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AMERICAN PHILATELIST

September 2007



and The Mail

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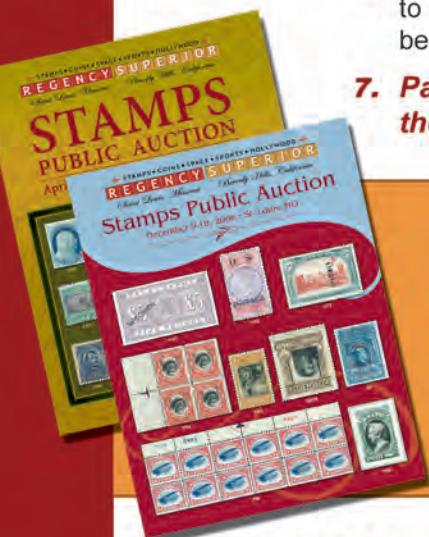


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A Legend Among Legends.



George Worthington (left), renowned Cleveland magnate from the turn of the last century, and his philatelic secretary, Alvin Good. Below is Good's book, full of exciting stories about Worthington's collecting adventures.



In all the 150-year history of stamp collecting in America, the best stories are the ones of our famous philatelists—some of them quite wealthy, some of them not—and their often strange and unusual antics. One of the first that comes to mind is Arthur Hind, once owner of the unique 1856 One-Cent British Guiana, the rarest stamp in the world, who is said to have at one time acquired a second copy of this stamp. Legend has it that he held a little ceremony and set afire the second copy, saying: "There! Now there still is *only one* copy!"

But perhaps the greatest of all stories is that of Cleveland industrialist George Worthington who, in the early 1900s formed what was then considered the most valuable stamp collection in America. The tale is told in the biography of his faithful secretary, Alvin B. Good. With the exception of that One-Cent British Guiana, Worthington may have owned at least one example of every world rarity known to philately.

Worthington's wealth came from many interests, but he was most famous for founding the American Chicle Co., the chewing

gum giant. Good relates how "chewing gum money" simply poured into his employer's coffers and "out it went again" to buy expensive stamps from countless dealers.

Eventually in 1917, however, Worthington fell on hard times and went into bankruptcy with his banks trying to convert anything he owned into cash. Bankers, not knowing much about philately then, didn't assume his stamps would bring much until world renowned philatelist Alfred F. Lichtenstein walked into their board room to purchase the collection and laid \$280,000 in bearer bonds on the table and then pulled out 16 \$10,000 bills and one \$5,000 bill from a tiny wallet and laid them on the table, too—\$445,000 was a king's ransom in those days!

The story of philately and its legends is part of our hobby's charm. Mr. Lichtenstein was once one of our customers—and upon his death, his heirs chose H.R. Harmer to auction his monumental collection. We would be more than delighted to do the same for you. Entrust your collection to a firm with an unexcelled record of excellence and fair dealing. Call us!

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Among so many: three icons of American philately whose collections, when sold by Harmers, helped set the standard for over 65 years of name sales, record-setting prices, and overall excellence.

Louise Boyd Dale



Alfred H. Caspary



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Since 1887

The Premier Philatelic Magazine in the Nation

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January 11–13, 2008

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634. GEM (100)
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367. SUPERB (98J)
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748. GEM (100)
Price Realized:
\$1,150.



Premier Graded Stamps Public Auction #136

Long Beach Auction
Friday, February 16, 2007
&
Saturday, February 17, 2007



397. SUPERB (98J)
Price Realized:
\$3,000.

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Destination — The APC

This fall the American Philatelic Center in Bellefonte, Pennsylvania, IS the place to be! The APC welcomes Aerophilately 2007 and the second annual Postal History Symposium. In addition to the two main events, the APS Education Department will offer mini-seminars — the Basics of Stamp Collecting, the Fundamentals of Aerophilately, and Bellefonte Air Mail. (For more information on these courses see page 864.) Pack your bags, make your reservations, check Map Quest — your ETA is October 17. See you then!



Aerophilately 2007

Aerophilately 2007 is a one-time, everything air mail, World Series of Philately exhibition that will be held October 19–21, sponsored by the American Air Mail Society.

The AAMS has planned an exciting weekend for collectors, non-collectors, and anyone who is interested in air mail and flight — attend meetings/talks; browse 200 frames of exhibits featuring topics ranging from Amelia Earhart's personal collection, to the Inverted Jenny to zeppelins, and everything in between; shop 'til you drop with dealers who specialize in air mail material; share the fun of air mail collecting; and join in the social events.

Schedule of Events

Thursday • October 18

Nutmeg Stamp Auction — lot viewing at Holiday Inn Express, State College, Pennsylvania

Friday • October 19

- 9:45 a.m. Opening Ceremony
- 10 a.m. Show Opens
Covers Across the Canadian-American Border — Chris Hargreaves
- 11:15 a.m. *Early Trans-Atlantic Air Mail Developments* — David Crotty

- 12:30 p.m. *Irish Air Mails* — Karl Winkelmann
- 2 p.m. *Fundamentals of Collecting Balloon Mail* — Maureen & Chris Lynch
- 3:15 p.m. *East African Air Mails* — Paul Magid
- 4:30 p.m. *"The Jenny" — Production Variations of America's First Air Mail Stamp* — Don David Price
- 6 p.m. Show Closes
- 6:30 p.m. Wine & Cheese Party hosted by the AAMS & Nutmeg at the Holiday Inn Express
Nutmeg Stamp Auction

Saturday • October 20

- 10 a.m. Show Opens
FISA Congress
- 12:30 p.m. FISA Luncheon — Gamble Mill, Bellefonte, Pennsylvania
- 3 p.m. Judges' Critique
- 4:45 p.m. *Air Crash Mail of Pan American World Airways* — Ken Sanford
- 6 p.m. Show Closes
- 7 p.m. Awards Banquet — Nittany Lion Inn

• Special Seminar •

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Wayne Youngblood, Instructor

October 17–18, 2007

American Philatelic Center • Bellefonte, Pennsylvania

This course will include an overview of air mail history, how to find the information you need regarding aerophilately, and printing techniques that will aid in identifying fakes and forgeries.

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Sunday • October 21

- | | |
|------------|--|
| 10 a.m. | Show Opens
<i>Aerophilately — China in Space</i>
— Stefan Brulyants |
| 11:15 p.m. | <i>FIP Aerophilatelic Judging</i>
— Stephen Reinhard |
| 12:30 p.m. | <i>Spanish Air Mails, 1939–1946</i>
— Richard Saundry |
| 1:45 p.m. | <i>The U.S. Beacon Air Mail Stamp — Production and Usage</i> — Kent Kobersteen |
| 3 p.m. | Show Closes |

Admission is free. Learn more about the show, tickets for food functions, hotels, and travel information online at the AAMS website: www.americanairmailsociety.org/html/aerophilately_2007.html.

For more information on Society events and news, visit



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Postal History Symposium

The Second Annual Postal History Symposium (October 21–22), "Further, Farther, Faster: Transportation Technology and the Mail" — a national conference co-sponsored by the American Philatelic Society, the American Philatelic Research Library, and the Smithsonian National Postal Museum — provides a forum for philatelists, academic scholars, public historians, and the interested public to explore the technology used in moving the mail.

The symposium opens on Sunday, October 21 with an evening reception and plenary session featuring scholars of a variety of postal and transportation technologies. Monday features three moderated panels focusing on moving the mail by land, sea, and air.

The plenary speakers are three gentlemen distinguished in their fields — David M. Henkin, associate professor of history at the University of California, Berkeley, where he teaches nineteenth-century United States history; Frank R. Scheer, curator of the Railway Mail Service Library in Boyce, Virginia; and F. Robert van der Linden, Chairman of the Aeronautics Division at the Smithsonian National Air and Space Museum, Washington D.C.

The symposium is free, but registration is required. For more information, and to register, visit the APS website at www.stamps.org or the NPM website, <http://postalmuseum.si.edu/symposium2007>.

Plan to attend. We look forward to seeing you!

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letters to the editor

Agree

Thank you so much for Bill Knoth's featured Letter to the Editor in the July issue ("Where Is Our Hobby Going?" page 590). Needless to say, he is so right. Here I sit, after SEVENTY-FOUR years of collecting (I am 84 now), and I wonder what has happened?

I can still remember standing in line at our post office, and forked over twenty cents to get a real EXPENSIVE Plate Block (#734 Gen. Kosciusko) which was a FIVE CENT STAMP! So much has changed. My kids (all with kids of their own) have no interest. My grandchildren would be bored. Our local stamp club has the same seventeen members every month, lacking the enthusiasm and flavor of youth.

My collection is probably worth \$10–12,000 dollars, at 40% off of Scott. I offered it to one dealer, who was willing to pay me \$3,000! So — where do we go from here?

I am left with an education of history, travel and knowledge of foreign lands, all through the wonders of philately. What a pity our young generation (and future generations) will lose all of this!

So, let it be. I won't sell my stamps. I won't try to recruit young people (I did try that). I will just sit back and enjoy the memories of fantasy visits to foreign

places — these memories are mine to keep forever.

Phil Edelstein
Danbury, Connecticut

Disagree

I must take exception with Mr. Knoth's comments ("Where Is Our Hobby Going?" July AP, page 590). In my neck of the woods children do not see stamp collecting as a "bo-ring, old-timer's preoccupation." I have met many very enthusiastic children who see stamps as "cool." In fact, my suggestion to form an after-school stamp club in a local elementary school has drawn very positive comments from administrators, parents, and children alike. And when offered stamps or candy at Halloween, a number of the children select the packet of stamps. What we need to do is not sit back and lament the fact that we do not see young collectors, but rather go out and encourage them.

I also disagree with his statement that a child has to fill in the empty spaces in an album to have the fun of collecting. Who is to say that someone can not have the enjoyment of simply hinging "cool" stamps in a composition book or inserting them into a stockbook?

In my opinion the USPS has not flooded the market with wallpaper. What

it has done is to provide some real colorful stamps with themes that, in many respects, connect with young and old alike. Much more colorful than when I first took up the tongs over a half century ago. And kids today seem to have much more spending money than when we were juveniles. I doubt if the price for one each of all U.S. issues will scare someone off. Not when they are paying more on computer games. Check out some of those prices.

Albums and supplies are really not that expensive either, especially when we consider "buying power," that is to say that perhaps \$10 today buys what a dollar purchased in the 1950s. That nickel newspaper is now ten times that amount. The quarter bus fare has also gone by the wayside as has the 30¢ gallon of gasoline. I do notice that H.E. Harris still produces beginner's albums ranging in price from \$6.99 for the basic edition to \$24.99 for the "Traveler," a popular loose-leaf album with 10,000 spaces. Do we dare to imply that the price of five decades ago would have been in the 75¢ to \$2.50 range?

I must also disagree with the proclamation that "investors control the hobby." The high-end material is going mostly to affluent collectors. There are more wealthy stamp collectors today than ever before. Sure some of the pricey

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stamps have found their way to the pure investor but they do not control our hobby.

Dealers, at least those I know, have not made the back of the stamp ("never hinged") the important feature. Many of us have been cautioning collectors to stop paying outlandish premiums for never-hinged stamps. I, and most of my colleagues, have been saying for years that a lightly hinged stamp at a fraction of the cost of its never hinged brethren is the best buy. The same can be said for Mr. Knoth's "Cert gimmick." Respected dealers are offering certified stamps because of collector demand. And the certifying services are grading because of collector demand. No one is forcing anyone to purchase these stamps. One collects what one chooses to collect and does so as he/she sees fit.

Finally, I question the reference to being offered less than ten percent of catalogue value. Are we comparing apples to apples? The *Scott Catalogues* price stamps in very fine condition and they display a wonderful chart in the front of the catalogue showing exactly what comprises the grade of very fine for all eras. Did Mr. Knoth have a collection of very fine and sound early United States stamps? Then at ten cents on the dollar he was being robbed. Or, were they in average condition. Were many faulty in some respect? Perhaps all they were worth to the buyer was ten percent. There is not much of a demand for low grade and damaged stamps. Nor is there much of a demand for most of the recent (post-1940) material. However, dealers will fall over themselves for the opportunity to purchase that sound, very fine collection of early United States stamps. And, I assure you the offered price will be many multiples of the ten percent figure that was mentioned.

So fill the spaces your way, but if you do so with cheap or inferior stamps do not expect a line of dealers forming for the chance to buy them.

Peter Mosiondz Jr.
Laurel Springs, New Jersey

Agree and Disagree

So true to life was Mr. William Knoth's letter on the status of Postage Stamp Collecting and our youngsters of today that appeared in the July issue of your informative publication. But I have not given up, and offer youngsters

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Shades of Yesteryear!

Thanks for the memories to Allen Kane and his article on Mrs. Jeanette Cantrell Rudy ("Inside the NPM: A Visionary Collector," July AP, page 646). It took me back to my senior year at Tracy High school and my first (and last) duck hunting trip to the Sacramento Valley rice-growing country. Two dollars and two days worth with nothing to show for it!

Never did see any "Goldeneyes" either. Sure had a lot of fun though.

Philip J. Scott
San Diego, California

the youngsters with instructions to have a parent make copies for mounting their stamps. Although the album is free, postage and handling costs a mount to 16 cents each for 100 copies.

If there is to be hope for the future of postage stamp collecting, everyone should do all they can to promote the hobby with our youngsters. And the suggestions are numerous. Use commemoratives on your mail and forget the convenience of small stamps in booklets or coils. Introduce the youngsters of relatives, friends, fellow-workers, and neighbors to the hobby. Give the youngster envelopes of attractive and appealing stamps from time to time. Donate used U.S. or mint and foreign stamps to those like myself who try in various ways to promote the hobby with our young. There is the source of stamps for our efforts.

At the seashore I always bring along a lot of appealing stamps that the grandchildren get their friends to sort through. A good enterprise for a gloomy day. Several have enjoyed picking through the box and I give each a copy of *My Stamp*

the opportunity of selecting stamps of their choice at our Youth Booth at two monthly stamp shows. Incidentally, these youngsters are always topical collectors and ignore many of the interesting, informative, and intriguing aspects of the stamps — the historical and geographi-

cal attributes that add to their knowledge base.

The use of regular stamp albums by them is nonexistent. However, I find useful the topical album *My Stamp Album*, offered by the American Stamp Dealers Association, which is given to

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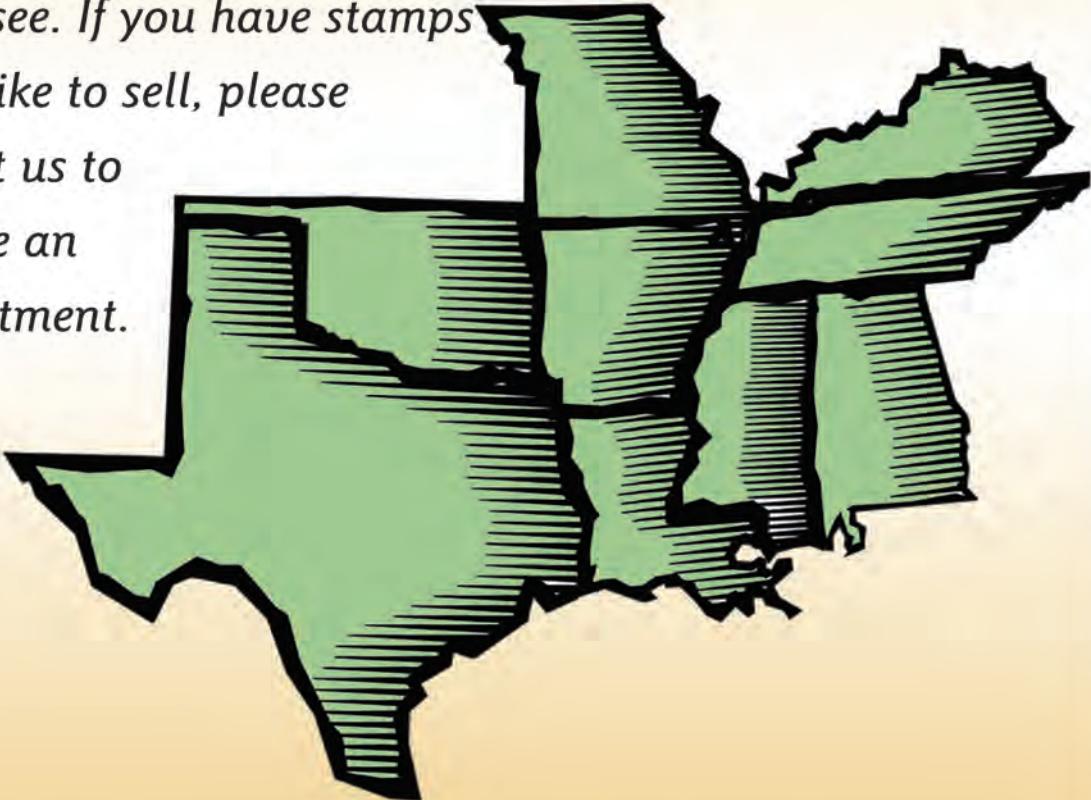


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Album for mounting their stamps on reproduced pages. A practical suggestion is to always bring up the topic of stamps wherever you can. There are so many other things you can do. What do you suggest?

Louis F. Calzi Sr.
Glenside, Pennsylvania

Thanks

After reading Wayne Youngblood's article "Non-First Day Covers Get Their Due" (July AP, page 598), I better understand why I have a first day cover without the appropriate stamp (or any stamp) the cover intends to honor. I like it, as it is the only stampless FDC example I own, and happens to represent the USPS.

Thanks for expanding my knowledge.

K.J. Kinsella
Spokane, Washington

Wonder Where?

I enjoyed the piece "Non-First Day Covers Get Their Due," by Wayne Youngblood. The 1931 cover addressed to an Edward Cejka, Council Bluffs, Iowa, caught my eye.

In my youth, in the 1960s, I recall having received mint U.S. approvals from a Libby Cejka. Service was excellent, and my limited teenager's budget was tolerated.

The approvals abruptly stopped one day. I've always wondered what had happened to "my" approval company and the wonderful correspondent who tolerated the \$2 or \$3 dollar purchases each month.

Rick Herman
Lido Beach, New York

Postmark Permit

I just read the letters from Stephen Tauber and Harris Jannusch in the July issue regarding damaged stamps and ugly pen cancels applied by the USPS ("Damaged Stamp," page 590 and "USPS Does It Again," page 594). In months past I've seen comments and complaints similar to this, although I've never written in before to share a possible solution. A couple of years ago, I found I could actually obtain a free permit (a Mailer's Postmark Permit) from the Postal Service to hand cancel my own mail. This allows me to apply a neat, attractive CDS cancel, which I find much more attractive than the new spray-on cancels (which I think most of us find pretty ugly). Such a permit can be used not only by collectors to apply a cancelling postmark, but by stamp dealers or others who want their mail to stand out even more. To get more info on how you can apply for your own free Mailer's Postmark Permit, check out the website of the Mailer's Postmark Permit Club (www.mppclub.org).

Matt Todd
MPPC Vice President
Highland, Utah

Rare Bisects

I read with interest David Straight's outstanding article about "Newspapers in the Mail, Part II" (July AP, page 602). One area that the author did not touch upon is the authorized use of cut-out newspaper wrapper stamps as ordinary

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postage stamps. I am aware of one instance of such use.

On January 1, 1919, a sudden rate increase occurred in the Faroe Islands from five to seven øre for first-class letters. However, the new Danish 7-øre stamps had not yet been delivered from Denmark and supplies of 2-øre stamps were exhausted quickly, so one solution was to add half of a 4-øre stamp to the previous 5-øre rate until the 7-øre stamps arrived. According to Eric Wowern, the quantity of basic 4-øre stamps available at the Torshavn post office is believed to have been eight sheets of 100, and these were cut diagonally to produce 1,600 bisect stamps for the 2-øre up-rating.

