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MONTHLY JOURNAL OF THE AMERICAN PHILATELIC SOCIETY

Airmail



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AIR MAIL



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By Charles P. Wentz

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446 SMALL TOWN WELCOMES A BIG IDEA

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The concept of flying letters began with one simple north-south route. In just six months, officials demanded an east-west route. A small mountain town in the middle of Pennsylvania was anxious and willing to join in the excitement of those early airmail days.



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By Ron Breznay

To celebrate the service's 20th year, Postmaster General James Farley trotted out a grand plan that could help the department, the service and communities. Every U.S. citizen was asked to send a letter by airmail. The results of National Air Mail Week 1938 were overwhelming.



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EAGER TO JOIN THE PARTY

By Mark Reynolds Duhamel
A young man decided to join in when he saw history flying by his window.



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The visit of the Hindenburg to the United States prompted some folks to decorate letters to be sent on the German airship.



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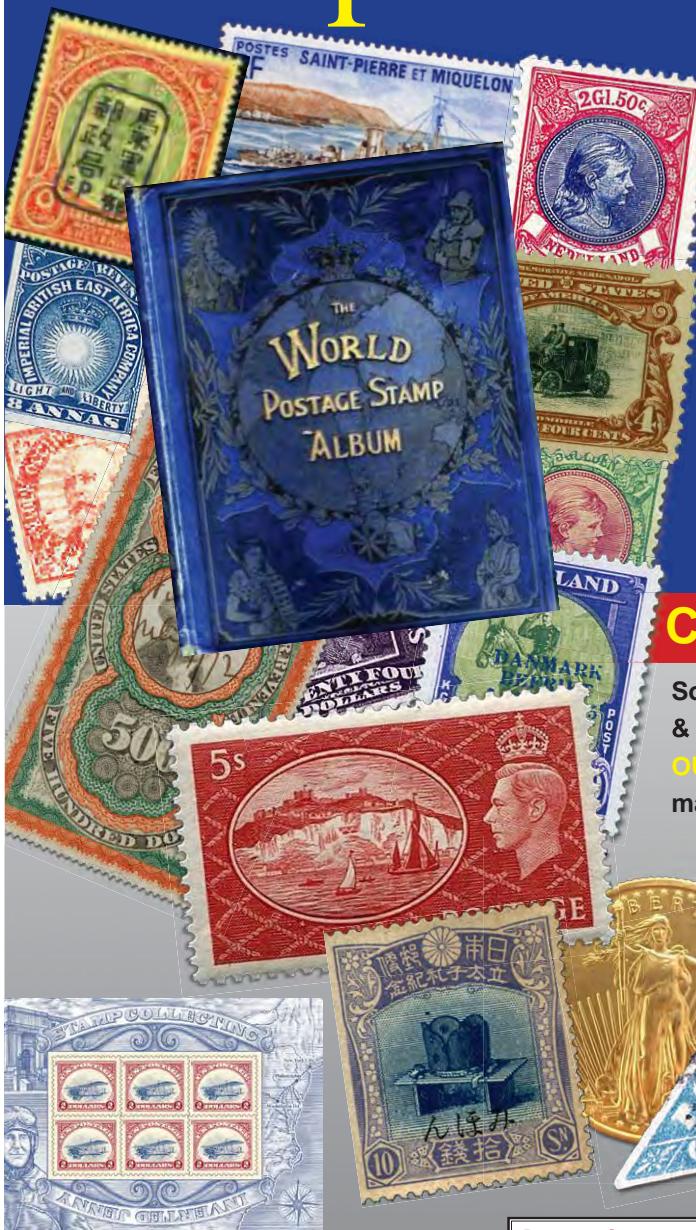
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BY MICK ZAIS president
mzais@newberry.edu

Come Fly With Me

Picking Up Some Airmail Items Can Enhance Most Collections

This being America's 100th anniversary of airmail, and because this issue of *The American Philatelist* is featuring airmail, I thought it might be appropriate to share some interesting and fun airmail covers from my collection.

In 1938, National Airmail Week was created to be observed May 15 to 21. Its purpose was to encourage Americans to use airmail more often, even though at 6 cents it was twice the rate for a surface letter. This nationwide publicity campaign was held on the 20th anniversary of the establishment of regular airmail service. The week was celebrated with special cacheted covers from cities and towns around the nation (see story on page 440).



Figure 1. A National Air Mail Week cover autographed by the pilot who flew the cover on May 20, 1938.



Figure 2. The airmail movement of surface letters in Alaska was sometimes referred to as "emergency airmail service," as indicated on this cover.

The first National Air Mail Week cover shown [Figure 1] was canceled at Douglas, Wyoming on May 20 of that week. It is autographed by the pilot who flew the plane carrying the cover from Douglas. The cachet celebrates both the dedication of the new airport at Douglas that day as well as promotes the state fair to be held four months later in Douglas.

Because of the limited road network in Alaska, and because many towns are accessible only by air, much of the mail that was franked at the surface rate was actually carried by air. When such mail was received at a post office with connections by sea or rail to its ultimate destination,

it then traveled by surface. This airmail movement of surface letters in Alaska was sometimes referred to as "emergency airmail service."

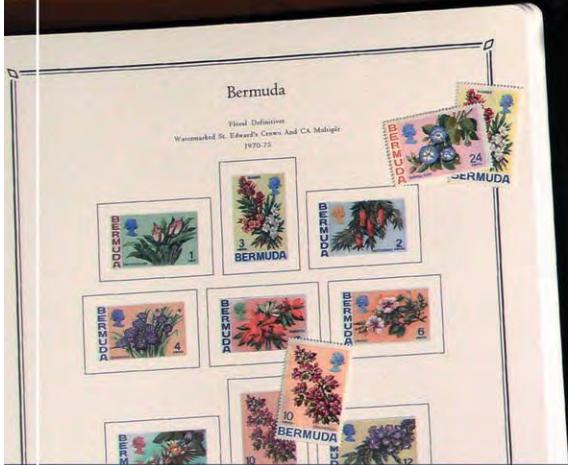
The emergency airmail cover shown [Figure 2] was postmarked May 3, 1937 in Hooper Bay, a remote port town in western Alaska. As of the 2010 census, the town had a population of 1,093, about 94 percent of whom are Native American. The cover is addressed to and backstamped 26 days later in Mountain Village, Alaska, another remote town in western Alaska. As of 2010, the population there was 813, about 90 percent of whom are Native American.

Mail carried aboard zeppelin airships is highly collectible. The cover shown [Figure 3] was franked and marked for travel on the airship *Hindenburg*. It is canceled May 6,



Figure 3. This zeppelin cover, destined for the ill-fated *Hindenburg*, was canceled on the same day the airship crashed in Lakehurst, New Jersey.

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1937. Tragically, that day, the *Hindenburg* erupted in flames while docking. It crashed to the ground, and of the 97 people on board, 35 were killed. Additionally, one worker on the ground also died.

The cover, addressed to Czechoslovakia, was franked with 40 cents to pay the zeppelin rate to Europe with an additional 3 cents for airmail service in Europe.

Mail for the *Hindenburg* was taken to New York City and dispatched by surface to their intended destination. As shown by the back stamp, May 16, the letter took at least 10 days to reach its addressee (see story on page 464).

Another airmail cover [Figure 4] is censored and was canceled at Army Post Office 729 on January 29, 1945. This APO was in Shemya, Alaska in the Aleutian Islands chain that stretches westward toward Russia. The 8-cent postage paid the domestic airmail rate that became effective on March 26, 1944.

Today, Shemya Island is the site of a U.S. Air Force radar, surveillance and weather station. About 180 military personnel live on the island. I traveled to Shemya in 1986 as part of my military duties. It's not the end of the earth, but you can see it from there.

Another cover [Figure 5] took an unusual trip. Posted on July 24, 1937 in Amesbury, Massachusetts, it traveled by surface to Melbourne, Australia. There, it was re-addressed and franked for airmail travel to Paris, France. It was postmarked August 31 in Melbourne, and based on the receiving mark on the reverse, arrived in Paris on September 13, 1937. This circuitous trip took 51 days. Such non-philatelic covers with dual frankings are uncommon.

Finally, the last item [Figure 6] shows an eye-catching registered, return receipt requested, cover to Cape Town, South Africa. It was postmarked May 27, 1937 on the reverse. There is no receiving stamp.

Contrary to what might be indicated by the markings on the cover, the 82 cents postage paid the following: 15 cents for international registration, 5 cents for international return receipt requested (indicated by the "A.R." Avis de Reception, marking on the right edge), 5 cents for surface to London, and 57 cents for airmail to Cape Town.

Airmail cover collecting is a fun area. Many interesting covers are reasonably priced and are easily found in dealer boxes and at online auction sites. If you are interested in learning more, visit the American Air Mail Society website (www.americanairmailsociety.org) for information about joining.



Figure 4. A censor-examined airmail cover that passed through Army Post Office Number 729 in Shemya, Alaska.



Figure 5. This nearly around-the-world cover traveled by both surface mail and airmail from Amesbury, Massachusetts to Paris, France with an intermediate stop in Melbourne, Australia.



Figure 6. This registered, return receipt requested cover was sent to Cape Town, South Africa and was franked with seven stamps for a total of 82 cents of postage.

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THE PHILATELIC EXPERIENCE



BY MARTIN KENT MILLER editor
martin@stamps.org

100 Years of Airmail

The Postal Innovation That Launched an Industry

By now, you already know that this issue of *The American Philatelist* is dedicated to celebrating the 100th anniversary of airmail. Our cover design, previous references to May and even the early availability of the digital edition make the news less impactful than in earlier days of magazine publishing. But the irony of that statement is the contrast provided by the impact of airmail.

This month you will find articles discussing the origin of scheduled airmail and the dramatic events that surrounded the daring new service. Kathleen Wunderly walks us through the role of Bellefonte, Pennsylvania in the airmail saga and Ron Breznay shows

us that modern trends aren't necessarily unique ideas. You will find an excerpt from a new book from APS Publications, *Stamp of the Century*, that conveys the storied history of the Inverted Jenny. Several others contribute their knowledge and discoveries to help us all experience the innovation of airmail. What we cannot do, within the con-



fines of a few printed words and images, is fully convey the dramatic paradigm shifts set in motion with the advent of airmail.

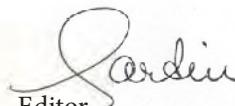
National Airmail Week, celebrated annually for 70 years, marks an event that changed the way our country communicated and launched an entire industry. While it can be argued that experimentation in airmail existed long before the Wright Brothers' first flight, the fact remains that the postal events of May 1918 changed the world. The results of that initiative stand as the first remarkable example of aviation as a viable business proposition.

Today, organizations like the National Business Aviation Association (www.nbaa.org) owe much to the postal pioneers who established commercial aviation through the trials and triumphs of early airmail. The modern business impact of aviation contributes 5.1% to the gross domestic product of the U.S., representing \$1.6 trillion (2014, FAA). Furthermore, the civil aviation industry supports nearly 12 million jobs.

As philatelists, we often discuss how stamp collecting preserves our heritage and teaches the lessons of history. This month, as we celebrate the anniversary of airmail, don't forget that stamps not only reflect history, but often serve a role in making it.

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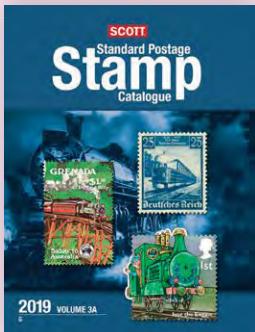
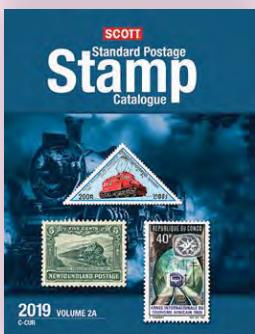
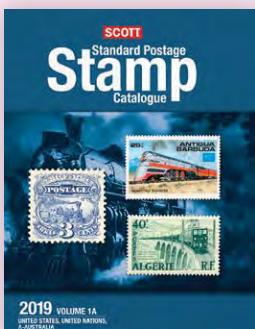
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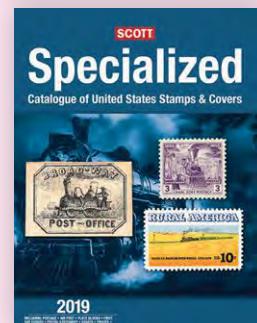
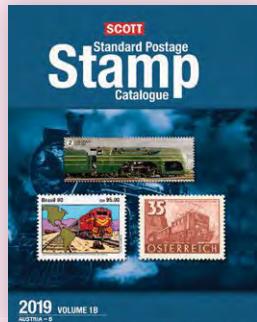
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LETTERS TO THE EDITOR



Correction

A production error caused the wrong image of a stamp to appear on Page 353 of the April edition. The image used for Charles Posner's story on the Wheatland Home of James Buchanan stamp was incorrect. Shown here is the correct stamp, Scott 1081. The story appears as bonus content online.

Article on Alabama Cover Sparks New Search

The article "182 Years On, a Stampless Alabama Cover Goes Home," by John Young in the February edition sparked my interest.

I am now looking for postal items from towns where my ancestors lived. One such town is Basham's Gap, Alabama where my ancestor was postmaster. Basham's Gap I think is in Morgan County. The story goes that there was a post office there and the postmaster was James H. Basham.

Does anyone have information about Basham's Gap or James H. Basham?

Eric Edgerton

Ocean Isle Beach, North Carolina

Editor's note: According to the Wikipedia entry, Basham's Gap is now called Basham, an unincorporated community in western Morgan County, Alabama. The community was settled by James H. Basham, circa 1818. A post office operated under the name "Basham's Gap" from 1847 to 1895 and under the name "Basham" from 1895 to 1907.

More on Victor Rotnem and Twin Cities Dealers

I just read your most interesting article about Fidelity Stamp Co., Inc. in the electronic March edition of *The American Philatelist* and I'd like to share some additional information.

In the Figure 1 photo in your article from the 1929 edition of *The AP*, Victor Rotnem is the gentleman on the left hand side of H.S. Swenson, who is in the center of the photo. I'm basing that observation on the attached scan below of a photo of him from the Official Program and Catalog of the APS 44th Annual Convention that was held in 1929 in the Twin Cities, Minnesota. He is in the top row at the center of the picture.

When Rotnem was a dealer in the Twin Cities back in the 1920s, he also held many stamp auctions. His catalogs are not easy to find, and I was fortunate to obtain a few of his recently from a dealer on eBay.



Besides Rotnem, another prominent Twin Cities dealer at that time was A.B. Cassell, who is also in the photo in the middle row, just to the left of Rotnem. Cassell was in the stamp business with Carl Becken, and their store was called the Minneapolis Stamp Shoppe, according to their 1931-32 price list. Rotnem, Cassell and Becken predated famed dealer Lester Brookman in the Twin Cities by just a few years. Brookman came to Minneapolis in the early 1930s from Iowa, and founded the Brookman Stamp Company in 1934. His first retail price list was issued in 1936. Today, the Brookman Price List is owned by Brookman/Barrett & Worthen and published by Arlene Dunn in Bedford, New Hampshire.

Ray Getsug

St. Paul, Minnesota

Correction: Michigan Coastline

My copy of the March edition of *The American Philatelist* arrived today. I always read my entire magazine. Often I read its entirety twice. But I seldom read through it on the day that it arrives, until today. I wish to call your attention to an error on page 291 in the section on new U.S. stamps:

"... 35 miles of eastern Michigan coastline along Lake Michigan." Obviously, it is Michigan's western coastline that faces Lake Michigan.

James Blaine

Claymont, Delaware

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WWII Death Notice Was Likely Printed By Family

I am writing about the article about Dr. Erwin Vogt on Page 221 of the March edition. The article states that the cover is "dated August 1944." This is incorrect; the letter is dated August 3, 1943 and the cover is dated a week later.

In the third and fourth paragraphs you refer to the death notice, wondering whether the "notice arrived with the doctor's letter or if someone simply kept the notice with the letter." The notice was not sent to the doctor's family; the notice was printed by the doctor's family and sent to their friends and acquaintances.

It is likely that the doctor and family were all Nazis. Notice, among other things, that the Iron Cross (dated 1940) has a swastika in its center.

Ethan Haimo

Raanan, Israel

Showing Nazi Iron Cross On Philatelic Item Offensive

I found the commentary that you decided to publish concerning the Nazi Iron Cross in the March issue to be particularly offensive.

The Iron Cross is a German military medal dating back to the 19th century. During the 1930s, the Nazi regime in Germany superimposed a swastika on the traditional medal, turning it into a Nazi symbol. After World War II, the medal was discontinued, but neo-Nazis and other white supremacists subsequently adopted it as a hate symbol and it has been a commonly used hate symbol ever since.

Any comparison of this symbol to the Purple Heart is ill advised and totally inaccurate. While many may be interested in Nazi-era philatelic items, I think APS should avoid their promotion for obvious reasons.

Frank J. Salantri

Silver Spring, Maryland



Newspaper Stamps of the 1800s Carried High Values

I read your new issue pages regularly in *The American Philatelist*. In the March issue you stated "... a Sleeping Bear Dunes \$24.70 Priority Mail Express flat rate stamp, the highest value ever found on a U.S. stamp."

Attached is a scan of Scott PR 125 newspaper stamp (1895-1897) from my collection with a face value of \$100. There are several others with similar high values more than \$24.70.

Paul Johnson

Worcester, Massachusetts

Editor's Note: Thank you Paul for making us recall the beautifully crafted newspaper stamps of the late 19th century, some of whose values are \$36, \$48, \$60 and \$100, all

of which exceed the new \$24.70 Sleeping Bear Dunes stamp. But we may be looking at a somewhat blurry line here.

The Sleeping Bear Dunes stamp is designed to pay the current Priority Mail Express flat rate, though it could be slapped onto any parcel to pay the necessary postage.

The newspaper stamps were designed to pay the shipment for bulk parcels of newspapers and, even more so, periodicals. These were first issued in 1865 values of 5 cents to 25 cents. By 1875, new stamps, including one with a value of \$60, were issued, and by 1895, your \$100 stamp was issued. But the stamps issued in 1875 and later were not attached to parcels or bundles of magazines. They were kept in receipt books and retained by the post office and they never would have been used as "regular postage," which was the phrase we should have used when writing about the high-value Sleeping Bear Dunes stamp.



Cachet Implies State of the World

I found the article on Fidelity Stamp Company in the March issue interesting. I saw the examples of the covers from Penarts and Cachet Craft and thought you might want the enclosed sample from Pilgrim Cachet from Fort Lee, New Jersey. It was in the postal stationery section of a Scott National Album from a collection I bought from Jay Smith.

I find the Pilgrim cachet interesting for a couple of reasons. I think it really shows just how dangerous the world was at that moment in time. By summer's end, the German war machine was storming across the Polish frontier. The other thing is who the envelope is addressed to. My godmother was executive secretary to the editor of the Rocky Mountain News. Sadly, both she and the Rocky Mountain News are gone.





I have also included two first-day covers signed by Bernice Cochran, designer of the Alabama and William C. Handy issues. She signed the covers in the early 1970s while making an appearance at a stamp show in Cleveland. I am not a first-day cover collector per se, but I can't think of a better home for these than the APS.

Rich Goldsworth

Elyria, Ohio

Editor's Note: Thank you Rich for the kind donation. We appreciate them and will find them the appropriate homes at the American Philatelic Center.



Another Unusually Franked Cover – This One From Afar

I have a match for the "Unusual Modern Cover" presented by Steven J. Bahnsen in the March edition of *The American Philatelist*.

I am sending an image of a cover from Moscow, Russia without cancellation. The Russians also have an odd way of franking. I believe that it was mailed in 2008.

Kent Weaver

Birdsboro, Pennsylvania



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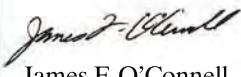
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James F. O'Connell



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OUR STORY



BY SCOTT ENGLISH executive director
scott@stamps.org

Luff Award Winner Honored by Collectors Club

George Kramer Named This Year's Recipient of Lichtenstein Award

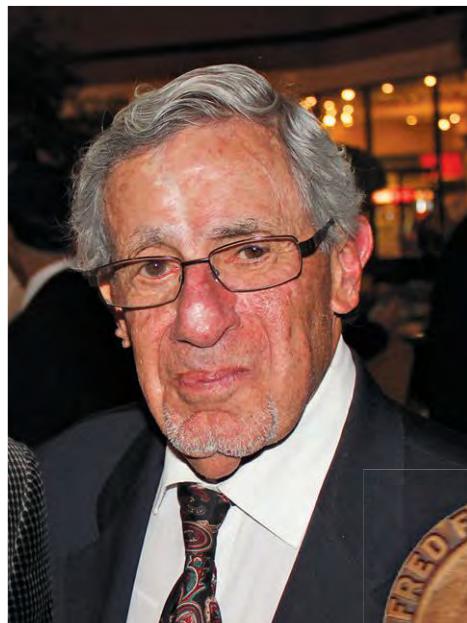
This month, The Collectors Club in New York is presenting the prestigious Alfred F. Lichtenstein Award to George Kramer, American Philatelic Society Life Member and chairman of the Philatelic Foundation from 2003 to 2011. The APS honored Kramer in 2013 with the Luff Award for Exceptional Contributions to Philately.

According to The Collectors Club, there are four areas of excellence to earn the award: philatelic leadership, philatelic research and scholarship, exhibiting and collecting achievement and previous awards and honors.

George has contributed through his exceptional research and exhibiting. He holds the distinction of having won the Champion of Champions Award three times in three different decades.

He is actively exhibiting again and may be working toward a fourth. He also received the Grand Prix National at Pacific 97 and has been nominated for the Grand Prix Internationals at two other FIP exhibitions.

Aside from serving as chairman of the Philatelic Foundation, he has served as a U.S. commissioner at four overseas exhibitions and Washington 2006, is an accredited APS judge



George Kramer, 2013 APS Luff Award winner to be honored with the Alfred F. Lichtenstein Award.



for more than 30 years and served on multiple APS committees, including the Joint Finance Committee. Throughout all of his service, George has done it on behalf of the hobby and not in hopes of recognition.

For visitors to the American Philatelic Center, George's name will be memorable because we house the George and Carole Kramer Gallery for notable artwork from the Centre County area. The gallery was the result of a \$100,000 donation in support of construction at the Match

Factory. Today, the gallery is one of the must-see stops on our tour and one of the most memorable. I will be in New York for the event to congratulate George in person

for this well-deserved honor and thank him for all the great contributions he has made to the hobby. Congratulations, George!

Young Philatelic Leaders Take on Filatelic Fiesta

In 2017, the San Jose Stamp Club took a bold step in naming one of its youngest members, Jessica Rodriguex, to chair its annual World Series of Philately show, Filatelic Fiesta. For



George Kramer, center, poses with other winners of the prestigious Luff Award in 2013, Richard Nakles, left, and Art Groten.



Jessica Rodriguex and Ian Hunter, members of the YPLF Class of 2017, visit with volunteer Richard Nakles during their visit to the American Philatelic Center.

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APS members, Jessica is the 2017 Lauson H. Stone Fellow of the Young Philatelic Leaders Fellowship program. Her fellowship was sponsored by Harlan F. Stone and Helen M. Galatan-Stone in memory of Harlan's father.

Jessica has been a member of the San Jose Stamp Club since age 20 when she inherited her grandfather's stamp collection. She is becoming more active at the national level, including serving as exhibit awards coordinator for the U.S. Philatelic Classics Society.

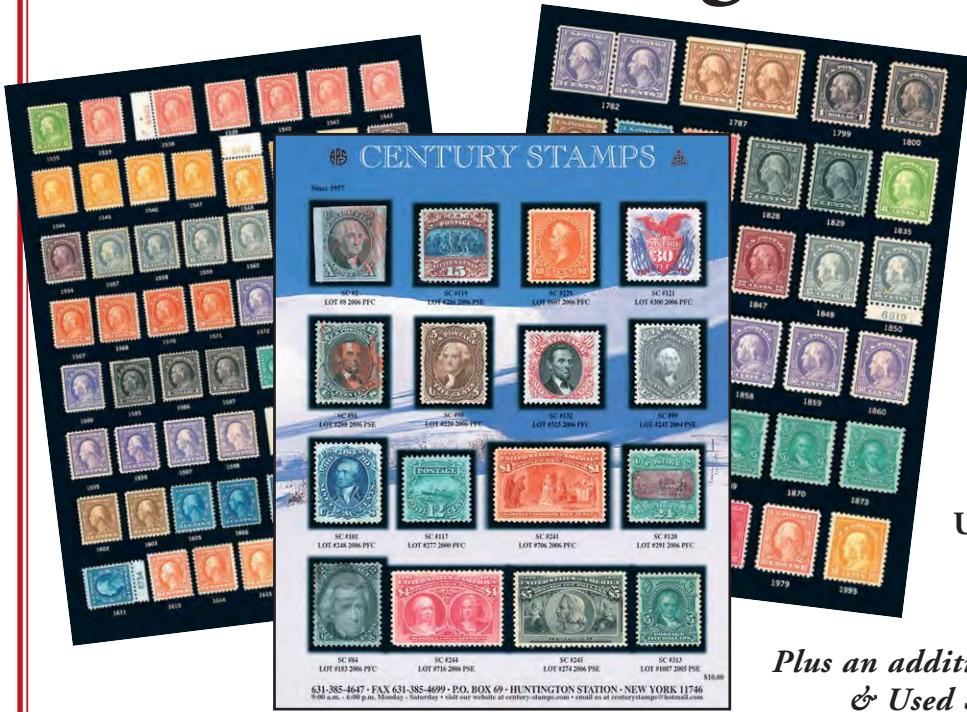
In May 2017, Jessica volunteered to serve as chair of Filatelic Fiesta and San Jose Stamp Club President Brian Jones turned over the reins of the show, making Jessica the young-



est WSP show chair in the country. As a fellow member of the club, I received all the updates on organizing the show and Jessica is definitely a leader! Filatelic Fiesta was held November 11-12 and was successful on all fronts.

On that success, Jessica recently announced the 2018 organizational committee, which included three more YPLF alum. They are: Ryan Wellmaker, bourse chair, 2011 Author Track Fellow; Ian Hunter, marketing chair, 2017 Central Atlantic Stamp Dealers Association Fellow; and Katie Vasicek, awards chair, 2013 Schuyler Rumsey Fellow. You can see their hard work in action this year at Filatelic Fiesta on October 20-21, 2018. For more information go

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Jessica Rodriguex, chair of the San Jose Filatelic Fiesta.

to: www.filatelicfiesta.com.

In this month's issue, we do a 10-year retrospective of the YPLF program and catch up with several of the alumni and what they're doing now. Some have come to philately professionally, others are actively leading in other meaningful ways. However, Filatelic Fiesta has definitely become home to some of the best and brightest members of the YPLF program. I applaud Jessica

and the San Jose Stamp Club for giving our young leaders a home to make a big impact on the hobby. If you're interested in supporting the YPLF program, go to: www.stamps.org/Young-Philatelic-Leaders.





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Lt. James C. Edgerton prepares to depart Philadelphia for Washington, D.C. on May 15, 1918. His flight carried 136 pounds of mail and went off without a hitch, with departure at 1:14 p.m. and arrival at 2:50 p.m.

THE ORIGIN OF SCHEDULED U.S. AIRMAIL

New Era Was Launched Despite Empty Fuel Tanks, Wrong-Way Pilots and Inverted Stamps

BY CHARLES P. WENTZ

Historical Perspective

It was not until after World War I that the airplane was first used for any practical commercial purpose, but the Post Office Department had been propagandizing for airmail service for many years.

In the fall of 1911 Postmaster General Frank H. Hitchcock orchestrated a publicity stunt at the International Aviation Meet held at Garden City Estates on Long Island. A temporary post office was built on Nassau Boulevard.

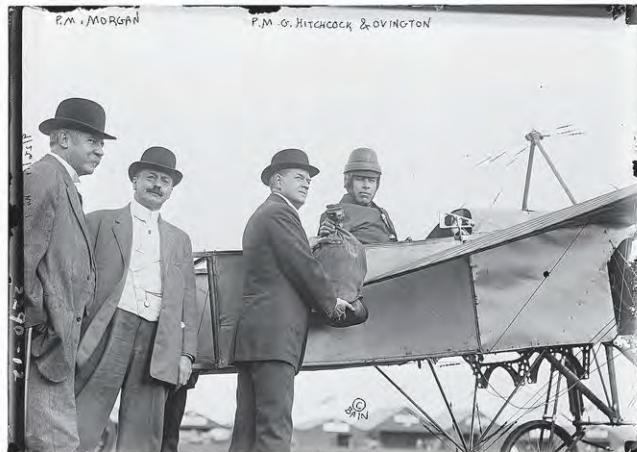


Figure 1. Postmaster General Frank H. Hitchcock hands the first sack of air mail to Earle L. Ovington, seated in his Bleriot.

On September 23, Hitchcock swore in pilot Earle Lewis Ovington as a carrier, and Ovington flew a sack of mail seven miles, dropping the sack over Mineola/Garden City to the postmaster on the ground. The sack contained 649 letters and 1,280 postcards [Figure 1]. (Among other pilots sworn in as airplane mail couriers was Lieutenant Henry H. "Hap" Arnold, who later became the first Air Force five-star General.) The airplane, a Bleriot, was so small that Ovington had to fly with the sack on his lap.

Similar mail flights became common, and all flights were made with the approval of the postmaster general, without expense to the government, and in conjunction with some general meeting or fair. In 1912, 31 experimental airmail flights were flown. The possibility of regular airmail service then received Congressional attention. Encouraged by the success of these experimental flights, the Post Office Department urged Congress to appropriate money to initiate airmail service, but it was not until 1916 that Congress made money available. After a delay caused by World War I, Congress finally appropriated money in 1918 to establish an experimental airmail route and for the purchase, operation and maintenance of airplanes.

The next postmaster general, Albert Sidney Burleson, became a champion of airmail. In April 1914 Burleson appointed Otto Praeger, an old fishing and hunting buddy, to be the new postmaster of Washington, D.C., and in September of the following year, appointed him as second assistant postmaster general. This assignment made Praeger in charge of all mail transportation in the United States.

Seeking new ways to advance the mail, Praeger recognized the potential of an airmail service and initially attempted to contract with private companies for an experimental service. However, aerial operations were beyond their technical competence; thus Praeger, obsessed with the idea of regular airmail service, decided that the POD must execute with its own planes and pilots. After soliciting bids in February 1918 to build five airplanes for a Washington-New York route, the Army Air Service volunteered to fly the route with military assets.

On a day with heavy snowfall, Burleson summoned Praeger and, looking out at the storm, told him he would authorize airmail service if an experiment convinced him that such service could be maintained dependably throughout the year, "even on a day like this." Another who shared Praeger's obse-

sion was Captain Benjamin B. Lipsner, a businessman who had enlisted in the Signal Corps and was detailed to Washington. Lipsner was borrowed from the War Department to organize operations between Washington, Philadelphia and New York.

Genesis of U.S. Scheduled Airmail



Figure 2. Major Reuben H. Fleet.

Secretary of War, Newton D. Baker. Baker stated bluntly:

"'Hap' Arnold has recommended you for the job of getting this airmail route started between Washington and New York with stops at Philadelphia. The first plane will leave Washington at 11 a.m. on May 15. President Wilson will be there. Any questions?"

Fleet was flabbergasted. This was the first he had heard of such an idea. He explained that the endurance and range of the only plane available were 1 hour, 20 minutes and 88 miles, respectively. He added that the plane was a training airplane with no baggage compartment. He told of the pilot shortage and their inexperience with cross-country flying. Fleet said that maps were inadequate and mechanics were almost nonexistent. More time would be needed than the eight working days leading up to May 15. Baker referred Fleet to Burleson, who had already announced to the press that an Army Aerial Mail Service would start on May 15. It was an order; there was no further discussion.

Thus, experimental airmail service was to begin on May 15 and conclude on August 10, 1918. This three-month experiment was to be conducted entirely by the Post Office Department but using Army pilots and airplanes. Lipsner wanted pilots who had instructed the military pilots at Army flight schools and who had at least 1,000 hours of flight experience, of which there were only 40 in the entire country – all civilian. On short notice Lipsner procured six specially built, fast biplanes capable of carrying 180 pounds of mail each.

The First Scheduled Flights

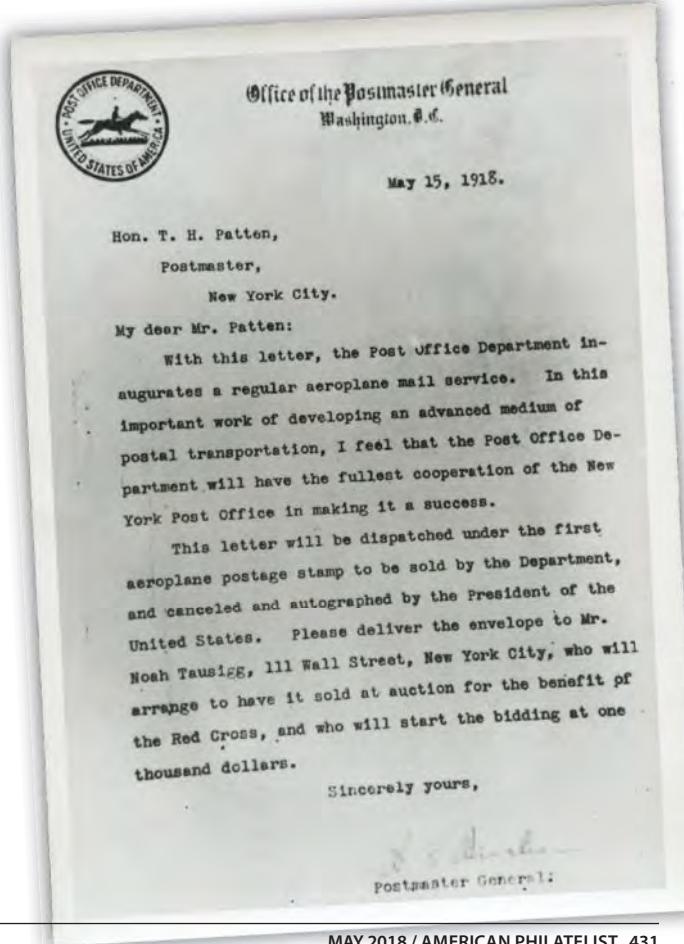
So, on Wednesday morning, May 15, 1918, while the rest of official Washington had its mind on the war in France, the U.S. Post Office was about to inaugurate regular airmail service between Washington, Philadelphia and New York, simultaneously and bi-directionally, using Army Signal Corps pilots and airplanes. A crowd gathered at the Polo Grounds

between the Tidal Basin and the Potomac River to witness this inaugural event.

Six pilots were needed for these inaugural flights. Fleet was allowed to choose only four. He chose lieutenants Howard Paul Culver, Torrey H. Webb, Walter Miller and Stephen Bonsal. However, the Post Office Department independently made arrangements with the War Department to have lieutenants James Clark Edgerton and George Leroy Boyle detailed to airmail duty. Fleet learned the reason: Edgerton's father was a purchasing agent for the Post Office Department, and Boyle's future father-in-law was an interstate commerce commissioner, who had saved the parcel post for the Post Office Department against private express companies who were bidding and fighting the government in court for the business.



