAA to move the connection point to San Salvador, effective June 3rd, 1930, thus becoming the end stop of FAM 8 en route to the South.

On the other hand, FAM 5 continued its Southern route passing through San Lorenzo until April 28th, 1934, when the stop in the town was cancelled and Tegucigalpa was incorporated in the route.

So, which are really the first PAA covers dated in San Lorenzo?

This question arises because of the existence of covers with the legend “*Primer Correo Aereo / HONDURAS/ EL SALVADOR*” “*Sn Lorenzo. 15/X11/1929*” (First Air Mail – Honduras – El Salvador – San Lorenzo, December 15th 1929), a month before the official flight. These covers originate in San Lorenzo and were sent to El Salvador, Guatemala and Mexico. They have been challenged and in general treated in a secondary manner because there is no official data to support them beyond what it could have been a private service. However, while analyzing the following cover, there are several interesting details that are worth considering in order to have a better opinion.



Fig. 4. Commemorative FAM 8 First Flight Cover on the South – North route.

First, the receiver of the cover is Professor Carlos Izaguirre V. (1885–1956), signer of the leasing contract as the PAA representative in Honduras. Izaguirre was a writer and poet, and a highly respected member of the society in Tegucigalpa. Anecdotaly, his relationship with aviation goes back to the 1924 Revolution when during the 45-day site of Tegucigalpa he was in charge of a machine gun unit on the hill El Berrinche as part of the sieging forces. The offensive and siege was aided by a 2-seater Lincoln Standard plane from which bombs were thrown manually; because of this, Tegucigalpa has the

dubious record of being the first city in America to have been aerielly bombarded.

Second, the date on the cover is Sunday December 15, the day after the signing of the leasing contract with the Municipality of San Lorenzo.

Third, the contract between PAA and the Municipality was signed in Tegucigalpa at the offices of the then well-known and respected lawyer Serapio Hernández y Hernández.

Fourth, it seems evident that the envelopes were made by an experimented philatelist, which could

have been Dr. Raul Duron Membreño, the best one in Honduras during those years. Duron, a Tegucigalpa native, graduated as Dentist from the University of Pennsylvania and was an avid philatelist and stamp dealer. For many years he was also a correspondent and stamp supplier for John N. Luff of the Scott Stamp and Coin Co. as well as other European philatelic firms. Duron was very active in the years between 1925 and 1935, favored by his close government contacts that allowed him to have “a first look” at postal issues before being placed on sale to the general public.

There is also evidence in the covers that give an indication of Duron as their author: The number “2” in the top right area indicating the sequence in the quantity of prepared covers, a characteristic of the work of Duron that also appears in other commemorative covers made by him. A further element comes upon examining in detail the typewritten destination address: The “e” ’s and “a” ’s are heavy inked in their eyes, a characteristic that can also be found in the covers sent by Dr. Duron Membreño, like the one on Figure 5.