Supplies of these bisect stamps were quickly exhausted, so 1850 available newspaper wrappers with imprinted 4-øre stamps were pressed into service. The imprinted stamps were cut out from the wrappers and subsequently cut diagonally to produce an additional (imperforate) 3,700 bisect stamps. Despite their number, these are relatively scarce on cover as these stamps were unguessed and a large quantity was lost in the mail. Many wrapper bisects were adhered tenuously to their covers by simply overlapping of a corner under the accompanying 5-øre stamp, and few of these covers remain intact. Instances where the wrapper bisects were glued to the covers are more common.

Two examples from my Faroes collection are shown. A 4-øre bisect wrapper stamp on piece of business envelope together with a K CX definitive was canceled in Klaksvig on January 10, 1919. A sole wrapper bisect glued to a cover front and canceled Torshavn January 7, 1919, is probably a philatelic favor item since no 2-øre mailing rate existed at the time.

The 4-øre bisects saw brief service as the official period of usage was only from January 3 to January 31, with the majority of legitimate uses before January 14.

Most of the standard postage stamp catalogues of the world list the Danish 4-øre bisect stamps as Faroes #1. Specialized Scandinavian and Danish catalogues generally further differentiate the bisect stamps by (perforation and watermark) types and assign subnumbers to these. The *Facit*, *AFA*, and *DKA* ("Wowern") catalogues list the wrapper bisects separately from the bisect stamps and assign the wrapper bisects Faroes #2.

Inexplicably, the *Scott Catalogue* lists the bisect 4-øre stamp as Denmark #88a ("half used as 2o on cover") along with the footnote "No. 88a was used with No. 97 in Faroe Islands, Jan. 3-23, 1919" and then repeats the same footnote in its Faroe Islands section. This footnote follows the Danish 2-øre surcharged KCX definitive, another provisional stamp produced as a solution to the Faroes rate change, which *Scott* lists as Faroes #1. *Scott* has a footnote after its Denmark #97-131 listings that reads "#97 surcharged '2 ORE' is Faroes Islands #1." Most of the other world catalogues



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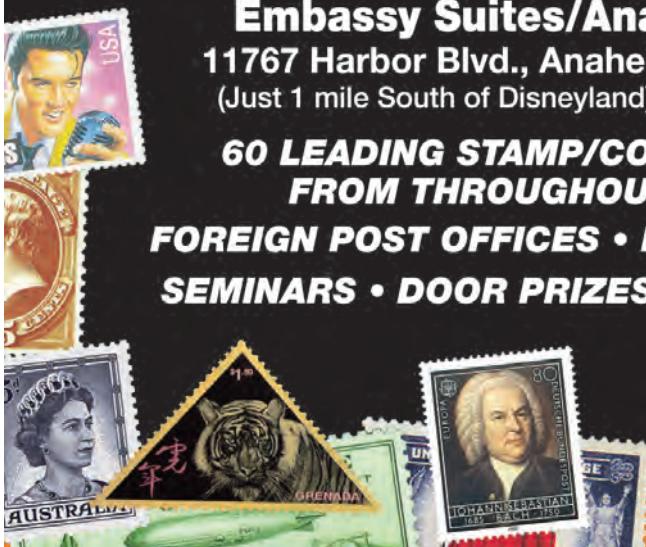
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The Distinguished Topical Philatelist Award, first established in 1952, is the most prestigious award given by the American Topical Association. ATA members may place in nomination those who have made significant contributions to the ATA as well as to topical philately.

Nominating letters must include a description of the contributions made by the nominee and must be received no later than November 1, 2007. The DTP Committee will review all nominations and select the one person they think is the most deserving of the award. Nominations should be sent to: DTP Committee, Don Smith, P.O. Box 576, Johnstown, PA 15907-0576.

list this surcharged provisional stamp as Faroes #2 or #3 following the 4-øre bisects. The Danish 4-øre bisects were never authorized for use (or used) in Denmark and should be (correctly) listed in the Faroes section, not Denmark.

Roger S. Cichorz
Boulder, Colorado

Ship Mail Room

The July issue contained an excellent article on "Newspapers in the Mail, Part II," by David Straight. On page 603 of that article he illustrates a South Australian newspaper wrapper with a Ship Mail Room cancel. This is actually a surface

mail dispatch mark and could be used on all kinds of mail and not necessarily just ship mail. The name in the bottom of the mark is probably Adelaide (South Australia). These are often confused with ship marks, which they are not.

Further information on Ship Marks, Seaports, Paquebots, etc., can be obtained from this writer (P.O. Box 497, Wadsworth, OH 44282). Anyone interested is invited to join the Maritime Postmark Society (APS Unit 37). This society covers all of the above subjects and more. Sample copies of our journal, *Seaposter*, are available through me for \$2.

Tom Hirschinger
Wadsworth, Ohio

Book Reviews Appreciated

I am sorry that it took so long to write my thank yous, but I was reading my book last night and I said to myself that I must write to APS and let them know how much I am enjoying it. To go back — in the May issue of your monthly magazine, which I enjoy very much, you had in the Book Reviews section (page 471) a new book by Fabio Bonachina,

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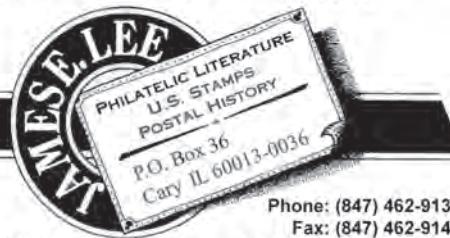
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- Proofs from Canada including early plate proofs dated from 1855 to 1861 with many multiple show pieces; Unique essay LDP from an early 1950's proposed Canadian issue; U.S. Private Die Issues as well as a group of 20 Issued U.S. Postal Notes and additional Postal Savings Certificates and other interesting items.
- More than 100 Chinese proof, specimen and essay banknotes with many unique items
- More than 80 additional lots of Canadian Banknotes production material including proofs, models, vignettes and miscellaneous unique

- numismatic items relating to the printing of the Bank of Canada 1935-37 issues
- 35 lots of Venezuela proof, and specimen banknotes as well as rare and unique production related items including unique original artwork of banknotes
- More than 40 lots of Haiti proofs, specimens, models and essays with a number of unique items
- Rare advertising items from American BNC, Western BNC, Security BNC and other companies
- Classic proof vignettes from ABNC and predecessor companies including the topics of mining, railroads, allegorical figures, obsolete and early U.S. and foreign banknote related vignettes, Santa Claus, Native Americans, animals, military and many other topics

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The magnitude of material printed and produced by the American Bank Note Company and its predecessor companies is almost beyond comprehension. Our successful American Bank Note Archive Auction sale held in late January and early February of this year included over 2,300 lots of material with many unique, extremely rare and exciting items that had never been offered to the collecting community before. **We decided to do it again!**

Included in this sale, presently, are close to 2,600 lots of banknotes, stamps, stocks, bonds, philatelic and banknote printing plates, and security printing ephemera. Some of the many highlights in this sale include:



*John Paul II Visits of Hope; World Stamps
Witness the Travels of Pope Wojtyla.*

I just had to purchase this book because of my Polish Catholic background, and because of my interest in the history aspect of Pope John Paul's travels. The fact that his travels were commemorated through stamp issues was a BIG BONUS for us stamp people!

I am so glad that you feature new philatelic books in the magazine; otherwise, I would not have known about this wonderful book.

Just had to let you know that all of the efforts of the APS are very much appreciated by me. I have been a member for only a short time, but I am glad that I found out about your wonderful organization. It has opened up a whole new world of stamp collecting for me.

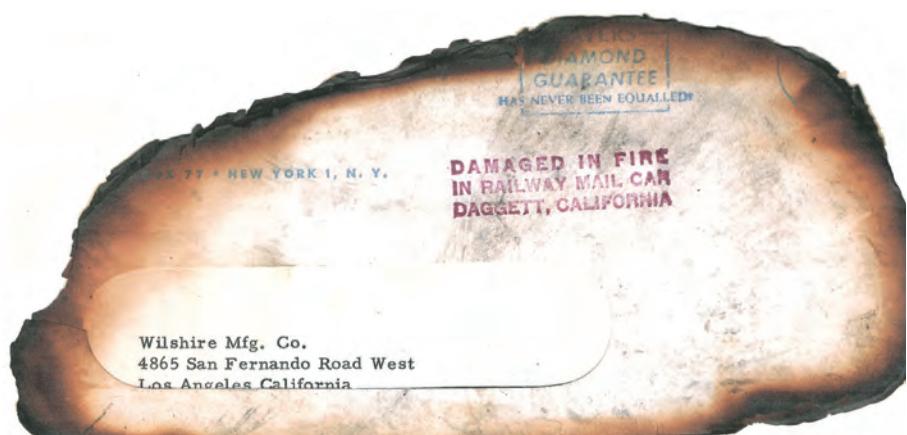
Margaret A. Pokatiloff
Schaumburg, Illinois

Burned Mail

In your June issue, Wayne Youngblood writes about mail damaged by fire while en route to its intended destination ("Charred Covers from Planes, Trains, Automobiles, and Mailboxes," page 514). Fifteen years ago I wrote a question to *Linn's Stamp News* "Collector's Forum" asking about two covers in my collection that were damaged in railway fires. In response I received several letters from collectors who also had fire damaged letters in their collections. The following are examples from my own collection.

A burned letter from Muzzio Brothers Yacht Yard in Stamford, Connecticut, has a purple handstamp "Damaged in fire in railway mail car in Daggett, California." Daggett is a very small town in the desert east of Barstow, California. (Another interesting example from the Daggett fire had been mailed from the Association of Letter Carriers in Washington, DC.)

According to the local newspaper account of April 4, 1960, "Dismayed postal workers were sorting 652 sacks of mail burned and water soaked as the result of a fire on the westbound Santa Fe Chief last Monday, Los Angeles postal authorities revealed.... Postal authorities said the fire broke out while the train was between Needles and Daggett and that an investigation by postal inspectors and railroad



officials is under way to determine the cause of the fire." A followup report announced that "Nearly half of the 1 million pieces of Los Angeles mail damaged by fire on the Santa Fe Chief last week" had been delivered and that the rest of the first class mail was expected to be delivered the following week. The article also noted that officials had been unable to determine the cause of the fire.

I have several covers, with varying degrees of charring, that are handstamped "Damaged by fire in railway mail car at Cadiz, Calif." This fire occurred in January 1960. Like Daggett, the small town of Cadiz is located in the middle of a California desert. These damaged pieces appear to be from the same mail car fire mentioned by Mr. Youngblood in his article.

Another example from the 1960s is from a mail car fire at Fredericksburg, Virginia, December 20, 1962, mailed from the National Legion of Decency in New York City to one of its diocese directors in Savannah, Georgia.

An earlier piece from my collection is a cover bearing a Japanese stamp (Scott 122, first issued in 1913) and sent from Iyo, Japan, to Martin, Tennessee. The cover is handstamped "St. Paul, Minn. Damaged in Mail Car Fire at Luverne, No. Dak. Dec. 31st 1920." From Japan to Tennessee by way of North Dakota seems a bit out of the way!

One of the letters I received in 1992 was from a retired railroad post office clerk who offered several possible causes of the fires. He wrote: "Fires can be caused by sparks flying from the diesel engine's exhaust system, frayed electrical wires or sparks flying up from brake

shoes through cracks in the sub-flooring of a car and igniting any dust accumulated there. A train does not have to be in a derailment to have a fire." This correspondent also noted that railroad post began around 1862 and was discontinued in 1977.

Warren Knowles
Valencia, California

Wreck & Crash

I was very interested in Wayne Youngblood's article in the June *American Philatelist*, "That Really Burns Me," which was about charred covers from planes, trains, automobiles and mailboxes.

Readers might like to know that there is a society for people who collect such covers — the Wreck & Crash Mail Society. We publish a quarterly magazine called *La Catastrophe*, in which we publish articles about mail from plane crashes, train wrecks, and ship wrecks, and we recently started a section on Unusual & Dangerous Interruptions, which will include mail from aircraft hijackings, terrorism, earthquakes, floods, insurrections, etc.

The American Philatelic Research Library has a complete run of *La Catastrophe*. I recently took over as editor. Anyone interested in joining the Wreck & Crash Mail Society, should contact me. The dues are \$25 per year. Ken Sanford, 613 Championship Drive, Oxford, CT 06478-1298; e-mail kaerophil@gmail.com.

Ken Sanford
Oxford, Connecticut

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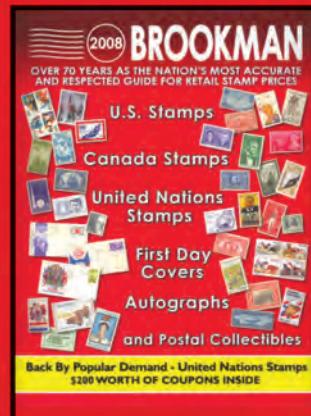
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BEP: By-Product of the Civil War

Although many collectors don't realize it, we owe much of our United States stamp heritage indirectly to the Civil War. The U.S. Treasury Department's Bureau of Engraving and Printing is no longer producing postage stamps (it's all done by private printers), but it was responsible for the vast majority of United States, Canal Zone, and revenue stamps produced from the early 1860s through the 1990s. Its creation came about through a very specific chain of events.

When the United States first began producing postage stamps in 1847, the BEP did not yet exist, nor did either the need or desire for government-printed stamps. The printing of our first issue was done for the government by Rawdon,

Wright, Hatch & Edson, private printers. Subsequent issues were contracted through other private and banknote printers. The idea for government-printed stamps wasn't seriously explored until the Civil War, and our first BEP-printed postage stamps didn't appear until 1894.

Government-printed stamps were actually a bit of an afterthought — the real need was for Federal Paper Currency; that is, banknotes produced by a governmental agency. Coins previously had been the only money actually issued by the government, and, as a result of the Continental currency disaster of the Revolutionary War, remained the only type trusted. Several factors converged at about the same time to bring this need to the forefront, including a rapidly

growing economy in which the barter system was becoming increasingly cumbersome, massive bank failures in 1857 and the dawning of the Civil War. Here's where the BEP comes in....

The Confederate firing upon Fort Sumter on April 12, 1861, marked the official beginning of the war (even though there were no battle casualties), which soon was felt throughout all facets of American life — most especially financially. Our country was very nearly on the edge of bankruptcy already, without being saddled with the added expense of war.

On July 4, 1861, President Abraham Lincoln called Congress into an extra session. Among the solutions brainstormed during this extra session was a system of taxation and one of floating loans to the government by the American people. This scheme involved the use of what we now know as currency — non-interest-bearing notes that circulate as money. This proposal was made somewhat in desperation by Salmon P. Chase (Lincoln's Secretary of the Treasury), and only with the urging that great care should be taken "to prevent the degradation of such issues" (no doubt a reference to Continental currency). The resulting act was passed July 17, 1861, enabling the United States government to issue paper money. The earliest of these "demand" notes ("pay to the bearer on demand...") were printed by the American Bank Note Company and the National Bank Note Company, both of which already were producing postage stamps for the government. This new act created the need for essentially "in-house" currency printing, which was to be filled by a new branch of the U.S. Treasury Department. This led to the creation of an entity charged with secure bank note production.

Not Worth a Continental!

Few collectors would ever think to link U.S. stamp collecting with American colonial currency, but the connection is there. The establishment of the Bureau of Engraving and Printing — producer of the vast majority of our nation's stamps — came about as a by-product of the Civil War, when it was determined we needed a national currency. Government-produced postage stamps were an afterthought connected directly with this need.

But why did the Continental Dollar instill such mistrust of paper currency in the American psyche? After all, the currency was authorized and issued by the Continental Congress.

There is a double answer to this question. First, legitimate production of Continental Dollars far outstripped the resources that backed them, making the currency unstable to begin with. Complicating matters further is the fact that many of these items were produced by letterpress printing. Their only security features were hastily cut woodblock ornamentation. As a result, Continental currency was fairly easily and routinely counterfeited, with the more successful counterfeiters finding employment creating Continental counterfeits for the British army. The British army, in turn, used the counterfeits to cripple the economy of the American colonies.

After the war, most securities were printed by copperplate engraving, but not before Americans had developed a healthy distrust for all paper currency.





The Press Room was known as the "bee hive" because of all the activity. There were more than 500 hand presses, each one manned by a plate printer aided by a female assistant. Thousands of dollars were printed every minute (circa 1904).

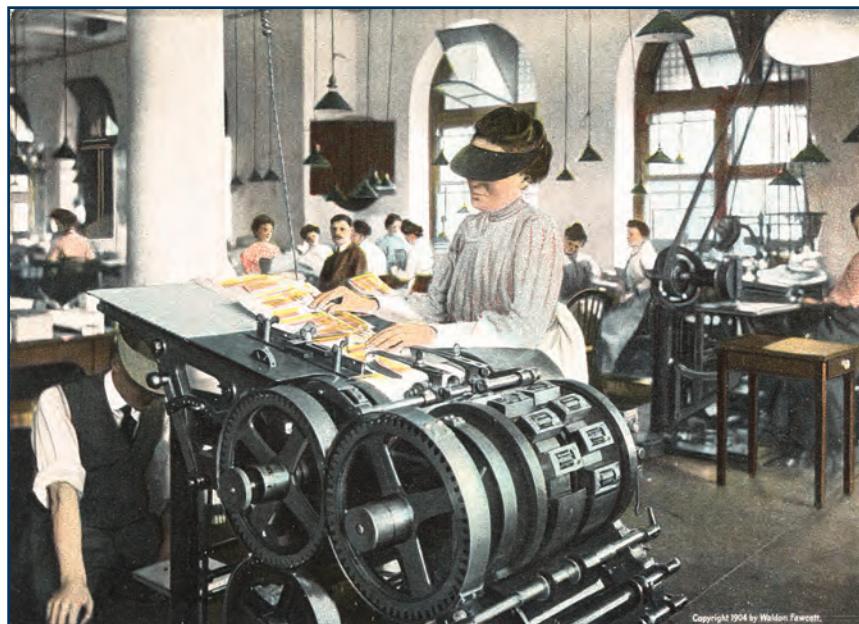
What we now know as the BEP officially came about August 29, 1862, with director Spencer Morton Clark at its helm to produce these national notes. Clark's first formal report, written in November 1862, noted the following:

On the 29th day of August, 1862, I commenced on the work with one male assistant and four female operatives.

No one could have suspected that this fledgling organization would produce hundreds of billions of stamps and countless bank notes over the next 140+ years. Initially, the BEP was commonly known as the National Currency Bureau, and wasn't specifically referred to by its current name until 1868.

Ironically, one of the first items to be produced by the BEP was fractional currency; that is, notes that had face values of less than \$1. These were created by an act of July 17, 1862, which also provided that postage or other stamps were acceptable for payments owed to the government. The war caused much hoarding of coins and few could be found in general circulation. Fractional currency, first issued October 10, 1863, ultimately replaced postage currency (which reproduced 1861-series postage stamps on small notes) and encased postage (actual stamps encased in mica-clad tokens), both of which had been circulating instead of coins. The need for fractional currency lasted until about ten years after the Civil War ended.

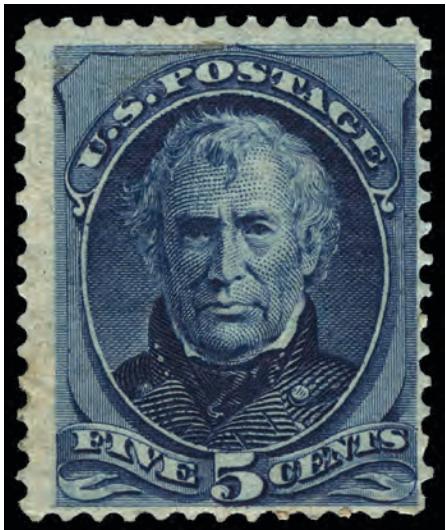
As previously mentioned, the second part of Lincoln's special cabinet meeting dealt with a special system of taxation. This scheme became a reality with the passage of an act July 1, 1862 (12



Numbering Currency — these specially designed machines printed the red series numbers found at each end of every piece of paper money. The machine actually set its own type and automatically printed the numbers in succession from 1 to 1,000,000,000 (circa 1904).