Figure 3. Capt. Benjamin Lipsner holds a bag with the first airmail from Washington, D.C. The bag included a letter from the postmaster general to Thomas Patten, New York City postmaster.



Although both Edgerton and Boyle had just graduated from primary flying school, they had no experience flying beyond visual range of their training field. Fleet was not happy. He was an experienced pilot and well aware that the success of this airmail experiment really lay with the pilots. Fleet was told that Boyle would have the honor of flying the first airmail out of Washington and Edgerton would be first to fly mail into the nation's capital [Figure 3].

The flight plans of that first day were straightforward. Boyle would leave the Polo Grounds at Potomac Park in Washington at 10:30 a.m. for Philadelphia's Bustleton Field (a 130-acre tract actually located in north Philadelphia), a trip leg of 128 miles. He would pass the mail to Culver, who would fly it 90 miles to New York. At 11:30 a.m., Webb would depart Belmont Park, New York for Philadelphia, where his mail pouches would go to Edgerton, who would bring them to Washington [Figure 4]. The trip was 218 miles each way.

Sources conflict regarding the time of Boyle's departure and some details in following paragraphs, but according to Lipsner in his book, *The Air Mail: Jennies to Jets*, Fleet

Figure 4. New York City Postmaster Thomas G. Patten hands off the mail to Lt. Torrey Webb. Also, a first-trip cover that was among the letters in the mailbag handed to Webb.

brought the plane to be used by Boyle, landing at the Polo Grounds at 9:35 a.m. At 10:10, President Woodrow Wilson arrived, followed shortly by the mail [Figure 5]. The president's party included his wife, Burleson, Praeger, Washington Postmaster Merritt C. Chance, the postmaster general of Japan, Mr. Kambara, and Assistant Secretary of the Navy Franklin D. Roosevelt. Lipsner was on hand monitoring events. Boyle arrived with his fiancée, Margaret McCord, announcing, "Never fear because Boyle is here!" These were words to be remembered. Neither Fleet nor Lipsner smiled at the remark, and Fleet, unfolding a road map, showed Boyle how to get to Philadelphia [Figure 6].

After three failed engine starts, Lipsner, already a nervous wreck, overheard the president tell his wife, "We are losing a lot of valuable time here." Lipsner had the presence of mind to order a sergeant to check the gas tank; it

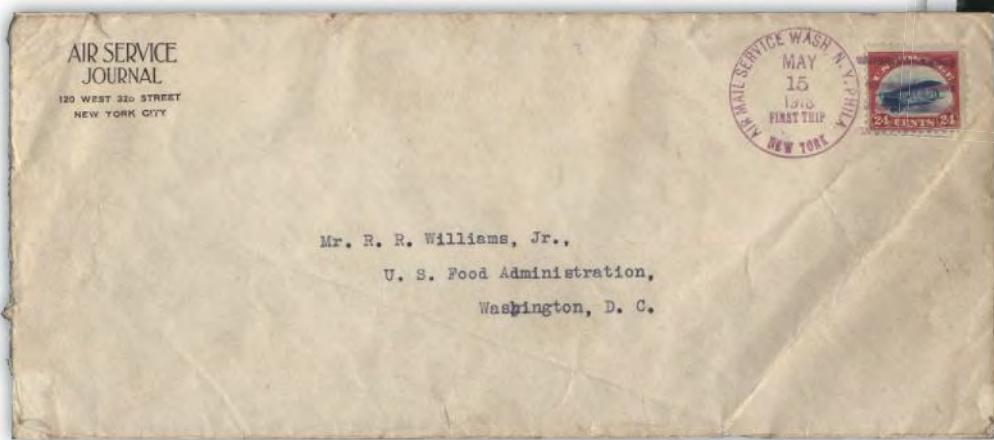




Figure 5. Above: Those on hand for the first flight include, from left, Merrit O. Chance (holding the mail bag), Albert S. Burleson, Otto Praeger (partially hidden) and President Woodrow and Mrs. Woodrow Wilson.
Left: President Woodrow and Mrs. Wilson at the first flight from Washington, D.C. The president holds a letter to be sent on the flight that will later be auctioned as a fundraiser for the American Red Cross.

Figure 6. Major Reuben Fleet, left, reviews the first flight with pilot George Boyle.

was almost empty. After three cans of siphoned gas were added, the engine started, and Boyle took off, albeit 45 minutes late, carrying 6,600 letters weighing 140 pounds. Boyle was headed toward a tree line at one end of the Polo Grounds and missed the top branches by about three feet. As the crowd drifted away from the field, Lipsner looked up and noticed that Boyle was turning as he climbed, taking a course in a direction opposite of that toward Philadelphia. So, the first scheduled airmail was airborne – in the wrong direction.

Boyle was flying south instead of his assigned course of north by northeast. Instructed by Fleet to

follow the railroad tracks out of Washington, but confused by the number of railroad tracks leading out of the city, he followed them in the wrong direction. After making several passes over unfamiliar terrain and missing the water he was supposed to keep on his right, Boyle realized he had followed the wrong set of tracks. Fewer than 20 minutes later and without aid of an accurate compass or aerial map, Boyle ended up over Waldorf, Maryland, 24 miles southeast of Washington. Landing in a freshly plowed field to get directions, he flipped his plane over, damaging the plane and his pride. Ironically this occurred near Praeger's farm.

When news of Boyle's accident reached Philadelphia, Culver departed for New York on schedule, but without the Washington mail. On Long Island, thousands of people gathered at Belmont Park to witness the arrival of one airmail plane and departure of another [Figure 7]. Politicians spoke, a band played, and a children's choir sang *The Star-Spangled Banner*. Torrey Webb's plane drowned the oratory as he de-



Figure 7. Flights from New York and Philadelphia went well on May 15. A large group poses in front of pilot Torrey Webb's plane. Those on hand include, at center below plane prop, Ed V. Gardner, airmail pilot No. 2; NYC Postmaster Tom Patten (in straw hat) and Max Miller (with hand over chest), airmail pilot No. 1.

Edgerton's first official Pilot's Daily Report, from Philadelphia to Washington, May 15, 1918.

via air mail report.

PILOT'S DAILY REPORT.

Plane No. 18274 Date May 15, 1918
Temp. 75° Weather Fair
Condition of field Good J.C. Edgerton
(Pilot.)

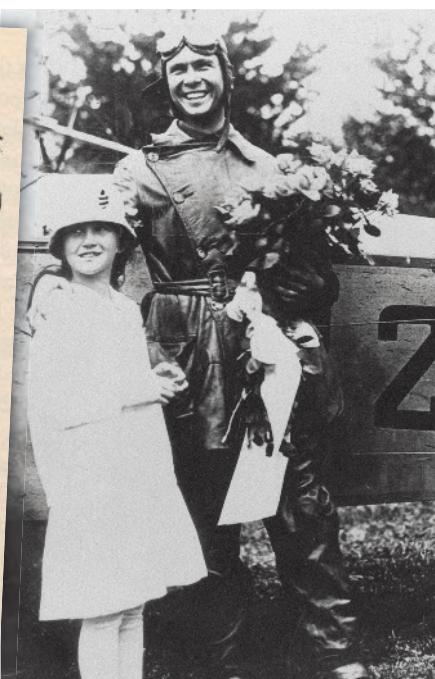
TRIP.		TIME.	
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Any strange noise? _____
Are instruments recording? Yes
Landing gear O.K. Tires O.K. Skids O.K.
Structural parts? _____ Fuselage _____ Wings _____

Note.—Use other side for forced landings, time lost, causes of delay, remarks, etc.

2299



After finishing first flight from Philadelphia to Washington, D.C., Lt. James C. Edgerton poses with his sister, Elizabeth.

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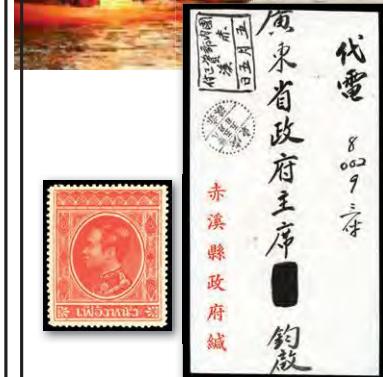


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parted New York on time and successfully transferred his mail pouch to Lt. James C. Edgerton in Philadelphia. Edgerton arrived in Washington without mishap.

The 140 pounds of mail carried by Boyle was driven back to Washington, where it was sent on to Philadelphia and New York by train. Of these roughly 6,600 letters, 300 were for Philadelphia, 3,300 for New York, and 3,000 for redistribution from New York. The estimated gross revenue on this one flight was \$1,584.

While no one else seemed to worry about Boyle's flying skills, Fleet was very concerned. He wanted a replacement for Boyle, but the Post Office Department asked that Boyle be given a second chance. Two days later, Boyle took off with the mail again, but this time Edgerton was flying ahead of him to make sure he was well along on the correct course. About 40 miles north of Washington, Edgerton decelerated and yelled at Boyle, "Are you OK?" Boyle waved and confidently yelled back that he was "OK," so Edgerton peeled off and returned to Washington. Boyle had been instructed to keep the water – the Chesapeake Bay – always to his right. (Note: The majority of sources checked for this article identify Boyle's escort pilot as Edgerton; others identify the escort as Fleet or leave the pilot unidentified.)

There are at least two versions of the rest of Boyle's second airmail flight. One story is that he flew along the water's edge to Elkton, Maryland, crossed the narrow strip of land between the Chesapeake Bay and the Delaware River, and passed over Wilmington, Delaware, into New Jersey, only to realize that the water – now the Delaware River – was on his left. Mindful of his instructions, he made a prompt about-face, followed the river south to the Delaware Bay, and scooted all the way around the Jersey Shore to Cape May, whereupon he made the dual discovery that he was out of gas and the water was now not only on his right but on his left and in front of him, as well. He executed a dead-stick landing, foiled only by a lack of fuel and the immensity of the Atlantic Ocean.

Another story is that an hour after Edgerton left him to his own devices, Boyle became lost and landed in a pasture near the mouth of the Chesapeake Bay, landing with his fuel supply exhausted at Cape Charles, Virginia. After acquiring tractor gas from a farmer, he departed once again, became lost again, ran out of gas, and crashed near the Philadelphia Country Club, merely a few miles from his destination. Boyle

was unhurt, but a wing was destroyed. Once again, his mail was trucked, this time to Philadelphia. Amazingly the Post Office Department asked that "Lieutenant Boyle be given a third chance, and, if he fails, the Department will take responsibility for his failure." Fleet denied the request, stating, "The conclusion has been reached that the best interests of the service require that Lieutenant Boyle be relieved from this duty." And so he was, for Fleet was supported by Secretary Baker.

After the first few days, the schedule of flights stabilized. There was one flight a day (except Sundays) with the following departure and arrival times:

Departure	Time	Arrival	Time
Washington	11:30 a.m.	Philadelphia	1:15 p.m.
Philadelphia	1:30 p.m.	New York	2:30 p.m.
New York	12:00 p.m.	Philadelphia	1:10 p.m.
Philadelphia	1:25 p.m.	Washington	3:20 p.m.

Overall, the airmail service performed well during its first year under Praeger's leadership. It actually achieved a small profit: total revenue of \$161,964 exceeded total costs of \$142,861, leaving a \$19,103 surplus. For the 128,255 miles flown between Washington and New York, over which 193,021 pounds of mail were carried, the numbers represent about 28 cents a mile for overhead; 20 cents a mile for direct flying cost; and 41 cents a mile for maintenance and repairs. Of the 1,208 trips flown out of 1,263 that were scheduled, 53 were forced down because of inclement weather or unflyable planes, and 37 were not completed due to engine trouble. There were no fatalities.

The airmail schedule worked on paper, but in practice, planes were frequently delayed two or three hours due to mechanical troubles or weather. The result was missed plane and train connections and an entire day's flights going for naught. Why would anyone pay extra postage for an airmail letter that doesn't arrive faster than regular mail?

Postal Rate and the Inverted Jenny

Fortunately for Lipsner and company, Boyle's mishaps received little attention in the press. However, a bigger story associated with the airmail was newsworthy: that of the 24-



Figure 8. As if unfueled planes, wrong-way pilots and crashes weren't enough for the early airmail service to cope with, there was also the Post Office Department's embarrassment from the discovery of a sheet of 100 Inverted Jennys getting into the public's hands.

peared to be flying inverted [Figure 8]. Lipsner offered the following perspective of this embarrassment:

"For several months, while hewing through the underbrush to prepare for the first airmail flights, I had had daily battles with hundreds of problems, and the result of this struggle had been a growing tension within me. Now, when I learned that sheets of inverted stamps were being sold, my cup was full to overflowing. The idea of an airmail service was already being ridiculed, without a blunder like this to give ammunition to the critics.

"Reacting like an eruption of Vesuvius at what seemed to be a deliberate plan to upset my dreams, I forgot all my other worries for a while and set out to trace down the error. In the face of the strain I had been under, this comparatively small problem expanded into a huge monster that threatened the very existence of an airmail service.

"It didn't take long to check back, and it was with great relief that I found the Jenny inverted on only a few sheets. The rest were all right. At the stamp window of the post office in Washington, I learned from the clerk that only one sheet had escaped before the discovery of the error. The rest had been caught and were to be destroyed..."

"We tried to refund the \$24.00 to [the buyer of the error sheet] but he refused ... To prevent a recurrence of this error, the government printing office added the word TOP to both the frame and vignette plates."

The regular, non-inverted version of this 24-cent stamp was first used on airplane mail service between Washington, Philadelphia, and New York. The stamp was also valid for ordinary delivery service. The rate of 24 cents per ounce included immediate individual delivery. The postmark on first flight covers included the date, origin city name, "Air Mail Service Wash. N.Y. Phila.", and "First Flight."

By the postmaster general's order of June 26, 1918, the

cent airmail stamp with the inverted center. The printing method was such that the sheet of 100 stamps would be run through the press twice: first to have a carmine-rose frame printed, then a second time to have a blue airmail plane printed. Some of the sheets were being run through the presses upside down the second time, so that the airplane, a Curtiss JN-4 nicknamed "Jenny," ap-

peared to be flying inverted [Figure 8]. Lipsner offered the following perspective of this embarrassment:

Only a few letters were stamped for airmail on most days in the three-month experimental period [Figure 9]. Ordinary mail filled the bags to avoid embarrassment to the Post Office Department. To pay its way, mail flown by air would have to affect great savings over dispatch by railroad, which was not possible between Washington, Philadelphia and New York. Thus, Lipsner and Praeger concluded that airmail could succeed only with greatly expanded routes, faster planes, heavier loads, and a 24-hour-a-day flying schedule. Except for pilots with night-flying experience in the war, this demand added the risk of contemporary aviation's inexperience with night flying.

Impact



Figure 9. A first-day cover for an airmail stamp (Scott C74), issued May 15, 1968, which marked the 50th anniversary of airmail. The stamp, designed by Hordur Karlsson, shows Lt. George Boyle's biplane.

By July 15, 1918, arrangements were completed for the Post Office Department to operate the airmail independently of the Signal Corps, as all available pilots were needed to support the aerial war in France.

Praeger asked Lipsner to continue running the airmail for the Post Office Department. "You made it work for the Army, Ben. Now I want you to run it for us." A flattered Lipsner, denied a leave of absence from the Army, was permitted to resign in order to accept the civilian job as the first superintendent of the Aerial Mail Service.

It didn't take too long for kinks to be ironed out, though, and by the time the experimental phase was over, postal officials and the country were ready for more airmail. An east-west route between New York and Chicago was in the air by mid-December [Figure 10].

Epilogue

Major Fleet founded the Fleet Aircraft Company, which became Consolidated Aircraft Corporation (Convair). A native of San Diego, the Reuben H. Fleet Science Center is his namesake, located in that city's Balboa Park. In 1965 he was inducted in the Aerospace Hall of Fame in Dayton, Ohio.

Captain Lipsner resigned his position as superintendent of the Aerial Mail Service, as mentioned. (One source indicates that he did so in December 1918 in protest of Burleson's decision to open a hazardous route in the dead of winter; it also states that he was persuaded to resign). He later worked as a consulting engineer for airlines and oil companies.

As for the pilots, Lt. Webb became an executive of the Texas Oil Company.

Lt. James Edgerton was appointed director of flight operations and eventually promoted to lieutenant colonel, becoming director of research for aeronautical programs. Lt. George Boyle returned to flight school for further training. Other than Boyle, the pilots who flew the mail on that first day continued that duty through the experimental period, as did lieutenants Walter Miller, Stephen Bonsal and a Lieutenant E.W. Kilgore.

The Author

Charles P. Wentz is a retired aerospace engineer who has collected stamps for many decades. He collects U.S. stamps, postal stationery, U.S. possessions and other back-of-book items. Charlie also has written articles published in the November 2011 and November 2012 issues of *The American Philatelist*.

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National Postal Museum, Washington, D.C.

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Figure 10. A pilot prepares to leave with some mail from Bellefonte, Pennsylvania, which by December 1918 had become the first stop westward in the New York-to-Cleveland-to-Chicago route.

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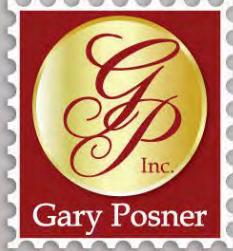
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Trending? Viral Videos? Influencers?

All Old News When You Consider James Farley and National Air Mail Week 1938

BY RON BREZNAY



Figure 1. Word spread about National Air Mail Week in 1938 from a variety of ways, with slogans and graphics gracing a variety of pins, banners, posters and advertisements.



America celebrated 20 years of airmail service on May 15, 1938. To mark the occasion, President Franklin D. Roosevelt declared the week of May 15 to 21, 1938, to be National Air Mail Week. President Roosevelt and Postmaster General James A. Farley encouraged every American to send a letter by airmail that week [Figure 1].

According to Farley, National Air Mail Week had four objectives: to commemorate the 20th anniversary of airmail service, to acquaint citizens with the use of airmail, to show the progress made in air transportation and to increase the use of airmail.

Paul R. Younts, postmaster of Charlotte, N.C., was the National Chairman for National Air Mail Week. Under him were chairmen for each of the 48 states, Washington, D.C., Hawaii and Guam, and Puerto Rico and the Virgin Islands. With a few exceptions, the state chairmen were the Central Accounting Postmasters for their respective states. Two of the exceptions were the Carolinas. Since Charlotte was the Central Accounting Office for both North and South Carolina, Postmaster J.H. McKenzie of Salisbury, North Carolina, and Postmaster Dixon Davis of Greenville, South Carolina, were selected as chairmen for their respective states.

National Air Mail Week turned out to be quite an event. Many municipalities, from small towns to major cities, produced cachets for the airmail letters sent that week. There were poster contests and essay contests. Newspapers and radio stations heavily promoted the event. A Chicago radio station sent a partially blank record on an around-the-world flight, with officials in several cities recording short salutes to the airmail anniversary.

The U.S. issued a stamp for that week, a 6-cent red-white-and-blue Eagle stamp, Scott C23 [Figure 2]. Though it was a definitive airmail stamp, it was commemorative in size, as befitting the special occasion. It was printed on a flat plate, with 100 stamps to a plate, 50 to a pane. The stamp was unwatermarked and perforated gauge 11. The ink colors were dark blue and carmine, and there is a variety, Scott C23c, that was inked in ultramarine and carmine. The vignette shows an eagle holding a shield, olive branch, and arrows. The 6-cent denomination covered the domestic 1-ounce airmail rate in effect since July 1, 1934.

The stamp was issued on May 14, 1938. The first-day cities were Dayton, Ohio, which was the home of the Wright brothers, and St. Petersburg, Florida, where the first commercial passenger flight in the U.S. originated and which was the location of the American Air Mail Society's annual convention that year. Even though the next day was a Sunday, thousands of post offices opened to sell the new stamp and inaugurate the special week.

An American Air Lines "sky sleeper" plane, a DC3 named *District of Columbia*, was placed at the intersection of 14th Street and Pennsylvania Avenue N.W.,



Figure 2. This airmail stamp was issued specifically May 14, 1938 in conjunction with National Air Mail Week, Scott C23.



Figure 3. This cover was among those emanating from the Flagship Station in Washington, D.C. The reverse has a rubber stamp sponsored by American Airlines.

in Washington, D.C., and designated as the Flagship Branch Postal Station [Figure 3]. The airline provided special stationery to anyone who wanted to send a letter with the Flagship Station cancellation.

First Lady Eleanor Roosevelt officially opened the station on May 15 and received the first sheet of the new airmail stamp. She accepted the stamps "for my husband, because I don't think I'd be allowed to retain them since he will want them for his collection." However, Mrs. Roosevelt did retain one of them, which she used to post a letter to her daughter, Anna (Mrs. Clarence John Boettiger), in Seattle, Washington.

That night, a dinner was held in the Mayflower Hotel in Washington, D.C., to honor the top winners of a national essay contest, the theme of which was "Wings Across America." Perry Morrison, a high school student from Arcadia, California, took first place, winning a trip to Miami. The runners-up were Ellen Peak of Manhattan, Kansas, who won a trophy, and Homer Still Jr., of Jacksonville, Florida, who was given a plaque.

More than 500,000 essays were entered in the contest, which was open to high school students and more than 100 prizes were given across the country. Besides the national winners, the first-prize winners from each state were flown to Washington, D.C. for the awards dinner.

The poster contest was open to elementary and high school students. Approximately 100,000 posters were entered, with local and state winners. The first-place winner in each state received a trophy and the poster was entered in the national competition. The national first-place winner, Rosemary Niederle, of Portland Oregon, was awarded a trophy. A plaque went to the second-place winner, Robert J. Kelley, of Bloomfield, Connecticut. Third place was won by Ernest



Bednar, of Lidgerwood, North Dakota.

Special slogans were coined to encourage Americans to use airmail [Figure 4]. Some of them were:

- "Speed is the Thing! Use Air Mail"
- "Tomorrow's Mail — Today!"
- "Put Wings on Your Mail — Send Your Letters Air Mail"

The special cachets produced by the cities and towns incorporated designs that highlighted something special about



Figure 5. Cities and towns of all sizes not only participated in National Air Mail Week, but also grabbed the chance to promote themselves.

that municipality [Figure 5]. Some were printed on the envelopes but many were rubber-stamped. About 10,000 of these designs were created and sparked an aerophilately sub-specialty that remains popular to this day.

Many of the covers were autographed by the postmaster of the town or by the pilot who flew the covers [Figure 6]. Postmasters were encouraged to autograph a cacheted cover



Figure 4. Several slogans were promoted for National Air Mail Week, including some, such as this one, that ended up as stickers attached to covers.



Figure 6. Pilots and postmasters were encouraged to sign covers submitted by the public; this cover from Stuart, Florida – home to “Florida’s Finest Fishing” – has both.

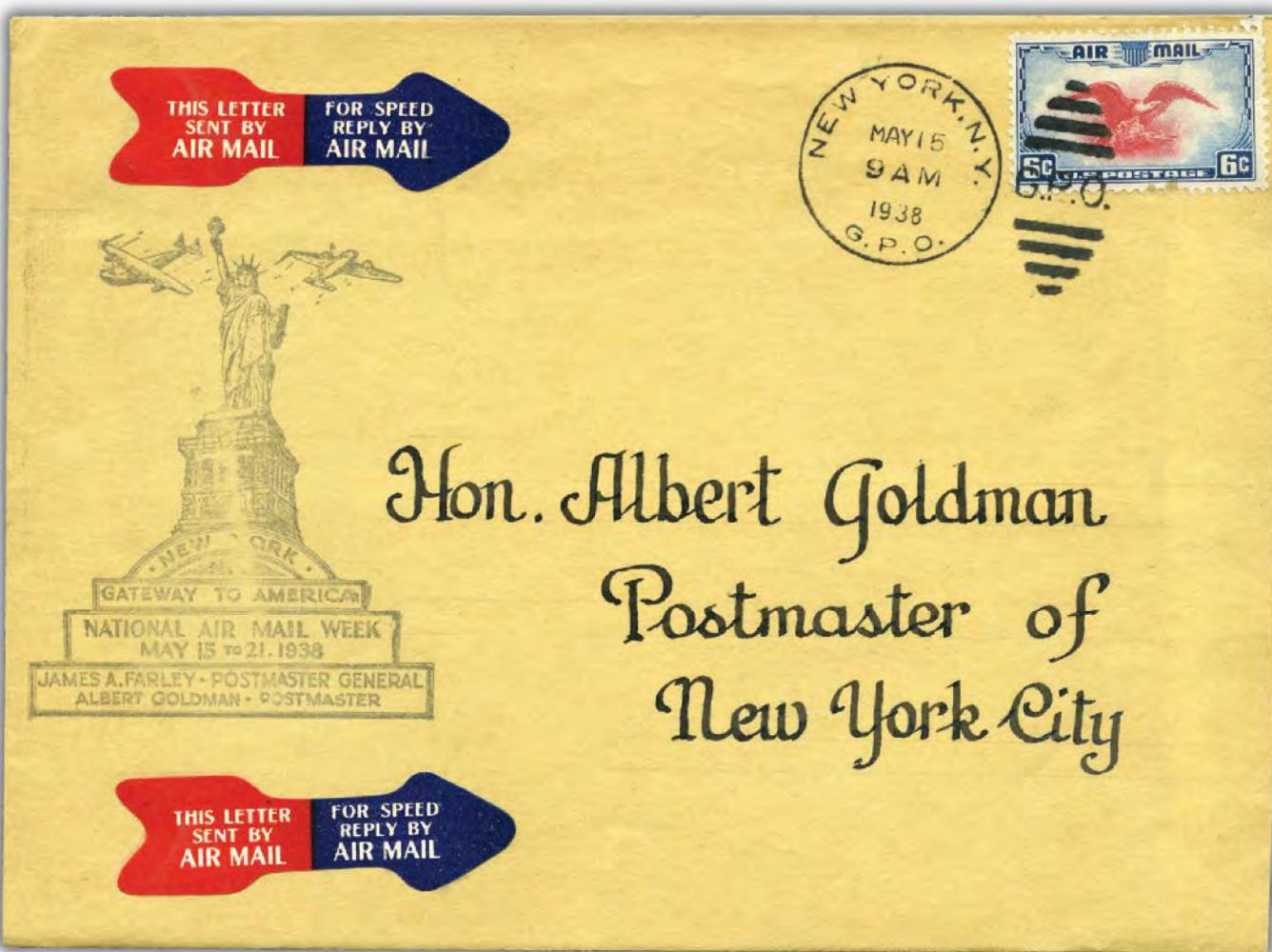


Figure 7. Consumers were encouraged to send covers by airmail to postal officials who were state and territorial chairs for the event. New York City Postmaster Albert Goldman was among those receiving a lot of mail.

and mail it to the postmaster general. There also was some encouragement for the public to send airmail letters to state and territory chairmen. [Figure 7].



Figure 8. Commercial sponsors – such as Chicken of the Sea/White Star canned tuna – grabbed the opportunity for a new advertising spot. Also, some states provided promotional stickers that could be applied to envelopes.

Sponsors were sought to cover the costs of the celebration, and many of these sponsors had advertising printed on the backs of the cacheted envelopes [Figure 8]. Shown is the back of a cover showing a printed ad for Chicken of the Sea/White Star canned tuna. Some states promoted themselves by supplying stickers that could be stuck onto envelopes.

The Post Office Department provided a special cachet for use in Washington, D.C., Philadelphia and New York City on May 15 to commemorate the first airmail flight, which flew between those cities on May 15, 1918. The official cachet was also authorized for use

in Kitty Hawk, North Carolina, and Dayton, Ohio — two important cities in aviation history — on May 19.

Younts, postmaster of Charlotte, North Carolina, designated May 19 as Pickup Service Day as national chairman for the event. On that day, many towns that had no airmail service received a special airmail pickup (adding “First Air Mail Flight” to their cachet). Planes landed on farms and golf courses if the town did not have an airport. Volunteer pilots were used, who were temporarily sworn in as airmail pilots. The mail would then be taken to the nearest city that did have airmail service. For many towns, this was their first — and last — airmail pickup. More than 1,700 such flights were made, including one into Bloomsburg, Pennsylvania, which has an airport but no airmail service [Figure 9].

To dramatize the difference in mail transportation, airmail from Packanack Lake, New Jersey, was taken by horseback to an airplane at Paterson Airport. The “pony express” mail took 25 minutes to cover two miles while the plane traveled 15 miles to Newark Airport in only seven minutes. Other speed-comparison demonstrations were made using carrier pigeons, stagecoaches, oxen teams, foot-runners, reindeer and dog teams.

The community of Julian, California wanted to participate in Pickup Service Day, but the town is located in the mountains and does not have a suitable landing spot. The Post Office Department authorized the drop of a pouch of mail by parachute from an airmail plane flying from San Diego to Phoenix. The flight commemorated the first overland mail, called the Jackass Route, which started in 1857. The



Figure 9. Covers from Bloomsburg and Carlisle, Pennsylvania, both of which participated in Pickup Service Day.

plane flew part of the route, between San Diego, El Centro and Yuma, and then continued to Phoenix. Shown is a cover that was among the 2,150 pieces in that parachute drop [Figure 10].

Only one of the special flights crashed. The plane piloted by Dwight P. Church took off from Massena, New York, with a load of airmail. The plane went down near Lowville, New York. Fortunately, Church was not hurt. The mail was taken to the local post office and then trucked to Syracuse.

Several other special flights were held that week, many involving aviation celebrities.



Figure 10. The front and backstamp of a cover dropped by parachute into Julian, California.

Eastern Air Lines flew a passenger aircraft on May 15, 1938, over the original 1918 airmail route, from Newark to Washington, D.C. The flight was commanded by Captain Eddie Rickenbacker. It took an hour and 20 minutes, considerably shorter than the three hours and 20 minutes for the original flight. The passengers included Farley; other POD officials; James C. Edgerton, the pilot of the original flight; Merritt Chance, the Washington postmaster at the time of the original flight; and Paul Younts.

TWA made a transcontinental flight from Los Angeles to Newark in 15 hours, with one ton of airmail plus air express and 15 passengers. The pilot, Captain Lawrence Fritz, had flown the first commercial airmail flight on February 15, 1926, from Detroit to Cleveland. The co-pilot, Captain Steve Welsh, had received that first shipment of airmail in Cleveland in 1926.

United Air Lines flew from Denver to New York City on May 16, 1938, demonstrating that non-stop transcontinental service was inevitable.

On May 19, 1938, mail bearing the official Kitty Hawk cachet was flown from Kitty Hawk to Dayton. The loading of the mail at Kitty Hawk was overseen by three men who had witnessed the Wright brothers' 1903 flight [Figure 11].

On May 20, 1938, United Air Lines recreated the first night flight of airmail, which had occurred on February 21, 1921, from North Platte, Nebraska to Chicago. The original pilot, Jack Knight, relied on bonfires on the ground for flight guidance. Similar lighting was recreated for the commemorative flight.

The results of National Air Mail Week were overwhelming [Figure 12]. Farley estimated that more than 16 million airmail letters were sent that week, along with 25,000 airmail packages. He said in a radio address on May 26, 1938: "The results of the campaign went beyond our greatest expectations and indicate that all of the objectives have been achieved."

The Author

Ron Breznay is a long-time stamp collector from Wilkes-Barre, Pennsylvania. He has a worldwide collection but

semi-specializes in United States, Confederate States, Canada, and Israel (tab singles), and is developing a horror topical collection. He joined the APS in 1988 and is a member of various other philatelic societies.

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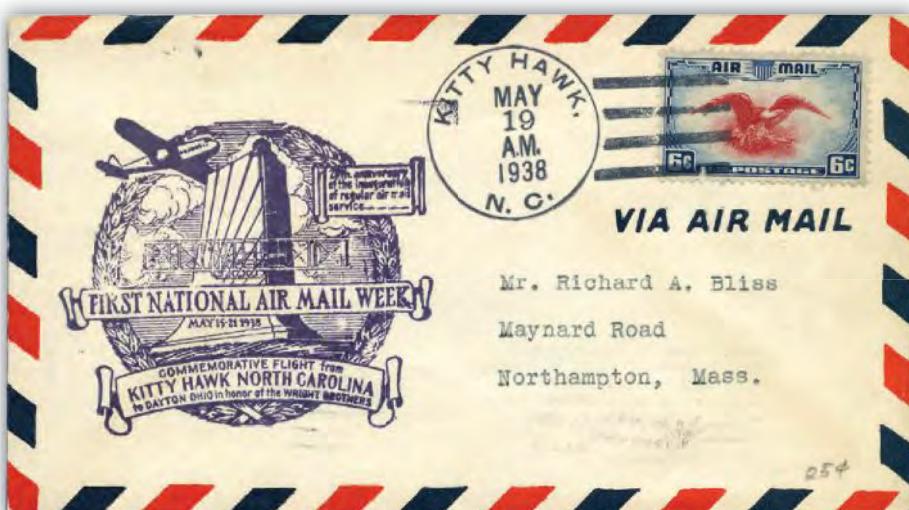


Figure 11. Envelopes were flown from Kitty Hawk, North Carolina to Dayton, Ohio, both important towns in the history of the Wright Brothers and airmail. The cachet is the Post Office Department's "official" cachet.



Figure 12. Postmaster General James A. Farley sitting with some of the hundreds of thousands of letters mailed during National Air Mail Week. (Courtesy of Smithsonian Institution, National Postal Museum, Curatorial Photographic Collection, Photographer: Unknown)



2016).