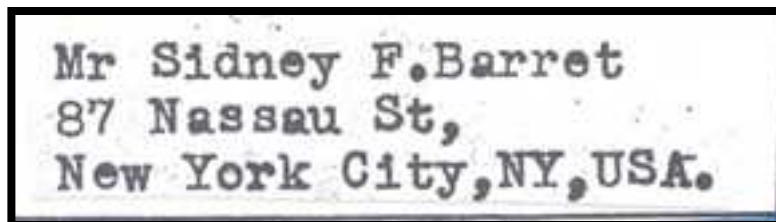
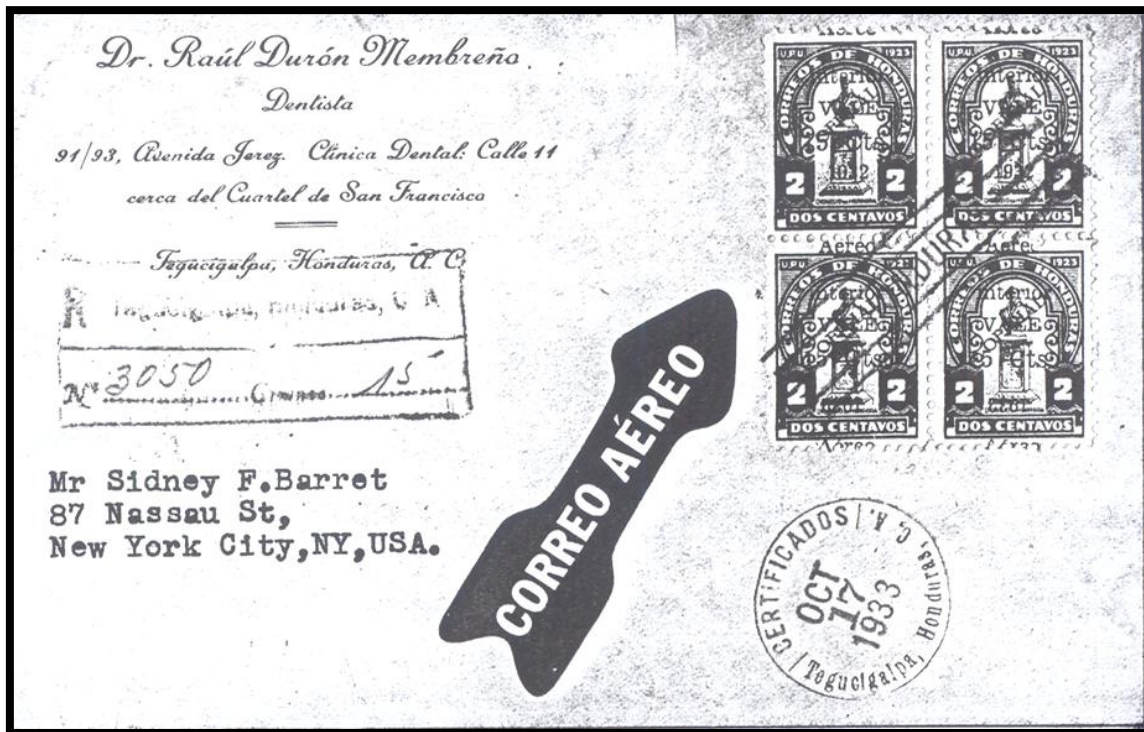


Fig. 5.

Considering all of the above, the logical inference would be that due to his interest and previous knowledge of the flight announced on the written press, Dr. Duron obtained a couple of envelopes with PAA letterhead, perhaps given to him by Izaguirre, a probable friend (existing covers with letterhead are the scarcest, covers without letterhead also exist). He prepared them using a seal of movable letters, applying the correct postage rate and cancelling them in the Tegucigalpa post office. He addressed some of them to Izaguirre as a way to guarantee its devolution by PAA. Then the covers were probably given to the Municipality representative at the offices of Lawyer Hernandez with instructions to send them by the postal agency of San Lorenzo on next day's flight. A further detail to reinforce this theory is that the envelopes were sent on a Sunday when the postal offices were usually closed, so they had to be favor-cancelled before.

It is clear that these envelopes commemorate the first FAM 8 flight going northwards to Mexico City. Although the stop in San Lorenzo was a technical one (without any direct mail delivery), these covers legally circulated as a valid contract for the transportation of mail had been signed with the Honduran Government since March 1929 for FAM 5. Initially FAM 5 only brought mail from abroad until September

21st, 1929, when the first international dispatch was sent from Tela.

The covers were received days after by the postal agencies in the transit countries. It is obvious that the airport was not set up in a day; as mentioned before, there were several trial flights, with the airstrip a mere flattened earth strip of approximately one kilometer long. As the weeks passed, several necessary improvements were made to this strip and the terminal; in fact, the contract for the terminal's concession was signed a day before the arrival of the first flight. From this we can deduce that the terminal was built previously, but the signing of the contract was done at the 11th hour due to bureaucratic reasons. The official newspaper "La Gaceta" on its issue of January 17th, 1930 announces: "*Habilitated the airport of San Lorenzo.*"

The preparation of these envelopes was not an isolated event. In Managua, other envelopes were prepared to commemorate this first flight, as the cover on Figure 6. These covers have a cancel on its reverse with the legend: "*Primer correo aéreo de Nicaragua a Guatemala Vía San Salvador Diciembre 15 de 1929 PAA*" (and signature of the General Director of Communications).