Examining Newly Printed Money — this step was crucial in the creation of paper money. These women experts check for the slightest blur or other defects that would result in the entire sheet of bank notes being discarded.



Scott 179, Zachary Taylor.

stat. 432) that authorized the president to appoint a Commissioner of Internal Revenue. It was to be this person's job to assess, levy, and collect taxes on virtually every facet of day-to-day life, including advertisements, banks, commercial and legal papers, estates, income, insurance companies, public utilities, and all kinds of products, including alcohol, cosmetics, medicines, photographs, playing cards, tobacco, and others. It was also the commissioner's duty to provide stamps to serve as evidence and receipts of these taxes. The most tangible early examples of these taxes are the so-called "First-Issue Revenues" (Scott R1-R102). The printing of these stamps was contracted to the Butler & Carpenter firm of Philadelphia, and the stamps began appearing



The perforating room occupied 3,600 square feet. Sheets of 400 stamps each were fed into perforating machines. 32,000,000 stamps were made daily (circa 1913).

in late 1862 and early 1863.

The 1862 act and other subsequent ones essentially divided revenue stamps into three main categories:

- Documentary and proprietary (usually denominated and gummed, to be used with all forms of commercial and legal papers, as well as specified end-consumer products).
- Tax paid (usually ungummed and denoting quantity, such as "20 cigarettes") to be used by manufacturers on commodities in bulk quantity).
- Special tax. These taxes dealt more with various licenses to do business. The resulting "stamps" from special taxes look more like certificates

and usually were to be posted at the place of business.

Again, the Bureau didn't immediately get into the business of printing "mainstream" revenue stamps. That didn't happen until 1898. But the BEP did begin printing others, such as the ubiquitous blue offset-printed cigarette tax paid stamp, which, according to BEP records, adorned more than 490 billion packs of cigarettes from 1878–1959, when they were discontinued. That stamp pictures DeWitt Clinton.

Even though most revenue stamp printing functions continued to be contracted out until the Bureau took over virtually all stamp printing in 1894, the BEP began printing cigar and beer stamps as early as 1867, and more revenues were printed by the BEP as it grew. From 1870–73, the number of various revenue stamps printed by the BEP grew from 31 million to more than 224 million.

Just three years after beginning operations, the Bureau already had 237 male and 288 female employees and was using the dumbwaiter of the Treasury building to transport printed work from the basement to the attic. Clearly, the Bureau needed a building of its own. However, until Rutherford B. Hayes appointed a special commission in 1877 to study fire hazard conditions in government buildings (and found that the BEP presented a significant risk to the Treasury Building), it wasn't realized just how great that need was. Its new home was completed in 1880.



Two things happened in 1875 that may well have led to the Bureau taking over stamp production in 1894. First, a January 23, 1875, letter from William M. Ireland (acting third assistant postmaster general) requested the director of the Bureau to engrave and prepare 10,000 reproductions of each of our nation's first stamps (Scott 1 and 2), since the original dies could not be located. These were to be sold along with reproductions of all other U.S. stamps to collectors. These items, now listed as Scott Nos. 3 and 4, were never valid as postage stamps and aren't truly reprints. They are reproductions.

The second occurrence was a May 20, 1875, request from the U.S. Post Office Department, asking and authorizing the BEP to engrave and create a new die for a 5-cent definitive to meet the new Universal Postal Union rate. Although the new rate was supposed to be effective July 1, 1875, it wasn't ratified until May 3, leaving a very short window of opportunity.

Utilizing an existing portrait of

Zachary Taylor (from bond coupons), the Bureau created a transfer image that was rocked into a die, and the remaining framework was engraved to be similar to other stamps of the time.

The completed die (which was used by Continental Bank Note and American Bank Note to print Scott Nos. 179 and 185) was turned over to the USPOD a week later! This established, clearly, that the young BEP was quite capable of producing quality stamps.

By the time the contract specifications were sent out in 1885, 1889 and 1893, the stipulation was included that the postmaster general reserved the right to award contracts to the Bureau if it became more advantageous.

In an 1893 letter, the Bureau made its case for printing stamps, citing superior craftsmen, facilities and quality, and submitted a bid that was almost \$7,000 less than the nearest competitor.

Despite the inevitable outcry from other contractors, the Department of Justice opined that there was no legal impediment to the BEP producing stamps

for the government. The contract was awarded to the Bureau of Engraving and Printing with USPOD order no. 59, dated February 21, 1894. The rest, as they say, is history. Well, not quite that simple, but the BEP produced all further postage stamps (with rare exceptions), until the U.S. Postal Service began looking once again at private contractors during the 1970s, commencing with the 15-cent John Paul Jones commemorative of 1979 (Scott 1789).

That issue, not coincidentally, has three different perforation types (one rare), as well as a fair amount of so-called "back-door" printer's waste. Most subsequent privately printed issues until the 1990s had security and other problems.

Today, the remaining printing presses at the Bureau are kept in unused quarters of the building, and casual visitors (who never were able to see stamp printing) have no idea of the more than a century of importance this branch of the Treasury Department had to anyone who has ever used or collected a stamp.

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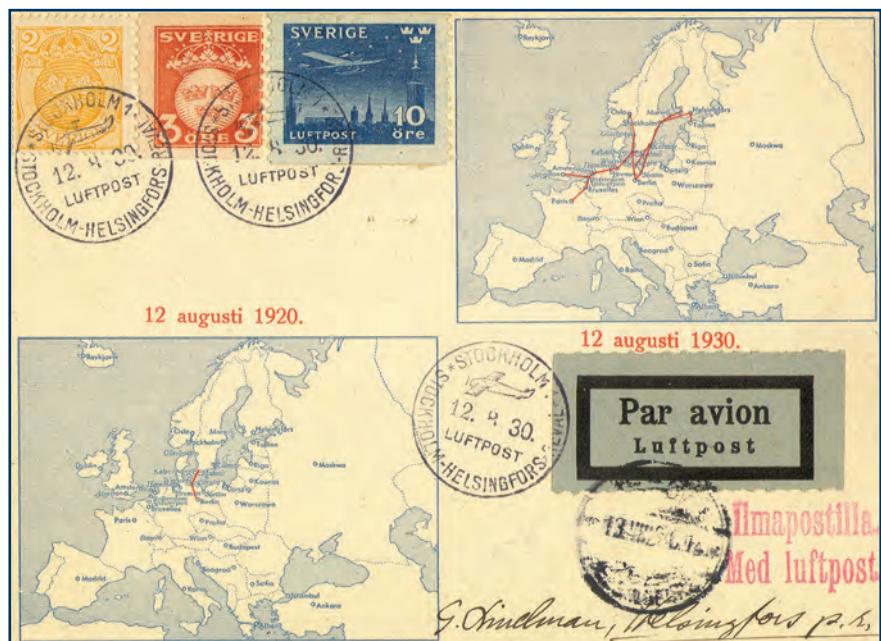
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From Novelty to Necessity: The Promotion of Air Mail



1967 50th anniversary of the Teodoro Fels flight.



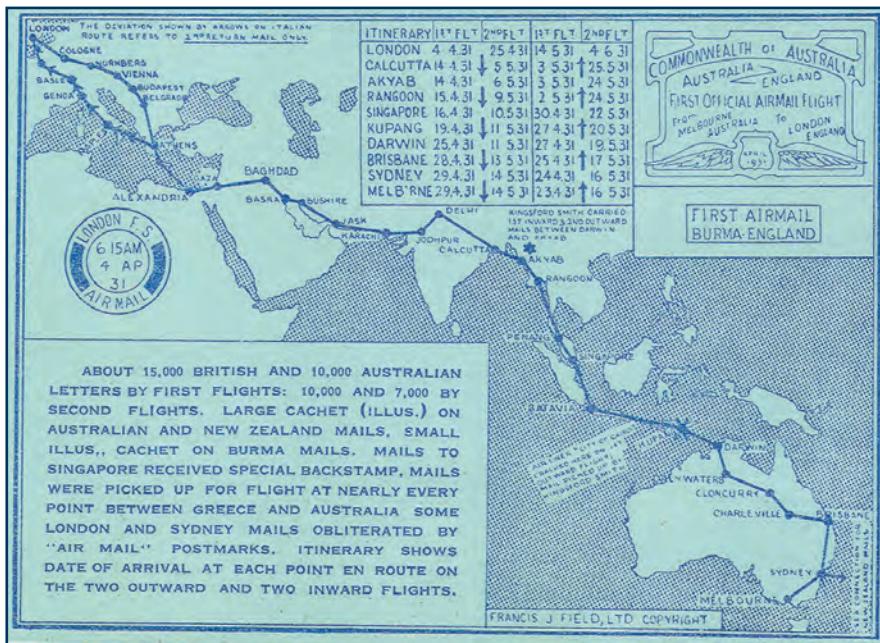
1930 commemorative air mail card showing the growth of Swedish air mail in a decade, from a single route between Malmö and Berlin to a network reaching the major cities of northern Europe.

Teodoro Fels piloted a monoplane across the mouth of the Rio de la Plata from Buenos Aires, Argentina, to Montevideo, Uruguay, on September 2, 1917, to complete the first international air mail delivery. This spring, almost ninety years later, the U.S. Postal Service eliminated its two-tiered, surface and air mail, rate structure for international letters. The new ninety cents per ounce international letter rate is for the most expeditious mode of transportation, which generally means by air. This parallels the elimination of U.S. domestic air mail thirty years earlier, on May 1, 1977. In less than a century, air mail has been transformed from an exotic novelty, to a faster service for which an additional fee was charged, and finally to the default mode of mail transportation over long distances with no additional fee being charged for the service.

Following World War I, the development of transcontinental air mail in the United States paralleled the establishment of international routes within Europe and between European nations and their colonial empires. Because the stretches across open water were relatively short, air mail from Europe reached Australia in 1931 and the southern tip of Africa by 1932. French, German, and American airlines developed air mail within Latin America, across the Caribbean to the United States, and across the South Atlantic to the African coast. In the 1930s the Pan Am Clippers knit together these fragmentary pieces with routes across the Pacific and the North Atlantic. As World War II opened, a worldwide air mail network had been established.

The United States, along with many other countries, awarded air mail contracts to its flag carriers as a means of subsidizing the development of civil aviation and promoting the growth of national airlines.¹ Domestic and international air mail routes grew in parallel with Post Office recognition of philatelists as a market force. Postmaster General Hays created the Philatelic Stamp Agency in 1921, "Philatelists and stamp dealers of this country have been requesting service of this kind for the last thirty years."²

As the Post Office came to understand the desire of philatelists for First Day and First Flight cancellations, a notification service developed by which collectors received regular postcards with instructions for obtaining cancels. The spirit of these collecting enthusiasts was perhaps best captured by a British journal, *The Aero Field*. At the intersection of collecting and aviation, the post office cooperated in the creation and servicing of first flight covers, which generated traffic and revenue for the airlines and the post office while promoting the use of air mail. Three stories about American collec-



A card printed by Francis J. Field showing the British air mail route between London and Melbourne.

A 1938 card mailed to collectors with instructions for obtaining first flight cancellations when Boulder City, Nevada, was added as a stop between Las Vegas and Kingman, Arizona, on the AM-38 route.

tors and promoters illustrate other aspects of the philatelic role in providing publicity and at times a direct subsidy to airlines and post offices.

An American Sailor Makes Exotic Covers

Always on the alert for covers having unusual usages and good stories behind them, I was naturally attracted to the 1927 cover having both American and Spanish Moroccan stamps tied by a Tangier machine cancel. Albert E. Spicer, whose typewritten letter was still enclosed, was a stamp collector and a merchant seaman on a freighter bound from New York to Casa Blanca, Tangiers, Marseilles, Genoa, Leghorn, and the Spanish ports. As he wrote to his friend in Peoria, Spicer had left home with a supply of U.S. air mail stamps to use in combination with local postage from his various ports of call. He had already sent covers from Morocco and the British Post Office in Morocco:

If I have any US airmail stamps left over when we reach Marseilles, I will send another cover with French stamps, but they do not have any special stamp or cachet. Altogether I have mailed over 50 covers by airmail, most of them from Casa Blanca to myself at Tangiers, as I expect a ready sale for them.

Between the World Wars, Morocco was under French protectorate, except for Tangier, a port on the Straits of Gibraltar, which was an international city governed by a coalition of European powers. Like China and the Levant, international mail could be posted through one of several

A British journal published by Francis J. Field and edited by N.C. Baldwin devoted to stories about air mail and details about flight covers and cancellations.

Post Office Department

FIRST ASSISTANT POSTMASTER GENERAL
Washington

ANNOUNCEMENT—AIR MAIL SERVICE

Boulder City, Nev., will be authorized as a stop point between Kingman, Ariz., and Las Vegas, Nev., on route AM-38, on which service will be inaugurated in the near future.

A special cachet will be furnished to the postmaster at Boulder City, and the usual treatment of philatelic mail will be authorized.

Air-mail covers to receive this special cachet should be forwarded under cover to the postmaster at Boulder City, Nev. In order that proper discrimination may be made between business and philatelic mail, a letter of authorization to hold for the first flight should accompany all covers sent to the postmaster.

Covers addressed to destinations within the United States or Canada should bear United States postage at the domestic rate of 6 cents for each ounce or fraction thereof. Postage required on covers addressed to destinations outside the United States or Canada may be ascertained from your local postmaster. They should be carefully addressed to any destination you desire and the proper amount of postage affixed by you before sending them to the postmaster for the application of the cachet. It is important that sufficient blank space be left on the face of each cover for the cachet impression, which should not extend over any part of the stamps or address. The cachet will not be applied on the backs of covers.

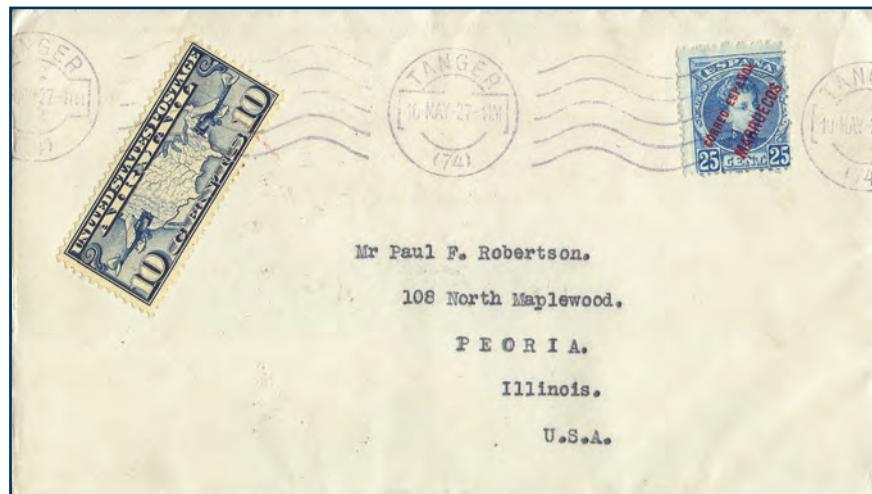
Persons desiring directional flights should indicate on the face of the covers the flight desired, such as "Boulder City north" or "Boulder City south."

Complaints regarding the failure of postmasters to apply cachets or postmarks or other irregularities must be reported to the First Assistant Postmaster General, Division of Air Mail Service, Post Office Department, Washington, D. C., immediately after the receipt of the covers by the addressees. Otherwise they cannot be given consideration.

W. W. HOWES,
First Assistant Postmaster General.
GPO



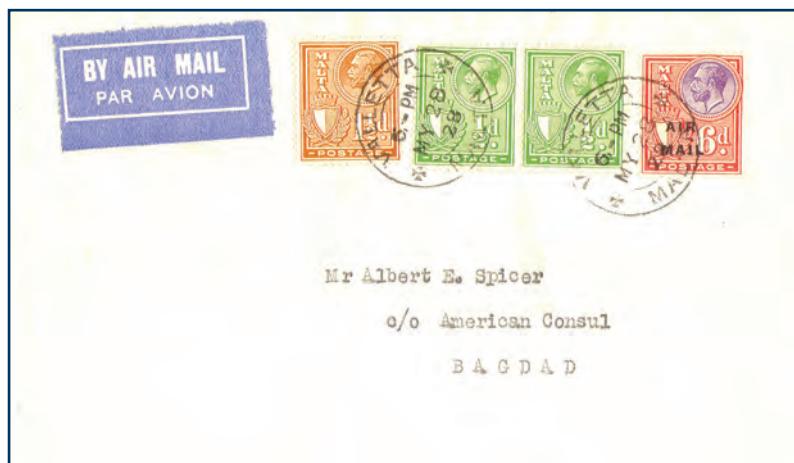
The blue Spanish 25 centimos King Alfonso XIII, overprinted for use in Spanish Morocco, correctly paid the UPU international letter rate; but that stamp alone would have provided only surface mail in the U.S. The blue U.S. 10-cent Map and Planes air mail (Scott C7) was added to pay for air mail service within the United States. On February 1, 1927, the complex mixture of U.S. air mail rates based upon various combinations of government zone and CAM (Contract Air Mail) charges had been replaced with a uniform domestic air mail rate of 10 cents per half ounce on any route. However, the surcharge on all incoming letters, except those from Canada, intended for inclusion in the domestic airmail was 18 cents per half ounce. This was reduced to 10 cents, which matched the domestic rate, on June 1, 1927. There are no air mail or postage due markings, only a May 26, 1927, Peoria, Illinois, receiving mark, five days before the rate reduction. Since the 8-cent surcharge for incoming international mail was not paid, the letter may not have gone by air mail in the United States.



The first Malta air mail stamp used from Valletta to Baghdad with a Cairo transit marking on the back.



Printed in sheets of twenty stamps.



The Story of a Stamp

NEWFOUNDLAND
FIRST TRANSATLANTIC AIR MAIL AND PASSENGER FLIGHT
1932

THIS aerial stamp, authorized by the Newfoundland Government to commemorate "The First Trans-Atlantic Air Mail & Passenger Flight," is for use on mail carried by the Newfoundland flying-boat from Lake Minnetonka to Europe, by way of Canada, Labrador, Greenland, Iceland, Norway, Sweden, Finland, Russia, Latvia, Germany, Denmark, and England, this month.

This stamp is certain to be ranked as one of the "historic" stamps of the Early Aviation Era. That the limited edition of 400,000 \$1 stamps in this issue will be treasured by stamp-collectors and investors everywhere goes without saying. A set of three Graf-Zeppelin stamps, costing \$4.55 originally, is now worth \$15.00. Why should not such be equally true of this issue?

But strictly aside from the "investment" angle, how novel would it be to send a letter bearing one of these stamps to some relative or friend across the sea. How he or she would treasure it! Or, should the cancelled stamp be returned to you, how you would value it in the years to come!

Sale of these stamps opened today, in charge of the Fifth District, American Legion, at its offices, 248 Foshay Tower, telephone Main 0734. Sales booths are open in leading stores and banks. Stamps may be bought at \$1 each. There are 20 stamps to the sheet.

Out-of-town inquiries should go to American Legion, Foshay Tower, Minneapolis. Full particulars will be given upon request.

An advertisement for the Wayzata Air Mail stamp appearing in a Minneapolis newspaper during the summer of 1932.

European post offices, each issuing or overprinting its own stamps, so Spicer had his choice of postal facilities.

As Spicer's letter suggests, air mail service was very much a novelty in the 1920s. The first independently developed air mail routes often did not interconnect. Many early air mail letters were transported by a combination of air and surface routes. For instance, the letters Spicer sent from French Morocco "had two flights, one from Africa to Europe and the other in our own USA," while a letter sent via the British Post Office in Morocco "does not go via air until it reaches the States, as the B.P.O. does not have an air service here."