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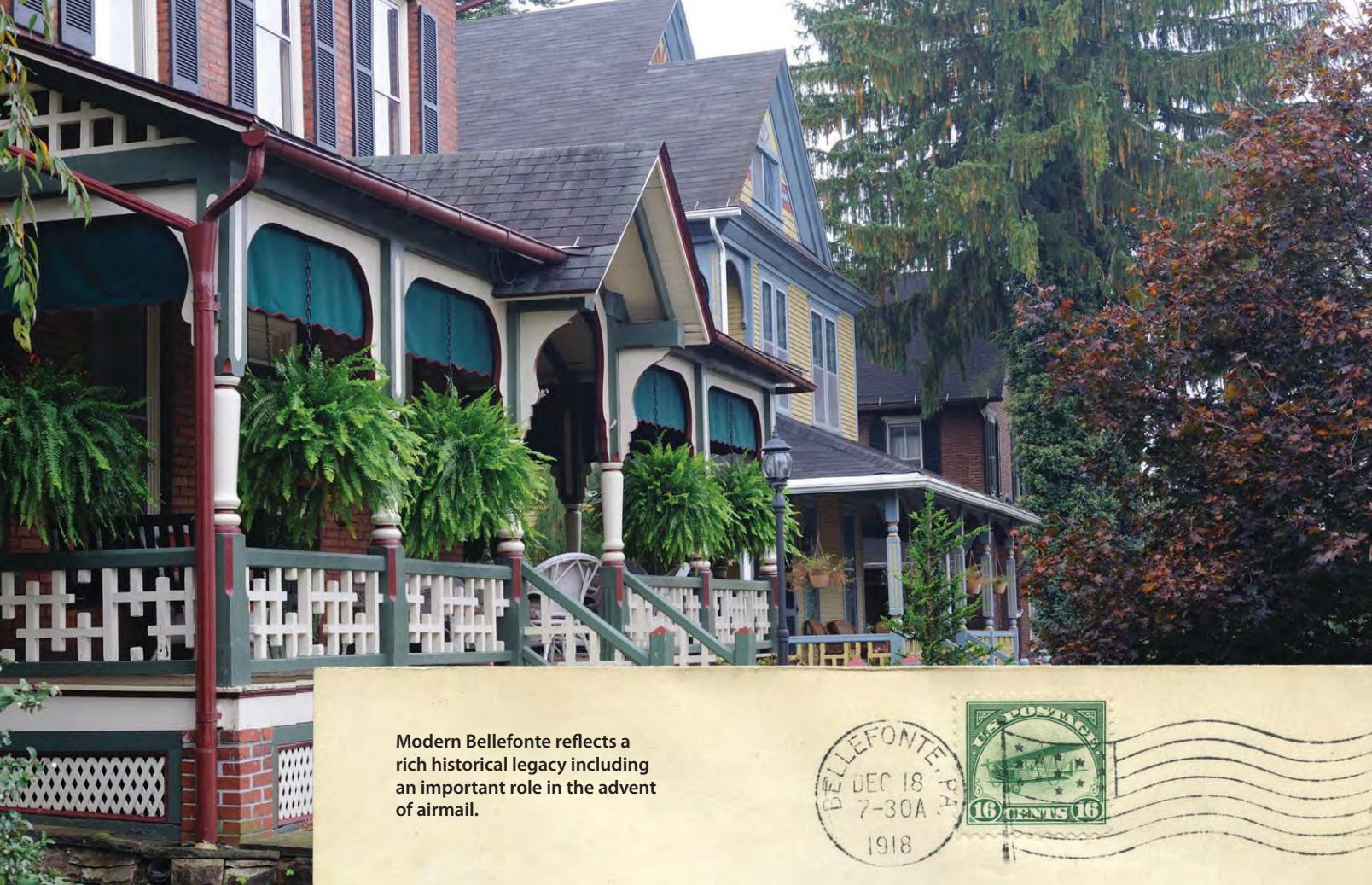
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Modern Bellefonte reflects a rich historical legacy including an important role in the advent of airmail.



THE ‘SUICIDE CLUB’ AND ‘HELL’S STRETCH’

Flying the Mail Put Bellefonte, Pennsylvania (Briefly) on the National Map

BY KATHLEEN WUNDERLY

On December 17, 1903, at Kitty Hawk, North Carolina, Orville Wright achieved 12 seconds of flight in the powered, heavier-than-air machine that he and his brother Wilbur had invented. In October 1905, their new Wright Flyer managed 39 minutes in the air.

Despite these successes, using airplanes to carry mail across the United States seemed to be more of a delusion than a dream, but the United States Post Office Department had hopes and began to act on them with experimental mail flights in 1911. These succeeded well enough for the postal authorities to ask Congress for funds in 1913 to establish an airmail service.

World War I began in 1914 and aircraft initially were used for reconnaissance, but evolved over four years of war into combat machines. By 1916, wartime aviation advances impressed Congress enough to agree to a U.S. airmail experi-

ment using borrowed Army personnel and equipment. The first successfully completed mail flight took place on May 15, 1918, from New York to Washington.

In August 1918, the Army handed the airmail framework over to the Post Office Department, which began to actively pursue the establishment of an east-west airmail route, linking New York and Chicago by way of Cleveland.

The most direct route to Cleveland would be in a straight line across Pennsylvania, and Captain Benjamin Lipsner, first superintendent of the U.S. Aerial Mail Service, sent Max Miller (U.S. Airmail Pilot Number One) and his mechanic to look for potential sites for scheduled and emergency airfields in September 1918. Pennsylvania is about 283 miles wide; its center is somewhere in the wooded ridges between Bellefonte, the Centre County seat, and State College.

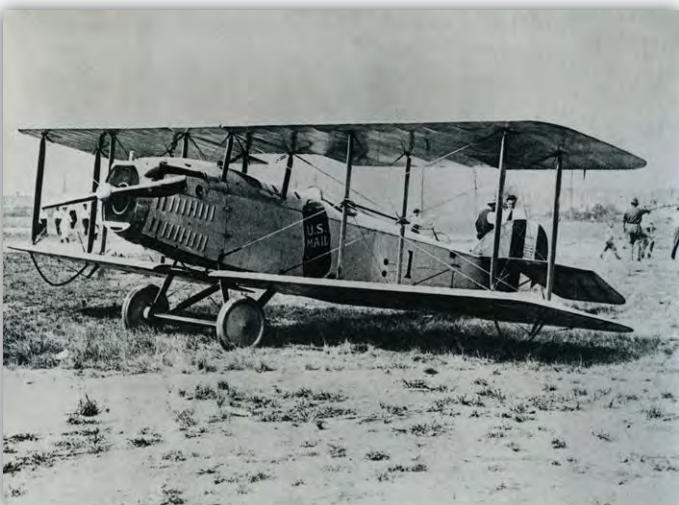


Figure 1. Max Miller, pilot No. 1 of the Aerial Mail Service, flew this biplane on September 20, 1918 while scouting for potential landing sites in Pennsylvania. He chose Bellefonte over Lock Haven as the only scheduled stop in the state.

Airmail Service Discovers Bellefonte

Bellefonte, founded in 1795, enjoyed a concentration of wealth from its iron industry and political power in the early to mid-19th century. Seven men who served as governors in Pennsylvania, Kansas and California in the 19th century were born, raised in or lived in the borough. But Bellefonte's days of great prominence had passed by 1918, and it was a quiet town of about 4,000 people in a rugged middle-of-nowhere, surrounded by numerous low mountain ridges and enormous dense forests. Centre County's focus had switched to State College a dozen miles away and home to the Pennsylvania State College, which, of course, today is popularly known as Penn State University.

Bellefonte's heyday had passed in many ways, but the serendipity of its location was about to propel it to national prominence as the only scheduled stop in Pennsylvania on the first westward airmail route.

Miller flew to Lock Haven (about 25 miles northeast of Bellefonte) on September 5, 1918, landing on the fairway of a local country club. Lock Haven was in use as a stop for some of the experimental flights and thus was in the running to be the permanent scheduled stop. Miller shook the hands of the postmaster and dignitaries, had lunch and flew on to Cleveland.

Then, Bellefonte received its first hint. On September 19, 1918, Postmaster Patrick Gherry received a call from the office of Second Assistant Postmaster General Otto Praeger (who was responsible for implementing the air mail program) "announcing the visit of the bird-men," as the weekly *Centre Democrat* newspaper reported in its September 26 issue. Praeger told the postmaster to have gasoline and oil ready for the plane. This was done, but no bird-men arrived, "greatly to the disappointment of the citizens of the town, who kept scanning the sky in the eager hope of catching a glimpse of the plane."

The citizens' patience was rewarded the following day, when "about an hour before noon the big plane appeared above the town, circled rather low a few times and gracefully glided to earth, landing in Beaver field [Thomas Beaver's farm]." Miller had landed in Lock Haven before coming to Bellefonte that day, and the *Centre Democrat* reported that the flier and his mechanic, Henry Wacker, were well pleased with Bellefonte's facilities.

Another Bellefonte weekly newspaper, the *Democratic Watchman*, reported that Miller was "under orders not to reveal" any plans regarding the permanent station site, but that he had commented on the ease of landing at Bellefonte and its attribute of being "high and dry at all seasons," unlike Lock Haven, which was flooded frequently. Bellefonte sits at about 778 feet in elevation, on the banks of Spring Creek, and Lock Haven is at 558 feet, on the West Branch of the Susquehanna River.

Miller must have expressed his preference, and the Post Office Department announced on October 11 that Bellefonte would be the scheduled stop in Pennsylvania, in company with two other emergency stations.

Events began to accelerate. Newspaper wire-service stories datelined Washington, D.C., November 16, 1918, reported Postmaster General Albert S. Burleson's announcement that the New York-to-Chicago airmail route would be inaugurated sometime between December 1 and 15. The route would be in three legs: New York to Bellefonte, 215 miles, with an emergency station available at Lehighton; second leg, Bellefonte to Cleveland, 215 miles, with an emergency station at Clarion; and third leg, Cleveland to Chicago, 325 miles, with an intermediate station at Bryan, Ohio. (Lehighton, in Carbon County, lies on a fairly straight line joining New York City with Bellefonte. Clarion is on a line heading slightly northwest from Bellefonte toward Ohio.)

With all stops, the trip was expected to take 10 hours. In comparison, the news stories explained, "The fastest railroad trains make the trip between New

The 2016 edition of the *American Air Mail Catalogue*, produced by the American Air Mail Society, is unfortunately incorrect in its listing for December 18, 1918, stating that there are no flown covers from Bellefonte on December 18. There actually were two opportunities for flown covers from Bellefonte.

York and Chicago in twenty hours, but trains carrying mail make the trip in twenty-four to twenty-six hours."

Burleson's announcement added that POD representatives would be visiting Lehighton, Bellefonte and Clarion "before the end of November" to arrange for acquisition of land and airfield construction – and not a minute too soon, for a service intended to start in the first half of December.



Figure 2. An aerial view of Beaver Field in Bellefonte showed how pilots needed all of the navigational help they could get. Although houses were close by, all reported crashes were into nearby fields and not neighborhoods.

In its November 14, 1918, issue, the weekly *Bellefonte Republican* reported that George L. Connor, chief clerk to Second Assistant Postmaster General Praeger, and Charles N. Kight, special representative of the aerial mail service, had visited Bellefonte on November 7 to select a landing site, meeting with a five-man committee appointed by the local board of trade.

Family Farm Becomes Pennsylvania Pit Stop

The agreed-upon site was the farm where Miller had landed on September 20, owned by Thomas Beaver, son of General James A. Beaver, Civil War hero and Pennsylvania governor from 1887 to 1891. Thomas had attended the Pennsylvania State College and earned a degree in general science, but chose to manage the family farm a few miles from downtown Bellefonte.

The Post Office Department signed a two-year lease with Beaver for use of a portion of the farm, while the remainder continued to be a working farm. Horses and cows were pastured nearby and allowed to roam at night, keeping the grassy landing field (600 yards by 200 yards) trimmed. (On one occasion in 1923, a private plane was using the airfield overnight and its pilot refused to use the hangar. The night watchman found several of Beaver's horses chewing on the linen covering the wings and tail.)

The meeting on November 7 in Bellefonte included a request from the POD for help in funding the airfield, in the sum of \$2,000 (about \$33,000 today). The November 14 *Bellefonte Republican* report said, "This was done because the government appropriation for the installation of the service was more than exhausted by the purchase of ten airplanes."

The Post Office Department formally took delivery on August 6, 1918, of six, not 10, airplanes manufactured by Standard Aircraft Corp. in Elizabeth, New Jersey. Pilot Eddie Gardner took one of the new planes up and performed some stunts for the crowd of postal and other dignitaries.



Figure 3. Mechanic Ellis Hines, left, and pilot George Bradford, who was only part of the airmail service for a month in the fall of 1919.

Promising that the aerial mail would be "a splendid advertisement for Centre County," the citizens' committee persuaded the county commissioners to appropriate \$500, and Bellefonte's borough council chipped in \$300. The remainder of the funding came from individual subscriptions. It seems rather hard that the Post Office Department would not fully fund its own facility, but displaying their allegedly empty pockets to Bellefonte's citizens did work.

The airfield site was a few yards from the road leading from Bellefonte to Lock Haven, with houses on the opposite side of the road. Amazingly, the numerous plane crashes at

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Figure 4. Max Miller, left, with pilot Trent Fry in 1919 stand before the original hangar at Beaver field.

had dashed to the airfield for the event, as they continued to do regularly for the next few years.

All was in readiness for the grand occasion on Wednesday, December 18: the first scheduled flight of New York-to-Chicago airmail route. The *Bellefonte Republican* of December 19 described the day. "Delays disarranged the scheduled stops at Bellefonte. The plane from New York arrived here at 11 o'clock and left at 2, being several hours late. The operator lost his bearings and landed at State College ... The plane from Chicago, leaving there at 7 a.m., was

due here at noon, but had not shown up last evening."

A United Press wire service story datelined Altoona, December 18, was published widely around the country: "The first New York-Chicago mail aeroplane arrived in Bellefonte at 11:15 this morning. The pilot experienced trouble from dense fogs and at first landed in State College by mistake at 10 o'clock. He started again and flew the remaining twelve miles to Bellefonte. From there he resumed his trip westward, in a relief machine, at noon."

The Times, the weekly newspaper of State College, ran a first-page article on December 21 headlined, "Aerial Mail Pilot Lands at State College," and reporting as follows: "It was an odd concident (sic) that while Bellefonte has been making much ado about the aerial mail service having a landing at that point that the first pilot coming this way should choose State College for his landing place. Of course, the excuse of the pilot was that he had lost his map, but we rather think he was pleased with the looks of our town and under the impression that this must be the place selected by the government as a landing point for this new air service, since it was so admirably adapted for that purpose. But, however it happened, the large crowd of people who soon gathered thoroughly enjoyed his brief stay."

The *American Air Mail Catalogue*, produced by the American Air Mail Society, is unfortunately incorrect in its listing of the December 18, 1918 flight. The seventh edition, 2016, of the AAMC repeats the errors of earlier editions, stating that there are no flown covers from Bellefonte on December 18 that "Pilot Leon D. Smith left New York with 226 pounds

the airfield all took place in the farm fields; no residential properties were ever involved. The site is now occupied by the Bellefonte Area High School and the Centre County office of the Pennsylvania Department of Transportation, separated by a street named Beaver Farm Lane. A state historic marker recalling the Bellefonte Air Mail Field was placed in front of the high school and dedicated in 1969.

Speeding along, ground was broken early in the week of November 18 and the contractor began to pour concrete on November 20 for the foundation of a wooden building large enough to house three airplanes and mechanics' space. The local newspapers predicted that the whole structure would be completed by December 10. Things were set for an especially exciting and hectic three-day stretch just before Christmas.

The Pilots Arrive

The imminent arrival of four pathfinder planes for the proposed route on December 16 was announced by telegram. Departure was set for 11 a.m. from Elizabeth, New Jersey, with arrival Bellefonte at 1:05 p.m. One pilot, C. (Carl) B. Smith crashed soon after takeoff and was killed, thus becoming the first fatality of the new east-west airmail service.

The first pilot to land in Bellefonte was Carroll C. EverSOLE, of Chicago, described by the *Centre Democrat* as "an old timer (he was 26 years old), with a wooden leg and a grouchy way." Also landing December 16 were Dan Davison and Julian Sykes. One of Sykes' wings struck a tree at the edge of the field, the left tire punctured and the plane nosed over badly damaging the propeller and radiator. All of the local press

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Figure 5. This cover was postmarked December 18, 1918 in Bellefonte, the first day of official airmail service from the Pennsylvania town. It was backstamped in Cleveland, Ohio.

of mail and was forced down at State College, Pennsylvania, where the mail was placed aboard a train."

The "mail by train from State College" story appeared in a few national publications, usually stating that Smith was "forced to land in a field a short distance from his destination. The mail he carried was sent to Cleveland by train." *The New York Times* mentioned this scenario, but also identified the location as "Williamsport State College," which is indicative of the confused nature of the entire report. This mail-by-rail story is clearly debunked by all the contemporary Centre County newspaper accounts.

Indeed, it would not have been possible to send the mail by train from State College and get it to Cleveland on the same day. The only train serving both Bellefonte and State College was a short line operated by the Bellefonte Central Railroad, and due to wartime pressures, its four-times-a-day service had been reduced effective June 18, 1917, to one round trip a day between the two towns, in the afternoon, leaving Bellefonte at

1:45 p.m., arriving in State College at 2:55 p.m.; then leaving State College at 5 p.m., arriving in Bellefonte at 6 p.m.

After leaving Bellefonte at about noon on December 18, Smith crashed at Sharon, Pennsylvania, near the Ohio border about 75 miles from Cleveland. His mail traveled on to Cleveland by train.

A Very Lively Two Days

However, the events of December 17-18, 1918 in Bellefonte are interesting beyond the details of Smith's arrival and departure as two other known planes flew through Bellefonte. Although the Army had handed over the airmail project to the Post Office Department in August 1918, it was still involved in the operations. The Army was lending both planes and pilots in the early months of the new service.

On Tuesday morning, December 17, a pilot and instructor at the Army Signal Corps Aviation School named Chauncey Todd, landed in Bellefonte. He had departed from Elizabeth, New Jersey, that morning. His was another of the

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pathfinder planes checking the route, so he wasn't transporting mail. Todd had lunch in Bellefonte and left for Cleveland that afternoon.

Also on the afternoon of the December 17, another Army flying instructor, Edward A. "Al" Johnson, landed at Beaver Airfield. Johnson stayed overnight and left at 9 a.m. on December 18, with one sack of mail for Cleveland only. Johnson seems to have been the intended relay pilot/plane meeting Smith, but news reports say he became impatient when Smith was late in arriving at Bellefonte, and left.

Smith, arriving in Bellefonte around 11:15 a.m. December 18, had no choice but to fly on to Cleveland himself. He had a map only for the route from New York to Bellefonte, so a man at the airfield provided a makeshift map of the route to Cleveland.

Despite having the appropriate map, Johnson got lost and flew past Cleveland, landing in Sandusky, Ohio, and his sack of mail for Cleveland traveled from Sandusky by automobile or train. The Cleveland mail that Johnson was carrying had a Bellefonte cancel and then a Cleveland backstamp, as shown on the special delivery cover illustrated here.

So, there were two opportunities for flown covers from Bellefonte on December 18, 1918 carried by Edward Johnson or Leon Smith.

Reminiscences of the Early Days

The airfield in Bellefonte was in use only until flying mail by night became possible. The original field was too small for the larger planes and all the lighting necessary for night flights. A spacious new airfield was constructed in nearby Pleasant Gap and the first night landing took place on July 1, 1925. While the airfield was right in their neighborhood, however, Bellefonte residents reveled in the excitement, and welcomed the young men (sometimes only 19 or 20 years old) into their homes and daily lives. The pilots dated local young women and joined their circles of friends, played golf at local courses and on town baseball teams, and celebrated their birthdays in the company of new acquaintances.

Interviewed in 1991 for an article in *Air & Space* magazine, local historian (and now the late) Hugh Manchester recalled that, "There was an intimacy between the pilots and the town. If they spotted a fire they'd buzz the house to make sure people

were awake. They were heroes to the kids, girls as well as boys. ... I suppose the airmail years were like the Golden Age of Greece for us."

When pilots began dying in the line of duty, beginning with Charles H. Lamborn on July 19, 1919, just after flying out of the Bellefonte airfield, it was not just news, but a personal loss. The *Democratic Watchman* noted, "As a man he was a very likable fellow; clean cut, straightforward, unobtrusive. His short residence in Bellefonte won for him the esteem and friendship of a large circle of acquaintances who were shocked at his sad end almost as though he had been a life-long friend." Nine pilots died in 1920, including some of the most admired local fliers.

The mail pilots themselves called their group "the suicide club." Jack Knight, hero of the night mail and long experienced on the eastern route, noted in his log of November 21, 1920, "Cleveland to Bellefonte, Fog - Wrote my will." In *Liberty* magazine, August 11, 1928, Paul Collins, then a veteran of some 500,000 miles in the mail service, recalled his first flight, seven and a half years earlier. He was trailed from the airfield by a small boy who asked, "Say, mister, what does it feel like to be a regular mail pilot?" Collins replied, "Son, it felt to me like a terrible accident looking for someplace to happen."

Pioneers Paid Steep Price

The accidents, especially in the early years of the airmail service, were reported in detail in the national press, offering great scope to more imaginative and lurid writers. The airmail route through Pennsylvania came to be called "Hell's Stretch," "Hell Stretch," "Devil Stretch," "Graveyard of the Aviators," "Graveyard of the Alleghenies," and "Graveyard of Aviation." The graveyard names seem to have originated with coverage of the fatal crash of Charles Ames on October 1, 1925 near Bellefonte. Ames and his plane were the focus of a 10-day search that received national attention.

Ames was the 30th airmail pilot to die since the Post Office Department took over the service in 1918. However, he was only the fifth (and the last) mail pilot to die in Pennsylvania in the governmental airmail period, 1918-1927. The National Postal Museum lists 35 pilot deaths during the

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BY JEFF STAGE



Two covers mailed December 18, 1928 from Bellefonte, Pennsylvania carry a rubber-stamped cachet, plus rubber stamps promoting airmail and the Bellefonte Academy, along with a local promotional sticker. (All images courtesy of the APS Reference Collection.)

The 10th anniversary of the first governmental airmail flying through Bellefonte, Pennsylvania was bittersweet.

The little borough 12 miles from State College had been thrust into the national flush of the airmail service in 1918 when pilot Max Miller chose it as the only regular landing site in the state for the new east-west route that jumped from New York to Cleveland, Ohio and onto Chicago. Aerial technology and

innovations were moving quickly. Although Bellefonte opened a new bigger and more modern airfield in 1925, many planes were now big enough to fly right over the central Pennsylvania hill town with nary a wink.

Bellefonte, however, still was an interim stopover in 1928, and residents and officials hoped glory days of their airfield could somehow return.

The Bellefonte Kiwanis Club was among the entities that felt a good pro-

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Various labels promoting
Bellefonte, Pennsylvania
were placed on thousands
of promotional envelopes
mailed December 18, 1928.



motion on the 10th anniversary of airmail officially coming to town might help the locale's cause, according to Kathleen Wunderly's book, *Bellefonte and the Early Air Mail, 1918-1927*.

George T. Bush, a stamp collector, businessman and member of the Kiwanis, headed a committee to publicize the anniversary, Wunderly wrote.

Bush and the committee had an idea, a sort of precursor to the 1938 National Air Mail Week celebrating the 20th anniversary of governmental airmail (see related story in this journal).

The committee designed special airmail envelopes with a rubber stamped cachet, plus a flying wing airmail logo and a boxed slogan, "Home of Historic Bellefonte Academy. (The academy, which closed in 1932, had some notable alumni and a fine reputation during much of its 127 years.) These markings were all stamped onto the cover using different shades of ink, including blue, red, green and black. The committee sold the envelopes at cost.

Also available were several stick-on labels promoting Bellefonte

with such slogans as "Largest Trout Hatchery in the World, near Bellefonte, Pa." "Live in Bellefonte for Health and Contentment" and "Bellefonte, Pa. is Exempt from Floods, Conflagrations and Tornadoes."

Officials were actually worried that the 10,000 airmail letters might not get off the ground on the anniversary date, December 18. But, as luck would have it, Wunderly wrote, a pilot that had gotten "lost in the clouds" the day before landed in New York state with no mail and was sent back to Cleveland; en route, he stopped in Bellefonte and picked up the promotional mail.

Wunderly wrote that a local newspaper, the *Democratic Watchman* of December 21, 1928, reported the campaign a success:

"Upwards of ten thousand letters, or a total of 350 pounds of mail, were sent out from Bellefonte by airplane ... as an advertising stunt in honor of the tenth anniversary of the inauguration of ... airmail between New York and Chicago and the opening of a landing field in Bellefonte," the newspaper reported.

governmental period; of those, 32 were actually piloting mail planes at the time (others were passengers or died in an airfield accident). Of those 32 fatalities, six occurred in Ohio; five in Pennsylvania; four each in Wyoming and New Jersey; three in Indiana; two each in Illinois, Nevada, and New York; and one each in California, Maryland, Minnesota, and Wisconsin.

Even five pilot deaths in Pennsylvania were five too many, of course, as were all of the other losses in other states, but it is clearly the case that mail-pilot fatalities in the Alleghenies have been much exaggerated over the years.

In September 1927, the Post Office Department handed airmail service over to private contractors. Bellefonte's shining moments in launching United States airmail were history. But, the memories live on, now extending into the fourth generation. A friend of mine recalls her grandmother's story of how she and her childhood pals would run outside when they heard a plane, hoping it would be one of the pilots who "would make the trout spin" (the weathervane atop the county courthouse) in his plane's draft.

It's one of many proud local anecdotes about the airmail, still alive and well, a century after it all began on Beaver Field in Bellefonte.

The Author

Kathleen Wunderly worked for APS from 1980 to 1999, and later managed the state and local history collections and museum of the Centre County Library, Bellefonte. She is a columnist for *Linn's Stamp News* and the author of a book, *Bellefonte and the Early Air Mail, 1918-1927* (2007).

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Scott #	Unused	Used	Scott #	Unused	Used	Scott #	Unused	Used	Scott #	Unused	Used	Scott #	Unused	Used	Scott #	Unused	Used	Scott #	Unused	Used	Scott #	Unused	Used		
1474	1.25	1.25	1552	3.10	3.00	1627-9	12.00	12.00	1693	2.00	2.00	1750-2	7.20	5.70	1818-9	7.80	6.00	1891	6.40	1945	9.00	1997	2.15	2049	2.20
1475	1.40	1.40	1553	4.00	4.00	1630-1	3.40	3.20	1694-5	12.00		1753	2.40	2.00	1820	2.60	2.00	1892	6.40	1946	12.00	1998	2.35	2050	2.20
1476	1.40	1.40	1554-5	5.25	4.50	1632	1.75	1.75	1696-7	5.50	5.50	1754	7.60		1821	2.60	2.00	1893	21.75	1947	7.00	1999	2.35	2051	2.20
1477	3.75	3.75	1556	3.50	3.25	1633	8.00		1698	10.00	10.00	1755	4.50	3.75	1822	2.60	2.00	1894	6.25	1948	7.00	2000	9.15	2052-3	8.00
1478	3.75	3.75	1557-66A	14.75	14.75	1634	9.50	9.50	1699	3.50	3.50	1756	2.40	2.00	1823	2.60	2.00	1895	6.25	1949	6.90	2001	9.00	2054	2.25
1482-92	6.05	4.00	1567	1.50	1.50	1635-6	5.75	5.75	1700	8.00	8.00	1757-71	43.30	27.10	1824-5	11.25		1896	6.20	1950-1	12.00	2002	11.20	2055-9	9.20
1504-5	5.75	5.75	1568-71	13.40	13.00	1637	2.10	2.10	1701	2.00	2.00	1757a	0.40	0.30	1826	2.60	2.00	1897	12.20	1952	5.60	2003	2.35	2060	8.35
1506	5.00	5.00	1572	3.40	3.25	1638	2.40	2.40	1702	2.00	2.00	1757b	0.40	0.30	1827	2.60	2.00	1898	6.20	1953	3.50	2004	2.35	2061-2	7.50
1508	3.25	3.25	1574	3.30	3.25	1640	1.75	1.75	1704	2.00	2.00	1757d	0.40	0.30	1829	2.60	2.00	1900	6.40	1954	10.40	2006	2.10	2064	2.25
1508A	3.50	3.50	1575	3.50	3.50	1641	2.00	2.00	1705	6.00	6.00	1766a	2.75	2.75	1830	2.60	2.00	1901	6.20	1955	20.80	2007	2.10	2065	2.40
1509-12	5.00	5.00	1576	12.25	12.00	1642-3	4.00	4.00	1705d	7.25		1766b	2.75	2.75	1831-2	9.60	6.75	1902	6.35	1956	5.30	2008	1.95	2066	2.25
1513	1.30	1.25	1577	2.00	2.00	1644-5	4.50	4.50	1706	4.50		1772-3	8.00	5.25	1833-4	6.40	6.00	1903	12.50	1957-1	17.00	2009	2.35	2067	2.25
1514	3.25	3.25	1578	7.00	6.25	1646	12.00	12.00	1707	2.00	2.00	1774	2.40	2.00	1835	3.20	3.00	1904	13.95	1962	8.00	2010	7.00	2068	2.25
1515	1.20	1.20	1579	3.35	3.25	1647-50	8.00	8.00	1708	2.00	2.00	1775	2.40	2.00	1836-55	8.00		1905	6.40	1963	5.25	2011	2.75	2068	2.25
1516-7	4.85	4.75	1580	1.75	1.75	1651	2.00	2.00	1709	7.50	7.50	1776	2.40	2.00	1836b	0.70	0.30	1906	6.75	1964	4.65	2011A-B	6.00	2070	2.25
1518	2.00	2.00	1581	3.40	3.00	1652	2.00	2.00	1710-1	4.00	4.00	1777	2.40	2.00	1840a	5.00	4.50	1907	27.20	1965	5.05	2012	2.75	2071	2.25
1519-20	P&I 52.00		1582	3.10	3.00	1653-6	10.00	12.00	1712	2.00	2.00	1778	2.40	2.00	1841a	5.50	5.00	1908	13.50	1966	4.65	2013	2.75	2072	2.25
1519-20	25.00		1583	1.60	1.60	1657	2.50	2.50	1713	8.00	8.00	1779	9.00	7.50	1854a	5.50		1909	6.00	1967	4.25	2014	2.75	2073	17.00
1521	3.25	3.25	1584	20.00	20.00	1658	2.50	2.50	1714	3.75	3.75	1780-2	7.20	5.25	1856	3.40	3.00	1910	6.40	1968	4.75	2015	2.75	2074	2.25
1522	3.75	3.75	1585-6	5.50	5.50	1659	15.00	15.00	1718	9.00	9.00	1783	5.70	4.00	1857	7.00	6.50	1911	16.00	1969	4.75	2016	2.75	2074a	4.50
1523	3.20	2.75	1587	3.25	3.25	1660	15.00	15.00	1719	4.65	4.25	1784	2.25	2.25	1858	7.50	7.50	1912	12.80	1970	4.35	2017	2.75	2075	2.25
1524	3.75	3.75	1588	10.00	10.00	1661-4	10.00	10.00	1720	2.40	2.00	1785	2.60	2.25	1859	3.55	3.00	1913	6.40	1971	4.35	2018	2.60	2076	2.25
1525	3.50	3.25	1589 P&I 24.00	1665	4.00	4.00	1721	2.40	2.00	1786-8	10.40	7.50	1860	6.90	5.75	1914	12.80	1972	4.35	2019	2.60	2077	2.25		
1526	10.00	1591	3.50	3.50	1667	2.50	2.50	1723	7.50		1790	10.40	7.50	1862	3.55	3.00	1916	14.40	1975	5.15	2021	2.60	2079	2.25	
1527 P&I 20.00			1592-4	6.00	6.00	1668	2.50	2.50	1724	2.40	1.75	1791	7.00	6.25	1863	3.55	3.00	1917	5.00	1976	4.75	2022	2.60	2080	4.50
1527	10.00	1595-7	6.00	6.00	1669	2.50	2.50	1725	7.50	7.50	1791d	7.25		1864	3.55	3.00	1918-9	14.10	1977	4.75	2023	2.60	2081	2.25	
1528	1.40	1.40	1598	4.00	4.00	1670	2.50	2.50	1726	8.50	8.50	1792	10.25	7.50	1865	3.55	3.00	1920	19.20	1978	2.75	2024	2.60	2082	2.25
1529	1.40	1.40	1599-600	5.25	5.00	1671-2	4.00	4.00	1727	7.50	7.50	1793	2.60	2.00	1866	7.00	5.75	1921	7.00	1979	4.35	2025	2.60	2083	2.25
1530	2.00	2.00	1601 P&I 19.00	1673	3.00	3.00	1728	4.80	3.50	1794-6	7.70	5.70	1867	3.55	3.00	1922	8.50	1980	4.00	2026	2.60	2084	2.25		
1531	4.00	4.00	1601	9.50	9.50	1674	10.00	10.00	1729	2.00	2.00	1797	2.65	2.00	1868	7.00	5.25	1923	12.80	1981	4.00	2027	4.85	2137-8	8.00
1532	3.40	3.00	1603-5	6.00	6.00	1674-5	26.00		1730	2.40	2.00	1798	4.25		1869	3.55	3.00	1924	8.65	1982	8.00	2028	2.60	2088	2.25
1533	1.25	1.25	1606	12.00	same	1997 16.0016.00	1731-2		1730	6.00	6.00	1799	4.50		1870	3.95	3.00	1925	10.00	1983	4.00	2029	2.60	2087	2.25
1534	3.75	3.75	1607	7.00	7.00	same 1998	16.00		1733	2.40	2.00	1799a	5.60		1871	9.60	8.75	1926	8.65	1988	8.00	2030	2.60	2088	2.30
1535	3.75	3.75	1608	1.75	1.75	1675a	10.00		1734	2.40	2.00	1800	7.95	7.50	1872	6.40	5.75	1927	8.50	1889-0	18.90	2031	2.60	2089	2.30
1536	3.70	3.25	1608a	7.00		1676	2.00	2.00	1735	2.40	2.00	1801	2.60	2.00	1873	7.40	5.75	1928	8.50	1891	6.40	2032	2.60	2090-1	7.50
1537	3.00	3.00	1609	1.75	1.50	1676	a	6.50	1736	2.40	2.00	1874	3.55	3.00	1929	3.00	2.99	1929	6.40	1992	6.00	2033	2.60	2092	2.30
1538	3.75	3.75	1610 P&I 17.00	1677	2.00	2.00	1737	4.80		1803	2.50	2.00	1875	3.70	3.00	1930	8.50	1893	21.75	2034-5	9.15	2093	2.30	2139	2.50
1539	1.40	1.25	1611	1.75	1.75	1678-9	4.25	4.00	1738	2.40	2.00	1804	2.60	2.00	1876	3.70	3.00	1931	8.65	1984	6.25	2036	2.60	2094	2.30
1540	1.35	1.25	1612	2.00	2.00	1680	7.50	7.50	1739	4.50	4.50	1805	2.60	2.00	1877	7.50	6.25	1932	10.00	1984	4.00	2037	2.60	2095	2.30
1541	3.40	3.75	1613	10.00	10.00	1681	3.75	3.75	1740	2.40	2.00	1806	5.00	4.75	1878	3.80	3.00	1933	8.50	1985	3.85	2038	2.60	2096	2.30
1542	1.30	1.25	1614	1.75	1.75	1682	5.00		1741	8.80	7.50	1807	10.00		1879	7.25	7.00	1934	8.65	1986-7	11.50	2039	2.60	2097	5.25
1543-4	6.00	6.00	1615	11.00	11.00	1683	3.75	3.75	1742	3.95	3.75	1808	2.60	2.00	1880	7.40	6.00	1935	8.65	1988	4.00	2040	2.60	2098	3.50
1545	1.50	1.25	1616	10.00	10.00	1684	5.00		1743	2.40	2.00	1809	4.00	4.00	1881	9.60	8.00	1936-7	15.70	1989	4.00	2041	5.00	2099	5.00
1546	1.75	1.75	1617	8.50	8.50	1685-6	5.25	5.25	1744	2.40	2.00	1810	9.60	7.50	1882	7.40	6.00	1938	8.75	1990	3.70	2042	4.75	2100	7.75
1547	1.75	1.75	1618	1.80	1.50	1687	2.00	2.00	1745	4.50	3.75	1811	7.80	7.50	1883	3.45	3.00	1939	8.75	1991	2.75	2043	2.35	2101	10.75
1548	1.50	1.50	1619	4.00	4.00	1688	2.00																		



Guiding Our Next Generation

Looking Back at 10 Years of the Young Philatelic Leaders Fellowship

I was a 17-year-old high school student in August 2010 when I visited the American Philatelic Society's StampShow in Richmond, Virginia. While perusing a sales booth, I was unexpectedly introduced to a group of young stamp collectors. I had been collecting for less than a year but immediately felt welcomed by this group of philatelists who were all my age and were members of a group called the Young Philatelic Leaders Fellowship (YPLF). At the time I had no idea that a year later I would also be a YPLF Fellow. It was a group that would help transition me from a part-time stamp collector into a serious philatelist, lead to philatelic trips around the country and the world and shape friendships over a shared love for philately.