Fig. 6. Commemorating the First Flight FAM 8 Managua - Guatemala.



Fig. 7. Reverse with the PAA alusive cancel and receipt cancel in Guatemala.

Based on the information presented, it is evident that the flight was well planned and that it was announced with anticipation at least in Honduras and Nicaragua. At the same time, enough evidence has been presented to clarify any doubts about their legality and give them the

validity they need to occupy their correct place in air mail postal history. Due to the rarity of these envelopes, the philatelic market is not free of counterfeits, so collectors should be careful of apparent "good deals" being offered.

What happened with the covers of the first FAM 8 flight that departed from Brownsville?

Exactly one month after, the first departure of the FAM 8 flight going south is made official, so philatelists and stamp dealers prepared several covers addressed to San Lorenzo and other intermediate stops. Most of these covers were sent from and properly cancelled in Brownsville on January 15, 1930. Other covers

were dispatched in anticipation from different cities in the US to San Lorenzo via this first flight. The ones addressed to San Lorenzo for the most part received an unusual treatment as there are several with the correct arrival date (Friday January 17th) but others with different dates like January 18, 22, 24 or even February 6 or 7. Due to this muddle, San Lorenzo has become an enigmatic crossroad for collectors studying this subject.



Fig. 8. Brownsville – San Lorenzo January 15 1930.

Clause 8 of the contract signed on March 1929 stated that: *“The Government will deliver mail and parcels with the necessary anticipation to avoid any delays, and Customs, Health, and other personnel deem necessary by the Government will be ready at the field and at the moment of landing. The absence of these employees will not be an impediment for the unloading of mail, parcels and passengers. The Company will announce to the General Director of Mails, with adequate time, the approximate arrival time of the planes, so*

Government employees can arrive at the respective airfield.”

In accordance to the aforementioned clause and the flight itinerary, the first airplane arrived at 11:30am. During those days, especially in the hot coastal cities, there was the long-held tradition of taking siesta immediately after lunch (12:00m) until 2:00pm. Everything closed: houses, stores, and Government offices. Therefore, the postal agent could had walked to the terminal after 2pm, taking at least one hour in to cover the 3-km round journey; we

are assuming that he walked as a budget of five pesos per month did not allowed him to hire a mule or even less an oxcart. So, having a limited time until 5pm, it is highly probable that this agent did not have the enough time to open all mail bags and cancel the covers, leaving the rest of the work for the following day without any idea of the importance that dates imply on first day covers. This could explain the

existence of covers with the January 18th date. Without any doubt the same situation applied to Mexico, Guatemala, and El Salvador, where mail had also to be transported in order to be processed, which certainly did not happened from one day to the other.

For the other dates we have to revise again the itinerary and the following calendar:

JANUARY 1930

SUNDAY	MONDAY	TUESDAY	WED	THURSDAY	FRIDAY	SATURDAY
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

FEBRUARY 1930

SUNDAY	MONDAY	TUESDAY	WED	THURSDAY	FRIDAY	SATURDAY
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	

Here is timely to quote an interesting comment that appeared in an article in the magazine PAA Notes, which said when comparing the CMA Mexican itineraries with the PAA ones: *“Compare the timetables in these charts for Tampico - Tejería and Tejería – Tapachula with the corresponding schedules on the itinerary of the USPOD FAM 8 for Tampico – Veracruz and Veracruz – Tapachula (Tejería was the airport in Veracruz). Everything seems to indicate, that as long as it was possible, CMA flew both American and Mexican mails in the same flights and same planes. What a*

wonderful arrangement to kill two birds with one stone.”