Before the Hague Air Mail Conference of 1927 and the subsequent meetings of the Universal Postal Union, each country had its own air mail regulations and made individual treaties and arrangements with other countries for the exchange and handling of air mail. This resulted in a myriad of regulations and rates that depended upon the

Fifth District



248 Foshay Tower
Minneapolis

MINNEAPOLIS
11:30 AM
AUG 19
1932
MINN.



Arthur N. Persons
317 E. 8th St.
Northfield, Minn.

American Legion envelope used to mail Wayzata Air Mail promotional materials.

destination and routing selected for a letter.

In many ways, this situation was similar to the Trans-Atlantic sailing rates that existed prior to the formation of the UPU in the first place. From 1924 to 1927, service on American air mail routes for letters from abroad could be obtained only through the use of U.S. stamps. Until treaty provisions allowed for full prepayment with stamps from the country of origin, mixed franking was the rule for international air mail. By the end of 1927, the United States had concluded individual postal treaties with Great Britain, Netherlands, Germany, and the Irish Free State requiring the pre-payment of U.S. air mail surcharge with the stamps of those countries. However, for all other countries the air mail surcharges were required to be prepaid with U.S. stamps. In foreign cities where there was regular demand for U.S. air mail service, post offices and hotels sold U.S. air mail stamps. But in less common ports of call, one had to travel, as Spicer did, with the appropriate air mail stamps.

Spicer, who maintained a home in central New York state, apparently prepared other air mail covers, such as the one illustrated, addressed to himself in care of the American Consul in Baghdad. If collectors wish to share other Spicer covers, letters, or stories please send them to me at dls@wustl.edu or P.O. Box 32858, St. Louis, MO 63132.

Small Town Promoters Flop

Had events turned out differently, the blue stamp with a Sikorsky seaplane would be a highly prized Newfoundland air mail stamp, rather than merely a footnote to aviation history. Although it is inscribed "Newfoundland," the impetus for this stamp came from Aerial World Tours, Inc., a group of Wayzata, Minnesota, investors. Despite having no airplane and no pilot, they were planning the first Trans-Atlantic passenger and air mail flight from Lake Minnetonka to London. The plane and pilot would be obtained later, if enough stamps were sold. Their vision was more about making money in Depression-era America than about aviation or air mail. These Minnesota speculators correctly understood, and sought to duplicate, the economics of the successful Zeppelin air mails. Money from the sale of air mail stamps to philatelists in a wide range of countries kept the German firm Luftschiffbau Zeppelin afloat and subsidized its flights.³

A June 1932 agreement between the financially strapped government of Newfoundland (not yet part of Canada) and Aerial World Tours called for 400,000 stamps to be printed and a flight to take place not later than August 31, 1932. After government approval of the design, the stamps were printed in Minneapolis and stored in a local bank. Distribution break down was as follows: The Government of Newfoundland received 100,000 stamps to sell in its Post Office at St. Johns; these postal sales would provide

legitimacy for the stamp. The remaining stamps were released to Aerial World Tours by the Minneapolis bank in bundles of 25,000 following each \$5,000 payment to the Newfoundland Post Office. Newspaper ads drawing comparisons to Zeppelin stamps promoted the Wayzata stamp from investment and family heirloom angles: "That the limited edition of 400,000 \$1 stamps in this issue will be treasured by stamp-collectors and investors everywhere goes without saying."

Those who purchased stamps and wanted letters carried on this flight could forward them under separate cover to Aerial World Tours in Wayzata, Minnesota; the American Legion in Minneapolis; or the Post Office in St. Johns, Newfoundland. With arrangements similar to Zeppelin mail, letters could be addressed to anywhere in the world, with the indication of where they should be taken off the plane (such as "Via Oslo") marked on the front; at that point the letters would enter the international mail stream for delivery. Letters forwarded to Minnesota would be carried as freight to St. Johns where they would be canceled and loaded as mail along with the letters forwarded to Newfoundland. The proposed flight included stops in Labrador, Greenland, Reykjavik, Bergen and Oslo, Norway, Stockholm, Helsinki, Leningrad, Riga, Hamburg, Copenhagen, and finally London — allowing many opportunities to create interesting covers and sell additional stamps.

Had all the stamps sold, Newfoundland would have received a badly needed

Patricia Beyer,
19319 Kelly Road,
Detroit, 24, Mich.



RETURN
TO
SENDER

VIA AIRMAIL



Center Line, Michigan, to Curacao,
Dutch West Indies, with a purple
oval Pan American receiving stamp
on the back.

windfall of \$160,000 and the investors would have \$240,000 with which to buy a plane, hire a pilot, and retain a profit when the venture was finished. They intended to purchase an amphibious four-engine Sikorsky S-40, list price \$139,000, as shown on the stamp. Its 45-passenger and ample cargo capacity had made this aircraft the flagship of the Pan Am fleet. The press in St. Johns reacted unfavorably, calling the scheme "a prostitution of the postal service." Sharp criticism in the philatelic press combined with Depression-era shortages of extra income resulted in very low sales. The flight did not take place and on September 13, 1932, Newfoundland canceled the stamp issue and demanded the return of all stamps. The investors demanded a refund of their

money; neither happened. A few covers with Wayzata stamps forwarded to St. Johns were returned uncanceled to collectors in December. It seems that except for the initial 25,000 stamps released in Minneapolis, the remainder were destroyed.⁴

Testing the Pan Am Air Mail Service

By the end of World War II, a bewildering array of rates made U.S. interna-

tional air mail service confusing and, at times, inequitable. For example, air mail to Curacao was twenty-five cents per half ounce, while neighboring Trinidad and Tobago cost only fifteen cents. In the South Pacific, the New Hebrides rate was seventy cents, while New Caledonia cost only forty cents. A report commissioned by Postmaster General Robert E. Hannegan suggested that air mail rates were "confusing to employees and the public" and "generally higher than necessary to produce revenue sufficient to cover the costs." The report concluded that lower rates would increase the volume of air mail, reducing the unit cost and "engender good will and better relations between this country and the rest of the world."



The World War II-era Transport Planes continued to be used until the first air mail stamps to meet the new rates were issued in summer of 1947. Dearborn, Michigan, to Cayenne, French Guiana, with a red boxed receiving mark.



A three-tier structure, introduced November 1, 1946, simplified U.S. international air mail; some rates were slashed as much as sixty-five percent. The Western Hemisphere rate (excluding Canada, Mexico, Cuba, and St. Pierre & Miquelon, with which there were special treaty rates) was set at ten cents per half ounce. Previously, rates had ranged from ten cents to twenty cents. The European rate (which included Greenland, Turkey, USSR, and North Africa) became fifteen cents per half ounce, a reduction from the previous thirty cents to Europe and thirty-three cents to North Africa. For Africa, Asia, Australia, and Oceania, rates that had formerly ranged from forty to seventy cents per half ounce were reduced to twenty-five cents. With only modest changes, the 1946 rate structure continued until 1971.

PAN AM (Pan American World Airways), which held most of the air mail contracts, heavily promoted the new Western Hemisphere rate through test covers. Letters from the United States postmarked November 1st, marked "Air-mail Test," and addressed to any PAN AM destination in this hemisphere would obtain a PAN AM receiving stamp and be returned to the sender at PAN AM's expense. By demonstrating the speed and low cost of air mail service PAN AM sought to boost its business.

In light of the significant roles played by philatelists in the promotion and development of air mail, it is fitting that collectors as well as postal historians will mark the ninetieth anniversary of international air mail with two events this fall in Bellefonte, Pennsylvania, a fueling stop on the first U.S. Transcontinental Air Mail route. Aerophilately 2007, a three-day WSP show focused on air mail covers and ephemera, will be held October 19–21. This will be followed by the Second Annual Postal History Symposium, October 21–22, whose theme is "Transportation and the Mail." During the two-day symposium, a dozen speakers will present papers on various aspects of postal transportation; almost half the papers will be air mail related.

Corrections

Len Piszkiewicz wrote to clarify the South Australia wrapper with Ship Mail Room postmark that was illustrated in the July column. "The bottom word is ADELAIDE, not the name of a ship."



A 1937 air mail cover to Germany with a "SHIP MAIL ROOM MELBOURNE" cancellation. The stamps paid the 1 shilling 9 pence per half ounce air mail rate to Germany plus the 1 penny late fee, even though the cover doesn't say "late fee." This cover shows that the Ship Mail Room handled air mail, not just ship mail.

The Australian Post Office maintained ship mail rooms in port cities that were "comparable to the foreign section in major U.S. post offices." Len shared a 1937 cover posted at the Melbourne Ship Mail Room with a late fee paid.

David McNamee added that Ship Mail Room cancellations "are known from New South Wales, Victoria, South Australia, and Western Australia. I am not certain if Queensland ever had one, but I know for certain that Tasmania did not."

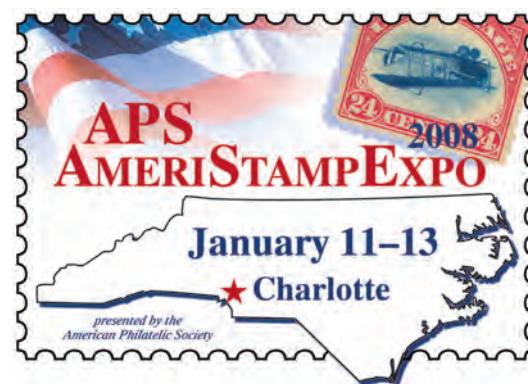
Most covers from ship mail rooms were paid at regular rates. For more about late fees, see David L. Straight, "Faster Mail," *The American Philatelist*, Vol. 119, No. 2 (February 2005):128–131.

Pete Heydt of the Precancel Stamp Society shared with me a copy of the *International Precancel Catalog* edited by John M. Randall. Although only a few countries have been included to date, the coverage is very good for those that have

been listed. Since a great many newspaper stamps are pre-canceled, often when printing the text of the newspaper, this catalogue could be helpful for collecting newspaper stamps, especially from Austria, France, Great Britain, and Turkey. More information about the Precancel Stamp Society can be found at www.precancels.com/PSS/pssinfo.htm.

Endnotes

1. F. Robert van der Linden, *Airlines and Air Mail: The Post Office and the Birth of the Commercial Aviation Industry* (Lexington, KY: University Press of Kentucky, 2002).
2. U.S. Post Office Department press release dated December 8, 1921, in the collection of the USPS Library.
3. Henry Cord Meyer, "How Philatelists Kept the Zeppelin Flying," *The American Philatelist*, Vol. 93 (September 1979): 796–798.
4. This story is taken from promotional materials mailed in the envelope illustrated plus an article by Lorne Wm. Bentham, "Newfoundland's 1932 Wayzata Air Mail Stamp," *Western Stamp Collector* (June 10, 1961): 6.



**See you
in North
Carolina!**

AVIATION'S EARLY YEARS

From Kitty Hawk to the Air War Above the Trenches

by Kenneth J. Gelms

Fearly aviation pioneers and aircraft were largely ignored during the 100th anniversary of the Wright brothers' first flight in a heavier-than-air craft. These flyers and the aircraft that came after the Wrights' plane contributed as much, if not more, to advance man's quest to fly. They, too, played important roles in the history of aviation that began that historic day, December 17, 1903, on the sands near Kitty Hawk, North Carolina.



Grenada, Scott 891.



Grenada, Scott 892.



Brazil, Scott 1767.



Tanzania, Scott 1703c.

Orville Wright's first attempt at flight covered only 120 feet and lasted a mere twelve seconds as John Daniels took a photograph of the historic event. This image is replicated on a Guyana stamp (Scott 3774). Wilbur, however, had the best of the four flights that day. He kept the *Flyer* aloft for fifty-nine seconds and traveled 852 feet, almost the length of two and one-half football fields, including the end zones. Orville and Wilbur were honored on two stamps issued by Grenada (Scott 891–892, respectively).



Guyana, Scott 3774.

Early Pioneers

Alberto Santos-Dumont, a Brazilian living in France, became the third man to fly an airplane. In 1905 he built his *Bis 14*, a plane patterned after a box kite. Santos-Dumont and his plane were honored on a Brazilian stamp (Scott 1767). Two years later, Santos-Dumont built his *Demoiselle 19*. It is pictured on a Tanzanian stamp (Scott 1703c). French for "drag-onfly", the *Demoiselle* was the world's first light plane. It led the way for a series of planes that were among the first used for personal and pleasure flying.

In Europe, Frenchmen Charles and Gabriel Voisin started the world's first airplane company in 1905 and began making made-to-order aircraft. Within a few years, other European manufacturers started building planes, including Henri and Maurice Farman in France, and Frederick Handley Page, A.V. Roe, and T.O.M. Sopwith in Great Britain.

In 1907 American inventor Glenn Curtiss began the first United States airplane company. The following year, flying his *Juno Bug*, Curtiss became the first American to log an official flight of more than a kilometer, in July 1908, beating the Wrights' to official recognition.

His *Curtiss D*, which can be seen on the U.S. Classic American Aircraft pane (Scott 3142, top left selvage), was a favorite among early exhibition flyers. With his *Golden Flyer*, *Gold Bug*, and *Reims Racer*, Curtiss greatly improved upon the Wright brothers' basic biplane concepts. Curtiss' *Golden Flyer* appears on a Marshall Islands stamp (Scott 839c).

Among the most elegant of all early aircraft was the *Antoinette* series of monoplanes.

The craft is seen on a Tanzanian stamp (Scott 1703a). The *Antoinette* was first designed in 1908 by Leon Levavasseur. The plane featured a long fuselage with an inverted triangular section, wings that were tapered on the leading and trailing edges, and a skid that extended beyond the wheels to reduce the possibility of the plane nosing over on rough surfaces.

In September 1908, Lt. Thomas Selfridge became the first fatality in an airplane crash. Orville Wright and he were testing the military value of a Wright plane when a propeller shattered in flight. The plane crashed, killing Selfridge and injuring Wright.

In 1909 the U.S. Army Signal Corps ordered a specially built Wright plane, the *Model B*, for \$30,000. The world's first military airplane can be seen on a U.S. stamp (Scott 3142b).

Louis Blériot made the first international flight in 1909 when he flew his *Blériot XI* 23½ miles across the English Channel from France to England. Blériot and his achievement were recognized on a Guinea stamp (Scott B193). His cross-channel triumph led to a number of orders for his aircraft, which he upgraded with more powerful engines. Blériot also developed the *XI* into a military reconnaissance plane.

In 1911 Calbraith Rodgers made the first airplane flight across the United States, from Sheepshead Bay, New York, to Long Beach, California. It took him eighty-four days to complete the journey, which included landing or crashing his modified *Wright Model B* plane seventy times! Actual flight time was 3 days, 10 hours, and 24 minutes.

The first practical flying boat was developed by Curtiss in 1912. Although his first attempts to take off from water were unsuccessful, he ultimately designed a break in the hull, called a "step," and his *Flying Fish* took to the air, as can be seen on a Marshall Islands stamp (Scott 839d). His innovation has been used ever since on almost all of the world's flying boats.

The 1912 French *Deperdussin Racer* presented a preview of future aircraft design. Its tube-like fuselage — a hollow shell of molded plywood — was revolutionary at a time when other planes relied on a fuselage constructed of varnished cloth over wooden struts. A Tanzanian stamp (Scott 1703b) depicts this unique early plane. The *Deperdussin* also had an innovative flight control system that is now standard on most aircraft. A wheel was attached to the control column, which was moved forward or backward to control the pitch, while the wheel was turned to bank left or right.

The *Deperdussin's* streamlined aerodynamics and comparatively powerful engine for the time made it the fastest racing plane of its day. In September 1912, Jules Védrines set a new world's speed record of 108 mph,



Tanzania, Scott 1703a.



Marshall Islands, Scott 839c.



Tanzania, Scott 1703a.



United States, Scott 3142b.

In September 1908, Lt. Thomas Selfridge became the first fatality in an airplane crash. Orville Wright and he were testing the military value of a Wright plane when a propeller shattered in flight. The plane crashed, killing Selfridge and injuring Wright.



Guinea, Scott B193.



Marshall Islands, Scott 839d.



Tanzania, Scott 1703b.



Monaco, Scott 571.



Paraguay, Scott 1742e.



Russia, Scott 4504.

winning the Gordon Bennett race. The following year, Maurice Prévost piloted a seaplane version of the *Deperdussin* to win the first Schneider Trophy race at Monte Carlo. The craft is pictured on a Monaco stamp (Scott 571) against a background scene of the French Riviera. An improved landplane *Deperdussin* captured the second Gordon Bennett Trophy as well, in 1913, and set a new speed record of 127 mph.

In 1913 Russian Igor Sikorsky's *The Grand* was the world's first plane with four engines. Paraguay issued a stamp (Scott 1742e) showing the mammoth plane in flight. *The Grand* served as the prototype for the *Ilya Muromets*, which was built the following October. The *Ilya Muromets* was celebrated on a Russian stamp (Scott 4504). The plane had a 105-foot wingspan, a 77-foot fuselage, and weighed six tons fully loaded. It could carry sixteen people in a heated cabin with electric lights and a toilet.

The *Ilya Muromets* made a round trip between St. Petersburg and Kiev on June 30 to July 13, 1914. Flight time for this remarkable 1,600-mile journey was twenty-six hours. Sikorsky's tried and tested designs proved that multi-engine aircraft were feasible.

In a brief eleven years, the airplane advanced from a flight of only 120 feet by the frail *Flyer* to a 1,600-mile journey by a mammoth four-engine aircraft. The Wrights may have been the first in heavier-than-air flight, but men like Blériot, Curtiss, Sikorsky, and others made incredible contributions



German Occupation, Scott 9NB145.



Argentina, Scott 1793.



Guyana, Scott 3772a.

as they designed bigger and better airplanes that could fly ever faster and higher.

Air Warfare

It was inevitable that, when the world went to war in 1914, airplanes would become another tool in the conflict. The military value of the airplane was recognized quickly by both the Allies (which included France, Great Britain, and the United States) and the Central Powers of Germany, Austria-Hungary, and the Ottoman Empire. And indeed great advances in aviation were made during the four years of World War I, from 1914–1918.

Initially, both military commands saw the airplane's role as confined to observation, reconnaissance, and artillery spotting. These functions required a slow, stable aircraft; however, these same qualities made it an easy target for ground fire. One of the first observation planes into the air was the outdated German *Taube* ("Dove"). It is pictured on a German stamp (Scott 9NB145). The *Taube*'s bird-like monoplane wings needed a mass of wires to keep them from collapsing. With a top speed of only 60 mph, the frail craft was extremely vulnerable in the air.

At the beginning of the war, most planes flew about 75 mph and reached an altitude of 10,000 feet. By the end of the war, planes flew an average speed of 120 mph and soared to an altitude of more than 20,000 feet. Aircraft also became much more maneuverable.

The observation role of the airplane quickly changed when pilots started shooting at each other with handguns and rifles and began dropping bombs out of the cockpit by hand. It was not long before new technology took over.

Fighters

Frenchman Roland Garros conducted machine-gun experiments using the *Morane-Saulnier Type L* parasol-wing monoplane. He placed special plates on the propeller to deflect bullets when the propeller was in line with the gun. Using this crude firing system, on April 1, 1915 Garros became the first person to down an enemy aircraft. Argentina honored the flyer and his plane on one of its stamps (Scott 1793).

That same year, Dutch designer Anthony Fokker developed a synchronizer for the machine gun that fired only

when the propeller blades were not blocking the muzzle. Using this new technology, the Germans developed the *Fokker E I* with a single, synchronized machine gun. It usually is considered the world's first true fighter plane. Lieutenant Oswald Boelcke is credited with shooting down the first enemy plane using the innovative firing system. The Marshall Islands issued a pane of fifty airplane stamps in 2004, one of which (Scott 839g) shows the *E I* in combat.