Members of the first two YPLF classes pose for a photo between former APS Education Director Gretchen Moody and YPLF founder Alex Haimann at the 2010 APS StampShow in Richmond, Virginia.

The YPLF story doesn't begin here, though. In fact, by the time I entered the program in 2011 there had already been two classes of successful Fellows. The idea of an organization in the APS specifically catered to mentoring and developing young leaders began in February 2008. Alex Haimann was asked to speak at the Tiffany dinner in Charlotte, North Carolina, specifically on the topic of how to make stamp collecting more interesting to young people. There was an obvious lack of younger people in the hobby.

At the time, Alex was 21 years old and only knew two other people in his age range that were actively involved in

the larger hobby. Alex's initial motivation for creating a philatelic youth program was to help grow the hobby, specifically future leaders. While traveling to various shows, he had met enthusiastic young collectors. Alex noticed a trend of youth in philately. The traditional means of attracting young collectors, for example, the Boy Scout Merit Badge or youth tables at shows, work at exposing the hobby. But after initially being introduced, most young people generally become disinterested without support of a larger group. A program for young collectors could follow-up and support young people in collecting. It would also need to create a network able to stay in touch with young collectors to help them continue collecting into adulthood. The solution was a program that Alex named the Young Philatelic Leaders Fellowship. This is the idea he presented at the Tiffany Dinner.

There had never been a program that was specifically designed to mentor and develop future leaders in the hobby. The goal of the Fellowship, according to Alex, would be to "seek out and include the most enthusiastic and best minds among the young generation of philately." Philatelists between the ages of 10 and 25 could submit applications. Once selected, Fellows would choose between an author, dealer or exhibitor track. Each of these tracks would teach Fellows about the philatelic field and require them to complete a specific project.

The Fellowship would begin at the APS Summer show and end a year later at the same show. The YPLF would grant unprecedented access to the hobby. Fellows would be paired with an expert in their field of interest and would also have the opportunity to travel to shows and philatelic locations. Finally, Alex wanted the program to be offered at no expense to the Fellow.

Following the speech, Alex, with the help of APS Education Director Gretchen Moody, began working on making the program a reality. Alex began looking for sponsors while Gretchen reached out to possible applicants. In August 2009 at the APS Summer Show in Pittsburgh, Pennsylvania, the first class of Fellows began.

The first class of Fellows each chose a different track and attended the APS Winter Show as well as a trip to the American Philatelic Center and the Smithsonian National Postal Museum. At the 2010 APS Summer show in Richmond, Virginia, the first class of Fellows graduated. The first year of the Fellowship had been a success and three more Fellows began the Fellowship at that show.



The Class of 2012 and alumni Fellows at the 2012 APS StampShow in Milwaukee.

When I was introduced to the YPLF at the Richmond show, I had been collecting stamps for a little more than a year. It began when I broke my wrist the summer before, limiting my normal summer activities. Instead of skateboarding or going to the beach, I dove into my great-grandfather's stamp collection and was immediately hooked. With the help of my mom, also a longtime stamp collector, I joined my local stamp club in Williamsburg, Virginia. Stamp collecting became a huge part of my life. When I asked my girlfriend in high school to our senior prom it was with a poster with "PROM?" in big letters spelled out with a hundred different stamps. The YPLF was a natural fit and I immediately submitted an application.

The following year, I began the Fellowship at the 2011 APS Summer Show in Columbus, Ohio. My class was the third class of Fellows and there were five of us, the largest class up to that point. I chose the author track, in hopes I would be able to write for a philatelic publication. That year I also began my freshman year at college. Being a college freshman and keeping up with the Fellowship was difficult at first. College life was totally new to me and school was tough. But having a philatelic mentor constantly reaching out, as well as the four other Fellows and Fellowship alumni kept me engaged in the hobby. Our class visited the APS headquarters, had a chance to visit the National Postal Museum and attended the APS winter show in Atlanta, Georgia. The highlight of the Fellowship year for me was the opportunity to intern at the National Postal Museum the summer of 2012. This was the capstone of my Fellowship year and at the 2012 Summer Show in Sacramento, California, I gave a presentation on my experience. My class graduated and another class began.

I joined the Fellowship because of my love for philately, but stayed because of the friendships I've made. The YPLF is built on these

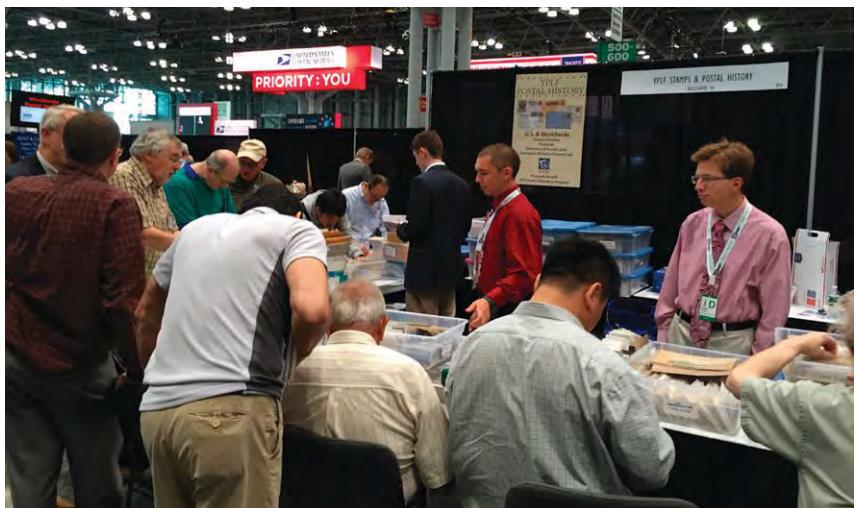
connections and owes most of its success to the bonds that develop through a shared love of philately. In the year following my Fellowship, I skipped class for two days to drive with two other YPLF alumni, Andrew Shaw and Tim Hodge, from Virginia through a snowstorm to the APS show in Louisville, Kentucky. On the long car ride back, we could hardly move because of a very large poster I had bought that barely fit in the car. That summer we took another road trip from Virginia to the APS show in Milwaukee, Wisconsin. Again, on the way back our luggage had doubled from all the stamps and covers we had found. A year and a half later, Andrew and I both attended Tim's wedding in Virginia. This friendship, as well as numerous others, would never have been possible without the YPLF.

However, the friendships that have stemmed from the YPLF are not only among Fellows. Fellows have made connections that span generations of philatelists and stretch around the world. Personally, the opportunity to meet experts in my field of interest and learning from them has been one of the most rewarding parts of the hobby. At its core, the YPLF is built on mentorship, from one generation of philatelists to the next.

At my first stamp show as a Fellow, Alex Haimann introduced my YPLF class at the APS membership meeting and charged the entire room of collectors to stop us if they saw us on the show floor to introduce themselves. This happened well over a dozen times to me at the show. The conversations and help from collectors reaching out to myself and other Fellows, and taking the time to explain different

aspects of philately and history, were paramount in my growth as a young collector. The welcoming attitude of so many dealers, APS members and collectors at countless stamp shows have contributed greatly to the continued interest of young Fellows in the organized hobby.

Learn more about the YPLF and listen to Alex's 2008 Tiffany Dinner speech in the YPLF section of the APS website at www.stamps.org/YPLF.



The YPLF Booth at the World Stamp Show-New York 2016 international show.

In the years since the completion of my Fellowship, I've attended stamp shows around the country and the world, first-day ceremonies, multiple trips to the American Philatelic Center, and volunteered countless hours for the hobby.

But I'm only one of about two dozen other graduates of the YPLF. This past January marked the 10th anniversary of Alex's speech at the Tiffany Dinner and the beginning of the YPLF. The YPLF is currently on its ninth class, with four fellows on their way to graduating in August at the APS StampShow in Columbus, Ohio. Fellows have made their impact on the hobby in a big way. Multiple Fellows have been featured speakers at first-day ceremonies around the country, had scholarly articles published in an array of philatelic publications, have created award-winning exhibits and have remained active members in the hobby after their Fellowship year was complete. Three Fellows have been awarded the APS Nicholas G. Carter Volunteer Recognition Award as Outstanding Young Philatelist. YPLF alumni are members of dozens of philatelic societies and clubs around the world. Three Fellows run their own stamp businesses. Thirteen Fellows attended the 2016 international show in New York, many of them playing an active part. Furthermore, two Fellows work full-time at philatelic auction houses and a Fellow is currently a full-time senior editor of the Scott catalog.

The current class of 2018 has seen big changes in the YPLF. APS Education Director Cathy Brachbill, Ph.D., took over the program in 2015 and this year added two new tracks

to the YPLF. Along with the original author, dealer and exhibitor track, there are now the curator and designer tracks. Fellow Dani Leviss is currently on the designer track, which involves designing a stamp and multiple different types of cachets. Her artwork will be at the APS StampShow in August at the YPLF booth. Another Fellow, Anastasios "Tasos" Kalfas, is on the new curator track. He is doing an internship at the National Postal Museum, where he is learning about exhibit development and design. The two other Fellows of the current class are Darren Corapcioglu, on the exhibitor track, and Victoria "Grace" Rogansky, on the exhibitor track. All four are planning on attending the APS Summer Seminar this year.

Both new tracks were a result of Fellows' initial interest in the subject; Dr. Brachbill then created a curriculum to match their interests.

"We'll continue to develop new tracks that will meet the needs of people coming into the program," Brachbill said.

Brachbill also is brainstorming the possibility of a communications track that is based on social media. She also is actively updating and changing all the tracks.

For example, Ian Hunter, who was in the class of 2017 and on the dealer track, wanted to do things differently. Instead of

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only running a stamp booth as his final project, he developed a business model for a stamp dealer and presented it. Ian also created a stamp-collecting website to establish a new stamp club that recently released its first newsletter. Other new ideas that Brachbill is considering is a YPLF alumni newsletter, created and run by Fellows. Another idea is including alumni in the mentorship of current Fellows. The idea is to not only pair a current Fellow with an expert in the field but also have an alumni Fellow mentor and help them through their Fellowship year.

The APS and Brachbill are already looking to the next class. May 15 is the final day that applications will be accepted for the class of 2019. Once a new class is accepted, they'll be introduced at the 2018 APS StampShow in Columbus, Ohio.

In the YPLF handbook that is given to each new Fellow, there's a section at the front that outlines the program and its goal. At the bottom it says, "As a YPLF Fellow, YOU are the future of philately." When Alex Haimann gave his speech outlining his plan for a new youth program at the Tiffany Dinner in 2008, he only knew two other people his age who were involved in the hobby. Now there are two dozen graduates of the Fellowship, with more entering the program every year.

Many Fellows are busy in school, finding jobs or are already working. Some remain extremely active in the greater hobby. Some have taken a break from philately because of the rigors of young adult life. But stamp collecting is a lifelong hobby, and many of them will return to the larger world of



Fellows volunteer at the Stamps in Your Attic booth.

philately. Fellows are diverse in where they're from and what they collect. They've built strong bonds within the Fellowship and many other philatelists in the APS and around the world. They are the future leaders of philately and the future looks bright.

The Author

David McKinney is a YPLF alumni as the Charles Shreve Fellow, Class of 2012, and a graduate of Old Dominion University. He is a platoon leader in the United States Army stationed at Fort Irwin, California. He collects stamps and postal history of 20th century Russia and Germany.

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1152-53	\$0.67	\$72.00

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HIDDEN GEMS OF THE APRIL

BY
SCOTT TIFFNEY

CHRONICLE OF EARLY AIRMAIL

Hidden Gems of the APRL Include Daniel Hines Archive

BY SCOTT TIFFNEY

While attending a recent event on behalf of the American Philatelic Society I had the good fortune of having an engaging conversation with a local gentleman here from Bellefonte, Pennsylvania who was interested in a particular airmail pilot that his father had spoken of to him one day. The gentleman had seen the airmail exhibit we have on display at the entrance to the library and it brought back a memory for him of his father.

He remembered that his father mentioned that there was a particular young pilot back in the early days of airmail who every few weeks or so would frequent their family home in Bellefonte when his father was still a child. The pilot would stop by for a bite to eat when passing through on his way to his next stop either at the Cleveland Field in Cleveland, Ohio to the west or to the east at either New York's Belmont Field or Heller Field in Newark, New Jersey [Figure 1].



Figure 1. A biplane passes the hills surrounding Bellefonte to land with the morning mail from Cleveland, Ohio.

His father also mentioned that, unfortunately, this young pilot "wasn't so lucky once and crashed up on that mountain there," a place the locals call "Centre Hall Mountain," perishing in the downed aircraft. It was then that I realized that the young pilot his father was speaking of was James "Jimmy" Douglas Cleveland one of the nation's first airmail pilots of the pioneering transcontinental route [Figure 2].

It was in the early morning hours of May 24, 1931 when the 26-year old pilot flying westward into Bellefonte, navigating a course along the old Lewisburg & Tyrone Railroad line, narrowly missed clearing a highly wooded portion of Mount Nittany near Centre Hall, crashing his biplane amid the clouds along a section of the Allegheny mountain range known as the "Hell Stretch." Unfortunately, in the early days of airmail, particularly along the "Hell Stretch," a number of pilots would meet the same end as Jimmy Cleveland.

Here at the American Philatelic Research Library, we are fortunate to have a very unique and significant special collection known as the Daniel Hines Air Mail Archives, which documents these early days of airmail, particularly the airfield here in Bellefonte [Figure 3].



Figure 2. Pilot Jimmy Cleveland spent time with local residents of Bellefonte when he was flying through town.



Figure 3. Cars and motorcycles parked near a plane at the Bellefonte air field.



PERSONNEL, BELLEFONTE AIR MAIL FIELD, 1921



STANDING, LEFT-TO-RIGHT: Thomas Beaver, Pilot Paul Collins, Pilot Elmer Leonhardt, Dr. David Dale, Maurice Kelly, Forrest Tanner, Fred Gehaus-Field Mgr., Charles Gates, Ellis Hines. SITTING, LEFT-TO-RIGHT: Samuel Weaver, Earl Kline, John Woods. BACKGROUND: DE HAVILLAND (DH-4) AIR MAIL PLANE.

Figure 4. Daniel Hines, of Bellefonte, Pennsylvania, poses by an airplane in this undated photo. A group photo taken in 1922 at the Bellefonte air field includes Daniel's brother, Ellis, standing at right.

As a young man, Daniel Hines, a local, developed an interest in the U.S. airmail service while watching the planes come and go past his family farm near the Bellefonte Air Mail Field, a refueling stop along the transcontinental route [Figure 4]. Hines worked for the postal service and learned to fly after WWII. His older brother, Ellis Hines, worked as a mechanic at the Bellefonte airfield and they both had the opportunity to spend time with several of the pilots and personnel assigned to, or passing through the area.

Years later, after serving in the military and a career for the U.S. Post Office Department, in the late 1950s Daniel Hines began to gather information about the early days of the airmail service. He started corresponding with many of the early airmail pilots and their relatives as well as various postal organizations and government agencies. In time, he was able to gather a considerable amount of information spanning the 1920s to the 1990s about the pioneering days of airmail service through Bellefonte [Figure 5]. Items include letters, postal cards, research notes, pilots' logs, handbooks, periodicals, newspapers, pamphlets, miscellaneous artifacts, maps and more than 600 photographs and more than 1,000 negatives of pilots, planes and the places they landed or crashed as well as the airfields along the transcontinental route during the earliest days of the air service.

In 2004, a nephew of Daniel Hines donated the vast archive to the APRL, which came in 17 boxes and the contents of two safes. Also included with the donation was an unpublished manuscript by Daniel Hines titled "The Air Mail Story," a compilation of his recollections and correspondence with pilots and servicemen of the early days of airmail [Figure 6]. Over the course of the next several months after receiving the donation the collection was sorted, organized and inventoried.

A complete inventory and finding aid for the Daniel Hines Air Mail Archive can be found on the "Subject Guides and Finding Aids" page (www.stamps.org/Subject-Guides-and-Finding-Aids) of the APS website. Although the archive or contents thereof cannot be borrowed and used only onsite, contents of the archive can be scanned or photocopied for members and non-members as requested by contacting the APRL at library@stamps.org or by calling 814-933-3803, ext. 240.

11012

Date	Type of plane	Type of engine	Type of work done	Detail of work done	Duration.	Maximum alti.
Oct 18	DH-4B Mail	Liberty	Mail Trip	New York To Cleveland via Bellefonte 5°44'		
19	"	"	" "	Cleveland " New York " "	3'39	
25	"	"	" "	N.Y. " Cleve " "	5'47	
Nov 1	"	"	" "	Cleve " N.Y. " "	3'43	
2	"	"	" "	N.Y. " Cleve " "	3'57	
4	"	"	Testing	Cleveland " N.Y. " "	3'48	
4	"	"	Ferrying	New Motor	1'00	
5	"	"	"	New York To Petersville Pa	1'35	
6	"	"	Mail Trip	Petersville Pa " New York	1'00	
8	"	"	"	New York to Bellefonte	2'32	
				Bellefonte " New York	2'04	
				New York " Hartford Conn	52	
				Hartford " New York	1'15	
				New York " Hartford	55	
				Hartford Conn	45	
				Hartford to New York	55	
				New York " Bellefonte	2'17	
				Bellefonte " New York	1'56	
				New York	1'30	

PILOT'S BOOK.

No. _____

Figure 5. A pilot's log is part of the Daniel Hines Air Mail Archive.

Chapter 10

The Air Mail Pioneers Push On

With the arrival of 1921, the air mail service was in full swing across the Continental United States, from the Statue of Liberty to the Golden Gate Bridge, in addition the two feeder lines out of Chicago, the first route, Washington-New York, which was inaugurated on May 15, 1918, as an experimental route, were also in full operation. In the beginning of the year many personnel changes were made throughout the service, including a new field manager at Bellefonte with Fred G. Gelhaus assuming the responsibilities during the month of January.

Throughout 1921, the air mail service continued to be plagued with plane crashes, seven of which caused death to eight pilots and one mechanic. With the exception of one pilot who crashed while flight testing a mail ship, the other eight lost their lives while flying the mail. These fatalities brought the number of deaths in the air mail service, since its inception, to a total of thirty. The public was concerned, but the air mail pilots continued to struggle along with the obsolete airplanes with their rudimentary instrumentation and the scarcity of navigational aids knowing that eventually they would be able to improve things.

Monday afternoon, January 3, 1921, Elmer G. Leonhardt took off from the Bellefonte Air Mail Field with a cargo of mail for Hazelhurst. His flight proceeded normally until he reached Lewisburg, Pennsylvania. Then, while flying at about 4,000 feet his aircraft became uncontrollable. Checking around the cockpit, he discovered that a pin had fallen out of position at the bottom of his control column and left him with no control. He searched about the cockpit, looking for something to insert in place of the missing pin. Suddenly a gold pencil that was attached to his flying suit by a small chain fell out of its pocket and he thrust the tapered point of the pencil into the place of the missing pin.

Since the pencil was not as strong as the missing pin he realized that he should look for a landing spot and he selected a field just East of Lewisburg on the farm of Jacob May. The wheels were about to touch down the pencil sheared off just as he landed. After running alone on the ground

Figure 6. Part of an unpublished manuscript written by Daniel Hines, a native of Bellefonte, Pennsylvania.

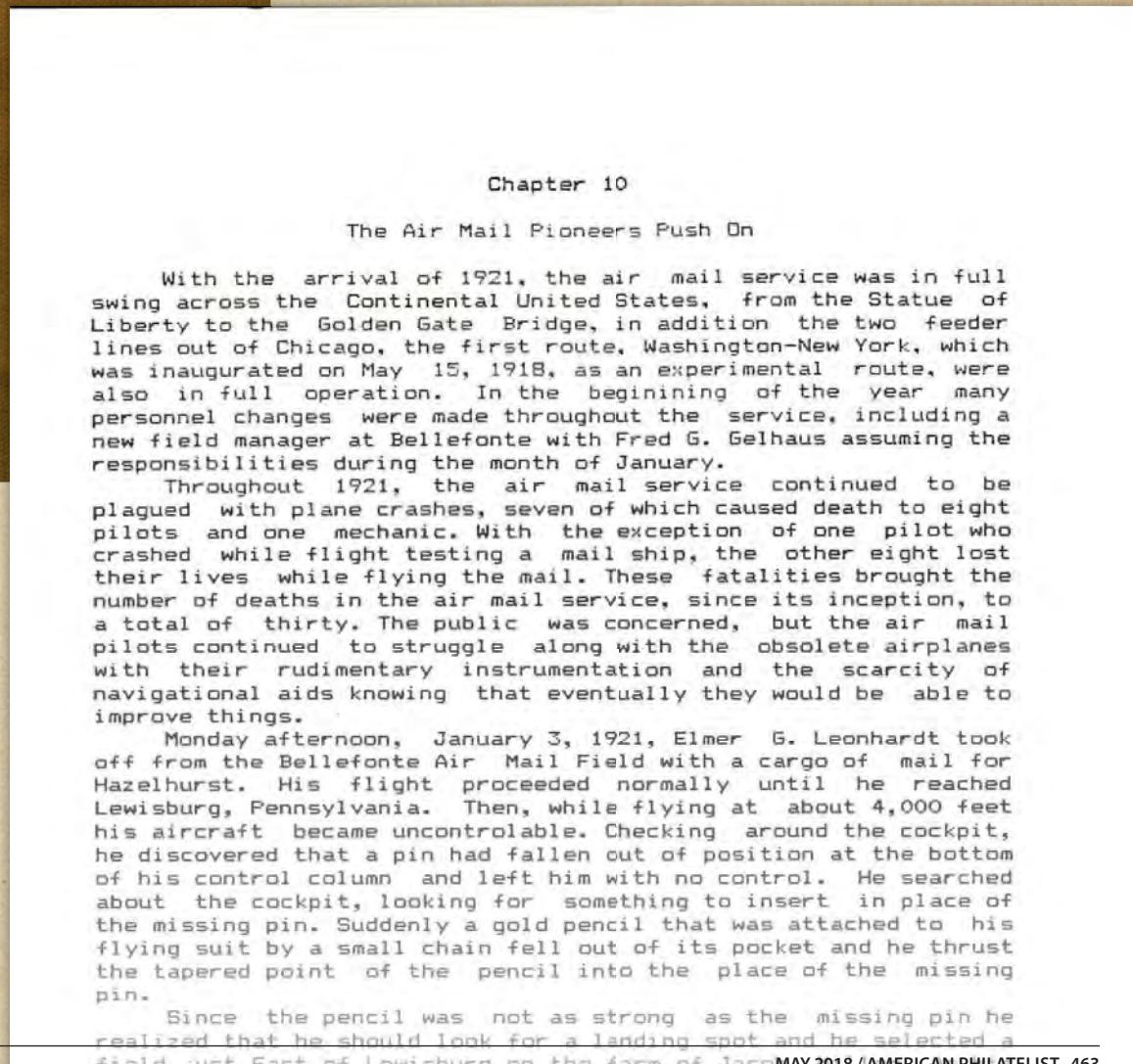




Figure 1. A cover franked with a complete pane of the 1928 Lindbergh Spirit of St. Louis booklet stamps, plus an additional booklet stamp (at left), fully canceled by New York machine cancel. The tab of the complete pane can be seen behind the left stamp at the bottom where it was affixed just slightly out of alignment with the single stamp.



All Dressed-Up with Somewhere to Go

Early Zeppelin Covers Show Some Fun Combinations Of Stamps and Postal Markings

BY DON JONES

Playing dress-up has generally been thought of as a children's game, historically played by young girls using their mothers' and grandmothers' outdated clothing, shoes and hats. It was often combined with some sort of make-believe tea party where friends and their dolls would participate, using miniature china and over-sized clothing – the more "formal," the better. The dress-up game did not require young ladies to send out invitations. It was usually an impromptu event. Dress-up was not strictly a game for girls, though, as boys joined in by cobbling together costumes so they could pretend to be knights, cowboys or pilots.

Many of us reading this journal know about a special game of dress-up that is not played with old clothes and floppy hats, scarves and capes, or dolls

and action figures. This game uses envelopes, cards and stamps. And though it seems males may dominate the game in numbers, it welcomes both men and women to participate on an equal basis.

This adolescent game of dress-up has few, if any rules or guidelines. Imagination is the primary guide for an enjoyable time. Likewise, the dress-up minded philatelist uses a great imagination and variety of items, including blocks-of-four, plate blocks, coils, booklet panes, definitive stamps, commemorative stamps, bright-colored stamps, multi-color stamps and labels. Cancels and auxiliary markings are some of the post office applied items that a collector can seek out and/or have applied by means of how and where an item is sent. The collector sets his and her own criteria and lets it go wherever it might lead, sometimes to an area of the hobby that had not even been thought about when starting out.

Many dressed-up cards and covers ended up being overpaid, especially in the case of using blocks-of-four or plate

blocks, and this has sometimes diminished their appeal to collectors looking for exact rates.

For this article, mail that was flown on the German airships *Graf Zeppelin* and *Hindenburg* will be used, as the postage rates were higher than on domestic air mail and offer the opportunity for a more varied selection of stamps to be used. They have been dressed-up, but were selected primarily because, unlike many, they maintain the correct postage rates, but with a certain flair.

There is no chronology to the sequence in which the items are presented, but just according to their degree of being "dressed-up."

The first item [Figure 1] is quite interesting, in that it was franked with a complete pane (three stamps at the right) of the 1928 Lindbergh Spirit of St. Louis booklet stamps, including the tab, plus an additional booklet stamp from a second pane (the stamp at the far left).

FIRST FLIGHT OF THE NEW AIRSHIP "HINDENBURG"																																																	
to the UNITED STATES																																																	
<p>The first of ten (10) or twelve (12) Demonstration Voyages of the new Airship "HINDENBURG" between Germany and the United States has been scheduled for May 5th from Frankfurt on/Main, Germany, to arrive in Lakehurst, N. J., May 8th, 1936, and to start on the return trip from Lakehurst during the half evening of May 11th, 1936.</p> <p>Two new German Zeppelin stamps, showing the Airship "HINDENBURG" in flight over the ocean, in the denominations of 50 Pf. and 75 Pf., have been issued. The Postmaster General of Lichtenstein has also announced two new Zeppelin issues in the denominations of 1 and 2 francs. These stamps will be available for sale by April 1st. The U. S. Post Office Department will NOT issue a special Zeppelin stamp for these flights.</p> <p>We are prepared to take orders for mail to be carried on the trips from Frankfurt on/Main, Germany and from Lichtenstein to Lakehurst, N. J. at the following rates, which include handling charges at this office and for forwarding expenses of the mail to Germany by steamer:</p> <p>GERMAN MAIL: ONE WAY TRIP from FRANKFURT on/Main, GERMANY to LAKEHURST, N. J.</p> <p>Approx.</p> <table border="1"> <tr> <td>Letters (empty)</td> <td>5 grammes—2/16 oz. with only 75 Pf. new Zeppelin stamp</td> <td>50 cents each</td> </tr> <tr> <td>Letters</td> <td>10 grammes—3/8 oz. with both new Zeppelin stamps</td> <td>70 cents each</td> </tr> <tr> <td>Letters</td> <td>15 grammes—1/2 oz. with both new Zeppelin stamps and additional airmail stamps</td> <td>85 cents each</td> </tr> <tr> <td>Postal cards</td> <td>with only 50 Pf. new Zeppelin stamp and additional airmail stamps</td> <td>45 cents each</td> </tr> <tr> <td>Postal cards</td> <td>with both new Zeppelin stamp</td> <td>65 cents each</td> </tr> </table> <p>LICHTENSTEIN MAIL WITH SPECIAL NEW ZEPPELIN STAMPS (as pictured below): FROM LICHTENSTEIN TO FRANKFURT/MAIN THEN BY AIRSHIP TO LAKEHURST, N. J.</p> <p>Letters 10 grammes—3/8 oz. with 2 Fr. new Lichtenstein Zeppelin stamp 75 cents each</p> <p>Postal Cards with 1 Fr. new Lichtenstein Zeppelin stamp 50 cents each</p> <p>A SEPARATE SPECIAL CACHET WILL BE PROVIDED FOR ALL FLIGHTS OF THE AIRSHIP</p> <p>The above rates include U. S. Postal delivery within the United States and its territories.</p> <p>Orders for mail bearing your own address and sent direct to you, must reach our office before April 22nd. Please send us your self-prepared envelopes and cards up to that date. We will forward your mail to America by steamer on the return trip in ample time. Orders for mail prepared by our principals in Germany will be accepted at this office up to May 2nd, 1936, on which day we shall cable the quantity of mail ordered. Such mail will be addressed to our New York Office, and will be forwarded to you under separate cover when received by us.</p> <p>U. S. MAIL From Lakehurst, New Jersey, U. S. A. to Frankfurt/Main, Germany.</p> <p>The U. S. postal rates for mail to be dispatched on the return trip by the airship from Lakehurst to Germany, May 11th, have just been announced.</p> <p>1) Letter or Postal card for dispatch by airship from Lakehurst, New Jersey to Frankfurt/Main, Germany 40 cents per 1/2 ounce</p> <p>2) Letter or Postal card for dispatch by airmail within the U. S. A. to New York and delivery to airship in Lakehurst and then dispatch by airship to Frankfurt/Main, Germany 43 cents per 1/2 ounce</p> <p>3) For same as in "1," but with dispatch by aeroplane from Frankfurt on/Main, Germany to ultimate addressee within Europe (letter or postal card) 43 cents per 1/2 ounce</p> <p>4) For same as in "2," but with dispatch by aeroplane from Frankfurt/Main, Germany, to ultimate addressee within Europe (letter or postal card) 46 cents per 1/2 ounce</p> <p>PLEASE DISPATCH YOUR OWN U. S. MAIL FOR THE RETURN TRIP FROM LAKEHURST TO FRANKFURT on/Main, Germany, through ANY U. S. POST OFFICE, or (U. S. MAIL BOX.)</p> <p>Collectors who wish to send mail with U. S. stamps on the first return voyage of the Airship "HINDENBURG" from LAKEHURST to FRANKFURT on/Main and who have no addressee in Germany to send their letters or cards to, may use their own address and deposit such pieces in any letter-box, provided the covers or cards are specifically marked: "Via Airship HINDENBURG from LAKEHURST, N. J. to FRANKFURT on/Main, Germany." Or preferably and to avoid any disappointments by possible mistakes, enclose such Zeppelin mail with proper U. S. Postage affixed (and marked for dispatch via Airship as indicated above) in a separate envelope with sufficient postage and mail to the Postmaster, New York, N. Y., who will attend to the dispatch by airship. Such mail carrying addresses within the U. S. A. will be returned to the U. S. A. by the German Post Office Department without extra charge on THE FIRST RETURN VOYAGE ONLY.</p> <p>THE PROPOSED SCHEDULE OF TRIPS OF THE NEW AIRSHIP "HINDENBURG" TO THE UNITED STATES, IS SUBJECT TO CONFIRMATION, AS FOLLOWS:</p> <table border="1"> <thead> <tr> <th>Trip Number</th> <th>Departure from FRANKFURT on/Main</th> <th>Departure from LAKEHURST, NEW JERSEY</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>May 5th</td> <td>May 11th</td> </tr> <tr> <td>2</td> <td>May 18th</td> <td>May 20th</td> </tr> <tr> <td>3</td> <td>June 20th</td> <td>June 24th</td> </tr> <tr> <td>4</td> <td>July 1st</td> <td>July 5th</td> </tr> <tr> <td>5</td> <td>July 11th</td> <td>July 15th</td> </tr> <tr> <td>6</td> <td>August 5th</td> <td>August 9th</td> </tr> <tr> <td>7</td> <td>August 15th</td> <td>August 19th</td> </tr> <tr> <td>8</td> <td>September 16th</td> <td>September 20th</td> </tr> <tr> <td>9</td> <td>September 26th</td> <td>September 30th</td> </tr> <tr> <td>10</td> <td>October 7th</td> <td>October 11th</td> </tr> </tbody> </table> <p>THE ABOVE SCHEDULE IS SUBJECT TO CHANGE WITHOUT NOTICE</p> <p>NOTE: Orders for Zeppelin mail to be carried on future trips of the Airship "HINDENBURG" to the U. S. should reach us 3 days before each departure from Germany as scheduled above, on which day we will cable the quantity of mail ordered. Such mail will be addressed to our New York Office and forwarded to you under separate cover when received by us.</p> <p>Your order should be accompanied by U. S. Postal Money Order, or certified check drawn to the order of F. W. von MEISTER and should reach us not later than on the dates given above. If you wish your mail to be returned to you by REGISTERED MAIL, please add 15 cents to the amount of your order, covering fee for registered mail. We cannot assume any responsibility for the delivery of mail ordered by you, unless you order such pieces mailed to you "registered."</p> <p>Should the dispatch by airship of Zeppelin mail ordered, become impossible for any reason whatsoever, we will refund, in due course, the postage paid by you in advance. The delivery of mail dispatched via airship is not guaranteed beyond delivery by us to the respective postal authorities.</p> <p>We hope that you will avail yourself of this opportunity and remain Yours very truly, F. W. von MEISTER, Special U. S. Representative. By K. H. Royter, in charge of mail</p> <p>DEUTSCHE ZEPPELIN REEDEREI & LUFTSCHIFFBAU ZEPPELIN 554 FOURTH AVENUE, NEW YORK CITY, N. Y., U. S. A. Phone: Caledonia 5-6187</p>		Letters (empty)	5 grammes—2/16 oz. with only 75 Pf. new Zeppelin stamp	50 cents each	Letters	10 grammes—3/8 oz. with both new Zeppelin stamps	70 cents each	Letters	15 grammes—1/2 oz. with both new Zeppelin stamps and additional airmail stamps	85 cents each	Postal cards	with only 50 Pf. new Zeppelin stamp and additional airmail stamps	45 cents each	Postal cards	with both new Zeppelin stamp	65 cents each	Trip Number	Departure from FRANKFURT on/Main	Departure from LAKEHURST, NEW JERSEY	1	May 5th	May 11th	2	May 18th	May 20th	3	June 20th	June 24th	4	July 1st	July 5th	5	July 11th	July 15th	6	August 5th	August 9th	7	August 15th	August 19th	8	September 16th	September 20th	9	September 26th	September 30th	10	October 7th	October 11th
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Figure 2. Disposition of U.S. originated mail to be flown on the German airship *Hindenburg*.