The studied covers originating from Mexico bear a Guatemalan transit cancel, meaning that this mail was taken to the postal office and then sent back to the terminal. Nolan probably arrived at Guatemala City around 2:15pm on the 16th, so postal authorities had to process the transit mail during the remaining of the afternoon. Here is where everything is disrupted, as this flight should have arrived early on the 16th to be able to connect with Parmelee’s airplane, scheduled to take off on the

17th at 7:00am in order to land at San Lorenzo at 11:30am to connect with the FAM 5.

I have seen envelopes destined for El Salvador correctly dated in San Jeronimo and Tapachula on the 16th and Guatemala on the 17th, but with receipt date in San Salvador on January 20th. These stayed in Guatemala on the 17th, but were dispatched in the following flight that departed Brownsville on Friday 17, arriving at El Salvador on Sunday 19. As that day the postal office was closed, they were not cancelled until Monday 20. I have in my collection another cover sent from Brownville on the 15th having on the reverse a single San Salvador arrival cancellation on the 17th. Another interesting cover is the one on Figure 8 (similar to another existing one), which despite being sent from Washington does not have any US transit mark. They are the only ones I am aware of showing a San Lorenzo cancel in front and the only ones cared-off by PAA. Did these covers receive a special treatment?

In conclusion, it seems that only a part of the American mail sent from Brownsville to San Lorenzo was transferred on time from one plane to the other, these apparently being the certified covers and the ones cared-off by PAA. These covers were

correctly cancelled in San Lorenzo on the 17th and do not have any other transit marks besides the ones applied in the United States en route to Brownsville. It also seems that a part of the mail to San Salvador was also able to arrive to its destination the same day.

The remaining part of the mail was left behind in Guatemala or at other intermediate stops, continuing the trip as follows:

- Monday January 20th flight, arriving at San Lorenzo on the 22nd.
- Wednesday 22nd flight, arriving on Friday the 24th.
- Monday February 3rd flight, arriving on Wednesday the 5th (not cancelled until the 6th).
- Wednesday February 5th flight, arriving Friday the 7th.

All of the above is reinforced by examining these two covers, one sent from Tampico to San Lorenzo (Figure 9) with the following cancels on its reverse:

Tampico 15 January
Veracruz 16 January
Guatemala 18 January
Puerto Cortés 22 January
Tegucigalpa 25 January
San Lorenzo 28 January
San Lorenzo 07 February



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Fig. 9. Cancelled in Tampico on January 15th instead of 16th. Received in Veracruz correctly on the 16th, but arrives in San Lorenzo until February 7th.

The second cover (figure 10) San Jeronimo – San Lorenzo:
San Jeronimo 16 January
Guatemala 17 January

Puerto Cortés illegible
Tegucigalpa 25 January
San Lorenzo 07 February



Fig. 10. Cancelled in San Jeronimo correctly on January 16th and flown by Nolan to Guatemala, but it arrives in San Lorenzo until February 7th.

Both covers were left in Guatemala on January 17th due to Nolan's delay. How did these covers finally arrived in San Lorenzo? At least for these two, it seems that they had the worst share, as everything indicates that they were sent by ordinary land mail to Puerto Cortes, then to Tegucigalpa and then received in San Lorenzo on January 28th. Upon being claimed by PAA, they were cancelled with the date stamp corresponding to the return flight of Friday February 7th, 1930.

Although these covers and similar ones are not considered as first flight covers in the strict sense of the word, their involuntary itinerary transformed them into philatelic mysteries and excellent items of postal history.

It is also worthwhile to note here the interesting envelope with the "DESCONOCIDO" (Unknown) cancel (Figure 11). With the risk of sounding naïve, it seems that the receiver of this letter, Ms. W. H. Breckon, resulted in being unknown to both the postal agent and the mailman in San Lorenzo. Being a certified letter, it was returned to the sender as the receiver was not located and not as a philatelic envelope. In my opinion, this action generated a fantastic item that cannot be a fake because no counterfeiter would have thought of something so simple... Perhaps there was nobody in San Lorenzo to train the postal agent to understand English or French terminology like "Porte Restante", "P.M.". "Care of Postmaster", "General Delivery", "Return to ", "C/O", etc!