It was also in 1915 that Hugo Junkers built the *Junkers J-1*. It was the first plane with an all-metal body and cantilevered wings supported by an internal framework instead of outside braces. Tagged with the unflattering nickname of "The Donkey," the *J-1* nevertheless sported elegant lines, as can be seen on another stamp issued by the Marshall Islands (Scott 839h).

The *J-1* soon went to war, spinning off a series of eight constantly improved models. With a top speed of 145 mph and twin synchronized machine guns, the *J-9* in the series was the most advanced fighter in World War I, although only a few saw action towards the end of the conflict.

The Allies did not develop a fighter armed with a synchronized machine gun until 1916, when the French *Nieuport 17* was introduced. The plane that helped defeat the "Fokker Scourge" appears on a stamp issued by Guyana (Scott 3773a).

The war produced a number of good airplanes, but most authorities agree that the German *Fokker D VII*, seen on a Marshall Islands stamp (Scott 839k), was the finest plane on either side of the trenches. The *D VII* was only 23-feet long, with a wingspan of 29 feet, and fired twin synchronized machine guns. It was easy to fly, had good speed, could climb fast, and was very maneuverable. It was said that the plane turned "bad pilots into good pilots and good pilots into aces."

The *Albatros* single-seat fighter was numerically the most important aircraft in the German army air service. Guyana honored the craft with a stamp (Scott 3772d) on a souvenir sheet of World War I airplanes. The sleek-looking fighter with an oval fuselage of laminated wood was a good airplane. However, it had one big problem: combat aerobatics could cause the wings to break away in flight. Yet the plane proved most successful until the Allies introduced the *SPAD 13*, *Sopwith Camel*, and *S.E.5a* late in 1917.

More French *SPADs* rolled out of the factory than any other Allied fighter. It also appears on the Guyana souvenir sheet (Scott 3772b). At 139 mph, it was the fastest Allied fighter and was supplied to many units in the French, American, Italian, and Belgian flying services. It was a very capable plane and became particularly popular with the French pilots.



Marshall Islands, Scott 839g, 839h, and 839k.



Guyana, Scott 3772b.



Guyana, Scott 3772c.



Guyana, Scott 3772d.



Guyana, Scott 3773a.



Guyana, Scott 3773b.

Pilots flying the British *Sopwith Camel* destroyed more than 2,800 enemy aircraft, more than the pilots in any other Allied airplane. It was not an easy plane to fly, however, and required a skilled pilot to avoid trouble. The *Camel* is pictured on the Guyana souvenir sheet (Scott 3772c).

The Royal Aircraft Factory's *S.E.5a* proved a superior plane when it entered the war in 1917. Guyana placed it on another World War I souvenir sheet of four stamps (Scott 3773b). It may not have been as maneuverable as the *Camel*, but it was faster, easier to fly, had a higher ceiling of 22,000 feet, and could take more battle damage. The *S.E.5a* was equipped with a synchronized machine gun in the fuselage and another gun on the upper wing. It carried up to four 25-pound bombs and was used for close support of ground troops in the final days of the war. It was flown by most of the Royal Flying Corps' leading aces.

Bombers

In 1915 Germany began bombing London and other British cities using aircraft called *Zeppelins*, named for their designer Ferdinand von Zeppelin. The famous lighter-than-air pioneer and one of his airships are recognized on a Hungarian stamp (Scott C391). By 1917, however, British defenses were so effective that Germany could no longer absorb the *Zeppelin* loses.

Germany then introduced the *Gotha*, which appears on the Guyana souvenir sheet (Scott 3774). The *Gotha* was the world's first long-range bomber. The three-seater plane was a mixture of wood and steel construction, with plywood and fabric covering. Twin engines drove pusher propellers. The wingspan of almost seventy-eight feet was three times the span of a fighter plane's wing. The bomber carried two to three machine guns in both the nose and in the mid-section of the fuselage. With such firepower, the *Gotha* proved difficult to shoot down.

The bomber usually carried six 110-pound bombs but could carry a bomb-load of up to 1,102 pounds, depending upon range and mission. The bombers made twenty-two attacks on England, dropping more than eighty-three tons of bombs, which was quite an accomplishment for planes of that day.

The Allies had very few heavy bombers, although, ironically, Allied countries with smaller air forces produced the most powerful heavy bombers at first. The Russian militarized version of Igor Sikorsky's *Il'ya Muromets* proved exceptionally effective and rugged on bombing and reconnaissance missions far behind the German lines on the Eastern Front. The mammoth bomber is seen shooting down an enemy observation balloon on one stamp (Scott 839f) in the Marshall Islands series of famous aircraft.

It was not until the summer of 1918 that Britain's twin-engine *Handley Page O/400* finally entered service on the Western Front. The *Handley Page* also appears as one stamp (Scott 839j) in the Marshall Islands aircraft series. Although slow, with a top speed of only 97 mph, the *O/400* night bomber bristled with five machine guns and carried a 1,650-pound "blockbuster" bomb or 2,000 pounds



Hungary, Scott C391.



Marshall Islands, Scott 839f and 839j.

of smaller bombs.

All these so-called "heavy" multi-engine bombers took a step toward the future of strategic bombing, but they had little impact on the outcome of the war, other than terrorizing civilians.

The Allies on the Western Front concentrated on light day bombers. They played a more significant tactical role in close ground support during the last days of the war.

Most aviation experts agree that Britain's *D.H.4* was the best light bomber among all those in large-scale service during World War I. Guyana recognized the plane on its souvenir sheet (Scott 3773c). Specifically designed by de Havilland as a day bomber, it was the fastest airplane of the war, with a top speed of 143 mph, and had one of the highest ceilings at 22,000 feet.

The Aces

In the final analysis, however, it was the ability of the pilot that made the difference in how well an airplane performed in combat. The better the pilots were, the longer they stayed alive. Those who lived long enough to down five or more enemy planes became known as "aces."

Germany's Baron Manfred von Richthofen, also known as the "Red Baron" and the "Red Knight," was the greatest ace of the war, shooting down eighty

enemy aircraft. The Baron's image served as the background selavage on a Guyana souvenir sheet (Scott 3775).

Other famous aces include pilots like Frenchman René Fonck. Flying a *SPAD 13*, he became the leading Allied ace of aces with seventy-five victories. Edward "Mick" Mannock of Britain's Royal Flying Corps notched seventy-three victories in his *S.E.5a*. Also flying an *S.E.5a*, Canadian Billy Bishop was credited with seventy-two kills. Captain Eddie Rickenbacker of the United States shot down twenty-six enemy planes and three balloons in his *SPAD*.

Most pilots from both sides, however, had difficulty just staying alive, because they were rushed to the Front after only minimal flight training. The average life span of flyers over the trenches was just two weeks.

Nevertheless, pilots from all nations shared the romanticism of being a new breed that faced grave dangers



Guyana, Scott 3773c.

even in just taking off and landing the plane, to say nothing about the odds of certain death in actual air combat. Soldiers on the ground watched the aerial dogfights and quickly dubbed these new, heroic warriors "Knights of the Air."

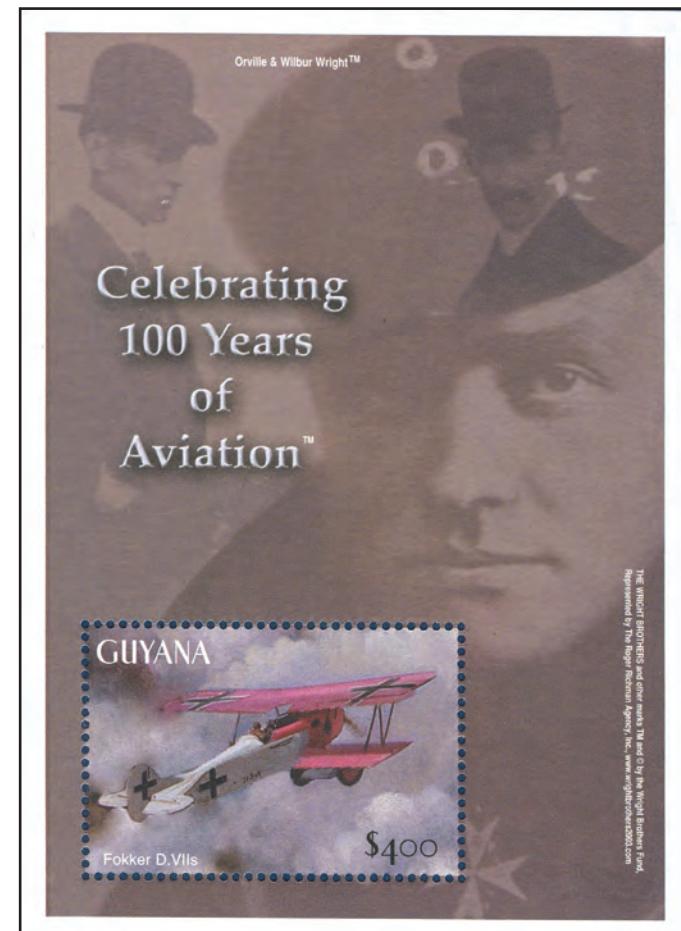
There was even a great respect and a certain camaraderie toward enemy pilots as well. After Baron von Richthofen was shot down in Allied territory, the Allies gave their German enemy an elaborate military funeral. British headquarters placed on his grave a large wreath inscribed to Capt. von Richthofen, "our gallant and worthy foe."

Conclusions

Early aviation pioneers flew airplanes for the challenge of exploring the new technology and for recreation. World War I changed that approach. To meet the needs of aerial combat, airplane design, speed, and maneuverability rapidly improved, changing the role of the plane from that of a docile observer to one of a deadly killing machine. In addition, the spectacle of World War I aerial dogfights and the image of the gallant but doomed combat pilot created a certain romanticism about flying that still exists today. By the end of World War I, the radical invention that had skinned the sands at Kitty Hawk in 1903 had grown into an increasingly sophisticated technology that was being embraced worldwide and would go on to change the face of everyday life in war and peace.

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The Author

Kenneth J. Gelms was the public information administrator for Beverly Hills (CA) Unified School District before retiring in 1985. He then started his stamp hobby by collecting stamps and covers issued by host countries of all summer and winter Olympic Games. His collections now include stamps of the Third Reich and Japanese Art History, along with stamps and covers of the History of Aviation, the U.S. Bicentennial, Celebrate the Century, Chinese Lunar New Year, and U.S. Christmas. He currently is collecting U.S. commemoratives from 1893 to present.

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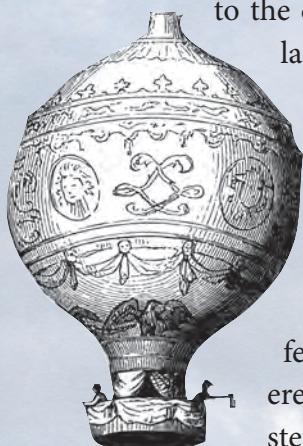
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They Flew Through the Air with the Greatest of Ease

A Brief Review of U.S. Airships

by Richard Martorelli

Children's play can be very powerful. It was while playing with inverted paper bags over an open fire at the workplace of their paper-maker father that the Montgolfier brothers discovered that the bags would rise to the ceiling. This led them to experiment further, using larger bags made of other materials, such as silk and linen, first inside and then outdoors. In October 1783, at Versailles, in the presence of Louis XVI, the Montgolfiers sent up the first living beings in a basket attached to a fixed balloon: a sheep, a duck, and a cockerel. On November 21, 1783, the first free flight by humans was made. The flight rose 300 feet above Paris, lasted twenty-five minutes, and covered a distance of about 5½ miles. This was the first step on the ladder to the stars.



Thaddeus Lowe has a bird's eye view of the battle from his balloon.

Early Military Use

Height provides us with the ability to see a farther distance, and it has always been a military axiom that control of the high ground of a battlefield is necessary for victory. With the aid of a balloon, a military unit could extend its field of observation and make a long-distance reconnaissance of the enemy, obtaining timely information at relatively little risk. The first use of tethered hot-air balloons for observation was during the U.S. Civil War. Thaddeus Lowe, chief of the Union Army's Balloon Corps, employed hot-air balloons to survey enemy operations, which became a valuable resource for reconnaissance and artillery spotting. On September 24, 1861, Lowe ascended to more than 1,000 feet near Arlington, Virginia, across the Potomac River from Washington, DC, and began telegraphing intelligence on the Confederate troops located at Falls Church, Virginia, more than three miles away. Union guns were aimed and fired accurately at the Confederate troops without actually being able to see them — a first in the history of warfare.

In the waning days of the Franco-Prussian War, hot-air balloons were used for carrying outbound mail and other communications during the

Siege of Paris (September 19, 1870–January 28, 1871). French forces led by Napoleon III had been soundly defeated by the German Confederation army, led by King Wilhelm I, at the battle of Sedan on September 1, 1870. Moving toward Paris unopposed, the German armies laid siege to the city on September 19. Initially, the French offered a strong defense; they attacked the Prussian lines several times, but were unable to break through.

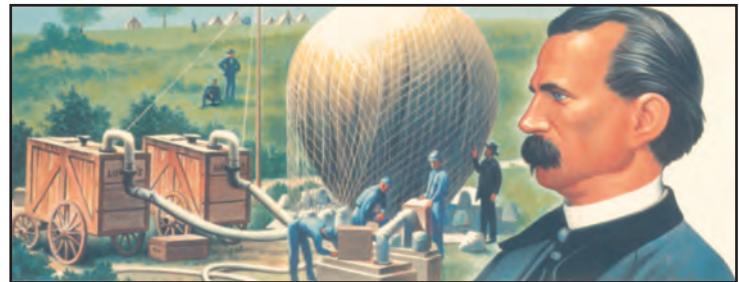
A total of sixty-six free-floating mail balloons were launched from the beleaguered city, and fifty-eight landed safely beyond the German lines. Besides official documents and newspapers (in an early version of microfilm), these balloons carried passengers, carrier pigeons, and 2.5 million letters and cards, limited to a weight of four grams each. Surviving mail includes letters carried out of Paris on November 21, 1870, on the *General Uhrich* in the first nighttime launch of a balloon, which was done to avoid having it shot down by the Prussians.

The city's population began to suffer from starvation and, with little hope of victory, finally surrendered. As a result of the Prussian victory, King Wilhelm I was proclaimed German Emperor in the Hall of Mirrors at Versailles on January 18. The kingdoms of Bavaria, Württemberg, Saxony, the states of Baden and Hessen, and the free cities of Hamburg and Bremen formally united with the Northern German Confederation, dominated by Prussia, to create the German Empire.

From Balloons to Dirigibles

A balloon is a buoyant aircraft for which vertical movement can be controlled but which generally relies on wind currents for horizontal movement. A dirigible or airship is created by the addition of power and control to a balloon body to direct both horizontal and vertical movement. Airships stay in the air primarily by being filled with a gas of lesser density than that of the surrounding atmosphere. This is in contrast to aerodynamic aircraft, which stay aloft by creating lift using the propeller, wings, and other flying surfaces. The term "zeppelin" refers in general to rigid airships, as well as specifically to those craft built by the Luftschiffbau Zeppelin Gesellschaft mbH (Zeppelin Company) of Germany, while "blimp" refers only to non-rigid airships.¹

The internal framework of the airship inside the gasbag is categorized in one of three ways. Rigid airships, like the zeppelins, have stiff frames containing multiple, non-preserved gas cells or balloons to provide lift, and do not depend on internal pressure to maintain their shape. Non-rigid airships, such as the Goodyear blimps, use internal pressure that is in excess of the outside air pressure in order to retain their shape. Semi-rigid airships require internal pressure to a



Thaddeus Lowe and balloon as depicted on 1995 aerogramme (Scott UC64).

maintain their shape, but have extended keel frames running along the bottom of the gasbag.

The first mechanical step towards the conversion from balloon to airship occurred in 1852. Henri Giffard of France developed a steam engine small enough to be lifted by a balloon. While light enough to be lifted into the air, it was not powerful enough to offset the wind force while aloft. An engine with more power and of a low enough weight not to decrease "useful lift" (total lifting power of gas in balloon less the weight of the airship) was needed. An electric motor was used in the dirigible *La France* in 1884, but the real breakthrough came in 1886. In that year, Gottlieb Daimler perfected a gasoline engine that was light enough to be flown. This type of engine was used by Alberto Santos Dumont in a prize-winning Paris flight in a small non-rigid-frame dirigible in 1901. Variations on the engine were used by the Wright Brothers, Samuel Langley, and Santos Dumont in the development of airplanes.

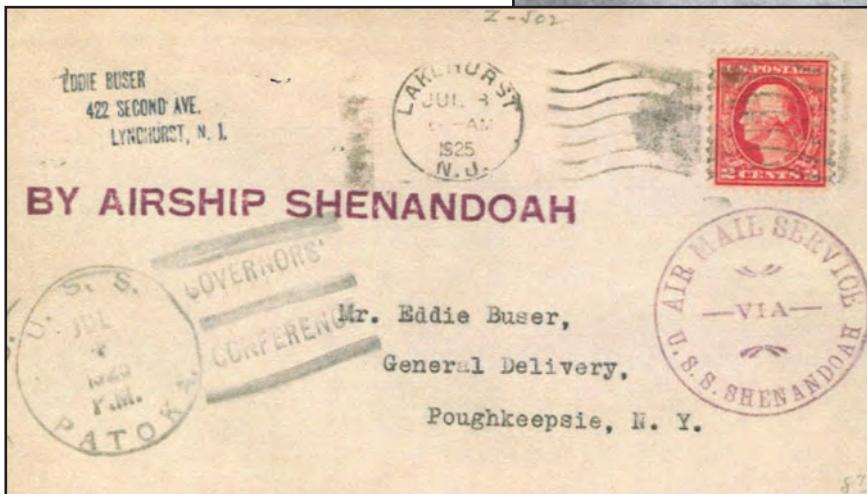
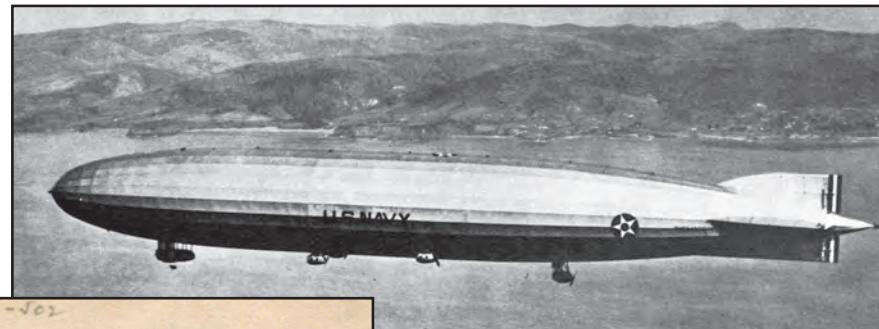
In 1890 Count Ferdinand von Zeppelin left the army of the State of Württemberg and began developing his idea for a large rigid-frame airship. He had personally observed the use of balloons in both the U.S. Civil War and the Franco-Prussian War. In 1898 Zeppelin started construction of his own design, identified as LZ1, using aluminum girders for the rigid framework. This airship was completed in 1900 and actually flew three times, proving the basic premise of Zeppelin's ideas and design. Initially, the concept of an airship did not attract the interest of the German military strongly enough for them to provide funds for its further development. Over the next fifteen years, however, military organizations in Germany, Great Britain, the United States, and Italy did fund and promote developments in airship engineering and technology.



Scott C15 — the Zeppelin Passing the Globe.

The USS *Shenandoah* in flight.

A cover carried on the USS *Shenandoah* for the U.S. Governor's conference, with onboard hand stamps and a receiving postmark from the USS *Patoka AO9*.



World War I

With the onset of World War I, the observation and reconnaissance benefits of balloons and airships were again exploited. Starting in 1915, zeppelins were used by Germany as scout ships and bombers, as they could bypass the Royal Navy and directly attack England. Zeppelins proved to be terrifying but inaccurate weapons, and were beset by problems with navigation, bomb-aiming, flight after dark, and flight through clouds. In response to the airship attacks, the British military improved anti-aircraft defenses. The introduction of forward-firing, synchronized machine guns on airplanes and the use of incendiary bullets in mid-1916 made zeppelin attacks ineffective and dangerous to their German crews. In total, of the eighty-eight zeppelins built by Germany during the war, sixty were lost to enemy fire and accidents.