SECOND ASSISTANT POSTMASTER GENERAL,
Washington, April 2, 1936.

FLIGHTS OF THE GERMAN AIRSHIP "HINDENBURG"

Arrangements have been made with the German Postal Administration for the dispatch of mail for Europe and countries beyond by the new airship *Hindenburg*, which is scheduled to make 10 flights from Frankfurt-am-Main, Germany, to Lakehurst, N. J., and return, during the coming late spring and summer. The tentative schedule provides for two flights in May, one in June, two in July, two in August, one in September, and two in October. The first flight is scheduled to leave Frankfurt May 6, 1936, to arrive at Lakehurst May 9, and to start on the return flight May 9 or 10.

SERVICE ON EASTBOUND FLIGHTS

The rates, including the ordinary postage, fixed for articles to be mailed in this country for dispatch by the airship, are as follows:

	Cents per half-ounce (includes ordinary postage)
For dispatch by the airship only.....	40
For dispatch by air in this country and by the airship.....	43
For dispatch by the airship and by air in Europe.....	43
For dispatch by air in this country, by the airship, and by air in Europe.....	46

Articles will be accepted for dispatch by the airship to Europe and thence by air to Asia or Africa if prepaid the appropriate air-mail fees in addition to the basic rate of 40 cents per half ounce listed above.

All articles to be carried by the *Hindenburg* will be sent to New York, which exchange office will prepare them for dispatch by the airship. Such articles should be mailed in time to reach New York not later than the day previous to the scheduled sailing of the airship.

FIRST-FLIGHT LETTERS

For the first flight only, letters for delivery in the United States will be accepted for dispatch to Frankfurt by the *Hindenburg*. Arrangements have been made for return of such letters or covers to the addressees in the regular mails. Such articles having the appropriate postage affixed of 40 cents per half ounce should be enclosed in a cover and sent to the postmaster at New York, to be placed in the dispatch. The articles should be marked "By First Flight *Hindenburg*" in the upper left corner of the address side. A cachet will be applied at New York to all articles dispatched by the first flight and they will be backstamped upon arrival at Frankfurt. (This Department will not issue a special postage stamp for these flights.)

SERVICE ON FIRST WESTBOUND FLIGHT

The German Postal Administration will provide for dispatch of first-flight covers that may be desired from Germany to the United States. Such covers will necessarily bear German postage stamps. Two new German Zeppelin stamps showing the *Hindenburg*, in denominations of 50 and 75 pfennigs, will be used on mails dispatched by the *Hindenburg* from Germany; also a separate special cachet will be provided.

Persons in this country may secure first-flight covers from Germany to the United States by sending the covers to F. W. von Meister, United States Zeppelin representative, 354 Fourth Avenue, New York, N.Y., who will make provision for sending the covers received in bulk to Germany, having them stamped with German postage and dispatched by the first flight of the *Hindenburg*. The rates quoted for such covers are as follows:

Letters, 10 grams = $\frac{1}{2}$ ounce, 70 cents each.
Letters, 15 grams = $\frac{1}{2}$ ounce, 85 cents each.
Postal cards, 65 cents each.

The covers so sent to Mr. von Meister should be addressed to the sender or other person to whom they are to be delivered. The rates stated above will provide for delivery to the addressees in the regular mails.

Any such covers should be sent in time to reach Mr. von Meister not later than April 22. If registry is desired, 15 cents additional should be sent therefor. It is stated that responsibility for delivery will not be assumed unless the covers are registered; also that should the dispatch fail refund will be made.

The announcement of service sets forth another arrangement under which Mr. von Meister will accept orders up to May 3, 1936, for covers to be prepared and dispatched from Germany by the Zeppelin Co. and addressed to its New York office, that office to forward the covers when received in separate containers to the persons placing such orders. It is assumed that the charges for such covers will be the same as stated above.

Payment under either arrangement for west-bound service should be by postal money order or certified check.

Postmasters will please give this announcement as much publicity as practicable without expense to the Department.

Figure 3. Rates and details for items sent on the *Hindenburg* are explained in Postal Bulletin No. 16901, dated Friday, April 3, 1936.

The cover was correctly franked with 40 cents postage for the flight from Lakehurst, New Jersey to Frankfurt, Germany in accordance with paragraph 1 of the notice provided and returned by the German Post Office Department [Figure 2]. The notice was supplied by: F. W. von Meister, Special U. S. Representative; Deutsche Zeppelin Reederei & Luftschiffbau Zeppelin; 534 Fourth Avenue, New York City, N.Y.

The United States' second assistant postmaster general initiated a memo on April 2, 1936 to include the essential details of the airship *Hindenburg* notice in Post Office Department Postal Bulletin No. 16901, dated Friday, April 3, 1936 [Figure 3].

The next item is a penny postal card with an additional 42 cents in postage affixed [Figure 4]. This paid the 40 cents needed to fly internationally on the airship and the additional 3 cents postage allowed it to be forwarded within the United States (in this case, Chicago to New York). It was then placed on the *Hindenburg's* flight from Lakehurst, New Jersey to Frankfurt, Germany. This was all in accordance with a notice from F.W. von Meister, of the German Post Office Department.

The sender of this card opted to use various types of postage to dress it up. Beginning with one of the more common 1-cent postal cards that was issued in 1914-1916, a 1-cent National Parks issue of 1934 was added, followed by the 25-cent Trans-Pacific issue of 1935 and capped off by the 16-cent bi-color airmail special delivery issue of 1936. This combination of stamps and forethought created a colorful zeppelin collectible piece.

A third item [Figure 5] traveled from Los Angeles, California to Lakehurst, New Jersey on August 28-29 during the 1929 *Graf Zeppelin's* Round-the-World flight. The postage rate for this segment of the trip was 30 cents for postcards and 60 cents for letters.

To make up the appropriate rate for this postcard, the sender used all red (carmine) stamps; the 24-cent airmail issue of 1923, the 2-cent Battle of Monmouth ("Molly Pitcher") issue of 1928, the 2-cent (Thomas Alva Edison) Electric Light Golden Jubilee and the 2-cent (Major General John) Sullivan Expedition issues of 1929.

Though a coincidence, many years later, automatic mail sorting used phosphor/florescent tagging on stamps; red was designated airmail and green was for surface mail. How appropriate this card appears, when looking back in time.

The last item in this Easter Parade of philately is another postcard from the same Los Angeles-to-Lakehurst segment as above and significant enough to add to the showing of ‘dressed-up’ items by using both sides of the card [Figure 6].

The stamps used on the postcard are both from the first series of airmail stamps issued by the United States Post Office Department in 1918. The combination of the first in the series, the 24-cent issue, and the last, the 6-cent, make up the correct postcard rate of 30 cents,

One additional feature also adds to dressing-up this postcard. That feature is the card, itself. The back (reverse side) shows a complete starboard (right) side picture of the *Graf Zeppelin*, LZ-127 near the airship hanger.

The enormous size of the airship can almost be realized by looking at the people on the ground in the foreground.

Though no personal message is written on the postcard, the impact of both sides of the card conveys its own message of power and flight.



Figure 4. A combination of four different types of U.S. postage of three different denominations required forethought to provide a colorful example of Zeppelin mail.

Auction Announcement

June 8-9, 2018 Public Auction

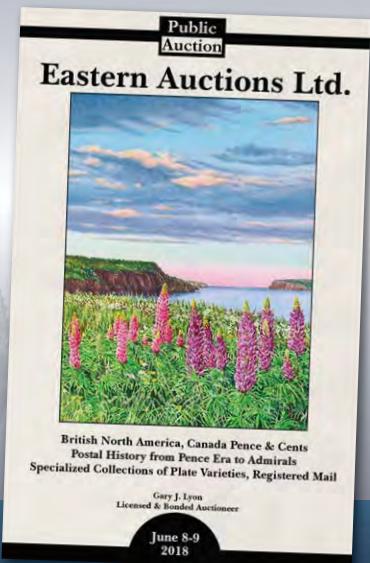
General Sale **Featuring British North America, Canada Pence & Cents
Postal History from Pence Era to Admirals
Specialized Collections of Plate Varieties, Registered Mail**

Sale begins with a small but interesting assortment of British Commonwealth including Malaya issued under Japanese Occupation, also 1935 Silver Jubilee constant plate varieties, etc. British North America features choice classic stamps, Newfoundland proofs and varieties.

Many highlights are shown in the Canada section, with noteworthy Pence and Cents with specialized 1851-1859 Three pence Beaver. A very interesting selection dedicated to this popular stamp will be sold along with a remarkable range of Pence & Cents proofs, stamps, multiples, plate varieties and cancellations. The postal history is especially valuable from highly select single usages to esoteric rates that will certainly please even the most seasoned collector.

The Dominion of Canada starts with an excellent array of Large & Small Queen stamps and postal history including substantial representation of Registered and Money Letters, from single lot items to very extensive collections. Other stand alone sections are postal history of the Canada Admiral issues, specialized 1935 Silver Jubilee and modern varieties & errors.

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THE AUTHOR

A.D. "Don" Jones of Virginia is a retired senior weapons system engineer and nationally and internationally qualified philatelic judge emeritus. He collects and exhibits pioneer

U.S. and government airmail, Latvia and the topical areas of scuba diving and outhouses. He was the recipient of the 2010 Luff Award for Distinguished Philatelic Research. He has also contributed articles to a variety of philatelic journals.



Figure 5. A postcard sent from Los Angeles, California to Lakehurst, New Jersey and flown on the *Graf Zeppelin* using all red stamps.



Figure 6. A postcard sent from Los Angeles, California to Lakehurst, New Jersey and flown on the *Graf Zeppelin* using two of the issues from the first series of U.S. airmail stamps, Scott C1, C3. The front shows an image of the *Graf Zeppelin*, LZ-127.



The World's Leading Auctioneers for China & Hong Kong

Highlights from our upcoming June 16-18 Auction



1878 (5 Oct) envelope from Peking to Shanghai
The Earliest Known Cover with Imperial China stamps



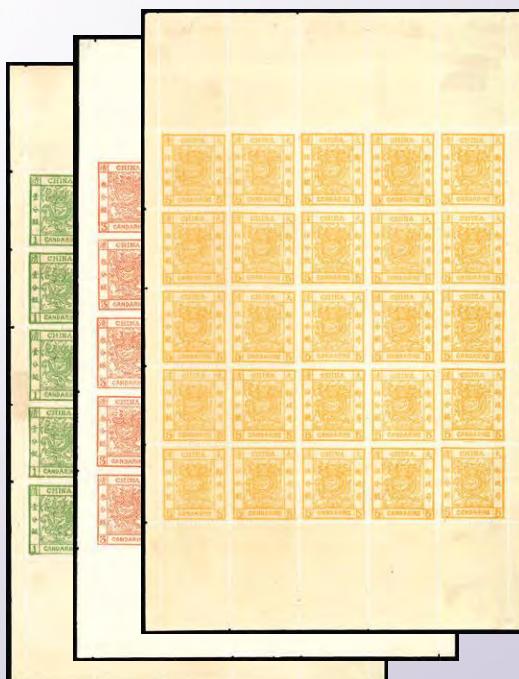
The Small One Dollar



Blue Navy



"Great Victory of
Cultural Revolution"



1878 Large Dragon complete mint sheets of 25



Scott 23



Scott 35a



Scott 145

An American Philatelist Exclusive Preview



Stamp of the Century

Kellen Diamanti ~ Deborah Fisher

Stamp of the Century

We all know the Inverted Jenny, the United States' upside-down airplane stamp. Following is an excerpt from *Stamp of the Century*, a new book by Kellen Diamanti and Deborah Fisher about the stamp and those who sought out and have owned a copy over the past 100 years.

The book – unveiled May 1 during a ceremony for a stamp honoring the centennial of airmail – has been published by the American Philatelic Society in partnership with the National Postal Museum.

The book is available from www.stamps.org/publications.

INTRODUCTION

The room is packed and the auctioneer is late. The clock has slipped several minutes past the scheduled start time and, still, a few more people try to squeeze into the windowless, colorless meeting room located several floors below the glass-and-steel cathedral ceiling of the Jacob K. Javits Convention Center. It's the fourth day of World Stamp Show NY 2016, and one of the marquee events is about to take place.

World stamp shows are extravaganzas of philatelic buying, selling, trading, schmoozing, and socializing, which the designated country hosts every ten years. Sanctioned by the Fédération Internationale de Philatélie in Luxembourg, international shows are an order of magnitude larger and more lavish than the annual national shows taking place throughout the United States. Sixty years have passed since New York hosted a world stamp show, and the city pulled out all the stops to welcome stamp enthusiasts from around the world during the show's eight-day run.

Stamp dealers capitalize on big shows to sell personal collections with items made famous by history, scarcity, quality, or celebrity ownership. Conducted like performance pieces, high profile auctions give dealers a chance to boost their visibility while giving collectors an opportunity to acquire something special. The person or heirs whose material is being sold hope the bidding produces premium prices. The auctions on May 31 include a selection of United States rarities, classics (printed before 1870), and stamps important to postal history. But the majority of people waiting for the event to start came to see the sale of a single stamp—the Inverted Jenny.

The Inverted Jenny is the most famous error ever printed. What makes this stamp so intriguing is that the airplane appears to be serenely flying upside down. The stamp up for auction was one in a sheet of one hundred purchased by Wil-



liam Robey on the morning of May 14, 1918, in a Washington, D.C., post office. Position 58, as the stamp is known, was originally the third-to-the-last stamp on the right in the sixth row of the sheet. Bidders, reporters, and looky-loos had every chance to see the object of all this attention in its shrine at the Robert A. Siegel Auction Galleries superbooth near the entrance to the vast upstairs showroom. Despite the stamp's age, the colors of its carmine frame and tiny blue biplane remain vivid, the condition excellent, and centering almost perfect. Graded XF-superb 95, position 58 could sell in the high six figures and perhaps more.



William Robey's Granddaughter, Carolyn Marek, and her husband Tony, taking pictures at the 2016 Inverted Jenny auction.

Robey's granddaughter, Carolyn Marek, and her husband, Tony, are sitting up front, snapping photos like excited tourists. They flew in the previous night to witness the sale. Her grandfather's famous purchase has been a highlight of family lore for generations, and though Carolyn has seen a few spec-

Stamp of the Century

imens over the years, she has never seen an Inverted Jenny auction. All day she has been treated like a celebrity, which in the world of stamps, she is. Even Sonny Hagendorf, president of the Columbian Stamp Company and owner-dealer of nearly two dozen Jennys, gasped when introduced to her. From her seat, Marek happily photographs the digital board on which the bid prices will display.

"Wow, look what we've done," says Scott Trepel when he finally walks into the room at ten minutes past one. Trepel is president of Siegel Auctions, a longtime New York City powerhouse in the stamp world and purveyor of more Inverted Jennys than any other company. Trepel will personally cry today's auction.

He seems genuinely surprised that the room is full to overflowing, despite having spent the better part of the previous year and a lot of money to publicize this sale. In addition to recently launching an entire website devoted to the Inverted Jenny, he has produced a stunning, full-color, sixty-three-page catalogue devoted to the saga of airmail and the origin story of the stamp. In anticipation of this event, he went as far as to have an almost-identical, restored Curtiss JN-4H airplane disassembled and shipped in crates from its home at the Old Rhinebeck Aerodrome in upstate New York and then reassembled on the main floor of the Javits Center. Well aware of the show needed to promote and complete an auction on the world stage, Trepel has left no detail to chance, wearing a dark blue suit, white shirt, and carmine tie that match the colors of the stamp. A life-long stamp collector who fell in love with auctions as a teenager, he is totally in his element.

Trepel efficiently dispenses with the obligatory business announcements and stipulations associated with the sale. He advises registered bidders to raise their paddles high since the room is so crowded. Chuckles break out as he adds, "Even if I know you very well, and we've shared a lot of bottles of wine together, I will insist on that." A few special bidders have prearranged an alternate signal. Trepel will be monitoring a laptop computer sitting in front of him for online bids while watching several agents seated at tables in front of him on phones and laptops with their clients.

When he takes a moment to introduce Carolyn Marek, the room breaks out into a chorus of "Wows!" and applause. Though Marek and her husband had briefly considered placing a safely unsuccessful low bid on the stamp just to have their name in the history books, she announces to the crowd, "Unfortunately I will not be bidding on the stamp," to which Trepel appends, "But she will accept gifts!"

Trepel introduces two more philatelic celebrities—author George Amick, whose detailed 1986 book, *The Inverted Jenny*, has been considered the stamp's bible and collector and

historian Joe Kirker who wrote the catalogue copy for position 58.

Five minutes after walking into the room, Trepel opens the sale with an absentee bid of \$450,000. In just over one minute, the price moves swiftly upward in \$50,000 increments to \$900,000. Then Trepel cries the bidding in \$25,000 increments, easily hitting \$950,000. Thirty seconds later, he chuckles and says, "Does anyone want to say the magic word? Or the magic number?"

A few seconds later, with the competition narrowed to a few bidders, Trepel announces, "One million, the lady's bid... I'll go by fifties... One million, fifty thousand dollars? It's against you now at one million fifty? The gentleman at one million fifty."

Trepel's energy ticks up as the numbers climb on the digital display. Marek is snapping pictures every few seconds. "One million one hundred thousand? For the lady at one million one hundred thousand?"

Trepel's attention pivots to Sonny Hagendorf, who is bidding for a client and has two Inverted Jennys—positions 57 and 36—on display in his booth out on the show floor. "One million one hundred thousand? You've never let me down in the past," Trepel says to Hagendorf. Knowing laughter again washes through the room.

"One million one hundred and fifty thousand dollars," Trepel repeats, searching the room for raised paddles. He floats one million and two, then says, "I'll take it. One million one seventy-five. For another twenty-five thousand, it could be yours." The rising tension again breaks with laughter. "One million one hundred and seventy-five thousand dollars."

Trepel nods one last time to Hagendorf for confirmation. "That means you're letting it go?" When Hagendorf murmurs, "Yes, letting it go," Trepel raises his gavel and says



National Postal Museum exhibit featuring the Inverted Jenny (Photo courtesy of Smithsonian National Postal Museum Library).

Stamp of the Century

with emphasis, “One million one hundred and seventy-five thousand dollars. A record for a single Inverted Jenny!” as he brings the gavel down decisively on the lectern. The room erupts into sustained applause, which includes Trepel’s as he says, “I was clapping for her, not for myself.”

With the buyer’s premium, Inverted Jenny position 58 has sold for \$1.3 million in just over three and a half minutes to an anonymous buyer, represented in the sale by a woman whose handwritten nametag says only “Alicia.”

As the crowd mingles in anticipation of the next auction, Trepel speaks with reporters, and Marek steps back through several rows of chairs to introduce herself to Alicia. In the moment when they shake hands, the gap is closed on nearly one hundred years of history.



One government printing error has delighted the public most consistently in the century since its creation and sale—the 1918 Inverted Jenny stamp. People who know zilch about postage stamps have heard of the one with the jaunty blue biplane flying upside down. Collectors compete with trophy hunters and pay top dollar whenever the stamp comes on the market, and, there being one hundred Inverted Jennys, that happens regularly.

There was a war on when the Post Office Department rushed to issue a special 24-cent stamp to accompany the first scheduled airmail system on May 15, 1918. The Bureau of Engraving and Printing was overwhelmed with the demand for bonds, currency, certificates, and regular stamps, but even so, a staff artist came up with a nice design: a blue biplane flying across the clouds, inside an ornate red frame. The plane is the Curtiss JN-4H—called the Jenny—a common military trainer and the aircraft the postal system selected for mail transport. Two colors meant two passes through the printing press, thus a heightened risk for error. One sheet of stamps with the airplane inverted made it to a post office. William Robey of Washington, D.C., was the lucky buyer, and he knew immediately what he had.

Among collectors, the Inverted Jenny, population one hundred, is not really considered rare. There is only one 1856 British Guiana One-Cent Magenta in existence, and it was purchased by Stuart Weitzman in 2014 for \$9.5 million. He lent the Magenta to the Smithsonian National Postal Museum for everyone to see, and there it resides, alone in a large, specially designed display case. Nevertheless, the Inverted Jennys, tucked into a small display along a wall in the NPM’s Gems Gallery, are the big draw. Museum visitors are always

asking where to see the Jennys, and at the end of every day, nose prints must be cleaned from their protective glass.

The continuing attraction of the Inverted Jenny is no big mystery. “The stamp has everything going for it,” says Daniel Piazza, curator at the National Postal Museum. “The romance of early aviation, the patriotic colors, the screw-ups, and more than one theft. And it has this genealogy of famous and eccentric people who’ve owned it.” In other words, it’s the stories.

“The story of stamps in America is the story of America,” says businessman and philanthropist William Gross, who donated a stamp gallery to the National Postal Museum and who owns the particular Jennys that attract the nose prints.

“History is what gets people hooked,” says confederate stamp specialist and American Philatelic Society vice president, Trish Kauffman. “There’s endless variety.”

For many, such as stamp specialist, Ken Lawrence, “What makes a stamp valuable is its story.”

As an inanimate object, the Inverted Jenny serves as a dramatic device in stories about those who have possessed it. The stamp is passive, incapable of action, and yet action has swirled around it, motivated by desire for the stamp. Film director Alfred Hitchcock called such a device a “McGuffin.” The stamp reposes in a glassine sleeve, the Rosebud or the Maltese Falcon of the stories; all the excitement is external.

A surprising number of stories graced by the Inverted Jenny describe the last century of American history and progress, notably the mass transportation juggernaut that is civil aviation. People whose fortunes—some begun before the American Revolution—made it possible to collect rare stamps have played fascinating roles in defining the nation. Stories of immigrants to America, often rooted in war or persecution, reach a sort of denouement when the Jenny enters the picture. People scarred by war have found solace in stamp collections that contain Jennys. The stamp has symbolized conspicuous consumption by wastrels bent on spending their inheritance and yet served as an object worth striving for as well. Inverted Jennys have been stolen, mutilated, and fenced. Owners have killed and been killed.

Inverted Jennys accumulate stories as they pass from owner to owner. The stamps have survived beyond the lifetimes of most persons in this book—a few famous in their time, most not, and almost all virtually forgotten—who nonetheless were integral to the making of America. The century of stories touched by the Inverted Jenny run the gamut of human qualities—from ingenuity, tenacity, and spunk to fraud, prejudice, and thuggery—upon which is built our cultural and historical heritage.

How to Participate in History



Office Worker Looked Out His Window and Was Inspired to Join In

BY MARK REYNOLDS DUHAMEL

Imagine history is taking place right outside your office window. Would you notice?

What if it's a technological advance in a worldwide networking system? And, even though it's been the talk of the town, you didn't think all that much about it – until you actually saw it. You may have missed Day One of this new era, but danged if you're going to miss Day Two, if for nothing else but the novelty of it.

That's how it probably was for Elmer Reynolds Nightingale [Figure 1]. Elmer (1899-1948) was my grandfather, who was just about 19 years old when he saw history happening – in this case the start of official U.S. airmail service in 1918 – and grabbed a little piece of it.

Following is the story of the new 1918

airmail service and my grandfather.

My grandfather grew up in Brockton, Massachusetts, where he lived with his mother, Lydia, and his stepfather, Daniel MacKenzie [Figure 2]. He was barely out of school in 1917 when he took a job as a stenographer for John F. Scully, superintendent of Brockton schools. He worked for Scully for about a year.

A friend of Scully's working at the Federal Munitions Building in Washington, D.C. was looking for someone who could supervise a typing pool of women typists. At the time, only men were allowed to be supervisors. Scully recommended Grandpa, who had good math and typing skills, not to



Figure 1. Elmer Reynolds Nightingale.



Figure 2. Elmer as a boy with his mother, Lydia, and his stepfather, Daniel MacKenzie, in Brockton, Massachusetts.

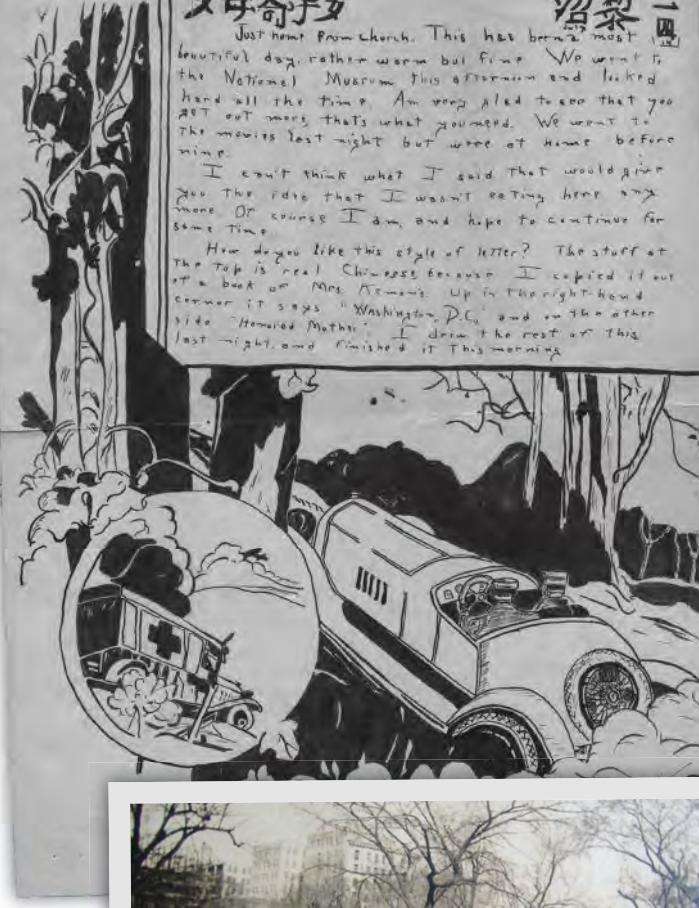


Figure 3. Elmer Nightingale took this photo of President Woodrow Wilson leading the Victory Parade February 27, 1919 in Washington, D.C. and made he above drawing after visiting a museum.

mention a knack for drawing and photography [Figure 3]. He also was recommended because he was single at the time. He was just the right candidate for the job in D.C.

Elmer Nightingale started his new job in April 1918 in the office of Col. Goethals in the War Department, according to a newspaper clipping from that time [Figure 4]. (It is likely that the Goethals was George Washington Goethals, who was the chief engineer for the construction of the Panama Canal, the first governor of the Panama Canal Zone and, by the time my grandfather moved to Washington, was acting quartermaster general of the U.S. Army.)

Anyway, my grandfather was at work on May 15, 1918 when the first Curtiss Jenny – the first mail plane – took off from the Polo Grounds near the Potomac River. He heard the little biplane putt-putt

past his window and fly off, supposedly toward Philadelphia, though the wrong-way pilot went south and eventually crashed in a farmer's field in Maryland.

Sometime between then and the next morning, young Elmer was inspired. Can you imagine being one of the first recipients in the United States to receive a letter by the new aerial service? Well, my great-grandmother had that opportunity. Elmer wrote a letter to his mother (my great-grandmother), in which he writes, in part, the following [Figure 5]:

"Just a few lines as I haven't much to say but am sending this by the new arial [sic] post just for the novelty of the thing. Probably in a few years it will be common to receive mail by aeroplane but now it is very novel. The mail started yesterday and I saw it fly over the office and I probably will see this go over when I am at work. Every morning at 11:30 a.m. (the) aeroplane leaves the Potomac Flying Field and goes to Philadelphia where it is taken by the aeroplane and from there to New York. It get(s) special delivery on."

"There are probably very few people in the world yet that have received letters by the aerial mail and I wanted you to be among the first. Just think, this letter will have gone 500 miles in the air at about 120 [miles] per hour!"

He goes on mostly with family greetings, but does write, "You want to save the stamp on this letter as a curiosity. I wish I could send them all this way but as it costs 24 cents an ounce will have to send the other way."

Grandpa also ended his letter with a question: "How long did it take, by the postmark?" That would be answered within a day in a news report.



Figure 4. The large Munitions Building where Elmer Nightingale, sitting at right, supervised a typing pool.

1511 16th St., Washington D.C.
May 16, 1918.

Dear Mother:

Just a few lines as I haven't much to say but am sending this by the new Aerial Post just for the novelty of the thing. Probably in a few years it will be common to receive mail by aeroplane but now it is very novel. The mail started yesterday, and I saw it fly over the office and I probably will see this go over when I am at work. Every morning at 11.30 an aeroplane leaves the Potomac Flying Field and goes to Philadelphia, where it is taken by the aeroplane (a different one) and goes there to New York. It gets special delivery in. There are probably very few people in the world yet that have received letters by the Aerial Mail and I wanted you to be among the first. Just think, this letter will have gone 500 miles in the air at about 120 per hour!

work went fine to-day and the weather here is beautiful. Get paid to-day. That makes \$107.94 I have earned (or received) since I have been in Washington. The roses are in bloom here, and I wish you were here. Yes I know about the Fins house. It is a pretty good place I guess.

Tell Pa to sign away. Tell Uncle Jim awfully sorry he can't use his gun out-of-doors but to use it in the house, and have him write and tell me what else he wants that he can use out doors.

You want to see the stamp in this letter for a curiosity. I wish I could send them all this way but as it cost 24¢ an ounce will have to send the other way. How do you like pictures? Guess this will do for my first letter via Aeroplane, so will close, sending my love and kisses to you all three the day, at the rate of 2 miles a minute. Your loving son.

Elmer.
How long did it take, by the postmark?

Figure 5. This is the letter that Elmer Nightingale wrote and mailed on May 16, 1918 to his mother.



HWI

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FIRST AIRPLANE LETTER ARRIVES

Received by Mrs. Daniel MacKenzie from Her Son.

MESSAGE TRAVELED AT RATE 120 MILES PER HOUR

Envelope Bears 24-Cent Stamp and Picture of Plane

Capped with a 24-cent stamp, bearing a picture of an airplane, a letter, which made the first of its journey from Washington, D. C., at the rate of 120 miles per hour, was received this morning by Mrs. Daniel MacKenzie, 57 Malvern road, from her son, Elmer R. Nightingale, who is employed by Uncle Sam at Washington.

Receiving mail by airplane, even though the last part of the trip is made by train and special delivery messenger in the usual manner, is a novelty that makes people "sit up and take notice."

The postoffice workers were proud to handle the missive, and, of course, the recipient of the letter by "air route" was more than delighted.

Mrs. MacKenzie received her letter at 9:30 this morning. It was mailed on the 11:30 aero post from Washington Thursday forenoon and, according to record on the back of the envelope, "arrived in New York at 4:30" Thursday afternoon. It then followed the usual mail channels to this city.

"By aeroplane," were words which appeared at the bottom of the envelope, and the stamp, a 24-cent one, bore the picture of a plane on the wing. The 24 cents covers the entire cost of postage even to the delivery at the door by a special messenger. In view of the newness of the "air route" service this seems remarkably reasonable.

It was while watching the flight of the first aero post machine over the city of Washington Wednesday that Mr. Nightingale decided to give his mother the pleasant surprise of being among the first recipients of a letter by this method of transport.

"I am sending this by the new aero post just for the novelty of the thing."

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wrote young Nightingale. "Few people in the United States have received letters this way and I want you to be among the first. It will go 500 miles in the air, at the rate of 120 miles per hour."

The new aero post starts every morning from Washington, D. C., at 11:30. From the windows where he works Mr. Nightingale can see the passage of the big machine and wrote that he would be on the watch to see his letter pass over Thursday morning. The aeroplanes rise from the Potomac flying field and go to Philadelphia, from which city the trip is continued to New York.

Figure 7. It might not have been on the front page, but a letter sent on the second day of the new airmail service was important enough to warrant a story in the Brockton, Massachusetts newspaper.

big news that my grandfather's letter made the local newspaper [Figure 7].

A story in the May 17 *Brockton Express* newspaper shouts: "First Airplane Letter Arrives" and in headlines in smaller type, "Received by Mrs. Daniel MacKenzie from Her Son" and "Envelope Bears 24-Cent Stamp and Picture of Plane."

The article states, in part, the following:

"Receiving mail by airplane, even though the last part of the trip is made by train and special delivery messenger in the usual manner, is a novelty that makes people sit up and notice."

"Mrs. MacKenzie received her letter at 9:30 this morning. It was mailed on the 11:30 aero post from Washington Thursday forenoon and, according to record on the back of the envelope arrived in New York at 4:30 Thursday afternoon. It then followed the usual mail channels to this city."

The newspaper goes on to describe the 24-cent Jenny stamp and envelope in detail.

Although Elmer didn't think he'd send any more airmail letters soon because of the high cost of the postage, he changed his mind in December when the airmail rate had dropped a second time, first to 16 cents and then to 6 cents. Elmer sent separate Christmas cards by airmail to his parents on December 21 [Figure 8].

The Author

Mark Reynolds Duhamel has been collecting stamps since he was 10 years old when he received a Scott American stamp album for Christmas. He still has this album today and fondly remembers his father taking him to the H.E. Harris Co. in Boston in the 1960s.

Review our recently updated Cut Square listings for 1920-25 Revalued Issues
www.postalstationery.com



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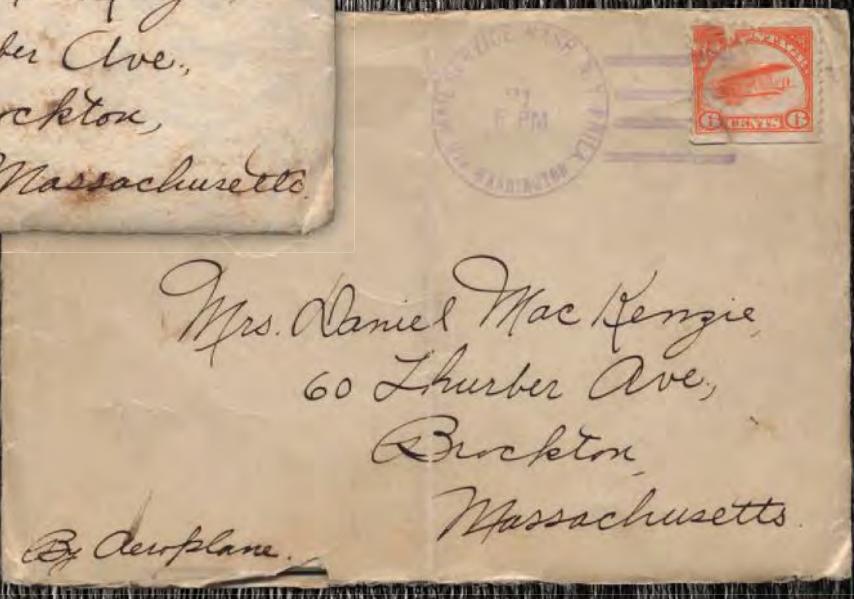
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Figure 8. In December 1918, Elmer once again tried the airmail service, now with a reduced rate for postage, to mail Christmas cards to his parents.