Fig. 11.

To reinforce the previous point of view, we include the following letter, which is self-explanatory:

“American Consular Service

Tegucigalpa, Honduras, March 29th, 1930.

*Mr. H. H. Stage
Route No. 1, Box 402
Pine Bluff, Arkansas.*

Mr.:

This Consulate has received your letter of February 26th 1930, explaining in detail the problem of your unreturned airmail covers. You mentioned that the interested persons are Mr. W.R. Ware from Stuttgart, Arkansas, Mr. W.H. Horton, Mr. S.D. Arnett, and yourself, of Pine Bluff, Arkansas.

San Lorenzo, a town of a few hundred inhabitants, justified its existence before 1929 as a transfer point of merchandize coming from Amapala, the Honduran entry port in the Pacific, to the trucks, mules, and oxcarts going to the interior. The arrival of planes from Pan American Airways gave ample publicity to the town in the outside world, but, as the field and installations are several kilometers away, they have seldom added to the economy of the town.

The arrival of the inaugural flight coming from Brownsville, Texas found the local authorities unprepared to handle it, and although there has not being any criticism about the mail sent inside the country with clear addresses, the

mail sent to non-residents recommended to the postal agent has not being found so far.

The United States does not have a branch of the Consular Service at San Lorenzo, so upon receipt of several inquiries from collectors in the USA, a Vice-Consul of this office, on his way through San Lorenzo in a recent visit, investigated this situation. He found that the postal agent had quit due to the stress in the increase of his duties, and that it was said that in the interval between his quitting and the appointment of a successor, all or almost all of the letters under consideration were returned to the United States through the Pan American officials. Regarding the rest, if there were any left, they have disappeared and there has been no answer to the inquiries made by this office or the General Director of Mails.

If during future investigations, we are successful and your letters are recovered by this office, be sure that we will send them to you.

As it could possibly interest you, I am enclosing a commercial information sheet from the district of Tegucigalpa.

Respectfully,

*David J. D. Myers
American Consul”*

With the research for this work, the author hopes to have clarified the main doubts generated by San Lorenzo, although the possibility of new enigmas is not discarded as new

discordant items become known. Let's hope it happens like this, as the most exciting part of philatelic research is precisely to discover the answers to this type of questions. In this field and thanks to the mistakes made in the past, Honduras has the privilege of having a philately full of challenges waiting for postal historians to discover.

As a final thought, it is believed that the swastika that appears in the FAM 8 cancel of the Brownsville – San Lorenzo flight, was considered as a good luck symbol before being adopted by the Nazi regime. Paradoxically, both for San Lorenzo to Germany, these beliefs were very far from the truth at the end of the day.

APPENDIX

Henry Ford, the car manufacturer, was one of the first successful participants on the biddings for the transportation of air mail in the United States, winning the right in 1925 to

carry the mail from Chicago to Detroit and Cleveland using airplanes that his company was already using to carry spare parts between his assembly plants. Ford's involvement in airplane manufacturing soon became very significant, as by 1927 he had produced the Ford Tri-Motor, commonly known as "*The Tin Goose*". This was one of the first all-metal airplanes, made of a new material called duralumin, which was as light as aluminum but twice as resistant. It was also one of the first planes designed primarily to transport passengers rather than mail. The Ford Tri-motor had twelve seats, a cabin with enough height to allow passengers to walk through the aisle without stopping, and space for a stewardess. Its three motors made it fly higher and faster (200 km/h), and its strong appearance combined with the Ford trademark had a strong effect on the public perception of air safety. The construction of model 5AT started in 1929, with a total of 117 units built until 1933.