During the war, however, improvements in technology and design resulted in greater size and lifting power, and better engine performance led to greater speed. The Zeppelin Company also adopted innovations developed by Schulte Lanz, a competitor concentrating on military airships only. These included a streamlined hull shape, and the four-fin cruciform tail for elevators and rudders.

After the War

Following the war, the U.S. Navy began a rigid airship program and ordered the construction of two dirigibles, one to be built by the U.S. Navy and one by the British. The first American-built rigid dirigible was the USS *Shenandoah ZR-1* (ZR standing for "Zeppelin Rigid"). It was 680 feet long and weighed 36 tons, had a range of 5,000 miles, and could reach speeds of 65 miles per hour. The *Shenandoah* was designed

by the Bureau of Aeronautics, the material-support organization for naval aviation, mostly imitating original zeppelin designs derived from crashed or captured German World War I airships. It was fabricated at the Naval Aircraft Factory in Philadelphia and assembled at Lakehurst, New Jersey.²

In August 1923, the completed airship was floated free of the ground, and she was christened and commissioned in October 1923. The *Shenandoah* was designed for fleet reconnaissance work of the type

carried out by German naval airships in World War I. Her trials included long range flights during 1924–25, to test her airworthiness in rain, fog, and poor visibility.

Mail was carried on the airship on only three occasions, including her final flight, and forgeries exist due to the high price of these envelopes. One of these occasions was for the U.S. Governor's conference in July 1925, and covers received onboard handstamps as well as a receiving mark from the support and mooring mast ship, the USS *Patoka AO9*.

On September 2, 1925, the *Shenandoah* departed Lakehurst on a flight to the Midwest for training and to test a new mooring mast at Dearborn, Michigan. While passing through an area of thunderstorms and turbulence over Ohio early in the morning of September 3, the airship was torn apart and crashed near Marietta. *Shenandoah*'s commanding officer, Zachary Lansdowne, and thirteen other officers and men were killed. The twenty-nine survivors succeeded in riding three sections of the airship to earth. This disaster was the trigger for U.S. Army Colonel Billy Mitchell to heavily criticize the leadership of both the Army and the Navy, leading directly to his court-martial for insubordination and the end of his military career.

England had started building airships in 1917–18, based on shot-down German zeppelins. The *R38* was one of four airships in construction at the end of the war. The British Air Ministry stopped work on them and only finished one — the *R38* — for eventual sale to the United States. For the sum of \$2½ million, the British agreed to provide the Americans with a brand new and unique airship, and also to offer training for her officers and crews. The British *R-38* made her first



This postcard was carried on the 1924 trans-Atlantic delivery flight of zeppelin LZ-126, which became the USS *Los Angeles* ZR3.

trial flight in June 1921, and upon delivery to American representatives, she received the designation ZR-2 (the *Shenandoah*, then under construction at Lakehurst, was ZR-1).

Because it was intended for the U.S. Navy, the airship was identified with U.S. insignia while it made test and training flights over the next two months. During these flights, it was noted that minor damage had been caused by various stresses, and the suggestion was made that strength had been sacrificed to achieve lightness. Later test flights were not conclusive about the strength of the ship. The airship's final flight began on August 23, 1921. On August 24, after an overnight flight out to sea, R-38 undertook full power and maneuvering trials. During a tight turn, she broke into two sections in the air, some of the hydrogen gas exploded, and the wreckage fell into the Humber River near Hull, England. Of the forty-nine men on board, there were only five survivors. Sixteen U.S. Navy officers and men were killed. No mail is known to have been carried on any of the four trial flights of the R38.

Count von Zeppelin had died in 1917, and Dr. Hugo Eckener assumed control of the Zeppelin Company after the war. To maintain the operations of the Zeppelin Company, in 1924 Eckener proposed building a dirigible for the United States as part of war reparations. It would be ultimately valued at 3 million German Marks, equivalent to \$715,000 (1924 value). As a result, the Zeppelin Company designed and built airship LZ-126, which became the USS *Los Angeles* (ZR-3). This was the only U.S. military airship built directly by the Zeppelin Company, and the only major American airship that did not crash. It was built in 1923–24 at the Zeppelin factory in Friedrichshafen, Germany.

After flight testing in Germany, Eckener flew the new airship from Germany to Lakehurst, New Jersey, arriving October 15, 1924 after a trip of eighty-one hours. Mail was carried from Germany on this flight, and was marked with a "Mit Luftschiff Z.R.3 befördert" onboard stamp and a receiving datestamp of "Oct 16 1924." The flight of the USS *Los Angeles* was only the second transatlantic airship crossing;



The *Los Angeles* on the mast at Lakehurst.

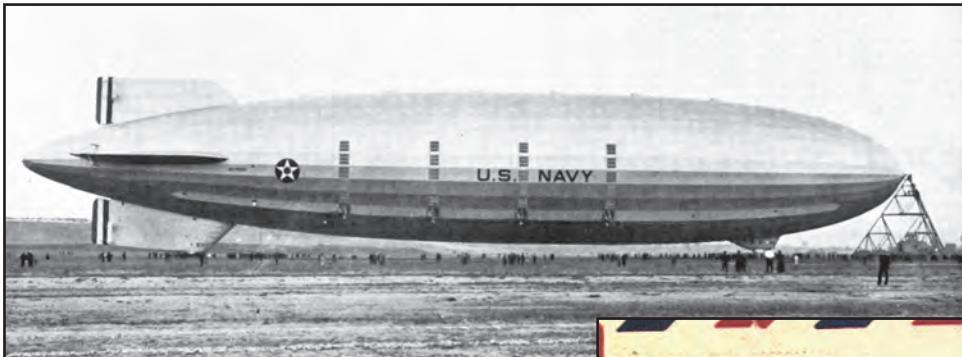


This envelope was carried on the second flight to Bermuda by the USS *Los Angeles* as part of a series of flights (two to Bermuda and one to Puerto Rico) February–May 1925.

the first was completed by the British in 1921. The airship was commissioned in the U.S. Navy on November 25, 1924. At that time, the USS *Los Angeles* was switched over from hydrogen to helium gas, which reduced the lifting payload but improved the safety of the airship.³

Evaluating the suitability of rigid airships for commercial air service was one of the responsibilities of the Navy's rigid airship program. The *Los Angeles* went on to log a total of 4,398 hours of flight, covering a distance of 319,300 km (198,404 miles), traveling all over from the Pacific to the Atlantic. It served as an observatory and experimental platform for a host of projects and trained student naval aviators for the program. Some of these experiments included development of the low-mast mooring system for airships, mechanical handling gear, launching gliders, and the technique for achieving a suitable airship-airplane hook-on.

Extended over-water flights also were flown, to demonstrate the airship's commercial potential. For example, between February and May 1925, she voyaged twice to Bermuda and once to Puerto Rico, and made test moorings to the Navy's floating airship base, the converted tanker USS *Patoka*, outfitted with a mooring mast. Cacheted envelopes and regular mail were carried on all three flights, and postmarked in New York, Bermuda, and Puerto Rico. A few pieces of mail were carried on eight other flights of the *Los Angeles* out of the 250 flights made in the next seven years.



The *USS Akron* on the ground in Akron, Ohio.

Mail was carried on this 1932 cross-country flight from New Jersey to California, one of only five mail-carrying flights of the *USS Akron*.

In 1932, as an economy measure, the airship was decommissioned and finally struck from the Navy list in 1939. It was dismantled in its hangar, ending the career of the longest serving U.S. airship. The *Los Angeles* flew successfully for eight years without an accident, in contrast to the loss of the other three American-built U.S. Navy rigid airships in fatal crashes.

Construction of the second U.S.-built Navy airship, the ZRS-4, began in October 1929. The ship was built at Akron, Ohio by the Goodyear-Zeppelin Corporation, owned jointly by the Goodyear Tire and Rubber Company (two-thirds) and the Zeppelin Company (one-third), with the companies sharing their airship patents and design and engineering expertise. The *USS Akron* (ZRS-4) was launched in August 1931 and commissioned in October 1931.

Over the next seventeen months, the *Akron* participated in demonstration flights and fleet exercises. In this time period, enthusiasm for air mail-related souvenirs was strong, particularly among stamp collectors. More than a hundred different types of special event covers were created for the *Akron*. These ranged from covers celebrating the fitting of the nose ring to covers marking fly-overs of different cities. However, none of these envelopes actually were carried on the airship. In fact, there were only five times that the airship



carried mail, including its cross-country flight from Lakehurst to California in May 1932.

In May–June 1932, the airship was based on the West Coast, where it participated in a fleet exercise, locating the “enemy” forces in just twenty-two hours. Other demonstrations included a “trapeze” installation for launching and recovering of aircraft while airborne, and a test of the “spy basket” — something like a small airplane fuselage suspended beneath the airship that would enable an observer to serve as the ship’s “eyes” below the clouds while the ship herself remained out of sight above them. Following the maneuvers she returned to her home base at Lakehurst.

The following year, on the evening of April 3, 1933, the *Akron* cast off from her moorings to operate along the coast of New England, assisting in the calibration of radio direction finder stations. She was caught by a microburst, a very localized column of sinking air that produced damaging straight-line winds similar to, but distinguishable from, a tornado. Wind gusts of terrific force struck the airship around 0030 on April 4, and pushed her down into the surface of the sea off Barnegat Light, New Jersey. She crashed tail first and then sank in the Atlantic. Of the seventy-six men aboard, only three survived.

The *USS Macon* (ZRS-5) also was built at Akron, Ohio, by the Goodyear-Zeppelin Corporation. The *Macon*, slightly larger and faster than the *Akron*, was launched in April 1933, commissioned in June, and relocated to NAS Sunnyvale (now Moffett Field), California.



One of the many “special event” covers, this one is postmarked at Moffett Field, California, for the arrival of the *USS Macon* ZRS-5, the only U.S. rigid airship not based at Lakehurst, New Jersey.

fornia, in October 1933. Even more than the *Akron*, the *Macon* was celebrated by philatelists, with more than 2,500 special event markings. These specially prepared covers were not carried aloft; in fact, there are fewer than seventy total known pieces of mail carried onboard on three different flights.

The *Macon* began an extensive program of participation in exercises off the Pacific coast, testing her abilities for fleet scouting and other missions, during which she demonstrated her ability, in association with her airplanes, to conduct strategic searching over the great distances to be expected in a Pacific war. These same exercises, however, also showed her vulnerability, especially in the presence of enemy airplanes, when she was used for tactical scouting close to the fleet. On February 12, 1935, while returning to Moffett Field from an operation over the ocean, the *Macon* encountered a storm off Point Sur, California. During the storm, she was caught in a sudden updraft that caused the structural failure of her unstrengthened tail fin, damage that brought the airship down into the sea. In contrast to the *Akron* crash, eighty-one of the eighty-three people aboard the *Macon* survived.

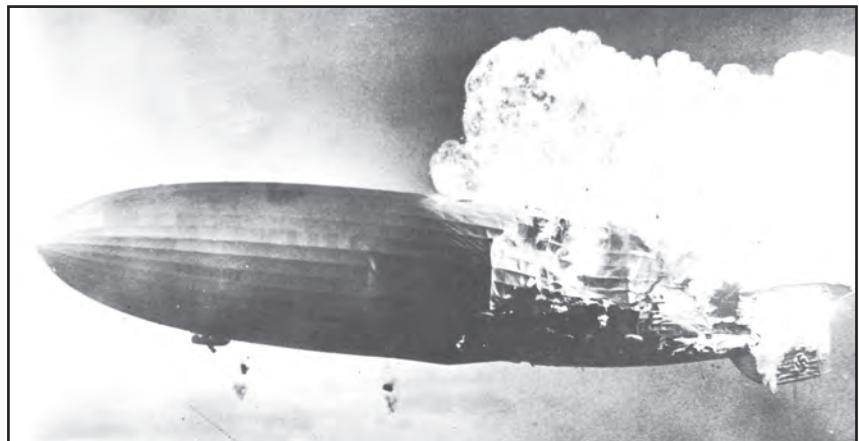
The *Hindenburg*

No review of rigid airships in the United States, however brief, can ignore the last flight of the German zeppelin LZ-130, the *Hindenburg*. On March 4, 1936, when the *Hindenburg* entered service, it was the largest manmade object ever to fly. It was 135 feet and 1 inch in diameter, 804 feet long, carried seventy-two passengers and a crew of sixty-one, and held a gas volume of 7.06 million cubic feet. The *Hindenburg*'s volume produced 242.2 tons of gross lift, and 112.1 tons of useful lift. In one of the most widely recognized accidents of the twentieth century, the *Hindenburg* caught fire in the final minute of its docking at Lakehurst, New Jersey, on May 6, 1937. The airship was completely destroyed and thirty-five of the ninety-seven people on board were killed.

An investigation was made after the accident, and, according to the Navy Lakehurst Historical Society:

Despite popular "revisionist" theory that has gained some attention in the past several years, we are satisfied with the original conclusion by the ship's builders and operators as well as the bulk of U.S. Navy airship officers and investigative personnel that the loss of the *Hindenburg* resulted from leaking or "free" stray hydrogen gas ignited by static electricity from the electrified atmosphere present in thunderstorm conditions prevalent at the time of the landing, causing the ship to burst into flames and crash to the ground in roughly 34 seconds. The *Hindenburg* did not explode; it burned. If it had exploded, nobody standing within 1000 feet would have survived the torrent of flying shrapnel from the framework.

Fewer than 400 pieces of mail from the approximately



The *Hindenburg* exploded into flames while attempting to land at Lakehurst.

17,000 letters and cards carried by the *Hindenburg* were recovered. After the disaster, all scheduled zeppelin flights to North America were suspended and the German Post Office made arrangements to reroute mail originally scheduled for future zeppelin flights. Mail being sent by U.S. collectors was on hand at Lakehurst waiting for passage and postmarking on the next immediate return flight of the *Hindenburg* to Germany in May 1937. This mail was addressed to U.S. destinations, and after being carried across the Atlantic Ocean to Germany to be mailed from there, the letters and cards would be delivered to their respective destinations in the United States. After the *Hindenburg*'s destruction, these envelopes, which were in the possession of the U.S. Post Office at Lakehurst, New Jersey, were returned to the U.S. senders.

For all practical purposes, the crash of the *Hindenburg* ended the use of airships for long-distance passenger transportation. The *Graf Zeppelin* was en route to Germany from Brazil when the *Hindenburg* burned. Upon landing in Friedrichshafen, it was grounded until the *Hindenburg* investigation was completed, and ultimately was removed from service in June 1937, having made 590 flights and 144 ocean crossings.

The Challenge of the Airplane

In 1907 Wilbur Wright compared the relative merits of the airship versus the airplane, and predicted that the airship would be superseded, because airplane travel would be faster and ultimately less expensive. By the end of World War II, the performance capabilities of large multi-engine airplanes had increased to the point where little justification could be found for building more of the rigid airships.

Additional technological and performance improvements in airplanes during the 1940s–1950s allowed for increases in speed and trip scheduling that far outstripped the performance of the old airships. While no airplane has yet approached the luxury of zeppelin travel, the actual time spent flying in the airplane has been minimized, making the comfort factor less important. The transatlantic crossing that took 75–80 hours by airship in the 1930s had been reduced to 15–20 hours by airplane a decade later.

Some airships still remain in service today, offering tourist flights or serving as advertising billboards and as platforms for television broadcasting. Current ideas in development include pilotless airships able to detect and track missiles, aircraft, and ships at sea as part of U.S. homeland security, and a national wireless broadband network with a satellite-like, high-altitude airship acting as a wireless transmitting platform. When these vessels fly overhead, it is still an awe-inspiring sight; and if you look close, you can see the shadows of the great ships of the past.

Endnotes

1. The most plausible explanation for the origin of the term "blimp" is that the name originated with Lt. A.D. Cunningham of Great Britain's Royal Navy Air Service. He commanded the air station at Capel, England, during World War I. While conducting a weekly inspection of the station, Cunningham flipped his thumb at the envelope of His Majesty's Airship SS-12 and a noise echoed off the taut fabric. "Blimp!" he said, imitating the sound — and a name was born.
2. The Lakehurst Naval Air Station had begun service as a base for Navy blimps, and now became the home base for the *Shenandoah* and two other rigid airships in the Navy's fleet. Only the USS *Macon* was based elsewhere, at Sunnyvale, California.
3. The USS *Shenandoah* (ZR-1) was the first airship to be inflated with helium, and it contained most of the world's known reserves at that time. While helium is the second most abundant element in the known universe, after hydrogen, as of 1924 it had not yet been extracted in significant quantities. The principal source for U.S. production is the natural gas wells of the American Great Plains, and as of 2002, 80 percent of the world's production still came from the United States.

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The Author

Richard D. Martorelli is an accountant by training. He has collected postage due and military postal history for thirty years, and plans to continue doing so for another eighty years. Past publications have appeared in such volumes as the *American Philatelic Congress Book*.

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Flying South

by Robert Schlesinger

The U.S. Post Office Department ushered in the Prexy era on April 25, 1938, with the issuance of the 1-cent green portrait of George Washington, our first president. The Fifth Bureau Issue — the Prexies — was born and would remain the definitive issue of our postal service into the mid-1950s, when the Liberty Issue would take over. By that time in our postal history, the whole scheme of foreign postal rates would be vastly different than when the prexies were issued. This article will look at the air mail rates during the prexy era to the Caribbean, Central and South America, and how they evolved

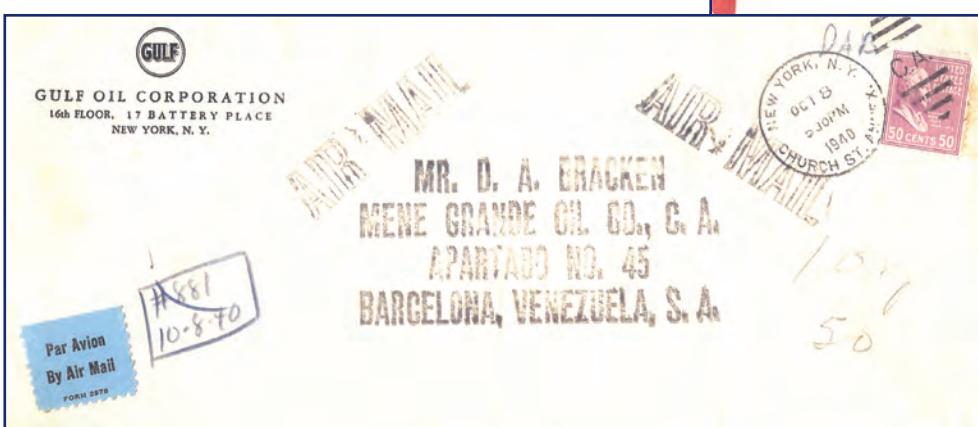
*Air Mail Rate to Central
& South America
During the Prexy Era*



Examples of 12-cent air mail rate to El Salvador and Nicaragua.



Examples of 15-cent air mail rate to French West Indies and Costa Rica.



Example of double the 25-cent air mail rate in effect for Venezuela, June 1938 through March 31, 1945.



Example of double the 40-cent air mail rate in effect for Argentina, December 1, 1937 through March 31, 1945.



Examples of 30-cent air mail rate to Ecuador (in effect January 1, 1939, through March 31, 1945) and Peru (in effect December 1, 1937, through March 31, 1945).