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BUY AND SELL



BY WENDY MASORTI sales director
wendy@stamps.org

Every Little Flaw Makes a Difference

A Guide to Sellers for Pricing Flaws

We are often asked how to value stamps with faults. Buyers and sellers alike want to make sure they are getting their money's worth.

The condition of a stamp is important when it comes to determining its value. Even small faults can have a huge impact on the value of a particular stamp – a stamp that normally sells for \$100 may not be worth \$5 if it is in poor condition. Faults such as missing perfs, tears, creases, thin spots, discoloration, etc. will detract from a stamp's value – but by how much?

Following is a basic guide that our Sales Divisions use for determining stamp values based on condition. Dealers and other stamp professionals may have different guides for pricing as not all collectors have the same opinion on what constitutes a flaw and how much it affects the value. Our guide should not be considered the absolute rule and does not take into account centering, which also is a factor when determining value.



United States Scott #372
Unused, NH
Cat. Value \$21.00
Competitive selling price \$10.50

StampStore and Circuit book sellers may wish to consider using the guide in order to competitively price their material. Sellers that literally price items pennies below the Scott catalog value should not expect good results.

Price Guide for Faults

First, it's important to understand that stamp values in the *Scott Standard Postage Stamp Catalogue* are for stamps graded as "very fine," which are stamps that are in excellent condition. Some older stamps are expected to have minor faults due to their printing conditions or paper quality; these are listed accordingly in most catalogs. When it comes to rare or classic issues, not all faults are necessarily bad and may not detract from pricing.

Faultless stamps can be competitively priced between 50 percent to 60 percent of Scott catalog value. These are stamps that are in excellent condition, free of faults. If you really want to be competitive, try selling at 40 percent.

Minor faults that will reduce prices to between 30 percent to 40 percent of Scott catalog value. Such a fault



Austria Scott #77a (with varnish bars)
Unused, hinged, pulled perf at top
Cat. Value \$60.00
Competitive selling price \$15.00

would be a small natural gum wrinkle; tiny thin or toned/soiled spot (1 millimeter); tiny paper inclusion; small corner perf crease; nibbed perfs (very minor perf top missing); slight bend or minor crease (could be gum); pencil notations; or slight color fading.

More serious faults that will reduce prices to between 20 percent to 25 percent of Scott catalog value. This could be a large natural gum wrinkle; thin, toned/soiled spot, or scrapes (1 mm to 4 mm); small tear; light crease/wrinkle (depending on severity 1 mm to 4 mm); short perf (even with the bottom of the holes); pulled perf (missing perf into the stamp); perf separations; rounded corner; tropical gum; or two or three minor faults.

Major faults that we often recommend returning to seller as "damaged item" or sell at 10 percent or less include a large thin or several small thins; severe tear or several small tears; large dark toned spots/stains; major crease or several creases; several faulty perfs (short/pulled); pin holes; missing portions of stamp; several less serious faults; any repairs made such as filled, added perfs, or reperforated. See below for details about regummed stamps.

Note: Stamps with major faults that are clearly described as "faulty" or "space fillers"



TOP U.S. SELLER

This United States 10-cent Jefferson (Scott 209) was a top selling U.S. item in February on StampStore.

Overall monthly sales reports are posted each month online at www.stamps.org/Stampstore-Sales-Report. You can view sales and see what is hot for the month.



Queen Elizabeth II
Booklet of 10 stamps
414083111 \$ 8⁵⁰

QUEEN ELIZABETH II:

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HRH Princess Elizabeth became Queen the moment her father, George VI, died on February 6, 1952. But her crowning moment was delayed until June 2, 1953, after a suitable mourning period. To mark the 65th anniversary of the coronation of Her Majesty Queen Elizabeth II, Canada Post has issued a stamp booklet, collectible envelope and uncut press sheet (Canada Post's first from a booklet) featuring a photo taken by renowned Canadian photographer Yousuf Karsh. Celebrate this milestone anniversary by adding these stamp products to your collection today.



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Queen Elizabeth II
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\$ 1⁸⁵

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Bahamas Scott #12

Unused, NG, thin spot, pulled perfs at bottom
Cat. Value \$45.00 (no gum value is 1/2 hinged)
Competitive selling price \$9.00

with a price for NH and there is no price specifically listed for hinged, the price for a hinged version would be 60 percent of the never hinged catalog value. Meaning, if the item is only listed with a never hinged price of \$5 and your copy in hand is hinged, its catalog price would be 60 percent of \$5, or \$3. Any gum disturbance (pencil marks, thins, etc.) negates never hinged pricing.

Hinged and Regummed Stamps: At the beginning of each country listing, the Scott catalog indicates if catalog value is for hinged or never hinged (NH). If it does not say, the value listed is for hinged. If an item is listed in Scott

Needless to say, when it comes to determining values of

may be sold, but should be priced at 10 percent or less of Scott catalog value.

Hinged and Regummed

Stamps: At the beginning of each country listing, the Scott catalog indicates if catalog value is for hinged or never hinged (NH). If it does not say, the value listed is for hinged. If an item is listed in Scott

stamps it is important to do your homework. Examine the stamp, note all flaws, look up catalog listings and consider prices accordingly. Buyers are looking for the best deal and sellers want to make that sale, so properly described and competitively priced items will get the best results. Remember, this is a general guide that may be used; we do not mandate that our sellers stick to this exact guide. However, we do return material if grossly overpriced for its condition and sellers should be aware that items may never sell if all faults are not considered when pricing.



United States Scott #77

Used, reperforated
Cat. Value \$180.00
Competitive selling price \$18.00

Circuit Book Sales Categories Needed

Each month we list a few categories that are in particular short supply for the circuit books (not StampStore), shown below – to see our full list of stamps needed for circuits visit www.stamps.org/Stamps-Needed. If you have material in these areas that you are interested in selling, consider using circuit sales. For those new to selling, seller information is

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2¢ VF	875	240*VF	340
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17¢ XF	135	241*VF/XF	520
28¢ VF	725	241*VF/XF	360
30¢ VF	195	251**VF/XF	369*VF
33¢ VF	100	550
36¢ VF	165	252**VF	310
38¢ VF	425	252**VF	271
67¢ VF	510	260*VF	265
77¢ VF	95	270**XF	170
78¢ XF	495	272**VF	130
78b XF+	300	276a*XF	550
85¢ VF	500	276*XF	395
94¢ VF	525	276*VF	325
96¢ VF	125	277*XF	1200
115¢ XF	130	278*VF	2000
120¢ VF	4250	283*VF	285
120¢ VF	375	287*VF	450
136¢ VF	325	287*VF	240
137¢ VF	245	291*VF	275
138¢ VF	250	292*VF	430*VF
151¢ VF	115	150
153¢ VF	225	292*VF	490
153¢ VF	145	293*VF	1150
155¢ VF	4750	297*VF	350
156¢ XF	145	297*VF	275
163¢ VF	1375	298*VF	300
186¢ VF	1450	309*VF	295
189¢ VF	115	325
191¢ VF	190	310*VF	425
209¢ VF	310	311*VF	525
209¢ VF	185	311*VF	400
211¢ VF	150	312*VF	475
212¢ VF	185	313*VF	1750
215¢ VF	100	325*VF	160
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621i-7i	2500	1518	800
628	8000	1540	110
716-31	700	1586	1300
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Overstocked Categories

We are currently overstocked and would not recommend submitting material from these areas at this time:

Africa

Russia

General Germany

Europe

General Global

First Day Covers/First Flight Covers

Scandinavia

Clearance Reminder

Please remember each month to review the updated "Clearance" Circuit Book topics. Clearance circuits are previously circulated books that sellers are now discounting the remaining value at a buy-all-or-nothing opportunity. Members can request a direct clearance circuit that contains 10-to-20 sales books from the categories available. Visit our website at www.stamps.org/Clearance-Request for more details and to request clearance material.



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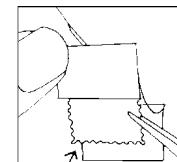
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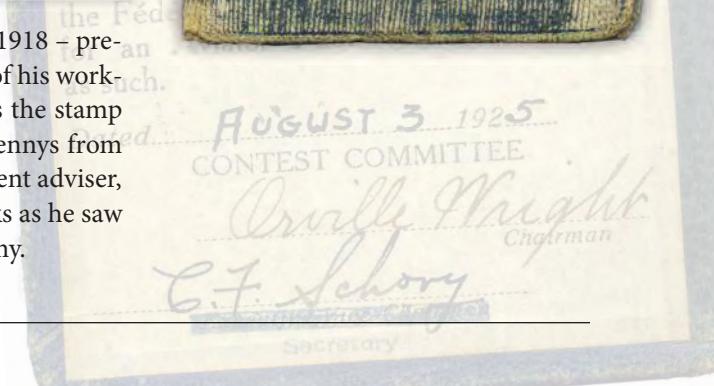
Robey, O. Wright, Lindbergh and Earhart All Have a Spot in APS Reference Collection

This month is the 100th anniversary of the first official United States airmail stamps and their use on airmail routes. We have pulled several examples of airmail items from the American Philatelic Society's Reference Collection to add to the commemoration of these early events.

► This picture postcard (the front shows a post office) was to be flown on May 18, 1912 during the Driving Park Aviation Meet in Altoona, Pennsylvania. The flight was canceled when the pilot, Walter Brookins, and the police were unable to clear the crowd from the field to ensure a safe takeoff.



▲ This is a First Trip cover – postmarked May 15, 1918 – presumably sent by William T. Robey to himself in care of his workplace, W.B. Hibbs & Co., Washington, D.C. Robey is the stamp collector who bought the famous sheet of Inverted Jennys from a Washington post office. W.B. Hibbs was an investment adviser, who in the 1920s suggested that people not buy stocks as he saw it as gambling and foresaw problems with the economy.



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▲ In 1905, two years after the Wright Brothers' successful flight at Kitty Hawk, the Federation Aeronautique Internationale was founded in France to oversee sporting aviation. Orville Wright was its chairman. When qualifying for an aviator's certificate, the president of the Federation signed the certificate. This certificate for John E. Wojton, of North Chicago, Illinois, carries Wright's signature.

VIA AIR MAIL

Franklin
Ornament

C. A. Lindbergh
Pilot



▲ The Contract Air Mail Act of 1925 set up the use of private airlines for transporting mail. Contract Air Mail Route No. 2 was awarded to Robertson Aircraft Corporation at Lambert Field in Missouri. The airline carried mail between St. Louis and Chicago, using Springfield and Peoria, Illinois as connecting points. Charles A. Lindbergh was their chief pilot and he flew the First Flight of this route, lifting off from Maywood Field in Chicago on April 15, 1926, as shown on this autographed cover carried on that flight.

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▲ Here is a First Trip cover with a May 15, 1918 cancel that went from New York City to Washington, D.C. with an interim stop in Philadelphia. The two southbound flights went smoothly on the first day. The letter is addressed to W.B. Hibbs & Co., William Robey's employer. Could Robey, the discoverer of the Inverted Jenny sheet of 100, have been responsible for this cover?



◀ This cover autographed by Amelia Earhart was flown from Atlanta, Georgia, on November 27, 1931 for delivery to Johnson City, New York. It is not known if she was the pilot for that flight, but by this time she had already become famous for her accomplishments. In 1932, she flew solo across the Atlantic.

Note: The Robey cover, Wright certificate, Lindbergh and Earhart covers were donated by the Myron Kaller family. The other covers and postcard were from an exhibit arranged from the APS Reference Collection by Mercer Bristow for the Aerophilately 2014 show at the American Philatelic Center in Bellefonte, Pennsylvania.

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PHILATELIC HAPPENINGS



BY KEN MARTIN chief operating officer
kpmartin@stamps.org • Share your photos of your stamp show, club, or affiliate activities with us via e-mail at aparticle@stamps.org for possible use online and in print.

Congratulations to **Nancy Clark** for receiving the Neinken Medal for distinguished service to philately from the Philatelic Foundation. Nancy currently serves as president of Boston 2026 World Expo, the next international show to be held in the United States, and as president of the Spellman Museum of Stamps & Postal History in Weston, Massachusetts, the Mobile Post Office Society and the American Philatelic Congress. An award-winning exhibitor, Nancy also is a nationally and internationally accredited judge.

Nancy has served as both a director and treasurer of the American Philatelic Society and as past show chair for both Ropex and the Southeastern Stamp Expo. She has been devoted to the development of stamp collecting among students and young people, has taught classes and developed teaching curriculum as well as mentored Boy Scouts in achieving merit badges in stamp collecting.

Nancy has written for *The American Philatelist*, *The Congress Book* and other philatelic publications, and is the host of the American Philatelic Society's online radio show, "APS Stamp Talk."

World Series of Philately

There were two World Series of Philately national shows in March 2018.

The Polonus Philatelic Society, Scouts on Stamps Society International, the Missouri Postal History Society and the Illinois Postal History Society all met at the 25th St. Louis Stamp Expo held from March 16 to 18. **James Allen** won



Nancy Clark hosts the APS radio show.

the multi-frame grand for his exhibit "The United States 12 Cents Stamp, Series 1851-1861." The multi-frame reserve grand and Polonus grand went to **Wieslaw Kostka** for "Kingdom of Poland: Study of Rates for Stampless Mail, 1815-1871." **Ralph DeBoard** received the single-frame grand for "The Postal History of Tahiti: The Stampless Era."

The Garfield Perry March Party was held the following week from March 22 to 24 and included the annual meeting of the United Postal Stationery So-

cietry. **John Barwis** received the multi-frame and single-frame grand awards. The multi-frame winner was "Philadelphia – Great Britain Mails, 1683 to GPU" and the single-frame winner, "Victoria's England-Bound Mail 1855-1857: The Crimean War Clipper Ship Era." **Richard Malmgren** received the multi-frame reserve grand for Hawaii Postal Cards.

Among the Clubs: New Exhibiting Emphasis; Higher Attendance

About 30 years ago a new class was added for single-frame exhibits. Last year, **Tim Wait** pioneered an emphasis on two-, three- and four-frame exhibits at the Rockford, Illinois Stamp Show. Balpex, the World Series of Philately national show in the Baltimore, Maryland area held around Labor Day, has now added a new category to its exhibit prospectus for two- and three-frame exhibits.

According to show organizers the purpose of these two exhibit classes is to encourage first-time exhibitors and existing exhibitors who would like to have fun and receive feedback on their material. The \$15 exhibit fee is being waived by Balpex for two- and three-frame exhibits, however, the \$20

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per frame fee still applies. The show also will offer a special award for the best two- and best three-frame exhibit and the best two-frame and best-three frame exhibit from a first-time exhibitor.

Knoxpex, a regional show in Tennessee, was held earlier in March and officials reports they had a 10 percent increase in attendance over last year and signed up 10 new members. A video recap of the show is available on the club's website, knoxstamps.com/knoxpex-1.

On the Home Front

During March, we were pleased to welcome to the American Philatelic Center two members from Canada: **Gerhard Peters** and **Mark Armstrong**. **Rick Barrett** from Texas stopped in as did **John Hawkins** from Georgia. **Carl Klosinski** visited from Michigan and **Thomas Wills** from New Jersey. We were also pleased to see regular friends from the Wilkinsburg and Capital Cities Stamp Clubs.



Scott Tiffney, librarian for the American Philatelic Research Library, chats with a visitor at the Bellefonte Volunteer Fair.

And we were pleased to host a number of community events at the APC. The Centre County United Way Campaign Celebration included a scavenger hunt using our "Alphabetically" exhibit and introduced roughly 200 community leaders to the American Philatelic Research Library. We hosted and participated in the Bellefonte Volunteer Fair; hosted a Centre Region Down Syndrome Dance; a Chamber of Commerce Young Professional Networking event; the monthly

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Jerry Husak, founder of the American Topical Association.

Sad Passings

Several notable philatelists passed away in late February and early March. **Jerome D. Husak**, visionary founder of the American Topical Association, the second-largest philatelic organization in the U.S., died on February 22 at age 86.

Jerry was a teenager in Milwaukee in 1949 when he envisioned a society for topical collectors. He later wrote, "There must be others like myself. Why don't we get together and share our information through a united body of topical collectors?" Thus, the ATA was born. "Who knows," Jerry thought, "perhaps as many as 200 topical collectors might come together." Within five months of its founding, the ATA had 408 members.

Jerry was ATA member No. 1 and the first recipient of the ATA's Distinguished Topical Philatelist award. He worked full time for the ATA, as editor of its journal, *Topical Time*, until 1977, and as executive secretary until 1984. When Jerry retired from the association's board of directors in 2008, he was awarded the honorary title of director emeritus. In 2012, the ATA board designated May 25 as an "annual National Topical Stamp Collecting Day, promoting topical stamp collecting as a vital dimension of the future of philately and honoring topical philately visionary and ATA founder Jerry Husak on his birthday."

Erivan Haub, of the legendary German Haub family of philatelists, died March 6 at age 85. A leading collector of Confederate States postal history and United States postmaster provisionals, the German billionaire and longtime Tacoma, Washington civic booster made his fortune as managing

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Some of Haub's magnificent rarities were displayed in the court of honor at World Stamp Show-NY 2016. His wife, Helga, of 60 years, is also an accomplished philatelist.

On March 13, **Penney Kols** posted to Facebook "Today, I lost my sweet husband [**David**] of over 31 years. It breaks my heart to say goodbye. We met at work 33 years ago, and have been inseparable since. For those who weren't aware, he has been battling terminal colon cancer for over a year now. I loved his spirit – when mine was down – he always remained positive. But, now it's over, and I am lost without him."

David Kols was instrumental in founding the St. Louis Stamp Expo. David's street-level retail stamp store in the St. Louis area included a United States Postal Service substation and philatelic window. In 2002, he acquired the assets of Superior Stamps and Collectibles of Beverly Hills, California. He also authored the Stamp Market Tips column for *Linn's Stamp News* for about three years. President of Regency-Superior Auctions in St. Louis, David was expelled by the APS in March 2017 for failure to fulfill philatelic debt left when the firm shut down.

And, Wrapping Up

Tony Dewey also reported a March loss – a mailbox very near to his Connecticut home. Not from a snow plow trying to clean up from one of their nor'easters, but rather wind, rain and a large tree.

In my March column, I reported on the special delivery by APS Membership Committee Chair **Matt Liebson** of his new daughter, **Rachel**. I'm happy to inform you she is one of our newest (and youngest) members and shown in the attached photo with her new member welcome mailing.

Finally, a correction to my March column. My apologies for the misspelling of **Alfred Lichtenstein's** name both in the illustration caption as well as the text.

Thanks to all members who forward information for this column. I can be reached at kpmartin@stamps.org.



Rachel Liebson is among the society's youngest members.



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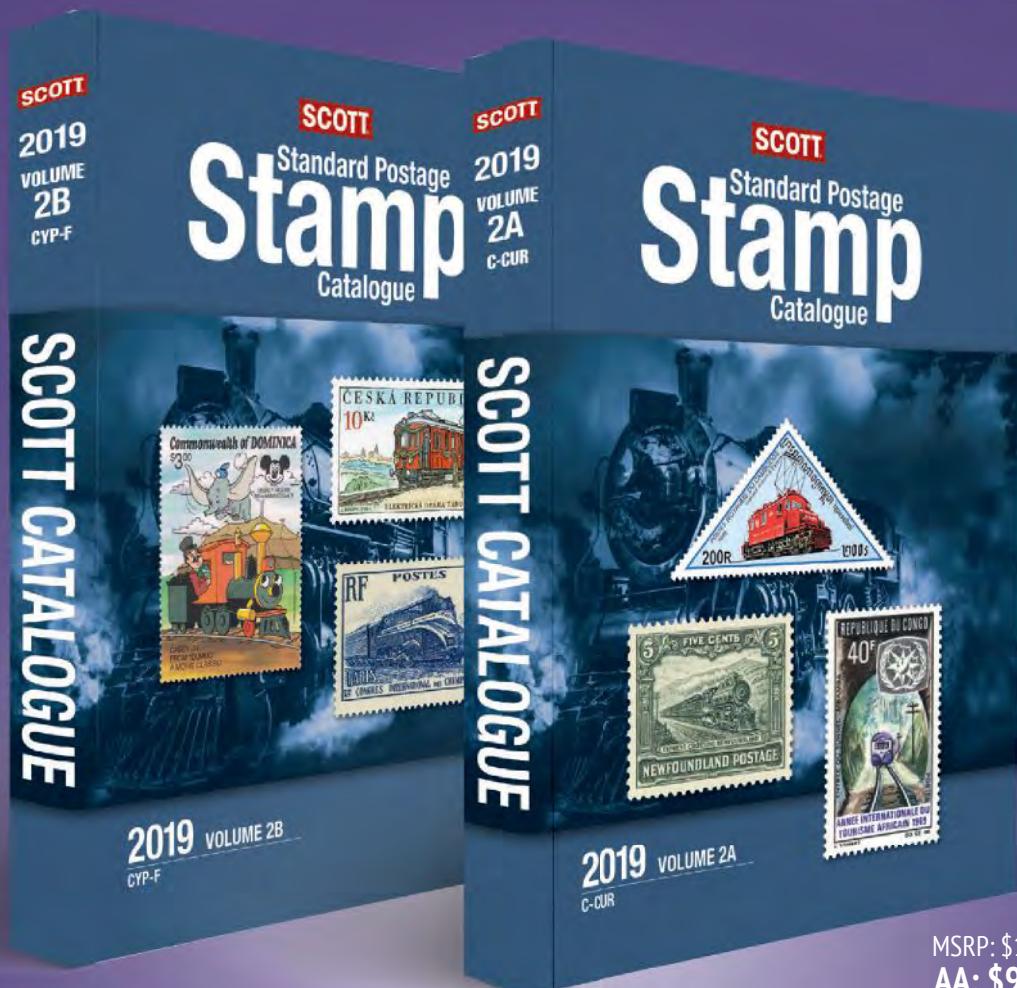
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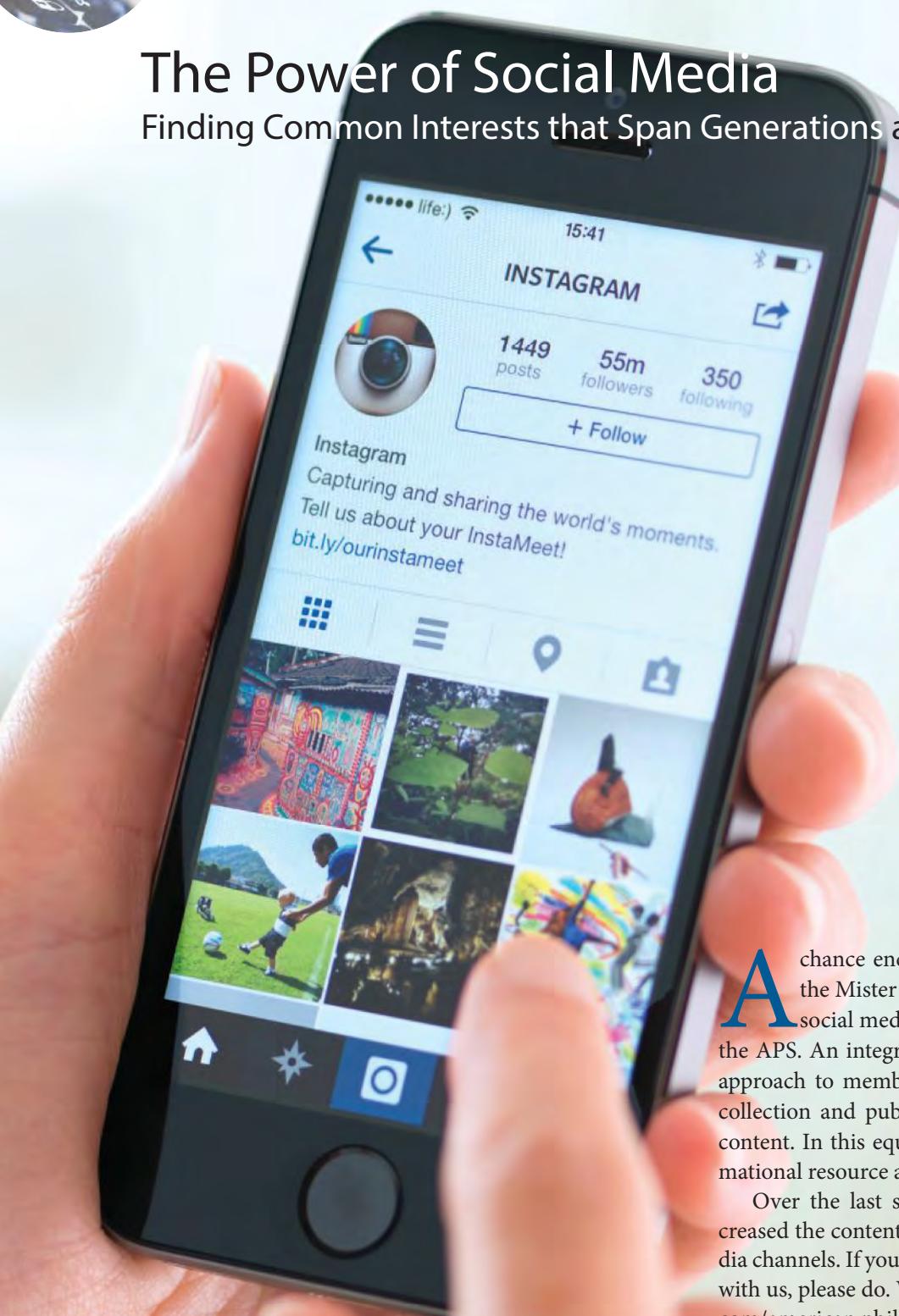
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The Power of Social Media

Finding Common Interests that Span Generations and Cultures



Instagram, a popular photo-sharing social media platform, is home to a whole new generation of stamp collectors. While their methods are unique, their love of the hobby is giving philately a strong new voice in the digital world.

A chance encounter at the first day ceremony for the Mister Rogers stamp reinforces the power of social media in the promotion of the hobby and the APS. An integral part of the plan to modernize our approach to membership growth involves the creation, collection and publication of significantly more digital content. In this equation, social media is both an informational resource and a broadcast medium.

Over the last several months, we have steadily increased the content being shared through our social media channels. If you use social media but haven't connected with us, please do. We are on facebook at www.facebook.com/american.philatelic.society. You can find us on twitter at: www.twitter.com/APS_stamps. And our Instagram account is www.instagram.com/aps_stamps. Connecting with us helps keep you in touch with what we are sharing and it benefits us by introducing our message to people in your sphere of influence.

In March, I had the opportunity to attend the Mister Rogers stamp first day ceremony in Pittsburgh, Pennsyl-

vania. The interest in this ceremony was so high, the U.S. Postal Service had to turn people away. Even with that contingency, the WQED studio where the ceremony took place was crowded and busy. I sat in the back row next to a young family of four. As children are prone to do, the little boy in the family got restless and his father took him somewhere to occupy him. The mom and daughter stayed for the entire ceremony.

After the presentation, I introduced myself to Jessica (the mom). I explained who I was and what the APS is and asked for a quick interview. She was not only willing, but energetic and well-spoken (you can find the interview on our blog at blog.stamps.org). She loves stamps, traditional mail and, with her husband, is teaching her kids about writing and sending letters. She gleefully described herself a stamp nerd and mentioned that she has attended several first day ceremonies. We had a delightful exchange, and I then moved on to talk with others and take pictures of the rest of the activities.

Late that night I get an email from Jessica.

She wrote that after reviewing the APS website (www.stamps.org), she couldn't figure out why she wasn't already a member — so, she joined. She went on to discuss Scott English's Membership Modernization presentation (www.stamps.org/userfiles/file/reports/membership-modernization.pdf) and her perspective on the plan and the future of the hobby. Jessica also discussed the differences between traditional collectors and modern enthusiasts. She noted that while their methods are indeed different, the goal is very much the same. She went on to say, "I am going to familiarize myself with the



This screen shot is taken from the social media site, Instagram. It is a copy of a post from Jessica Manack, who joined the APS after the Mister Rogers First Day Ceremony. The complete text of her post can be found online at blog.stamps.org, but she starts by saying: "So, at the Mister Rogers stamp release ceremony I sat next to a man who works for the American Philatelic Society (@aps_stamps). I don't know why I had never considered joining in the past, but I just did!"

wide range of resources available through the APS and tell all of my friends, so they can become familiar, too."

Five minutes is not a lot of time to get to know someone. I liked Jessica and her family from the moment we met, but I meet a lot of people. We all live busy lives and often the demands of life distract us from things in which we are truly interested. I was glad that Jessica joined and hoped that her fascination with stamps would be bolstered through her APS membership.

And then it happened—

Jessica did exactly what she said she would do. She started sharing her stamps and her impression of the APS with her social media friends. She introduced us to a network of people who had no idea that we existed, she complimented us and she reinforced the belief that social media is a powerful tool. In just one post, she quickly reached more than 60 people who share common interests, can contribute to philately and who are potential members for the APS. While the size of our membership is an important measure, the value of that number is multiplied when members contribute and help us broaden the reach of the society. Jessica is contributing in a meaningful way.

Jessica demonstrated that when we communicate with the right audience, in the right channel, we can grow the society and strengthen the hobby. The discovery in that encounter is that philately resonates with every generation (even if that generation has never heard the word "philately"). We just have to make sure our message is welcoming and that we are open to collecting methods that vary from our own. Regardless of age and experience, an enthusiast will promote the hobby along with us.

ONLINE OUTPOSTS



U.S. Precancel Stamps Trade, Buy, Sell

A very active Facebook group discussing U.S. precancels. Find them at: aps.buzz/2q5E62e.



Blog de Timbrofil
blogdetimbrofil.wordpress.com
Romanian (with English) blog dedicated to philately. See my interview with the editor at: aps.buzz/2GyKpWc.

Mailmaid Stamps

Instagram account for a "...collector and curator of vintage postage stamps...."
Find her at: aps.buzz/2EJjVxD.



SHOW TIME

stampshow@stamps.org

The "Show Time" Calendar features a list of upcoming shows and APS events (shown in green). To obtain a listing, please submit a "Show Time" form, available online at www.stamps.org>Show-Calendar or by mail from APS headquarters. Information must be received 60 days before desired publication time.

The listings are free to World Series of Philately and other shows that are sponsored by an APS chapter or affiliate. Other shows/bourses may purchase listings for the month of the show/bourse and the month prior **only**. The listing fee is \$25 per show per issue. Shows designated ***B*** are bourse only.

Grand award winners from shows are eligible for the annual APS World Series of Philately Champion of Champions competition. Visit www.stamps.org>Show-Calendar for a complete listing of shows and APS events.

Listings with blue shading indicate a World Series of Philately show.

Massachusetts May 2-3
Postal History of World War II in the Pacific Ocean from the American Perspective On the Road Course, Boxboro Regency, 242 Adams Place (Interstate 495, exit 28), Boxborough. ***APS***

Contact: Janet Houser, 814-933-3803
Email: jehouser@stamps.org
Website: <http://stamps.org/On-the-Road-Courses>

Indiana May 4-5
CALUPEX 2018 Calumet Stamp Club, Saint James Parish Hall, 9640 Kennedy Ave., Highland.

Contact: Jerry Emerson, 219-662-1296

Website: <http://calumetstampclub.org>

Massachusetts May 4-6
Philatelic Show Northeastern Fed. Of Stamp Clubs, Boxboro Regency Hotel & Conference Center, 242 Adams Place, Boxborough. ***WSP***

Contact: Jeff Shapiro, 508-460-0078

Email: coverlover@gmail.com

Website: www.nefed.org

Ohio May 5
Warren Stamp Fun at Trumpex The Warren Area Stamp Club, St Demetros Community Center, 3223 Atlantic St., NE, Warren, Trumbull County. ***B***

Contact: Alexander Savakis, 330-282-2860

Email: mcsforum@aol.com

Ontario May 5-6
ORAPEX - Ottawa's National Stamp Exhibition Ottawa Philatelic Society, RA Centre, 2451 Riverside Drive, Ottawa. ***WSP***

Contact: Mike Powell

Email: info@orapex.ca

Website: www.orapex.ca

Wisconsin May 5-6
WISCOPEX 2018 Wisconsin Federation of Stamp Clubs, Voyageur Inn & Convention Center, 200 Viking Dr., Reedsburg.

Contact: Robert Jobe, 608-356-2431

Email: rjobe@centurytel.net
Website: www.wfscstamps.org

Oregon May 10
Understanding the British Machin Series:

Collecting and Exhibiting On the Road Course, Red Lion Hotel on the River, Jantzen Beach, 909 N. Hayden Island Drive, Portland. ***APS***

Contact: Janet Houser, 814-933-3803 ext. 239

Email: jhouser@stamps.org
Website: <http://stamps.org/On-the-Road-Courses>

Pennsylvania May 11-12
BUTLERPEX Butler County Philatelic Society, Tanglewood Senior Center, 10 Austin Ave., Lyndora.

Contact: Tom Sivak, 724-287-1931

Website: www.butlercountyphilatelicsociety.com

Oregon May 11-13
PIPEX Northwest Federation of Stamp Clubs, Red Lion Hotel on the River - Jantzen Beach, 909 N. Hayden Island Drive, Portland. ***WSP***

Contact: Tony Wawrukiewicz, 503-244-8223

Email: tonywawruk@gmail.com

Website: www.pipexstampshow.org

Louisiana May 12
Baton Rouge Stamp Show Baton Rouge Stamp Club, East Baton Rouge Council on Aging, 5790 Florida Blvd., Baton Rouge. ***B***

Contact: B. Cypel, 225-802-7919

Email: mrbretired@aol.com

New York May 18-19
ROPEX Rochester Phil. Assoc., The Greater Canandaigua Civic Center, 250 North Bloomfield Rd, Canandaigua. ***WSP***

Contact: Tom Fortunato, 585-752-6178

Email: stampmf@frontiernet.net

Website: www.rpastamps.org/ropex.html

Utah May 18-19
Utah Spring Stamp Show Utah Philatelic Society, Sons of Utah Pioneer Bldg., 3301 E. Louise Ave., Salt Lake City. ***B***

Contact: Dave Blackhurst, 801-580-9534

Email: dblackhu@gmail.com

Website: www.utaphilatelic.org

Delaware May 19
Sussex County Stamp Club StampShow Sussex County Stamp Club, Delmarva Christian High School, 21777 Sussex Pines Rd., Georgetown. ***B***

Contact: William Matalavage, 302-841-5176

Email: matalav@comcast.net

Michigan May 19-20
Dearborn Stamp Show Dearborn Stamp Club, Sokol Cultural Center, 23600 West Warren Ave., Dearborn Heights. ***B***

Contact: John Gorney, 313-561-7024

Email: dgeorney2010@comcast.net

Colorado May 25-27
Rocky Mountain Stamp Show (ROMPEX) Rocky Mountain Phil. Exhibition,

Inc., Crown Plaza Denver International Airport Convention Center, John Q. Hammonds Trade Center, Chambers Rd & I-70, 15500 E. 40th Ave., Denver. ***WSP***

Contact: Bob Miller, 719-964-6375

Email: chairman@rockymountainstampshow.com

Website: www.rockymountainstampshow.com

Connecticut May 27
Fourth Sunday Collectibles Show New Haven Philatelic Society, Annex YMA, 554 Woodward Ave., New Haven. ***B***

Contact: Brian McGrath, 203-627-6874

Email: hukeda@comcast.net

Website: www.nhps1914.org

Jerusalem, Israel May 27-31
ISRAEL 2018 Specialized World Exhibition with FIP Patronage, Jerusalem.