SPECIFICATIONS

Length	49 feet 10 inches
Height	12 feet 8 inches
Wingspan	74 feet
Gross Weight	10,130 pounds
Empty Weight	8,013 pounds
Engines	Pratt & Whitney R985
Fuel Capacity	234 gallons
Fuel Consumption	45 gallons/hour
Oil Capacity	24 gallons
Speed	64 mph
Cruise Speed	90 mph
Range	500 miles
Factory Price	US\$42,000.00

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Editor's Note: In the following pages we have included two minutes from the Iberoamerican Contest of Philatelic Literature. The first one explains the requisites and criteria of the contest and states the minimum score required to obtain a particular recognition. The second one describes the list of winners, where the present article won the Grand Prize of the A.C.F.A. (Asociación de Cronistas Filatélicos Argentinos), highest honor of the contest, with 95 points out of 100 on July 29th 2006.



We would appreciate if you could send your comments, suggestions, and contributions for El Salvador Filatélico – El Faro to our e-mail address:

sfes-aces@elsalvadorphilately.org

ACTAS DE PREMIACIÓN
DEL CERTAMEN IBEROAMERICANO DE LITERATURA
FILATÉLICA
SESQUICENTENARIO DEL SELLO POSTAL ARGENTINO

ACTA N° 1

A las 18.00 horas del 29 de mayo del año 2006, se reúne el Jurado designado para discernir los Premios del CERTAMEN IBEROAMERICANO DE LITERATURA FILATÉLICA, en homenaje al "Sesquicentenario del Sello Postal Argentino", Lic. Osvaldo M. Giordano (Presidente), Ing. Néstor M. Ferré (Secretario) y Dr. Andrés J. Schlichter (Vocal).

La mencionada reunión se realiza en la Sede de la Asociación de Cronistas Filatélicos de la Argentina – A.C.F.A., sita en la calle Bolívar 547 piso 6° "2" de la Ciudad Autónoma de Buenos Aires.

Se constata la presencia de 11 participaciones, recibidas de varios países de América, las que serán consideradas por el Jurado de acuerdo con los criterios de calificación indicados en el Reglamento del Certamen. Los puntos a otorgarse serán los siguientes de acuerdo con los criterios estimativos propuestos:

a) Grado de Investigación que refleje el trabajo:	40 puntos
b) Originalidad y trascendencia del trabajo:	40 puntos
c) Evaluación crítica del contenido, claridad y comprensión del texto:	20 puntos

De acuerdo con los puntos alcanzados los premios serán los siguientes:

Gran Premio A.C.F.A.:	Máximo puntaje
Medalla de Oro:	desde 90 puntos
Medalla de Vermeil:	de 80 a 89 puntos
Medalla de Plata:	de 70 a 79 puntos
Medalla de Bronce:	de 60 a 69 puntos

Se acuerda juzgar las participaciones de acuerdo con el seudónimo indicado, dejándose el conocimiento de la filiación del autor para la Ceremonia de Entrega de Premios.


Por no ajustarse a la reglamentación del Certamen, quedan fuera de competición las participaciones:


N° 2: "Franqueos Postales Arbitrarios", por: ZEPA

N° 8: "Nepal, sus Reyes y sus Dioses. . .", por: EL BRAMÁN

N° 9: "Los Signos Monetarios y la Flor Nacional en los Sellos de los Países Iberoamericanos", por: SUREÑO

A las 21.00 horas, el Jurado acuerda levantar la sesión y auto convocarse para el día 29 de junio a la misma hora y lugar, con una calificación personal de cada participación, con el fin de aunar criterios y proceder a otorgar los puntajes y premios definitivos.


Néstor M. Ferré
Secretario


Andrés J. Schlichter
Vocal


Osvaldo M. Giordano
Presidente

ACTA N° 2

A las 18.00 horas del 29 de junio del año 2006 y de acuerdo con la auto convocatoria prevista en el Acta N° 1 se reúne nuevamente el Jurado del Certamen Iberoamericano de Literatura Filatélica "Sesquicentenario del Sello Postal Argentino", el que luego de un positivo cambio de impresiones y opiniones otorga, por unanimidad, los siguientes premios:

GRAN PREMIO A.C.F.A., con 95 puntos, a la participación N° 4: "San Lorenzo una Encrucijada Complicada", presentada por: EL MANCHEGO.

MEDALLA DE ORO, con 92 puntos, a la participación N° 6: "El Correo Yankee en Santo Domingo", presentada por: ENTROMETIDO.