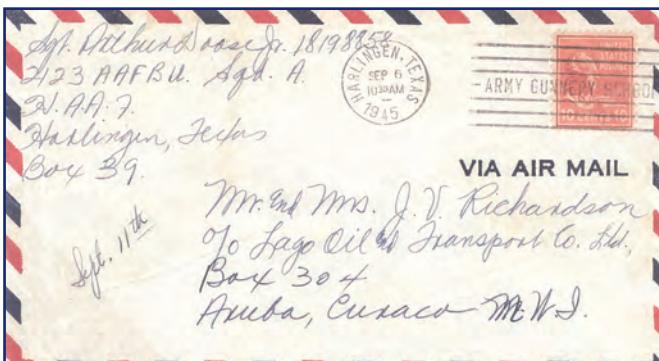




Examples of 35-cent air mail rate to Bolivia (in effect December 1, 1937, through March 31, 1945) and Colombia (in effect June 15, 1931, through March 31, 1945).



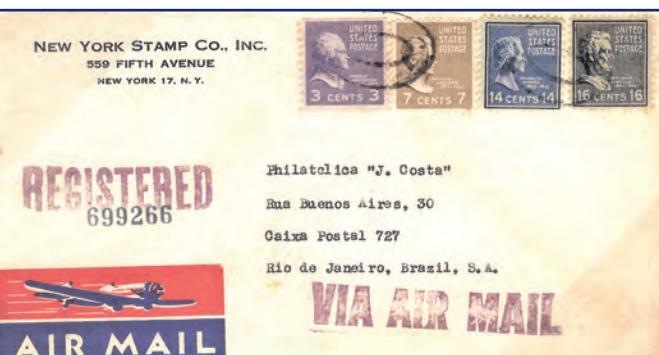
Examples of 40-cent air mail rate to Brazil and Uruguay.



Effective April 1, 1945, the air mail to Guatemala and Aruba was reduced to ten cents per half ounce, which would remain in effect until October 31, 1946.



Example of 20-cent air mail rate to Chile (in effect April 1, 1945, through October 31, 1946). Cover censored upon arrival in Chile by military censors.



Example of 20-cent air mail rate to Brazil (in effect April 1, 1945, through October 31, 1946) plus 20-cent registry fee.

from what they were to what they would become in 1946.

At the dawn of the prexy era, there was a vast array of air mail rates to the various foreign destinations throughout the world, including our own hemisphere. A good knowledge of geography is needed — or should be gained — to understand the air mail rate structure. Very simply put, in the Western Hemisphere, the farther the cover was to travel, the more the postage would be (in most cases, although there are a few minor exceptions). Our nearest southern neighbor, Mexico, would start with ten cents per half ounce (the standard weight for this entire article will be this half-ounce weight); the farthest distance, covers traveling to Argentina or the Falkland Islands, would require forty cents postage.

To best understand the rate, we can group countries/areas into rate groups.

Northern Central American countries (such as Guatemala and Nicaragua) comprised one group and had a twelve-cent rate. Further into Central America, countries such as Panama (and the Canal Zone) comprised a second group with a rate of fifteen-cent postage rate. Many of the closest Caribbean islands (such as the Bahamas, Cuba, Haiti, and the Dominican Republic) had a ten-cent rate. The mid-range Caribbean islands (such as Martinique, Guadeloupe, and the Windward Islands) had a fifteen-cent rate, while the Caribbean islands closest to South America (such as Barbados and the Dutch Antilles) had a twenty-five-cent rate. The only twenty-cent postal rate was to British Honduras (now Belize).

The rates to South America proper start with Venezuela at twenty-five cents per half ounce. Next came the thirty-cent grouping, comprised of Peru, Ecuador, and French Guiana. Bolivia and Colombia formed a mini-group with a thirty-five-cent rate. The farthest countries on the continent (Argentina, Brazil, Falkland Islands, Paraguay, Uruguay) had the highest rate at forty cents per half ounce.

Interim Period

As World War II was winding down, the Post Office Department was in a position to reduce air mail rates to our neighbors to the south. On April 1, 1945, rates to nearly all of the areas mentioned above were reduced. Most of the previous ten-cent rate areas would remain at the same rate, although there were some exceptions. The rate to Mexico dropped to eight cents on June 11, 1945. The rate to Cuba also was lowered to eight cents, although this rate would return to ten



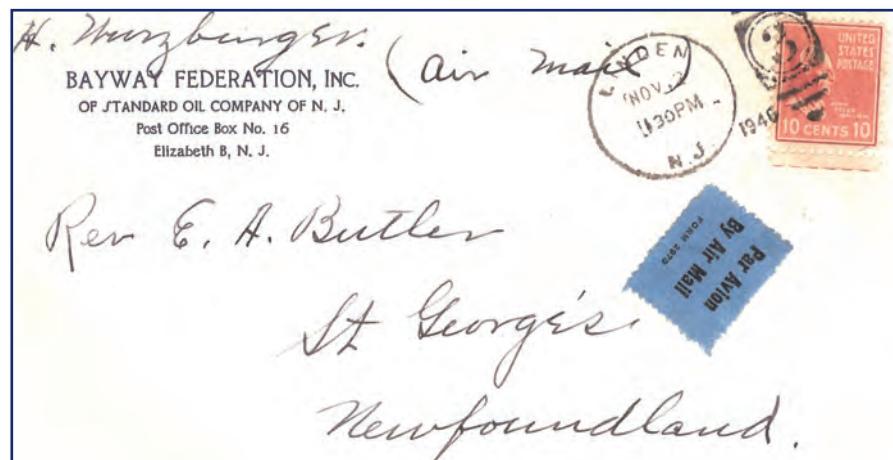
Use of 10-cent coil stamp to pay the air mail rate to Argentina in September 1956 (unified rate in effect November 1946 through June 30, 1961).

cents on August 1, 1954, making this the *only* rate to rise.

The twelve-cent Central American rates would drop to ten cents, as would the fifteen-cent Caribbean rates. The rates to South American countries also would go down. These rates would be reduced by a full fifty percent! Indeed, Colombia would have the distinction of being the only country with *two* rate reductions during this period. The original thirty-five-cent rate would drop to twenty-five cents on April 1, 1945, and to fifteen cents on December 8, 1945.

Rate Unification

On November 1, 1946, the U.S. Post Office altered the way it figured air mail postal rates. The Post Office decided, with only a few exceptions not relevant to this article, to divide the world into three postal zones. Our hemisphere's rate would be ten cents per half ounce, Europe would be fifteen cents, and the rest of the world twenty-five cents. This represented a significant drop in postage rates to some parts



Early example of the new 10-cent unified air mail rate to Newfoundland put into effect in November 1946.

of the world, which had been as high as seventy cents per half ounce. This rate structure remains in effect today, although the original rates would last, in some cases, only into the 1960s.

Conclusion

At the beginning of the prexy era, the air mail rates were quite varied, and postal clerks had to be very alert to charge the correct postage. The interim rates went a long way to-

wards making the rates easier to follow and more affordable, until the final rate unification was accomplished on November 1, 1946.

The Author

Robert Schlesinger has been a member of the APS for more than 30 years, and is now a life member. This is his third article to appear in the *AP*. His main collecting and exhibiting interest is the Presidential Issue — the Prexies — of 1938. He can be contacted at Robertsles@aol.com.

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On her first attempt, Stinson made a forced landing in a farmer's field in Beddington.

A Recreation of the First Air Mail Flight in Western Canada

by Hugh Delaney

In the summer of 1918, World War I was still raging in Europe. In the province of Alberta, Canada, the fourth woman to obtain a pilot's license in the United States was performing flying exhibitions at the Calgary Industrial Exhibition and Stampede in her own Curtiss-built aircraft. Katherine Stinson had a modified Curtiss biplane with the upper wing being three feet shorter on the ends than the well-known

Curtiss JN-4 (Jenny), an extended fuselage, and utilizing the Wright Brothers' original two-lever steering mechanism in a single-seat cockpit — all to provide for greater aerobatic performance. Her aircraft was well known for its display of a red cross on the tail, as she flew in the United States to draw support for the Red Cross and to give aid to the American troops fighting overseas. Katherine raised more than \$2 million in pledges through her aerobatic displays in the United States. To get her plane to Calgary, Stinson had to transport it in three sections by railroad car.

Ernest L. Richardson, manager of the Exhibition, suggested to Katherine that she might fly the first air mail in Western Canada from Calgary to the Alberta capital, Edmonton, some 200 miles north. Katherine agreed, and prepared her aircraft for the flight by adding an extra fuel tank. The postmaster in Calgary, George C. King, contacted his counterpart in Edmonton to arrange to receive the mail. News of the planned flight was circulated, and 259 letters were specially marked and canceled in Calgary and also upon their arrival in Edmonton. George S. Armstrong, the Edmonton Postmaster, and William J. Stark, manager of the Edmonton Industrial Exhibition, were on hand at the Edmonton Exhibition Grounds to receive the mail.

On July 9, 1918, Stinson took off from the Calgary Exhibition and Stampede, heading north to Edmonton using a road map and compass for



Postmaster George King of Calgary hands a mail bag to Katherine Stinson, while Ernest Richardson of the Calgary Industrial Exhibition and Stampede looks on. July 9, 1918.

guidance, and scanning for the names of towns written on the "prairie sentinels" (grain elevators) to keep track of her route. Shortly after takeoff, engine problems forced her to land in a field owned by Hugh and Grace McDowell of Beddington, Alberta, located north of the present-day Calgary International Airport. Word was sent back to Calgary to have mechanics come and make the necessary repairs and also ahead to Edmonton, advising them of the delay.

Because this was to be the first non-stop cross-country flight in western Canada, towns along the way were eagerly waiting to see the airplane pass overhead, and telegraph messages were passed along to keep everyone aware of what was transpiring. When the repairs were made, Stinson returned to the Calgary Stampede grounds and began her non-stop flight once again. Two hours and five minutes later, just after 8 p.m., she landed in Edmonton.

A report of Stinson's arrival appeared in the *Edmonton Journal* the following day:

About 7:30 p.m. the news began to be noised about the grounds that the Aviatrix was safely on her way. The exhibition management was kept posted of her progress by the C.P.R.'s (Canadian Pacific Railway) excellent bulletin service, and as Red Deer, Lacombe, Wetaskiwin, Millett and Leduc were passed in quick succession, the crowd got a very good idea of the speed at which Miss Stinson's plane was traveling. In the meantime, the crowd started to crane its collective necks, and finally a cry of "Here she comes" arose from the infield of the enclosure. Flying true as an arrow the bird-like figure hove into sight from the south, and it was only a few minutes before the whirling of the propeller could be easily heard. Flying at a great height Miss Stinson gracefully circled the grounds, coming down by easy stages until in a favorable position to land against the wind.

According to Edmund A. Harris in *Letters from the Far West*:¹

The majority of the communications being sent were not actually covers but were folded letters sealed with red legal seals. One such was prepared by C.A. Hayden, News Editor of the *Calgary Canadian* and addressed to his opposite, D.S. McRae, News Editor of the *Edmonton Bulletin*. The letter reads:

Dear Mac,

This is one of the first batch of air post letters delivered in western Canada. Perhaps it is an augury of the news service we shall be enjoying a few years hence. Certainly if all the messengers are so competent and so charming as Miss Stinson, who is carrying this missive, that service cannot start any too soon. F.A. Coyle



Postmaster George Armstrong of Edmonton receives mail from Katherine Stinson while Edmonton Exhibition manager William Stark looks on.

sends regards and hopes you are hitting the ball over .300 as usual.

Sincerely Yours
C.A. Hayden, News Editor

In his 1985 *American Philatelist* article, "The First Air Mail Flight in Western Canada," Major Richard K. Malott writes: "Despite the high pitch of interest in these envelopes, for some strange reason the location of most of these 'enve-



Heather Millar of Canada Post hands mail to Audrey Kahovec while Roger Jarvis of the Calgary Exhibition and Stampede looks on. July 9, 2006.
Photograph by Troy Nixon.



Audrey Kahovec hands mail to Teresa Williams of Canada Post while Mark Bamford of Edmonton Northlands, formerly Edmonton Exhibition Association, looks on. Photograph by Art Brier.

Curtiss Special built by volunteers, with Audrey Kahovec at the controls. Photograph by John Chalmers.



lopes' today is not known.... Miss Stinson (later Mrs. M.A. Otero of Santa Fe, New Mexico) stated in 1959 when she visited the Edmonton Exhibition that she had sent several envelopes as souvenirs to friends, but did not send one to herself.”²

As mentioned above, Stinson used a highway map to help plot her route and she used part of that map to send a note to Ernest Richardson of the Calgary Exhibition and Stampede:

Calgary Ottawa

July 9 1918

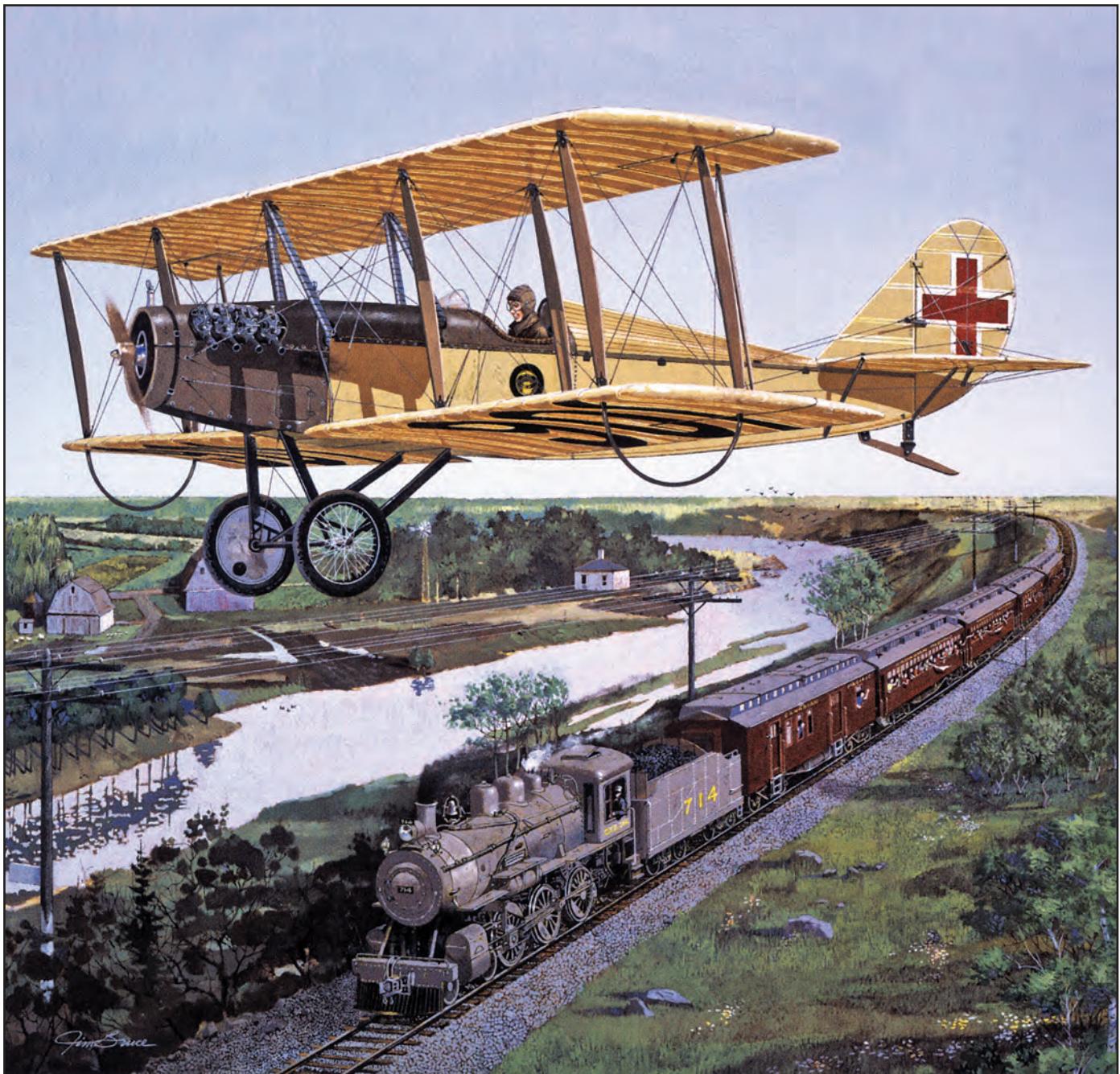
Dear Mr. Richardson

As I've no note paper along am taking part of the map I will use on the trip up.

Hoping we soon have a regular route between Calgary & Edmonton.



Front and back of specially marked covers carried from Calgary to Edmonton, July 9, 2006.



Painting of the 1918 flight by artist Jim Bruce, donated to the Alberta Museum and photographed by John Chalmers.

Thanks for your assistance.
Yrs. truly, Katherine Stinson

Her note was featured in the February 1996 issue of the *Calgary Philatelist*, the newsletter of the Calgary Philatelic Society. The issue also featured a cover from Stinson's flight. Both were from the collection of the late Sam Nickle.

According to historian Tony Cashman, however, the delivery of air mail was of secondary importance: "The real significance was that it was the first cross-country flight in Alberta."³

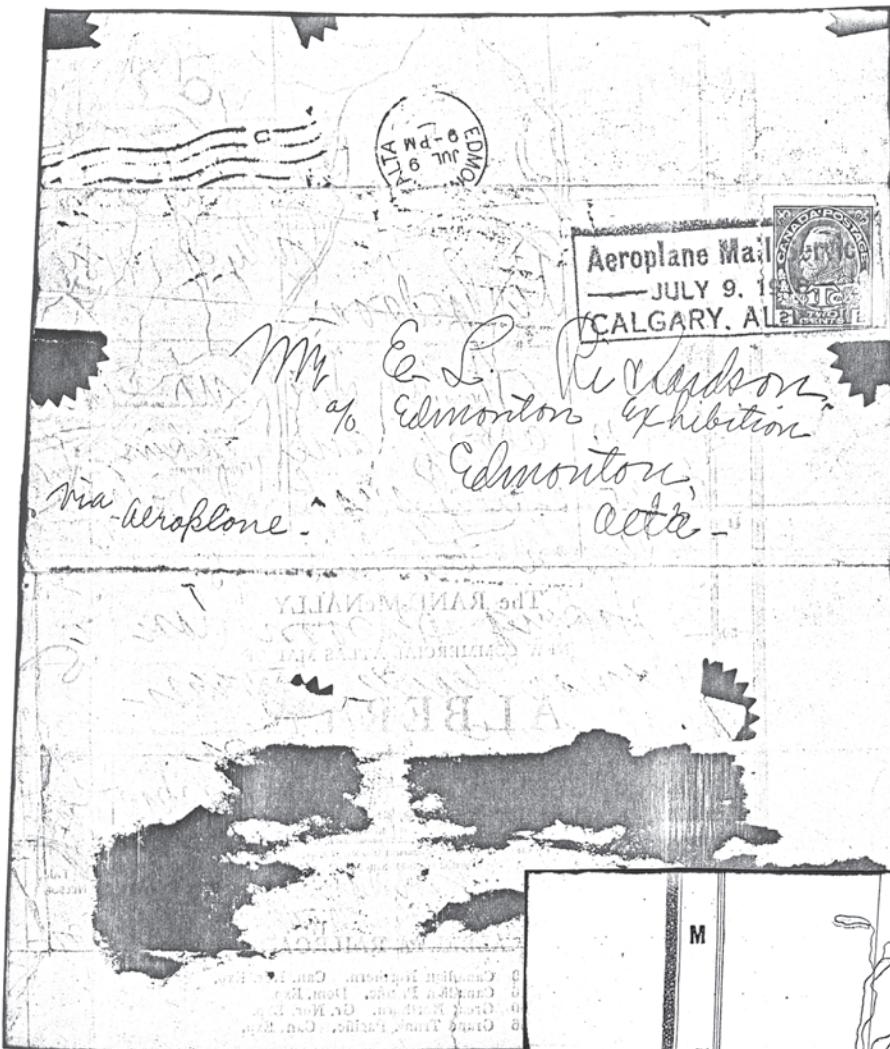
When she returned to the United States, Stinson twice tried to join the U.S. Army Air Force but was refused, so she continued to fly the mail until she could participate in the war effort. Malott writes:

On her return to the U.S. she did the Washington-New York City route with pilot Maurice Newton as her escort on September 26, 1918.... She later went to England with Mrs. Harriman's ambulance corps, did some flying in the London area, and then went to France where she drove ambulance.

