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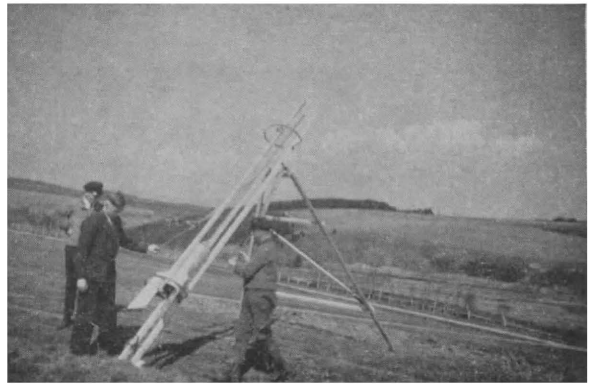
July 27, 1935

THE ROCKETS of the German Inventor Zucker

By Julius B. Bock

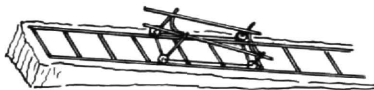
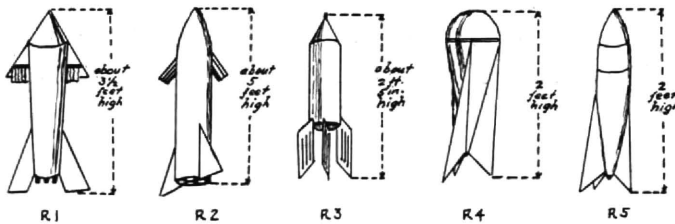
IN response to many requests of readers and friends throughout the States for a detailed story about the Zucker Rockets I have prepared the following story and have accompanied it by pictures and sketches, taken partly from the originals and partly reconstructed by the

of the young German inventor have been flown on the British Isles, in Holland, Italy, and Belgium. They are also scheduled to fly in other countries, including the United States.

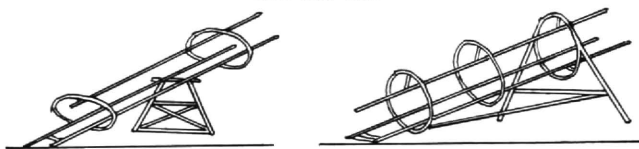


Flight at Thale, Germany, with Rocket No. R 3 and Slipway No. 2

flight, which, of course, made the trials very expensive. When Mr. Zucker was invited to visit the "International Airpost Exhibition" in London he planned to fire one of his Rockets in England, but due to the fact that the capacity of the big Rockets was much too large, a smaller projectile was constructed (R 3). This one was tried for the first time on a flight near Thale, Germany, on January 28th, 1934. With this smaller Rocket the slipway was con-



SLIPWAY NO. 1



NO. 2

NO. 3

Sketches showing the various rockets, and slipways used by Mr. Zucker in his experimental rocket flights.

For the first trials, the Rockets were constructed in a very large shape as the illustration shows (R 1 and R 2). These monsters were started on a launching rig or slipway called the starting base. For the first three trials a slipway similar to the one illustrated (No. 1) was used. A small car, rolling on rails was used to start the

Rockets. The Rocket was placed on the car, which stood at the start of the rail, and the apparatus moved quickly to the other end when the Rocket was fired. On reaching the end of the rail, the car toppled off the end of the rails while the Rocket by its own force went aloft.



The Rocket flashed away indicating its way by a column of white smoke.

inventor of the Rockets.

When Mr. Zucker, in 1933, started his first Rocket ashore in Germany near Duhnen on the North Sea the event was given much publicity, but due to lack of co-operation by the officials of the Government, the inventor did not get the permission to fire his Rockets again for trials there. This was the reason why the next start was planned to take place in the Hartz Mountains near to the birthplace of the inventor.

On August 31st the inventor started his Rocket again on a trial flight from Hasselfelde to Stiege, Hartz. This event was the first one of real interest to the collectors since a couple of special envelopes were carried on this flight, forming the first Rocket mail in the world. The covers show a special Rocket stamp issued for the occasion, besides regular postage cancelled at Stiege, Hartz, August 31st, 1933. Since this remarkable event, the Rockets

THESSE Rockets were fired by about a dozen cartridges on each

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structed much more easily. Slipway No. 2 was finally approved for the event, and it worked as well as could be expected.