MEDALLA DE VERMEIL, con 80 puntos, a la participación N° 11: "Séptima Emisión Postal Permanente de 1874 – 1883. México", presentada por: MANZANITA

MEDALLA DE PLATA, con 78 puntos, a la participación N° 3: "Tratados Generales para el Transporte de las Encomiendas entre la República Argentina y la República del Paraguay", presentada por: A. SBOROVSKY.

MEDALLA DE PLATA, con 71 puntos, a la participación N° 10: "Sellos Conmemorativos de Brasil", presentada por: ERASMUS.

MEDALLA DE BRONCE, con 66 puntos, a la participación N° 5: "La Serie Capablanca de 1951", presentada por: EL TEÓRICO.-

MEDALLA DE BRONCE con 65 puntos, a la participación N° 7: "¿Cómo avanzar? Una decisión de vida o muerte.", presentada por: EL ABUELO.

MEDALLA DE BRONCE, con 60 puntos, a la participación N° 1: "Marín García: Pequeña Isla, gran Historia", presentada por: COCO.

Se acuerda con la Comisión Organizadora que los premios y seudónimos se darán a conocer en el acto conmemorativo del Día de la Prensa Filatélica, el próximo 4 de agosto de 2006.

El Jurado agradece a los señores expositores por su participación y alienta a los escritores, para que compitan en este tipo de certámenes, difusores de la Filatelia en general.

Asimismo se hace un deber, agradecer a las autoridades de la Asociación de Cronistas Filatélicos de la Argentina, por todas las facilidades puestas de manifiesto, para la realización de su tarea específica.


Néstor M. Ferré
Secretario


Andrés J. Schlichter
Vocal


Osvaldo M. Giordano
Presidente

Show-n-Tell

This section presents an illustration of an interesting item from the collection of one of our member or collaborators.

Cover sent from Washington to San Lorenzo in the first FAM 8 official flight. Letter postmarked January 10th on Washington and received on San Lorenzo on January 17th. A similar cover is shown on Figure 8.

(Mauricio Mejia)





Cover sent from San Jeronimo Ixtepec to San Lorenzo similar to the one shown on Figure 10. The dates in the cancels are as follows:
San Jeronimo 16 January
Guatemala 17 January
Tegucigalpa 23 January
There is no San Lorenzo cancel.

(Mauricio Mejia)

Adlets

Our adlet service allows members to publish their philatelic interests on each 'El Salvador Filatélico – El Faro' so they can buy, sell, or exchange with other collectors. Every member is eligible to place one adlet in the journal. In order to send us the adlet you want published, please access the 'Adlet' page on the member's section of the website.

Looking for El Salvador stamps Scott #'s: 57, 229, 247, 252, 257, 293, 558, C31, O223, O224, O226, 1 of (O227, O228, O230, O231), O355. If you have any of these, please e-mail price to CraigLJensen@msn.com -- will respond promptly.

Wanted: Errors, proofs, oddities of El Salvador. If you have any of these for sale or exchange, please send an e-mail to: gfgallegosc@hotmail.com .

Looking for Scott #'s: 25E, 190, 191A, 211, 212A, 225, 227, 230B, 232, 237H, 240A, 297 y 311B; Officials O66, O67 y O68/O72. All of them either mint or used. Please contact at kikoaro@cableonda.net .

Wijesena, a lawyer from Sri Lanka & a keen philatelist, interested in contacts with fellow collectors from El Salvador and other Latin countries for the exchange of stamps, fdcs, s/s, m/s, etc. Email: wijebyp@sltnet.lk or pkdwijesena@hotmail.com

Essays, Color Trials, Proofs, Freaks, Fakes, Oddities. Your offers most welcomed to Pierre Cahen: pcahen@tutopia.com or POB 483 San Salvador, El Salvador.

Interested in trading revenue stamps of El Salvador. Bryon Batjiaka, e-mail: BryonBat@hotmail.com



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Some of the articles that will appear in Year VIII, Number 1 are:

- Cinderellas of El Salvador

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