Contact: Commissioner: Dr. Ross Towle

Contact address: 400 Clayton Street, San Francisco, CA 94117

Email: rosstowle@yahoo.com

Illinois June 1-3
COMPEX'18 Combines Philatelic Exhibition of Chicagoland, Guerin College Prep, 8001 W. Belmont Ave, River Grove.

Contact: Charles Berg, 773-775-2100

Email: stampkingchicago@hotmail.com
Website: www.complexstampshow.org

Kentucky June 8-9
Louipex 2018 Metro Louisville Stamp Society, St. Leonard's Catholic Church (The Gym), 440 Zorn Avenue, Louisville. ***B***

Contact: German Dillon, 502-558-0046

Email: germandillon35@gmail.com

Website: www.louisvillestampsoociety.org

Gardarber, Iceland June 8-10
NORDIA2018 Gardarber.

Contact: Commissioner: Michael Schumacher
Contact address: 21635 Regency Park Lane, Leesburg, FL 34748

Email: Schumacher5154@comcast.net

Virginia June 8-10
NAPEX National Phil. Exhibitions of Washington D.C., McLean Hilton at Tyson's Corner, 7920 Jones Branch Dr., McLean. ***WSP***

Contact: William Fort, (281)352-0072

Email: wfortiii@aol.com

Website: www.napex.org

Ohio June 15-16
Colopex 18 Columbus Philatelic Club, St. Andrew—Nugent Parish Hall, 1899 McCoy Road, Columbus. ***WSP***

Contact: Van Siegling, (614) 440-4173

Email: info@colopex.com

Website: www.colopex.com

Alabama June 16-17
HUNTSPEX 2018 Huntsville Philatelic Club, UAH Conference Training Center, UAH Campus, 1410 Ben Graves Drive, Huntsville.

Contact: Michael O'Reilly, 256-527-4601

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FLOREX 2018

THE FLORIDA STATE STAMP SHOW
November 30–December 2, 2018
Orlando, FL
FLOREXStampShow.com
show@FLOREXStampShow.com

Email: mcoreilly@att.net
Website: www.sefsc.org/huntspec.html

Ontario June 22-24

Royal 2018 Royale

Royal Philatelic Society of Canada, Holiday Inn & Suites Parkway Convention Center, 327 Ontario St, St. Catharines. *WSP*

Contact: Stuart Keeley,
905-227-9251

Email: stuart.keeley@sympatico.ca
Website: www.rpsc.org

Ohio June 23-24

MSDA Summer Cincinnati Area Stamp Show Midwest Stamp Dealers Association, Four Points by Sheraton Cincinnati North, 7500 Tylers Place Boulevard, West Chester. *B*

Contact: Jim Bardo, 847-922-5574
Email: jfb7437@aol.com
Website: www.msdastamp.com

Pennsylvania June 23-24

SCOPEX 2018 Mt. Nittany Philatelic Society, American Philatelic Center, 100 Match Factory Place, Bellefonte.

Contact: Don Heller, 814-861-5720
Email: dheller5720@yahoo.com

Connecticut June 24

Fourth Sunday Collectibles Show New Haven Philatelic Society, Annex YMA, 554 Woodward Ave., New Haven. *B*

Contact: Brian McGrath, 203-627-6874
Email: hukeda@comcast.net
Website: www.nhps1914.org

Oklahoma June 29-30

OKPEX 2018 Oklahoma City Stamp Club, Reed Conference Center, 5800 Will Rogers Road, Midwest City. *WSP*

Contact: Joe Crosby, 405-749-0939
Email: joecrosby@cox.net
Website: www.okcsc.org/OKPEX

Pennsylvania June 30

EPASS (Eastern PA Stamp Show) Allentown Philatelic Society, Jordan United Church of Christ, 1837 Church Road, Allentown. *B*

Contact: Bill Harris, 610-866-3323
Email: wthiii3@rcn.com
Website: www.greatzvmer.wix.com/aps/#lepass

Wisconsin June 30-July 1

MSDA Summer Milwaukee Stamp Show Midwest Stamp Dealers Association, Crown Plaza Milwaukee Airport, 6401 South 13th Street, Milwaukee. *B*

Contact: Jim Bardo, 847-634-2676
Email: jfb7437@aol.com
Website: www.msdastamp.com

Illinois July 7-8

MSDA Summer Show North Midwest Stamp Dealers Association, Ramada Inn- Chicagoland Executive Airport, 1090 S. Milwaukee Ave., Wheeling. *B*

Contact: Jim Bardo, 847-634-2676
Email: jfb7437@aol.com
Website: www.msdastamp.com

Indiana July 14-15

MSDA Indianapolis Stamp Show Midwest Stamp Dealers Association, Lawrence Parks District Center, 5301 N. Franklin Rd., Lawrence. *B*

Contact: Jim Bardo, 847-634-2676
Email: jfb7437@aol.com
Website: www.msdastamp.com

Minnesota July 20-22

Minnesota Stamp Expo Twin City Philatelic Society and Various Local Clubs, Crystal Community Ctr., 4800 Douglas Dr., N., Minneapolis. *WSP*

Contact: Randy A. Smith, 952-431-3273

Email: rasmuary4@frontiernet.net

Website: www.stampsmnnesota.com/MN%20Stamp%20Expo.htm

Washington July 21-22

Evergreen Stamp Club Summer Exhibition Evergreen Stamp Club, Kent Commons Recreation Center, 525 4th Ave., N., Kent.

Contact: William Geijsbeek, 425-883-9390

Email: billgphil@gmail.com

Website: www.stamps.org/Evergreen-Stamp-Club

Connecticut July 22

Fourth Sunday Collectibles Show New Haven Philatelic Society, Annex YMA, 554 Woodward Ave., New Haven. *B*

Contact: Brian McGrath, 203-627-6874

Email: hukeda@comcast.net

Website: www.nhps1914.org

Ohio July 22

Montrose Stamp Show Lincolnway Stamps, Holiday inn Akron, West 4073 Medina Road, Akron. *B*

Contact: David G. Pool, 330-832-5992

Email: lincolnway@sssnets.com

Nevada July 28-29

2018 Greater Reno Stamp & Cover Show Nevada Stamp Study Society, National Bowling Stadium Museum, 300 N. Center St., Reno.

Contact: John Walter, 775-232-4760

Email: show@renostamp.org

Website: www.renostamp.org

North Carolina July 28-29

CHARPEX 2018 Charlotte Philatelic Society, Worrell Bldg, Central Piedmont Community College, 1228 Elizabeth Avenue, Charlotte.

Contact: Gene Zhiss,
704-553-8110

Email: signup@charpex.
info

Website: www.charpex.
info/

Georgia August 3-5

AMERICOVER 2018

American First Day Cover Society, Hilton Atlanta Northeast, 5993 Peachtree Industrial Blvd, Peachtree Corners (Norcross). *WSP*

Contact: Chris Lazaroff

Email: showinfo@afdc.
org

Website: www.afdc.
org/show

Michigan August 4

Allen Park Stamp Show Allen Park Stamp Club, Sokol Cultural Center, 23600 W. Warren Road, Dearborn Heights. *B*

Contact: Debara Detloff
Email: damd524@aol.
com

Ohio

August 9-12
APS STAMP SHOW American Philatelic Society, Greater Columbus Convention Center, 400 North High Street, Columbus. *WSP*

Contact: Kathleen Edwards, 814-933-3803 ext 217

Email: stampshow@stamps.org

Website: www.stamps.org/STAMP SHOW-SS

Ohio August 11

Getting the Most Out of the Scott Specialized Catalogues On the Road Course, Greater Columbus Convention Center (at StampShow/ NTSS 2018), 400 N. High St, Columbus. *APS*

Contact: Janet Houser, 814-933-3803 ext. 239

Email: jhouser@stamps.org

Website: http://stamps.org/On-the-Road- Courses

Washington August 11

Strait Stamp Show Strait Stamp Society, Sequim Masonic Lodge, South 5th and Pine, Sequim. *B*

Contact: Cathie Osborne, 360-683-6373

Email: rickcath@waveable.com

Website: www.straitstamp.org

Prague, Czech Republic August 15-18

PRAGA 2018 FEPA (European Federation) Specialized World Exhibition with FIP Patronage and the United States invited to participate., Prague.

Contact: U.S. Commissioner: Ms. Vesma Grinfelds

Contact address: 3800-21st. Street, San Francisco, CA 94114

Email: vesmag@gmail.com

Massachusetts August 18

Fall River Stamp Show Fall River (MA) Philatelic Society, Knights of Columbus Hall, 28 Fish Rd, Tiverton, Rhode Island. *B*

Contact: Paula Shaker, 508-679-4065

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South Carolina August 18-19

2018 Summer Stamp and Postcard

Show Columbia Philatelic Society, Spring Valley High School, 120 Sparkleberry Lane, Columbia. *B*

Contact: Mark Postmus, 803-309-2534

Email: mapostmus@yahoo.com

Website: www.stamps.org/cps

Wyoming August 18-19

WYPEX Cheyenne Philatelic Society, Radisson Hotel, 204 West Fox Farm Rd, Cheyenne. *B*

Contact: Bill Arnold, 303-630-2350

Email: wfa1972@aol.com

Pennsylvania August 19

Erie Stamp Show Erie Stamp Club, Eureka Grotto, 3828 Washington Ave, Erie. *B*

Contact: Gary Diley, 814-734-1650

Email: hingerem@gmail.com

Ohio August 24-25

AIRPEX 2018 Dayton Stamp Club, IBEW Union Hall, 6550 Poe Avenue (at Space Dr.), Dayton. *B*

Contact: Mike Komiensky, 937-299-9297

Email: info@daytonstampclub.com

Website: www.daytonstampclub.com

Connecticut August 26

Fourth Sunday Collectibles Show New Haven Philatelic Society, Annex YMA, 554 Woodward Ave., New Haven. *B*

Contact: Brian McGrath, 203-627-6874

Email: hukeda@comcast.net

Website: www.nhps1914.org

Maryland August 31-September 2

BALPEX Baltimore Phil. Soc., Baltimore Hunt Valley Inn, 245 Shawa Rd, I-83 Exit 20 E, Hunt Valley. *WSP*

Contact: Michael Carski, 410-465-5712

Email: vgnrr@hotmail.com

Website: www.balpex.org

Arkansas September 7-8

41st Annual Stamp & Coin Show Mountain Home Area Stamp Club, Ramada Inn Convention Center, 11127 Hwy 62, Mountain Home. *B*

Contact: Craig Grothaus, 870-424-2957

Email: grot@centurytel.net

Michigan September 8

Fall Stamp Show & Bourse Pontiac Stamp Club, Waterford Park and Rec Center, 5740 Williams Lake Rd, Waterford. *B*

Contact: Bob Cordaro, 248-391-2367

Email: rjcord.jm@gmail.com

Illinois September 8-9

MSDA Fall Show West Midwest Stamp Dealers Association, Holiday Inn Chicago Oak Brook, 17 W 350 22nd Street, Oak Brook Terrace. *B*

Contact: Jim Bardo, 847-634-2676

Email: jfb7437@aol.com

Website: www.msdastamp.com

Nebraska September 8-9

Omaha Stamp Show Omaha Philatelic Society, Metro Community College-South Campus, 2909 Babe Gomez Ave., Omaha. *WSP*



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Contact: Herb Eveland, 402-397-9937

Email: tovaenterprises@hotmail.com

Website: www.omahaphilatelicsociety.org

London, England September 12-18

STAMPEX Bi-lateral Exhibition: GB / U.S.

Exhibition, London. Exhibit **Contact:**

Coordinator Dr. Yamil Kouri yhkouri@massmed.org Contact Address: 405 Waltham St. #347, Lexington, MA 02421

Washington September 14-16

SEAPEX Seattle Philatelic Exhibition, Tukwila Convention Center, 12424 42nd Ave, S., Tukwila. *WSP*

Contact: Jack Congrove

Email: seapex@comcast.net

Website: <http://seapexshow.org>

Wisconsin September 14-16

MILCOPEX Milwaukee Philatelic Society, Inc., Crowne Plaza Milwaukee Airport, 6401 South 13th St., Milwaukee. *WSP*

Contact: Mary Ann Bowman/ Dona Fagan, 262-251-0617

Email: maryann15b@mac.com

Website: www.milwaukeephilatelic.org

Indiana September 15-16

AWPEX 2018 Anthony Wayne Stamp Society, Fort Wayne History Center, 302 East Berry Street, Fort Wayne. *B*

Contact: James Mowrer, 260-422-1716

Email: stamp4@frontier.com

Ohio September 16

Montrose Stamp Show Lincolnway Stamps, Holiday Inn Akron, West 4073 Medina Road, Akron. *B*

Contact: David G. Pool, 330-832-5992

Email: lincolnway@sssnet.com

Quebec September 21-23

BNAPEX 2018 British North America Philatelic Society/SHPQ/FQP, Hotel Plaza Quebec, 3031 Boulevard Laurier, Quebec City. *WSP*

Contact: Hugo Deshaye, 418-644-4132

Email: bnapexdealers@bnaps.org

Website: www.bnaps.org/bnapex2018/index.htm

Texas September 21-23

Greater Houston Stamp Show Houston Philatelic Society, Humble Civic Center, 8233 Will Clayton Pkwy, Humble.

Contact: Ron Strawser, 832-264-4185

Email: ghss2017@earthlink.net

Website: www.houstonstampclub.org

Connecticut September 23

Fourth Sunday Collectibles Show New Haven Philatelic Society, Annex YMA, 554 Woodward Ave., New Haven. *B*

Contact: Brian McGrath, 203-627-6874

Email: hukeda@comcast.net

Website: www.nhps1914.org

New Jersey September 29-30

Stamp, Coin, Cover, Postcard, Collectible Show Clifton Stamp Society, Clifton Community Recreation Center, 1232 Main Avenue, Clifton. *B*

Contact: Thomas Stidl, 973-471-7872

Email: stidl@verizon.net

Website: www.clifton-stamp-society.org

Tennessee September 29-30

MEMPHEX 2018 Stamp & Postcard Show Memphis Stamp Collector's Society, Agricenter International; Wing "C" Banquet Room, 7777 Walnut Grove Road, Memphis.

Contact: Andrew J. Burkman, 901-382-1772

Email: andburk@usit.net

Website: www.memphisstampcollectorsociety.org

Dublin, Ireland

October 5-7

STAMPA2018 Irish National Stamp

Exhibition, Dublin.

Contact: Robert Benninghoff, 215-813-8036

Email: mercer01@aol.com

California

October 5-7

WINEPEX 2018 Redwood Empire Collectors

Club, Marin Civic Center, 10 Avenue of the Flags, San Rafael.

Contact: Kurt Schau, 707-347-6343

Email: kurtschau@comcast.net

Website: www.redwoodempirecollectorsclub.org

Indiana

October 5-7

INDYPLEX Indiana Stamp Club, Hamilton

County Fairgrounds and Exhibition Center, 2003 Pleasant Street, Noblesville. *WSP*

Contact: Bob Zeigler, 317-844-5200

Email: rzeigler@zcklaw.com

Website: www.indianastampclub.org

Santiago, Chile

October 9-13

EXFIL 2018 FIAF Continental Exhibition and Assembly, Santiago. Exhibit **Contact:**

Contact: Commissioner Mr. Carlos Vergara carlosvstamps@gmail.com Contact Address: 1107 S. Naperville Rd., Wheaton, IL 60189,

Illinois

October 13

Will County Stamp Show Philatelic Club of Will County and Naperville Area Stamp Club, Messiah Lutheran Church, 40 Houbolt Rd, Joliet.

Contact: Rodney Juell, 815-741-2734

Email: rajuell2@gmail.com

Website: willcountystampclub.wordpress.com

New York

October 13

Stamp and Postcard Show/Sale Leatherstocking Stamp Club & Tri County Stamp Club, Oneonta Holiday Inn, 5206 State Highway 23, Oneonta.

B

Contact: Ellen Tillapaugh, 607-547-5646

Email: kuchtil@gmail.com

Illinois

October 13-14

MSDA Fall Show North Midwest Stamp Dealers Association, Ramada Inn- Chicagoland Executive Airport, 1090 S. Milwaukee Avenue, Wheeling. *B*

Contact: Jim Bardo, 847-634-2676

Email: jfb7437@aol.com

Website: www.msdastamp.com

Ontario

October 13-14

CANPEX 2018 Middlesex Stamp Club, Hellenic Community Centre, 133 Southdale Road West, London. *WSP*

Contact: John Sheffield, 519-871-7637

Email: info@canpex.ca

Website: www.canpex.ca

New Jersey

October 19-21

NOJEX / ASDA North Jersey Federated Stamp Clubs, Inc. and ASDA, Meadowlands Hilton Hotel, 2 Meadowlands Plaza, East Rutherford. *WSP*

Contact: Robert G. Rose, 908-305-9022

Email: robertrose25@comcast.net

Website: www.nojex.org

California

October 20-21

Filatelic Fiesta 2018 San Jose Stamp Club, Elks Lodge, 444 West Alma Ave, San Jose. *WSP*

Contact: Jessica Rodriguez, 408-656-0623

Email: filatelicfiesta@gmail.com

Website: www.filatelicfiesta.com

Pennsylvania

October 27

Eastern PA Stamp Show (EPASS) Allentown Philatelic Society, Jordan United Church of Christ, 1837 Church Road, Allentown. *B*

Contact: Bill Harris, 610-866-3323

Email: wthiii3@rcn.com

Website: <http://greatzvmer.wix.com/aps/#lepass>

Arkansas

October 27-28

PINPEX 2018 Pinnacle Stamp Club of Arkansas, Jacksonville Community Center, #5 Municipal Drive, Jacksonville. *B*

Contact: Ann Austen, 501-868-4553

Email: anniephant@aol.com

Ohio

October 27-28

Cuy-LorPex 2018 Cuy-Lor Stamp Club, Rocky River Civic Center: Memorial Hall, 21016 Hilliard Boulevard, Rocky River.

Contact: Stan Fairchild, 440-333-2536

Email: cuylorclub@gmail.com

Website: www.stampshows.com

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October 27-28

Cuy-LorPex 2018 Cuy-Lor Stamp Club, Rocky River Civic Center: Memorial Hall, 21016 Hilliard Boulevard, Rocky River.

Contact: Stan Fairchild, 440-333-2536

Email: cuylorclub@gmail.com

Website: www.stampshows.com

Connecticut

October 28

Fourth Sunday Collectibles Show New Haven Philatelic Society, Annex YMA, 554 Woodward Ave., New Haven. *B*

Contact: Brian McGrath, 203-627-6874

Email: hukeda@comcast.net

Website: www.nhps1914.org

Illinois

October 28

Fall Stamp Bourse 2018 Springfield Philatelic Society, Route 66 Hotel and Conference Center, 625 E. Saint Joseph St., Springfield. *B*

Contact: Chad Payne, 217-341-4838

Email: illinibasketball@live.com

Website: www.stamps.org/Springfield-Philatelic-Society

Michigan

November 3-4

AAPEX 2018 Ann Arbor Stamp Club, Morris J. Lawrence Building, Washtenaw Community College, 4800 E. Huron River Dr., Ann Arbor.

Contact: Harry & Dottie Winter, 734-761-5859

Email: harwin@umich.edu

Website: www.annarborstampclub.org

Pennsylvania

November 3-4

PITTPEX 2018 Philatelic Society of Pittsburgh, South Fayette Fire Hall, 661 Millers Run Rd., Bridgeville.

Contact: Bryan Gross, 412 352-1317

Email: maxaugust@aol.com

Website: www.pittsburghstampclub.org

Texas

November 9-10

31st Annual Mid-Cities Stamp Club EXPO Mid-Cities Stamp Club, Grapevine Convention Center, 1209 South Main Street, Grapevine.

Contact: Ralph Poore, 817-235-8472

Email: rspoore@ralph-s-poore.com

Website: www.mid-citiesstampclub.com/stampshow.htm

Ohio

November 10-11

MSDA Fall Cincinnati Area Stamp Show Midwest Stamp Dealers Association, Four Points by Sheraton Cincinnati North, 7500 Tylers Place Boulevard, West Chester. *B*

Contact: Jim Bardo, 847-634-2676

Email: jfb7437@aol.com

Website: www.msdastamp.com

Illinois

November 16-18

CHICAGOPEX Chicago Philatelic Society, Westin Chicago Northwest, 400 Park Blvd., Itasca. *WSP*

Contact: Charles Berg, 773-775-2100

Email: stampkingchicago@hotmail.com

Website: www.chicagopex.org

Ohio

November 17

Black River Stamp Club Annual Show Black River Stamp Club, St. Judes School, 590 Poplar St., Elyria.

Contact: Dennis Sadowski, 440-937-0069

Email: blackriver.stampclub@gmail.com

Connecticut

November 25

Fourth Sunday Collectibles Show New Haven Philatelic Society, Annex YMA, 554 Woodward Ave., New Haven. *B*

Contact: Brian McGrath, 203-627-6874

Email: hukeda@comcast.net

Website: www.nhps1914.org

Bangkok, Thailand

November 28-December 3

Thailand World Stamp Exhibition FIP World Stamp Exhibition and Congress, Bangkok.

Exhibit Contact: Commissioner Sandeep Jaiswal, PO Box 8689, Cranston, RI 02920

Email: sj722@aol.com

Florida

November 30-December 2

FLOREX--The Florida State Stamp Show FSDA & Central Florida Stamp Club, Central Florida Fair Grounds, Commercial Exhibit Hall, 4603 West Colonial Drive (SR 50), Orlando. *WSP*

Contact: Francis Ferguson, 407-493-0956-Cell

Email: show@florexstampshow.com

Website: www.florexstampshow.com

California

December 1-2

PENPEX Sequoia Stamp Club, Community Activities Bldg., 1400 Roosevelt Ave., Redwood City.

Contact: Kristin Patterson, 408-267-6643

Email: penpexredwoodcity@yahoo.com

Website: www.penpex.org

Wisconsin

December 1-2

MSDA Holiday Milwaukee Stamp Show Midwest Stamp Dealers Association, Crown Plaza Milwaukee Airport, 6401 South 13th Street, Milwaukee. *B*

Contact: Jim Bardo, 847-634-2676

Email: jfb7437@aol.com

Website: www.msdastamp.com

Illinois

December 8-9

MSDA Fall Show West Midwest Stamp Dealers Association, Holiday Inn Chicago Oak Brook, 17 W 350 22nd Street, Oak Brook Terrace. *B*

Contact: Jim Bardo, 847-634-2676

Email: jfb7437@aol.com

Website: www.msdastamp.com

Connecticut

December 23

Fourth Sunday Collectibles Show New Haven Philatelic Society, Annex YMA, 554 Woodward Ave., New Haven. *B*

Contact: Brian McGrath, 203-627-6874

Email: hukeda@comcast.net

Website: www.nhps1914.org

Georgia

January 25-27, 2019

Southeastern Stamp Expo Southeastern Federation of Stamp Clubs, Hilton Hotel Atlanta Northeast, 5993 Peachtree Industrial Blvd., Norcross. *WSP*

Contact: Scott Mark

Email: sestampexpo@gmail.com

Website: www.sefsc.org

Arizona

February 15-17, 2019

ARIPEX Arizona Fed. of Stamp Clubs, Mesa Convention Center, 263 N. Center St., Building "C", Mesa. *WSP*

Contact: Kevin Lesk, 480-240-0388

Email: aripex2017@gmail.com

Website: www.aripex.org

Michigan

March 9-10, 2019

Michipex 2019 Michigan Stamp Club, Sokol Cultural Center, 23600 West Warren, Dearborn Heights. *B*

Contact: John Bendzick, 313-277-2298

Missouri

March 29-31, 2019

St. Louis Stamp Expo Area Clubs, St. Louis Renaissance Airport Hotel, 9801 Natural Bridge Road, St. Louis. *WSP*
Contact: Mike Peter
Website: www.stlstampexpo.org

Michigan

April 13-14, 2019

Plymouth Show West Suburban Stamp Club, Hellenic Cultural Center, 36375 Joy Road, Westland. *WSP*
Contact: Tim Strzalkowski, 313-533-7737
Email: showchair@plymouthshow.com
Website: www.plymouthshow.com

California

April 26-28, 2019

WESTPEX WESTPEX, Inc., San Francisco Airport Marriott Waterfront Hotel, 1800 Old Bayshore Highway, Burlingame. *WSP*
Contact: Edward Jarvis, 415-387-1016
Email: ejarvis@westpex.com
Website: www.westpex.com

Massachusetts

May 3-5, 2019

Philatelic Show Northeastern Fed. Of Stamp Clubs, Boxboro Regency Hotel & Conference Center, 242 Adams Place, Boxborough. *WSP*
Contact: Jeff Shapiro
Email: coverlover@gmail.com
Website: www.nfed.org

Oregon

May 10-12, 2019

PIPEX Northwest Federation of Stamp Clubs, Red Lion Hotel on the River - Jantzen Beach, 909 N. Hayden Island Drive, Portland. *WSP*
Contact: Tony Wawrukiewicz, 503-244-8223
Email: tonywawruk@gmail.com
Website: www.pipexstampshow.org

New York

May 17-18, 2019

ROPEX Rochester Phil. Assoc, The Greater Canandaigua Civic Center, 250 North Bloomfield Rd, Canandaigua. *WSP*
Contact: Tom Fortunato, 585-752-6178
Email: stampmf@frontiernet.net
Website: www.rpastamps.org/ropex.html

Virginia

June 7-9, 2019

NAPEX National Phil. Exhibitions of Washington D.C., McLean Hilton at Tyson's Corner, 7920 Jones Branch Dr, McLean. *WSP*
Contact: Darrell Ertzberger, 703-548-3366
Email: mteton@aol.com
Website: www.napex.org

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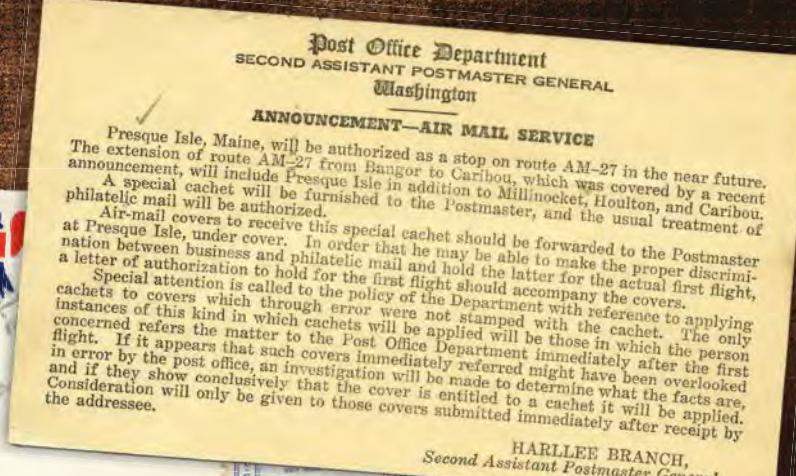
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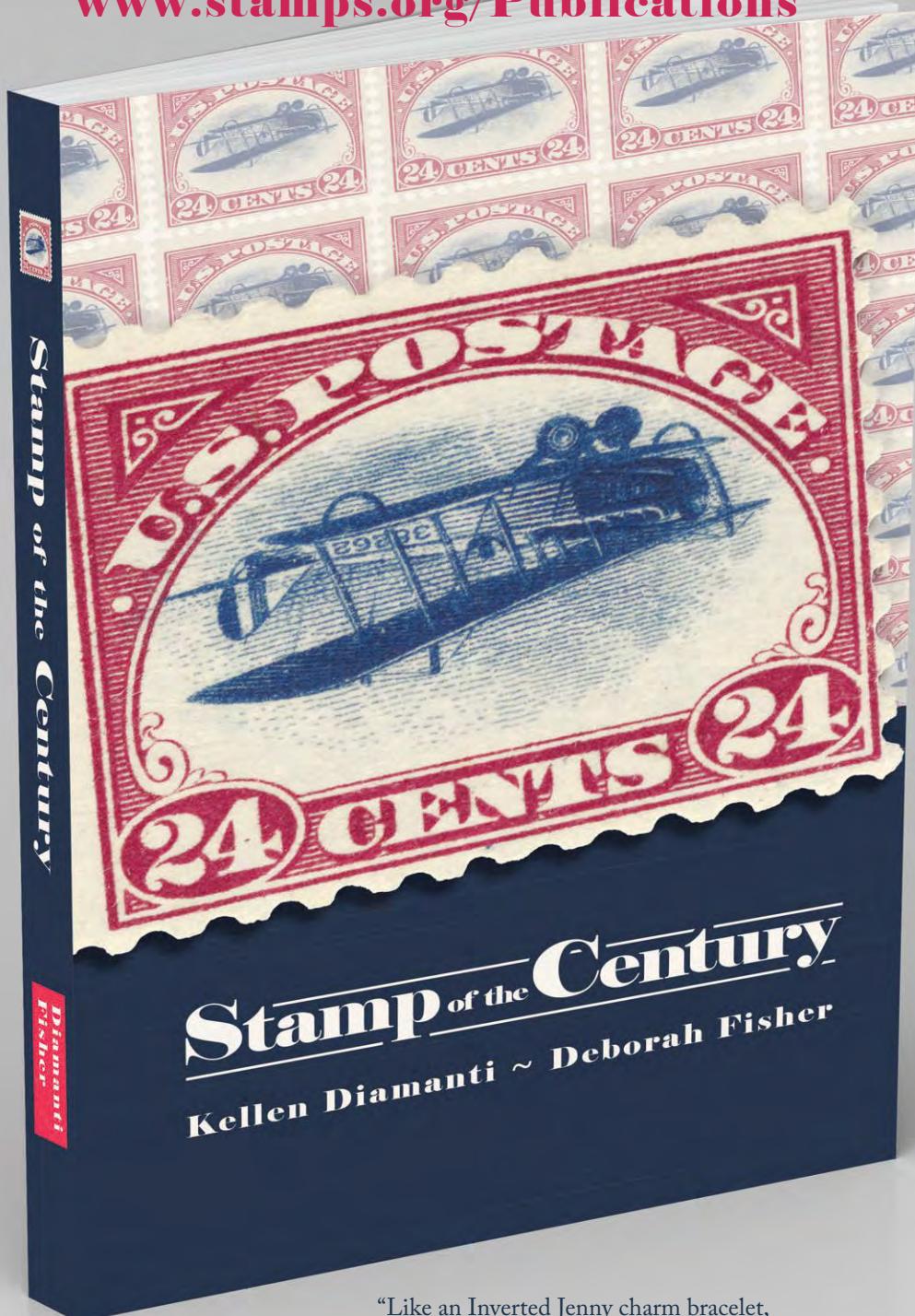
1937 Post Office Department announcement adding a stop to airmail route AM-27 (Bangor, Maine to Caribou, Maine) and detailing the cachet (shown) commemorating the expansion of service.



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MEMBERSHIP REPORT

No. 3, March 31, 2018

NEW APPLICANTS

The following applications were received during March 2018. If no objections are received by the Executive Director (814-933-3803) prior to May 31, 2018 these applicants will be admitted to membership and notice to this effect will appear in the June 30, 2018 issue.

Abernathie, Douglas L. (228692)
Tremont, IL PLATE BLOCKS-FDC-US SINGLES; 70; Retired

Andersen, Henning E. (228690)
Fort Mohave, AZ FINLAND-US CLASSICS, PLATE SINGLES-DENMARK-FOREIGN AIRMAIL-FAKES & FORGERIES; 78; Retired

Anderson, James R. (228726)
Briggsville, WI US-WORLDWIDE; 78; Retired

Armstrong, Robert (228755)
Northridge, CA VATICAN CITY-FRANCE-BRITISH EMPIRE-ITALY-IRELAND-OLYMPICS-PRE-1980 WORLDWIDE; 76; Retired

Arsenith, George (228743)
Georgetown, CA; 68

Bailey, Edwin (228725)
Saint Petersburg, FL; Auctioneer

Barzal, Walter (228681)
Las Vegas, NV US COMMEMORATIVES

Bennett, William M. (228761)
Toledo, OH

Blitch, James B. (228705)
Mandeville, LA US 19TH & 20TH CENTURY; 70; Retired

Brault, Glenn (228732)
Huntington Beach, CA DISNEY-US COMMEMORATIVES; 56; Supervisor

Cadieux, Roger J. (228775)
Hummelstown, PA; 73; Physician

Catling, Susan (228760)
El Cajon, CA US-GERMANY

Christiaansen, Amy L. (228702)
Whitefield, NH WASHINGTON FRANKLINS-US POSSESSIONS; 39; Assistant Director

Clennon, Mark A. (228677)
Springfield, MN US; 67; Owner/President

Codreanu, Catalin O. (228746)
Bucharest, Romania GERMAN 3RD REICH/OCCUPATIONS-ROMANIA-WAR COVERS/STAMPS-US CIVIL WAR COVERS-OCCUPATION ISSUES-MILITARY MAIL; 37; HSE Manager

Creecy, Donald (228698)
Newport, OH; Retired

Drag, John P. (228779)
Plantation, FL US, COMMEMORATIVES, PLATE BLOCKS; 55

Drew, Robert (228728)
Philadelphia, PA US, 19TH & 20 CENTURY, AIRMAILS, PLATE BLOCKS-UNITED NATIONS; 77; Retired

Eaton, Patricia (228704)
Breesport, NY; 55

Elsom, Donald (228687)
Bend, OR US, COMMEMORATIVES, FDC-EGYPT-UNITED ARAB REPUBLIC; 75; Retired

Fickensberger, Judith (228730)
Easton, PA FLOWERS/PLANTS-19TH CENTURY; 56

Fitzpatrick, Paul (228680)
Orleans, ON BRITISH COMMONWEALTH-CANADA-FRANCE; 51

Folger, Guy (228762)
McAlester, OK MINT US-SCOUTING-FDC; 79; Retired

Font, George (228776)
Staunton, VA US-WORLDWIDE; 68; Associate Professor

Foss, David (228780)
Honolulu, HI US 19TH CENTURY, COVERS, POSSESSIONS, HI POSTAL HISTORY

Frederick, Kevin (228767)
Garfield, NJ US, 19TH & 20TH CENTURY; 32

Fromberg, Alec H. (228754)
Worcester, MA; 34

Graves, William L. (228734)
Newburyport, MA GREAT BRITAIN-CHANNEL ISLANDS-JAPAN-RYUKYUS-US DUCKS; 58; Librarian

Griebling, Tomas L. (S-228710)
Shawnee Mission, KS OLYMPICS-IA & ME POSTAL HISTORY-GAYS/LESBIANS; 53

Griswold, Kerry L. (228752)
Fairfax, VT US SPACE COVERS, COMMEMORATIVES, VT POSTAL HISTORY, CIVIL WAR COVERS-CHRISTMAS; 65; Retired

Gulley, Saundra (228744)
Kamuela, HI

Hallam, Mark F. (228741)
Mill Creek, WA CENSORED COVERS-WAR COVERS/STAMPS-US CIVIL WAR COVERS-PICTURE POSTCARDS-PHILATELIC LITERATURE-SWITZERLAND; 60; Retired

Hinz, Chadwick A. (228691)

Garner, IA US BUREAU ISSUES, IA POSTAL HISTORY, ERRORS/FREAKS/ODDITIES, AIRMAILS, FDC, PHILATELIC/NUMISMATIC COVERS; 47; Mail Carrier

Hodge, Thomas (228703)

Goodyear, AZ US, AIRMAILS, DUCK/HUNTING/FISHING; 61

Jackson, Frank A. (228689)
Dover, DE; 75; Retired

Jacobs, Morris (228711)

Middleburg, VA US 19TH & 20TH CENTURY, AIRMAILS, BLOCKS/GUIDELINE BLOCKS, CLASSICS; 69

Johnson, Barry (228735)
Portland, OR US; Artist

Jones, Mark (228747)
Jamestown, KS; 54; Instructor

Jung, David H. (228685)

Bloomington, IN US 20TH CENTURY-CANADA-GERMANY-BRITISH COMMONWEALTH-STAR WARS-COMIC BOOK SUPERHEROES; 52; College Instructor

Kaczynski, Laura C. (228736)

Monroeville, PA US-POLAND-SWEDEN-SOCER-RED CROSS; 53; Clerical

Kahn, Gregory (228757)

Livingston, NJ US 19TH & 20TH CENTURY, CUT SQUARES, REVENUES/TAX PAIDS (FEDERAL); 39

Kanouse, Ronald (228768)

Lafayette, IN US; 74

Kantor, Lurance (228693)

Santa Fe, NM GREAT BRITAIN, COMMONWEALTH, ERRORS; 77; Print Shop Owner

Keck, Marjorie L. (228688)

Lakeland, FL US 19TH & 20TH CENTURY; 63; Nurse

Kingsley, Cecil (228723)

Las Vegas, NV US AIRMAILS, COMMEMORATIVES, PLATE BLOCKS, CLASSICS, 19TH & 20TH CENTURY; 67

Klein, Roseanne M. (228724)

White Plains, NY US-USED WORLDWIDE-BIRDS-FLOWERS/PLANTS; Retired

Kovar, Edwin R. (228699)

Fayetteville, TX US, FDC, POSTAL EPHEMERA; 73; Retired

Leger, Christine (228733)
Baton Rouge, LA US; 60

Liebson, Rachel (Y-228700)
Solon, OH; 0; Baby

NEW MEMBERS

Applications 228448 through 228494 and 228496 through 228548 and 228550 through 228560 as previously published have been accepted for membership by the Board of Vice Presidents.