The shape of this small Rocket was approved and was used for the flights at Brighton and Howe, and the Hebrides. The Rocket was satisfactory and Mr. Zucker decided to construct a slipway made of steel to replace the wooden one still in use. Model No. 3 was finally approved, and it worked very well when it was tried on the flight at Lymington to the Isle of Wight. The inventor, after having found the best slipway, has tried to complete the Rocket for Stratosphere Flights. Rocket R 4 was tried on the Strand near Kaatwijk aan Zee, Holland, but failed to work as well as expected, so the inventor approved a new Rocket in shape of R 5 for the Trans-Channel Flight from Ostende, Belgium, to Dover, England. The Rocket looks like an aerial bomb. It has three fins, each of them air-tight, to steady the Rocket in the air and insure straight flight. Constructed of pressed steel the Rocket is a combination of immense strength and comparative lightness.

The long Cartridges which give them an immense speed are placed in the tail, and fired by electricity from a distance of about 20 yards by means of a push button. Several models have worked satisfactory. others have failed.

Herr Zucker plans to visit Switzerland, Italy and the United States, to arrange for starts of the Rockets in the respective countries.

More A. P. S. Politics

THE Garfield-Perry Stamp Club of Cleveland, Ohio, back up their candidates for offices in the A. P. S. in a four-page folder made up largely on comment based on a personal letter written by Dr. Iver Johnson, candidate for vice president, to some A. P. S. member in Cleveland.

We assume that all the members of the A. P. S. will get copies of the folder so that details would serve no useful purpose. If you are not a member, however, this would be a good time to join, with a political campaign brewing that ought to stimulate more interest in the society than has been shown in many years.

We will be glad to send an application blank and propose any of our readers who are not members.

Members who find they cannot attend the convention are invited to send their proxies to the writer, who will be glad to represent them.

Clothing Manufacturer Offers Stamp Premiums

THE ever-increasing public recognition of the merits and merchandising possibilities of stamp collecting has resulted in a boys' clothing manufacturer adopting a stamp premium plan, backed by a hobby club.

The Reliance Manufacturing Company of Chicago has announced a plan of awarding stamp premiums with the sale of its products. The "Yank Hobby Club" has been formed to take care of this premium plan.

Under the Reliance plan, stamps are given to customers in exchange for trademark labels taken from the company's garments. On lower-priced garments the label is white and counts as one unit toward premiums, while higher-priced merchandise has a different type label, worth two units.

Seventeen different groups of stamps are offered as premiums. Some are given for one label and a few cents, other for two labels and others for two labels plus a small cash price.

The manufacturer is promoting the stamp premium idea through retail outlets, which means that the plan is being spread over the entire country.

—SOL LABOW.

Can You Help?

H. E. HARRIS & COMPANY, of 108 Massachusetts Ave., Boston, Mass., desire to get in touch with John L. Nelson, formerly of Cowles, New Mexico. If this notice should come to the attention of Mr. Nelson, or to someone who knows his present address, will you kindly write direct to H. E. Harris & Company?

U. S. Unused Commemorative Issues

There has been and there is, an enormous demand for these issues in fine mint condition and I have been forced to increase the prices of many items where my stock has been exhausted and I have found it impossible to replace at my old rates. New prices for the next three months are as follows and if the present demand continues these rates will be again raised in the early autumn.

Cat. No.	1893 Columbian Issue	Singles	Blocks
234	5c.....	\$.75	\$4.50
237	10c.....	1.50	6.00
238	15c.....	3.00	15.00
239	30c.....	4.00	20.00
240	50c.....	5.00	25.00
241	\$1.00.....	12.00	60.00
242	\$2.00.....	12.50
243	\$3.00.....	20.00	300.00
244	\$4.00.....	30.00
245	\$5.00.....	32.00
1898 Trans-Mississippi			
292	\$1.00.....	15.00
293	\$2.00.....	28.00
1904 Louisiana Purchase			
326	5c.....	2.00	10.00
327	10c.....	4.50	22.50
1907 Jamestown Exhibition			
330	5c.....	2.75	13.50
1909 Lincoln			
367	2c Perf.....	.22	1.00
368	2c Imperf. pair.....	1.75	3.50
Alaska-Yukon			
370	2c Perf.....	.35	1.25
371	2c Imperf pair.....	1.75	3.50
Hudson-Fulton			
372	2c Perf.....	.22	1.00
373	2c Imperf. pair.....	1.75	3.50
1912-13 Panama-Pacific			
400	10c yellow Perf. 12.....	3.00	12.00
400	10c orange Perf. 12.....	4.50	20.00
401	1c Perf. 10.....	.75	3.50
402	2c Perf. 10.....	2.00	8.00
403	5c Perf. 10.....	2.50	10.00
404	10c Perf. 10.....	12.00	50.00

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