SUMMARY

Total Membership, February 28, 2018 29,840

New Members 111

Reinstated 32 143

Chapter Disbanded 1

Deceased 30

Resignations 12

Unable to Locate 75 118

Total Membership, March 31, 2018 29,865

(Total Membership, March 31, 2017 was 30,811 a difference of -946)

Lonseth, Ken (228709)
Knoxville, TN NORWAY-US 19TH CENTURY, CONFEDERATE STATES-WORLDWIDE FIRST ISSUES; 48

Lutz, Marie (228683)
Highland Park, IL US COMMEMORATIVES, 20TH CENTURY; 75

Majeske, Robert (228694)
West Peoria, IL; 74

Manack, Jessica (228753)
Pittsburgh, PA US 20TH CENTURY, BLOCKS/GUIDELINE BLOCKS, FANCY CANCELS, PA POSTAL HISTORY, COMMEMORATIVES; 38

Mavridis, Savas (228759)
Johnstown, PA US, COVERS, 19TH & 20TH CENTURY, AIRMAILS, FDC; 48

McCall, Carla J. (228686)
Wilmington, NC US 19TH & 20TH CENTURY, AIRMAILS, COILS, COMMEMORATIVES, FDC; 40

McMath, Lloyd R. (228737)
Chatham, ON CANADA; 70

Milliken, Douglas S. (228727)
Bausman, PA US; 77; Retired

Minami, Warren (228719)
Potomac, MD US AIRMAILS-WWII JAPANESE AMERICAN CAMP MAIL; 80

Minor, Danielle (228682)
Ooltewah, TN GREECE-ITALY-US-STAMP DESIGN/DESIGNERS



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- Moore, Thomas C. (228770) **Colorado Springs, CO** US 20TH CENTURY, CLASSICS, DEFINITIVES, WASHINGTON FRANKLINS; 67; Retired
- Morella, Cono A. (228678) **Middlesex, NJ**; 74; Retired
- Myers, Isaac C. (228707) **Crawfordsville, IN**; 25
- Nahmias, Daniel (228772) **Ganey Tikva, Israel** US 19TH & 20TH CENTURY, AIRMAILS; Civil Engineer
- Napiorkowski, James (228756) **Romulus, MI** US-UNITED NATIONS; 66; Finish Carpenter
- Navarro, Hernan E. (228742) **Herndon, VA** US CLASSICS, COMMEMORATIVES; 55
- Neuman, Stephen (228739) **Framingham, MA** US COMMEMORATIVES, 19TH & 20TH CENTURY, AIRMAILS; 72; Retired
- Nichols, James T. (228748) **Shrewsbury, PA** PRE-2010 MINT US-WORLDWIDE; 70; Retired
- Olasky, Lawrence (228706) **Haverhill, MA** US; QA Analyst
- Park, George R. (228729) **Lexington, KY**; 83; Physician
- Pellegrino, Robert A. (228713) **Fort Mill, SC** US, MINT; 73; Retired
- Peters, Glenn (228745) **Lake George, NY** BRITISH COLONIES- TRAINS-AVIATION; 58
- Peterson, Terry (228763) **Faribault, MN** US COMMEMORATIVES, DEFINITIVES-BRITAIN; 76; Retired
- Pistello, David (228773) **Chicago, IL**; 56
- Platz, Guy E. (228740) **Mattawa, WA** US, COMMEMORATIVES, DEFINITIVES-GREAT BRITAIN- GERMANY; 71; Retired
- Porta, John E. (228716) **Vero Beach, FL** US 19TH & 20TH CENTURY, AIRMAILS, CLASSICS, IMPERFORATES; 55
- Proenza, Hannah (228712) **Oak Park, MI** US FDC, CLASSICS- GERMANY-CHINA; 20
- Roberts, James S. (228778) **Tyrone, GA** ASTRONOMY-AMATEUR RADIO-ICONIC ROCK & ROLL BANDS; 59
- Robinson, Sylvia (228718) **Kingston, MA**; Retired
- Roeper, Arlette K. (228695) **Columbus, OH** US SPACE COVERS, OH POSTAL HISTORY- CENSORED COVERS-SPACE/JET/ ROCKET COVERS-ADVERTISING/ ILLUSTRATED COVERS; 33; Sales Engineer
- Sanders, Stephen (228774) **Hallett Cover, Adelaide, SA, Australia** US CANCELS, COILS, ERRORS/ FREAKS/ODDITIES, PLATE NUMBER COILS-BRITISH EMPIRE- ITALY; 56
- Scott, William R. (228764) **Bowie, MD** US, COMMEMORATIVES- CHRISTMAS-GERMANY-1940 HITLER-EUROPE; 79; Retired
- Seymore, Amanda L. (228750) **Glen Allen, VA** US, PA POSTAL HISTORY, SPACE COVERS- POLAND-BERMUDA-ANTIGUA/ BARBUDA/REDONDA- SCANDINAVIA; 30; CPA
- South, Aloha P. (228701) **West Lafayette, IN** US; 80; Retired
- Stein, William (228758) **Oviedo, FL** US COMMEMORATIVES, FDC, CLASSICS, PLATE BLOCKS- GERMANY; 62; Attorney
- Sterling, Arlene M. (228765) **Carrollton, TX** US-UN- GERMANY; 72; Retired
- Strang, Sam (228731) **Statham, GA** US COMMEMORATIVES, AIRMAILS, BOOKLETS/PANES; 74; Retired
- Strohecker, Richard H. (228721) **Cranberry Township, PA** US, ESSAYS & PROOFS, COMMEMORATIVES, DEFINITIVES, CONFEDERATE STATES/CURRENCY; 75; Retired
- Sudol, Robert (228771) **Pompton Lakes, NJ**
- Sulzner, Kathy A. (228777) **Palisade, CO** WORLDWIDE- STAMPS ON STAMPS; 47; Self Employed
- Sumoski, Thomas (228708) **Lancaster, PA**; 79
- Sutton, Stephan G. (228749) **Burke, VA**
- Szymberski, Tanya (228751) **Richmond, VA** MINT 1840S TO 1940S; 34
- Taylor, Lonn W. (228766) **Fort Davis, TX**
- Tilles, David A. (228697) **Kingston, OK** US 19TH CENTURY, FLIGHT COVERS, FDC, PREXIES- NETHERLANDS; 58; Retired
- Tresch-Reneau, Nancy C. (228715) **Russell, KY** ISLE OF MAN- RUSSIA/USSR/INDEPENDENT REPUBLICS-AFRICA-WORLD WAR II-VATICAN CITY-IRELAND; 49
- Trinchetto, Thomas (228722) **Sarasota, FL** WAR COVERS/ STAMPS; 66
- Tygh, Stephen (228720) **Charleston, SC** US CHRISTMAS SEALS, CLASSICS, FLAG CANCELS-GOLF-HOLOGRAMS- SCIENCE/SCIENTISTS; 64; Retired
- Van Vliet, Glenn (228717) **Niceville, FL** US 19TH CENTURY, AIRMAILS, PLATE NUMBER COILS, BOOKLETS/PANES, CUT SQUARES, ERRORS/FREAKS/ ODDITIES, BACK OF THE BOOK; 54
- Vicari, Steven (228738) **Trenton, NJ** US-WORLDWIDE-TOPICALS- SOUVENIR SHEETS; 58
- Waldrep, Phil (228769) **Decatur, AL** US; CEO
- Waranka, Rudolph A. (228679) **Franklin, WI** US-CANADA; 69; Semi Retired
- Wensley, Frog (228684) **Catskill, NY** CANADA-BRITISH AMERICA- ST. PIERRE/MIQUELON-LIBERIA-US, LOCALS & CARRIERS; 66
- Werner, Michael L. (228714) **Antioch, TN** US, COMMEMORATIVES; 70; Retired

RESIGNED CHAPTER

Vallejo Stamp Club, (133895),
Vallejo, CA

DECEASED

Barthold, Walter (7526-051466),
Ridgewood, NJ

Bebbington, Thomas (7910-039409), Tyngsboro, MA

Belles, Charles R. (217495),
Triangle, VA

Christensen, Patricia E. (220692),
Coos Bay, OR

Crabbs, William E. (173168),
Littleton, CO

Day, John R. (033108), Walnut Creek, CA

DEALER LISTING

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Eastern Auctions, Ltd. www.easternauctions.com	467	Northland International Trading, LLC www.northstamp.com	482	Washington Stamp Exchange www.washpress.com
		Palo Albums Inc. www.paloalbums.com	413	Wilton Stamp Company www.wiltonstamp.com
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World War II Era Postal History
with Jeffrey Shapiro

Federal Taxation of Tobacco & Tobacco Products
with Ron Lesher

Three Kings & Two Queens in New Zealand with Dan Hubbard

The Washington - Franklins of U.S. Postal Stationery
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[2018 NEW STAMPS]

BY JEFF STAGE

USPS Honors Illinois Statehood and Children's TV Icon

The United States Postal Service issued just two stamps in March, one marking the 200th anniversary of statehood for Illinois and the other honoring innovation children's television creator Fred Rogers, whose show, *Mister Rogers' Neighborhood*, marks its 50th anniversary this year.

Both stamps received enthusiastic first-day ceremonies, the Illinois stamp in Springfield, Illinois and the Mr. Rogers stamp in Pittsburgh, Pennsylvania where the television show was produced.

Here is a look at both stamps:

Illinois

The Postal Service issued an Illinois Statehood forever stamp to help celebrate the state's bicentennial. A first-day ceremony was held March 5 in the Abraham Lincoln Presidential Library in Springfield, the state capital. Known as the Prairie State, Illinois became the 21st state of the Union on December 3, 1818.

"We are thrilled to honor Illinois as a state that has been instrumental to American ingenuity and the American spirit," said U.S. Postal Service Acting Customer and Marketing Officer and Executive Vice President Jacqueline Krage Strako in dedicating the stamp. "The truth is: Illinois defies simple definition. It's cosmopolitan and quaint, tough and nurturing — all at the same time. It's a state with broad shoulders, a caring heart and Midwestern grit and values. Illinois is where the heartland calls home."

Joining Krage Strako in the dedication were Illinois Governor Bruce Rauner (via video), Deputy Governor Leslie Munger, Springfield Mayor James Langfelder, Illinois Bicentennial Commission Co-Chair Randy Dunn and Illinois State Historian Sam Wheeler. Illinois artist Michael Konetzka designed the stamp, his first. Antonio Alcalá of Alexandria, VA, was the project's art director.

The stamp art is a graphic illustration featuring an outline of the state map with a series of yellow beams radiating upward like the rays of a rising sun. The colors on the map begin at the bottom with a deep yellow, representing the sun. The color fades upwards to pale yellow and then into pale blue, with increasingly deeper blues rising to the top of the map; the yellows and blues reflect the dawning of a new day as the state joined the Union. At the top of the stamp, 20 stars



— 10 on each side of the map — are arranged in triangular patterns, reminiscent of the state's centennial flag. The stars represent the first 20 states in the Union; the rising sun symbolizes the new state's place on the American flag as the 21st star.

Nicknamed the Prairie State, Illinois has predominantly flat terrain. The southernmost area of the state has a gently sloping landscape, and the rolling hills in the northwestern corner include the state's highest point, Charles Mound, at 1,235 feet above sea level.

Chicago, the state's largest city — the third largest in the U.S. — is a cultural and financial center with museums, architecture, music and theater that are internationally renowned. Other Illinois communities boast their own cultural and historic institutions. Oak Park, home of the pioneering architect Frank Lloyd Wright, contains much of his early work.

Other landmarks and historic sites dot the state including the restored village of New Salem, where President Abraham Lincoln lived from 1831 to 1837; the home of President Ulysses S. Grant in Galena; and the Lincoln Home in Springfield are notable historic sites.



Questions and Answer with Antonio Alcalá

When did you start working on this stamp?

Fall 2016

Has Mr. Konetzka ever created a U.S. stamp before?

No

This is a very interesting design, a bit modern, a bit classic, a bit metaphorical. Can you please share the story of how it evolved.

I found it difficult to find a single photographic image to represent the Illinois experience. At the same time, I'm a fan of some of the earlier statehood stamps where the imagery is more suggestive. Mike was also interested in that approach. I knew we couldn't do Lincoln astride a corn cob flying over Chicago, so we went to work trying to find a variety of solutions.

Is there any significance to the number of sunbeams? (I counted nearly 30 full or partial).



The United States Postal Service dedicated the Illinois Statehood stamp at the Abraham Lincoln Presidential Library in Springfield, Illinois.

I don't think so.

Actually, is there a full sunbeam on there? Are the very tips of the state outline at the bottom actually at the center of the sun?

Yes

This is a totally metaphorical rendition, of course, as a sunrise would be from the east, and this is from the south. What were you trying to say with the design?

If you are facing east, the sun would rise from the horizon which might be at the bottom of your field of vision. The rising sun represents the optimism of a new day ... a new star joining the others.

Some more recent statehood designs feature photos. Was a photo ever considered? (Why or why not? Did the use of photos in other recent statehood stamps nudge the design team to something more graphic?)

Photos were considered. I like to begin each assignment by considering all options. As mentioned earlier, I found it difficult to find a single photographic image to represent the Illinois experience.

Did you reference the 1968 Illinois Statehood stamp at all? It's



The 1968 Illinois Statehood stamp (Scott 1339).

actually one of my favorite designs from the era – with the sun shining on the farm in the 1968 stamp – and in a way, the new stamp seems to be a nice follow-up.

The 1968 stamp is indeed a beautiful design. It was reviewed during the research phase, but the 2018 stamp is not intended to reference this earlier design.

Being from New York state – where most renditions of the state end up being New York City (ugh) – how much of a factor (or urge) was there to show some snippet of Chicago on this stamp?

Certainly, Chicago is a significant part of Illinois. That's where the designer lives. But early on, we decided to make sure the stamp represented the entire state and not just its most famous city.

I like the 20 stars at the top. How did you come up with that?

The stars are a nod to the original Illinois Centennial flag from 1918.

More questions on Stars: The stars are a silvery color (hope that is right). Did you consider that color all along? Did you consider a different color for the stars and other text? Did you consider putting the text in a color different than the stars?

The designer never presented the stars in a different color.

The stars and type are meant to compliment and support the central art and not draw the eye away.



ILLINOIS STATEHOOD FOREVER STAMP

USPS Item Numbers: 477100

Format: Pane of 20, 240 stamps per

revolution

Issue Date and City: March 5, 2018, Springfield, Illinois

Designer, Typographer, Artist: Art Director: Antonio Alcalá, Alexandria, Virginia

Designer, Typographer, Artist: Michael Konetzka, Chicago, Illinois

Modeler: Sandra Lane/Michelle Finn

Manufacturing Process: Offset with microprinting

Printer: Banknote Corporation of America, Browns Summit, North Carolina

Press Type: Alprinta 74

Print Quantity: 25 million stamps

Paper Type: Phosphor Tagged Paper, Overall Tag

Adhesive Type: Pressure-sensitive adhesive

Ink Colors: Cool Gray 5, Cool Gray 7, Pantone 431, Cyan, Magenta, Yellow, Black

Stamp Sizes: 0.84 inch by 1.42 inches, 21.34 millimeters by 36.07mm (image area); 0.98 inch by 1.56 inches, 24.89mm by 39.62mm (overall); 5.92 inches by 7.24 inches, 150.37mm by 183.90mm (full pane)

Plate Numbers: "B" followed by seven single digits

Marginal Markings: Front – Plate numbers in four corners of pane; Back – "© 2017 USPS," USPS logo, Barcode (477100) in upper right and lower left corners of pane, plate position diagram, promotional text

Mister Rogers

The neighborhood of U.S. stamps became a little more beautiful March 23 when the Postal Service issued a forever Mister Rogers stamp, which pays tribute to Fred Rogers, a pioneer in children's television programming.

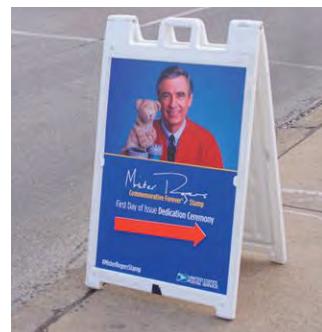
The stamp was issued in coordination with the celebration of the 50th anniversary of the groundbreaking *Mister Rogers' Neighborhood* first being broadcast on PBS television. The first day ceremony was held at the WQED's Fred Rogers Studio in Pittsburgh, Pennsylvania, where the show was produced.

Each episode of *Mister Rogers' Neighborhood* began with its host welcoming the audience into his television "house" while singing the show's theme song, *Won't You Be My Neighbor?*, which opens with the lyrics, "It's a beautiful day in the neighborhood." Rogers composed the theme song along with hundreds of others for the show, which ran from 1968 to 2001.

Rogers always put on his trademark cardigan (he said his mother knitted all his sweaters), changed into sneakers and then introduced the day's topic. He discussed many of the experiences of growing up, like sharing and friendship, and difficult subjects like anger, fear, divorce and death.

Every episode featured a Trolley visit to the Neighborhood of Make-Believe, where the personalities and interactions of many characters helped impart real-life lessons. Puppets (many of which he voiced himself) like the self-important King Friday XIII, wise Queen Sara Saturday, curious X the Owl, and shy Daniel Striped Tiger co-existed with human friends like King Friday's niece Lady Aberlin and deliveryman Mr. McFeely.

Rogers (1928-2003) was a musician, puppeteer, writer, producer and Presbyterian minister. Born in Latrobe, Pennsylvania, he attended Dartmouth College, graduated from Rollins College (Florida) in 1951 and then Pittsburgh Theological Seminary. As a young man he didn't like



what he saw in children's television.

"I went into television because I hated it so, and I thought there's some way of using this fabulous instrument to nurture those who would watch and listen," Rogers told CNN.

Rogers developed his own show, which was first broadcast in Canada before WQED Pittsburgh picked it up in 1968. Rogers received the Presidential Medal of Freedom and a Peabody Award.

Art director Derry Noyes of Washington, D.C., designed the stamp featuring a photo by Walt Seng. Rogers is wearing one of his iconic cardigan sweaters and stands alongside King Friday. Rogers created, made and voiced the puppets on his show.

Postmaster General Megan Brennan dedicated the stamp. She was joined by The Fred Rogers Company President and CEO Paul Siefken, McFeely-Rogers Foundation Executive Director James R. Okonak and WQED-FM Artistic Director Jim Cunningham.

"Mr. Rogers and his Neighborhood of Make Believe made the ups and downs of life easier to understand for the youngest members of our society," Brennan said. "A trip to the doctor, getting frustrated with a friend or with a sister and other difficult serious topics were explored and made understandable. His characters and skits gave voice to the people children saw in their daily lives. ... He shaped generations with his kindness and compassion."

MISTER ROGERS FOREVER STAMPS

USPS Item Number: 477200

Format: Pane of 20, 240 stamps per revolution

Issue Date and City: March 23, 2018, Pittsburgh, Pennsylvania

Designer, Art Director and Typographer: Derry Noyes, Washington, DC

Artist: Walt Seng

Modelers: Sandra Lane and Michelle Finn

Manufacturing Process: Offset with microprint

Printer and Processor: Banknote Corporation of America, Browns Summit, North Carolina

Press Type: Alprinta 74

Print Quantity: 12 million stamps

Paper Type: Phosphor Tagged Paper, Block Tag

Adhesive Type: Pressure-sensitive

Colors: Cool Gray 7, Pantone 7675, Cyan, Magenta, Yellow, Black

Stamp Sizes: 0.84 inch by 1.42 inches, 21.34 millimeters by 36.07mm (image area); 0.98 inch by 1.56 inches, 24.89mm by 39.62 mm (overall); 5.92 inches by 8.00 inches, 150.37mm by 203.20mm (full pane)

Plate Numbers: "B" followed by six digits

Marginal Markings: Front – Plate numbers in two corners, Header: Mister Rogers; Back – "©2017 USPS," USPS Logo, Two barcodes (477200), Plate Position Diagram, Promotional Text





Siefken said he couldn't think of "a better tribute to Fred and his legacy." He noted that Rogers loved sending letters, especially to young children who wrote to him about his show.

"Fred Rogers left an indelible mark on generations of young audiences through his groundbreaking series, and his timeless wisdom and important messages of inclusion and neighborliness remain just as relevant today as they were 50 years ago," Siefken said.

Among those attending were Rogers' widow, Joanne, and David Newell, who played Mr. McFeely, the deliveryman on *Mister Rogers' Neighborhood*.

Joanne Rogers said that when she first saw the stamp, it was "love at first sight."

"I thought it was so beautiful. I think it is so festive," she said.

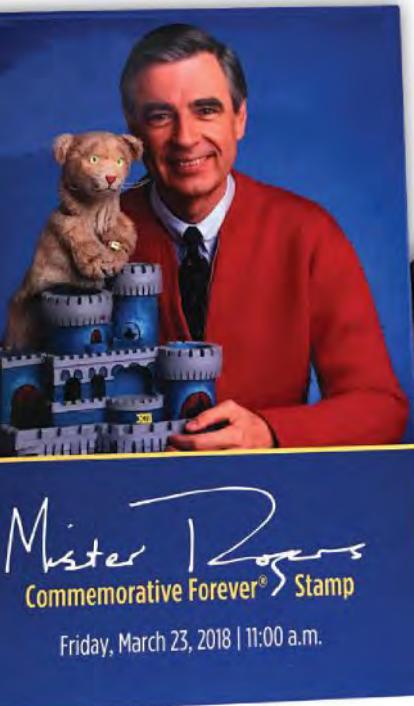
Having trained as a classical musician, it's no surprise that Rogers had many well-known artists on his show, including Yo-Yo Ma, Van Cliburn, Itzhak Perlman and Hilary Hahn. But many from other walks of life appeared, including artist Andrew Wyeth, actress Margaret Hamilton (Wicked Witch from *The Wizard of Oz*), Bob Keeshan (Captain Kangaroo), children's author Ezra Jack Keats (*The Snowy Day*), Bill Nye

(the Science Guy) and baton twirler Jeff Shade.

Fred Rogers once chatted with his audience about mail and stamps. In Episode 1526, which originally aired April 4, 1984, Mr. Rogers visits Postmaster General William Bolger. At Bolger's office, Mr. Rogers talks to him about being the postmaster general and his interest in the postal service. Mr. Rogers is then introduced to Gordon Morison and Clarence Holbert. Holbert shows how stamps are designed and Morison, an APS life member, shows how they are printed.

The American Philatelic Society celebrated the stamp in what many would have once called a second-day ceremony. (These were common back when stamps were indeed issued in just one or two selected first-day locations. Now stamps are generally issued nationwide on the first day.)

On March 24, the American Philatelic Center in Bellefonte, Pennsylvania hosted a Mister Rogers stamp celebration in co-sponsorship with the local PBS television station, WPSU-TV, State College. Speedy Delivery Service postman Mr. McFeely (McFeely was Fred Rogers' middle name, after a grandfather) was the guest of honor at the event and signed autographs for scores of visitors; about 450 attended the event. Children – often helped by their parents – were encouraged to write a greeting, address it and mail it with a Mr. Rogers stamp, supplied for free by the APS.



◀ First Day
Ceremony program
and materials from the
Mister Rogers forever
stamp release.

► Mr. McFeely
(David Newell)
was the guest of
honor at the APC
for celebration of
the Mister Rogers
stamp.



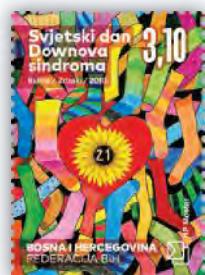
NEW WORLDWIDE STAMPS

A quick peek at stamps issued in March from nine different countries around the world.



TAIWAN (REPUBLIC OF CHINA) LIGHTHOUSES

Taiwan on March 23 issued a set of four stamps featuring lighthouses of different eras, including the Kaomei Lighthouse, built in 1967. The lighthouse is an octagonal reinforced-concrete structure with red and white horizontal stripes. It is currently out of commission.



BOSNIA AND HERZEGOVINA

WORLD DOWN SYNDROME DAY
Bosnia and Herzegovina on March 21 (3/21) issued a stamp to observe World Down Syndrome Day. March 21 was chosen symbolically to signify the uniqueness of the triplication (trisomy) of the 21st chromosome, which causes Down syndrome. The symbol of the day, shown on the stamp, is colorful socks, because people with this disorder cannot pair socks.

SLOVENIA EASTER EGG

Slovenia on March 9 issued a single stamp of a decorated egg to celebrate the upcoming Easter season. Decorating Easter eggs is a long tradition, particularly among the Baltic countries. The stamp's designers are Maja Tomačič and Robert Žvokelj.



UNITED NATIONS

ENDANGERED SPECIES

On March 2, World Wildlife Day, the United Nations issued three sets of four stamps featuring endangered flora and fauna throughout the world. This is the U.N.'s 25th anniversary edition of the series. Shown on the U.S.-denominated stamps are the red-crested turaco, Andean hairy armadillo, Lurestan newt and goldenseal plant.



BELGIUM

PETER PAUL RUBENS

On March 12, Belgium issued a souvenir sheet of five stamps featuring details of masterworks from Flemish artist Peter Paul Rubens (1577-1640), one of the most influential of Baroque painters.



AUSTRIA

MOTORCYCLE

Austria on March 17 issued a single stamp featuring a classic 1954 KTM R125 Tourist motorcycle designed by Hans Trunkenpolz, who started his first shop 20 years earlier. The bike featured a 6.1-HP two-stroke engine, telescopic fork, kick starter, three-speed gearbox and upholstered seat.



CANADA

LOTUS

Canada on March 1 issued a pair of colorful stamps featuring two lotus species: the pink and white sacred lotus, a native of India with religious significance to Buddhists and Hindus; and the American yellow lotus, Canada's only indigenous lotus. The stamp designs are based on watercolors by Eunike Nugroho.



MONACO

SEA TURTLES

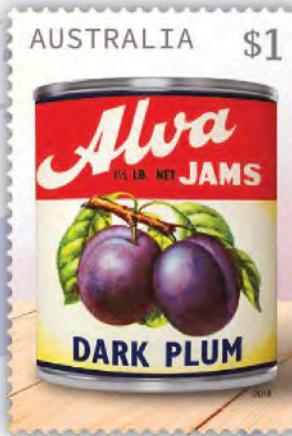
On March 7, Monaco released a stamp honoring the Care Center for Sea Turtles, a new center supported by the Oceanographic Museum of Monaco and the French Mediterranean Turtle Care Network in partnership with the Center for the Study and Protection of Mediterranean Sea Turtles.



FRANCE

SPORTS AUTHORITY

On March 26, France issued a stamp with a tab honoring the ASPTT Omnisports Federation, founded in 1898 by postal workers. The stamp shows silhouettes of men and women participating in lifelong sports such as tennis and cycling. One athlete is in a wheelchair.



AUSTRALIA

JAMS

Australia Post on March 6 paid tribute to one of the first locally manufactured foods – jam – with a set of four stamps depicting vintage paper labels common from the late 19th through mid-20th centuries. Along with the Alva dark plum jam, the set includes Peacock's apricot, Kingurli Prince Englebert (plums) and Melray blackberry jams.

New worldwide stamps are presented for information and are not necessarily shown at the correct scale. The quality of images available at the time of release varies widely and we will scale to achieve the best possible reproduction.



WORLDWIDE IN A NUTSHELL

BY BOB LAMB

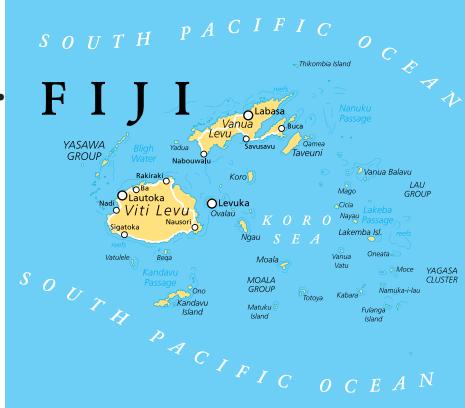
Fiji

Status: Parliamentary Republic

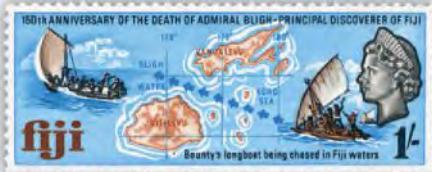
Population: 920,938 (2017 est.)

Area: 7,056 square miles

Currency: 100 cents = 1 dollar. (F\$1 equals about 49 cents U.S.)



Fiiji consists of about 300 islands – depending on how many reefs and isolated islets are counted – spread over about a million square miles in the southwest Pacific. Only about 100 are inhabited and nearly 90 percent of the people live on the two largest islands.



In 1967, the 150th anniversary of the death of Admiral William Bligh was commemorated with three stamps noting his sail near Fiji after he and some of his sailors were forced from the *HMS Bounty*. The British captain and his men didn't land. An especially long stamp (54 millimeters) shows Bligh's flight from Fiji, Scott 234.

brought him through the islands on his remarkable 4,000-mile journey as a castaway. Early explorers found Fiji a place to avoid, inhabited by belligerent cannibals and bounded by treacherous reefs.

Commercial interests – initially sandalwood and eventually cotton – brought foreign settlers to the islands in the 19th century. Local chiefs were in a seemingly constant state of warfare and began to welcome the foreigners and their muskets. The growing foreign population saw the need for a civil government, but the multinational residents could not agree on its form.

To watch after its interests, the British appointed a consul who opened his office in September 1857 at Levuka on the island of Ovalau. The consul established a post office for the receipt and dispatch of mails on behalf of the foreign settlers. Incoming mail was picked up at the Consulate. The 1860s brought a major expansion of Fiji's economy, driven by cotton production. The foreign population grew to more than 1,000. By 1869, the post office had become so busy that the consul appointed a post officer, though postal services were expensive and inefficient.

In September 1869 the *Fiji Times* began publication. Partly to distribute its newspaper and partly as a community service, *The Times* established a system of internal mail distri-

bution using agencies in 14 districts. In November 1870, it printed and sold four postage stamps. In June 1871, King Cakobau appointed a new government, which immediately announced plans for an official postal service. It replaced that of *The Times* at the beginning of 1872. The government ordered three denominations of stamps bearing the emblem of King Cakobau from the Government Printing Office in Sydney. They were placed on sale in November 1871.

Widespread opposition to the local government and the threat of bloodshed led the king to petition London for Fiji to become a dependency of the British Crown. Although the

British did not want to take responsibility for Fiji it did not want it to fall into anarchy nor to go by default to the French or the Americans – both of whom were very active in the region. The British accepted and on October 10, 1874, Fiji became a British Crown Colony. For its new status, the government had another local printer overprint its stamps with VA (for Victoria Regina). Various

versions of overprints were used until 1878 when specially printed stamps were ordered from Sydney. Fiji became independent on October 10, 1970. After independence, Fiji slipped into decades of ethnic violence and tension between the military and civilian authorities. It proclaimed itself a republic on October 7, 1987. Nevertheless its stamp-issuing policies have remained conservative and remarkably consistent to the present day.



A recently issued Fiji stamp features the colorful Great Sea Reef.



Fiji's first four stamps printed in 1870 are on thin, quadrille watermark paper and have roulette perfs, Scott 3.

In 1872, three stamps of 1871 were overprinted to accommodate new rates; in two cents on one penny, Scott 18.



This modern 2016 stamp marks 80 years of Rotary. A medical incinerator is shown, Scott 1349.



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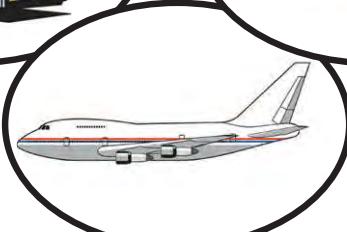
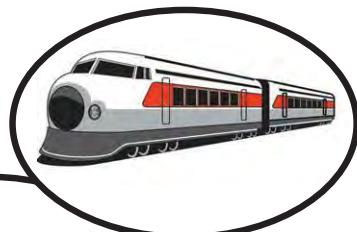
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