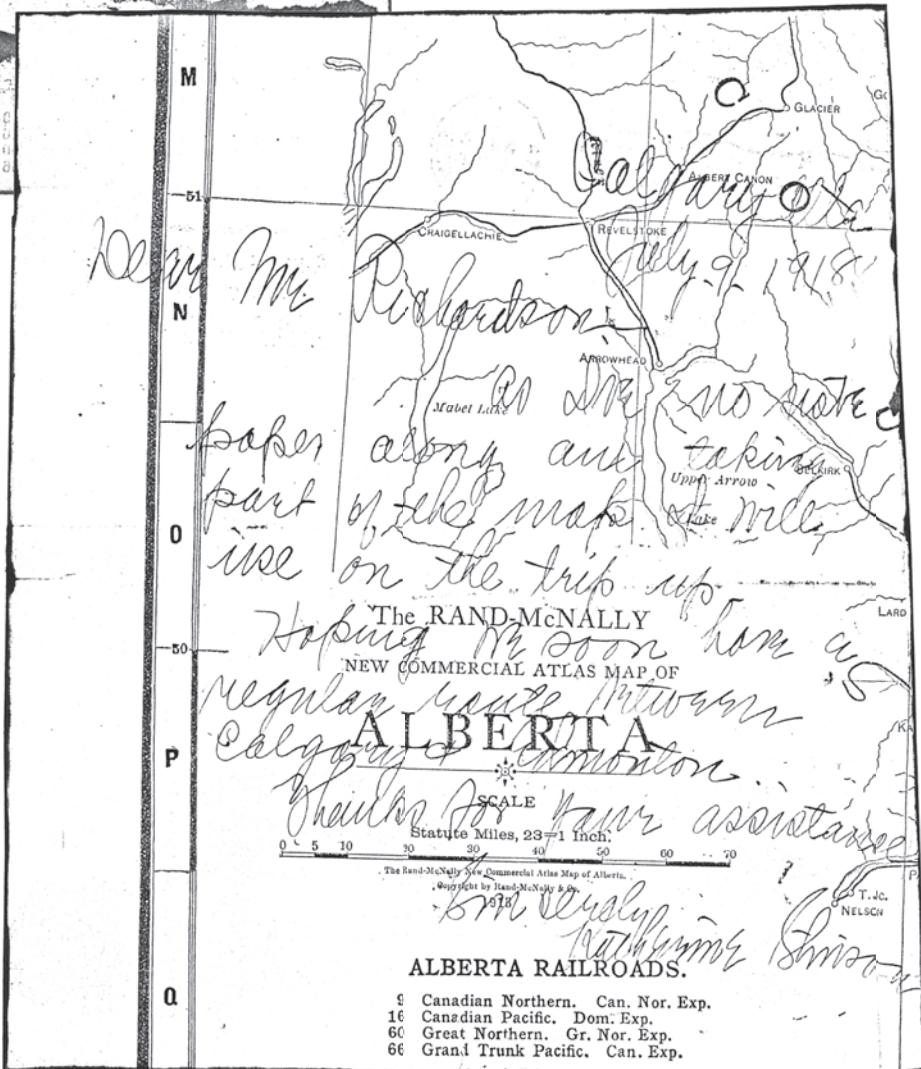
In his book *The Engines of Our Ingenuity* John K. Lienhard reports that, after the war,

Katherine went back to flying airmail, but she came down with tuberculosis in 1920. After a long recovery, she married a former WW-I pilot (Miguel Otero Jr.). She did a little more flying but, in 1930, they both decided to quit piloting airplanes.⁴

Katherine went on to become a successful architect, while



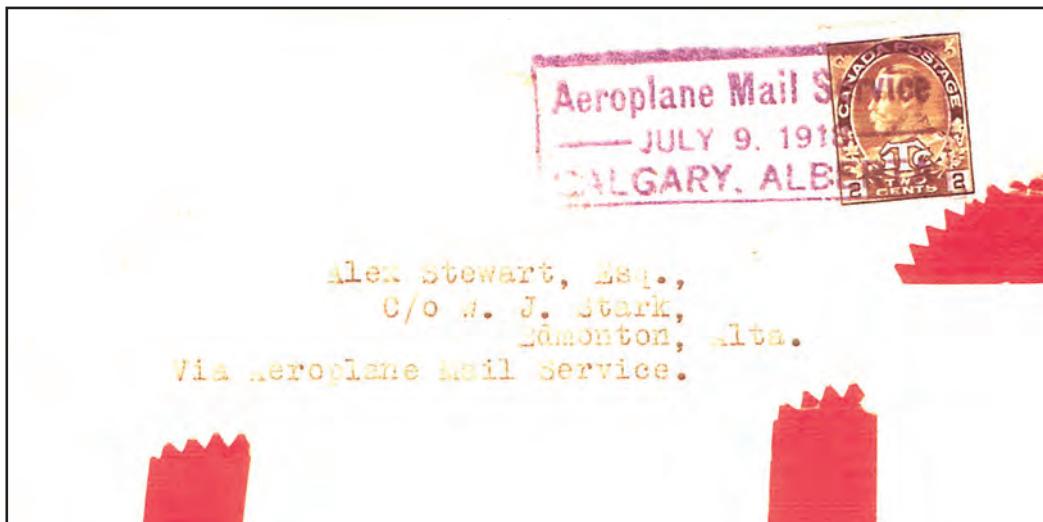
Cover from the collection of the late Sam Nickle created from a folded piece of map and carried on the July 9, 1918, Calgary-Edmonton flight. Photocopy provided by Sam Nickle to Dale Speirs for use in the *Calgary Philatelist Newsletter*.



her husband became District Judge for Santa Fe, New Mexico. She died in 1977 at the age of 86, after a prolonged, fifteen-year illness.

The significance of her 1918 air mail flight was recaptured nearly ninety years later on July 9, 2006, when a re-enactment took place, leaving from Calgary International Airport, with 29-year-old Audrey Kahovec taking the role of Katherine Stinson. She flew much the same route (although in a modern two-seater Cessna) before landing at the Edmonton Municipal Airport. There she transferred to a replica of the Stinson Curtiss Special, which was rolled out with Kahovec aboard to deliver the mail to the Edmonton Postmaster and the Edmonton Exhibition.

No plans existed for the Stinson aircraft (which had been built by the Stinson family firm), so architects used photographs of the plane to plan the reconstruction. Through the resources of the Internet, they were able to acquire a vintage engine and propeller, but



Cover carried on the July 9, 1918, Calgary-Edmonton flight "Via Aeroplane Mail Service." Now in the Collection of Her Majesty Queen Elizabeth II.

the plane was not intended to be flown. Instead, it will be placed on display in the Edmonton Aviation Museum.

The three-year reconstruction project was undertaken by volunteers at the Museum: Lindsay Deeprose (restoration manager), Gerry Blacklock, John Burley, Arnold Dayman, Jean Phillippe Dacean, Bill Else, Jim Fearn, Garry Fischer, Bill Gunn, Denis Loiseau, Chuck MacLaren, Gordon McLaren, Roy Miller, and Paul Swanson.

Kahovec carried 259 pieces of mail on the re-enactment flight from Calgary, the same number as in 1918, with cancels similar to those used then. Each was serially numbered. An additional amount of non-numbered mail was carried and a special cancel was available that day to help commemorate the event.

Artist Jim Bruce captured his vision of the original 1918 flight in a painting that he donated to the Edmonton Aviation Museum. Prints were made available at \$25 each to help pay for the cost of the construction and future upkeep of the replica airplane.

A detailed report of the effort of the volunteers to assemble the replica appears in the *Journal of the Canadian Aviation Historical Society*, Spring 2006. Contributor Tony Cashman summed up their labors by saying,

The Stinson replica could be flown, but won't be. The Museum can hardly risk an investment of \$33,000 cash (from the Alberta Communities Enhancement Programme) and more than \$30,000 worth of volunteer labour by Museum members. There is also a well-founded hunch that only wee Katherine herself could control the beast.⁵

Endnotes

1. Edmund Harris, "Katherine Stinson's Pioneer Airmail Flight," in *Letters from the Far West*, Hugh Delaney and Edmund Harris (eds.) (Memphis, TN: Goodbook Communications Group, 2006), pp. 176–77.
2. Major Richard K. Malott (Ret.), "The First Air Mail Flight in Western Canada," *The American Philatelist*, Vol. 99, No. 4 (April 1985): 324–27.
3. Tony Cashman, *Journal of the Canadian Aviation Historical Society* (Spring 2006).



Her Majesty Queen Elizabeth II studying a part of the Royal Collection. (Both images are from the Collection of Her Majesty Queen Elizabeth II and are provided courtesy of The Publications at the 2006 Royal/Royale Philatelic Convention in Calgary, September 28 to October 1, 2006.)

4. John K. Lienhard, *The Engines of Our Ingenuity* (Houston, TX: University of Texas Press).

5. Cashman, *op. cit.*

The Author

Hugh Delaney is a member of the APS, RPSC, BNAPS, and PHSC. His collecting interests include Canadian Postal History, Territorials of Canada, and George VI and Elizabeth II Canadian issues. He is co-editor of *Letters from the Far West*, a 2006 volume released to celebrate the centennial of the province of Alberta, and author of numerous philatelic articles.



The 14-Cent Air Mail Rate of 1918

by Charles A. Fricke

A 14-cent air mail rate in the United States? It just doesn't sound right. However, once you understand that the 24-cent rate of the first air mail stamp (Scott C3) included a 10-cent special delivery fee, the numbers start to make more sense. It was all about speedy delivery, and the inclusion of the special delivery service provided for "immediate delivery" between 7 a.m. and midnight. However, when it was broken out, the actual cost of air mail transport between New York, Philadelphia, and Washington as of May 15, 1918 (minus the special delivery service) was fourteen cents, and knowledgeable postal customers understood that a 10-cent special delivery stamp could be combined with regular postage stamps to pay the required 24-cent postage.

A fascinating example of how this worked can be seen on the cover illustrated. Here we have a 10-cent special delivery stamp (Scott E6, issued 1902) affixed alongside two ordinary 7-cent postage stamps (Scott 507) to pay for air mail, special delivery service for a letter sent June 6, 1918.

The commercial cover with the corner card of the Potomac Electric Power Company, Washington, DC, is addressed to Mr. George Gaede c/o Mr. Robert Gaede at 4th Avenue, Paterson, New Jersey. The cover is endorsed, in

the same handwriting, "by Areoplane Via New York." The stamps are canceled with an air mail cachet that reads "Air Mail Service, Wash. N.Y. Phila. / Washington / June / 6 / 1918 / (...)." The pencil "1026" is a record entry. The cover is backstamped "Paterson, N.J. / Rec'd / Jun 6 / 9 PM / 1918." Thus, the letter went by plane from Washington to Philadelphia to New York City; then on to the Paterson, New Jersey, post office; and finally by special delivery to the addressee. All within one day!

This was a high fee to pay at a time when regular first class postage was only three cents, so it was perhaps inevitable that the air mail rate would be reduced to encourage greater use of the new service. On July 15, 1918, a new air mail rate of sixteen cents (Scott C2) was inaugurated, so the window of opportunity for creating 24-cent air mail, special delivery covers was a small one. On December 15 of the same year, the air mail rate was further reduced to six cents (Scott C1), but the special delivery feature was no longer included.

The Author

Charles A. Fricke has received the APS Luff Award for distinguished philatelic research and has been inducted into the APS Writers Unit 30 Hall of Fame. He continues to enjoy research and writing on unusual philatelic items.



U.N. Personalized Sheets

In 2003, the United Nations Postal Administration issued its first Personalized Sheet, (Scott 853-57) which had 4 strips of 5 stamps on a sheet with an attached label. Visitors to the UN Headquarters in New York could have a picture taken and applied to the label. For their mail order customers, the UNPA printed appropriate symbols on the labels.

For the Hong Kong Stamp Expo, January 30–February 3, 2004, the first of the UN Personalized Show sheets was issued. The border of the sheet was changed and the official show cancel was on the label. Only 1000 were issued and sold out quickly at the show. Since then, the UNPA has issued 2 to 3 Personalized Show and Event sheets per year. The quantities have ranged between 1,000 for Hong Kong and Kobe Earthquake to 4,000 for the WASHINGTON 2006 show including about 1,000 Elvis sheets.

Since the Hong Kong sheet, the UNPA has kept a quantity of the show sheets for sale by mail with the exception of the Japan Aichi 2005 Expo which ran from March 25th–September 25, 2005, and the Kobe Earthquake Sheet. Both were commissioned sheets by a UN Licensee in Japan. Aichi was sold only at the Expo and Kobe was presented one at a time to VIPs at a conference in Japan.

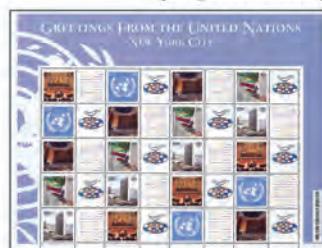
Sheet #7 Japan 50th Anniversary in the UN was produced for the Japan Mission to the UN with an 84-cent stamp design. It was given to VIPs and made available to UNPA subscribers of Personalized Sheets.

Each sheet is in the same format as the original UN issued personalized stamps with special border designs and labels.

Sheets 1-3 are the stamps of 853-57, Sheet 4 is 880-84, Sheet 5-6 is 903-07, Sheet 7 is 929. DAVO is printing album pages for UN Personalized Sheets and other album makers are expected to follow. Michel is expected to add a separate section on UN Personalized Sheets to their upcoming UN catalogue.

**Full scans are available on our website
www.hgitner.com**

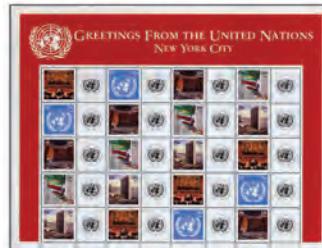
*America's largest UN specialist — contact us
for price lists or for your specific needs.*



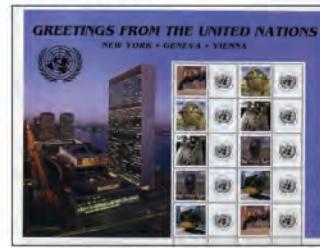
Scott 853-57 \$75.00, Strip of 5 with label \$17.50



Scott 880-84 \$120, strip of five with label \$60.



Scott 898-902 \$24.95, Strip of 5 with label \$6.50



Scott 903-7 \$24.95, Strip of 5 with label \$12.50

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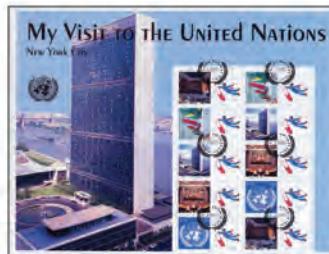
Scott 912 War & Peace \$24.95, Single \$2.50, Strip of 5 with label \$12.50



Sheet #1 Hong Kong 2004 \$129.95



Sheet #2 Essen 2004 \$59.95



Sheet #2B Student Sheet 2005 sold only canceled by the UNPA about 1600 issued \$74.95



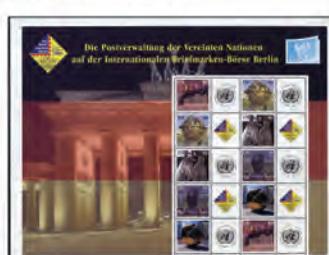
Sheet #3 Aichi 2005 \$395



Sheet #4 Riccione 2005 \$89.95



Sheet #5 Washington 2006 \$39.95. Also available with two different specially-created pictures of Elvis @ \$49.95



Sheet #6 Berlin 2006 \$99. Strip of 5 with label \$50. The Berlin Sheet uses the stamp design of Scott #903-907 but with a different perf 14½ x 14. The only stamps from a Personalized Show Sheet with its own Scott #903a-907b. The strips from this sheet are now the UN's rarest regularly issued stamps.



Sheet #7 2006 Japan 50th Anniversary in the UN \$129.95. #929 single stamp with attached label \$15. Strip of 5 w/ 5 diff. labels \$65



Sheet #2A 10th Anniv. Kobe Earthquake \$595

*** NEW DISCOVERY!** Unknown to the philatelic world until very recently, another Personalized Sheet was issued on January 17, 2005 to honor the 10th Anniversary of the Great Earthquake in Kobe, Japan. Only 1000 Sheets were printed and virtually all were presented to VIP dignitaries who attended an Earthquake remembrance ceremony in Kobe. We have only a small quantity available — this is the rarest Personalized Sheet from the UNPA.

NEWS ALERT! We've discovered that a small number of the Scott 880-84 Error sheets may have been sent to New Issue subscribers and sold at the March 2005 ASDA NY Show. 50-100 Sheets exist. Check any sheet you received from UNPA to see if YOU received an error sheet. If so...we're a buyer!

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7-9 Tabs	\$3,700.00	
10-14 Vertical Gutters with tab (certificate only)	\$3,750.00	
SPAIN — VF		
Buying Prices Sample		
	NH	LH
606-14	\$300.00	\$150.00
776-9, C127-0	\$340.00	\$175.00
C144-5	\$400.00	\$155.00
C18A NH Cert VF only	\$3,000.00	\$1,450.00

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Highest Prices Paid		
	NH	LH
566a	\$250.00	
592-9	\$30.00	
798a	\$1,000.00	
949-56	\$290.00	
957-9	\$290.00	
1492	\$200.00	
1518	\$500.00	
1586 Monkey (Paying Over Scott!)	\$225.00	
WANTED: All PRC, NOTE: High Prices for Hinged & CTO PRC!!		

THAILAND, ASIA, SOUTH AMERICA, ANYTHING WANTED!!		
TAIWAN — VF		
Sample Buy Prices		
485-6	\$67.50	\$22.50
487-8	\$97.50	\$37.50
NH LH		
498-509	\$100.00	\$42.50
536-9	\$75.00	\$30.00
540-5	\$85.00	\$45.00
546-50	\$100.00	\$45.00
551-4	\$110.00	\$45.00
559-68	\$100.00	\$55.00
1095A Booklet	\$300.00	
1114a w/Tab	\$40.00	
1117a w/Tab	\$100.00	
1290-1307	\$55.00	
1355-8	\$50.00	
1355-8 LH	\$24.50	
RUSSIA — VF		
Sample Buying Prices		
470-1	\$22.50	
472-3	\$75.00	
		(used)
NH LH		
1325	\$60.00	\$40.00
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Learn More, Do More, Through the APS!

Many years ago, when I joined the APS, I would read *The American Philatelist* and admire the individuals who ran the organization. Little did I think that one day I would be addressing you as its head. I am profoundly honored that you have asked me to be your President. Thank you for the privilege of serving.

I want to share with you my vision for the future of the APS.

First, and most important, we're a hobby — the greatest in the world!

The American Philatelic Society has supported our great hobby for more than 120 years by being in the business of meeting its members' needs. The executive director runs this business, under contract from the Board. The Board provides guidance to the executive director and sets policy. The new Board — which you've recently elected — has many talented people with a solid understanding of business and, of course, the many aspects of philately. We're a team and we, with the executive director, are striving to address your needs and concerns.

In the past year I've been emphasizing two things:

1. Services to members.
2. The increasing need to move to digital means of providing you with information.

Let me start with **Services**. We need to do a better job of acquainting you with all the things that members, are entitled to. Are you aware that APS members are automatically "members" of the Library? The American Philatelic Research Library is one of the finest philatelic libraries in the world! There's an amazing wealth of information in our Library. We also offer other services, including our sales circuits, our StampStore, estate advisory service, expertizing, and education. And of course there's

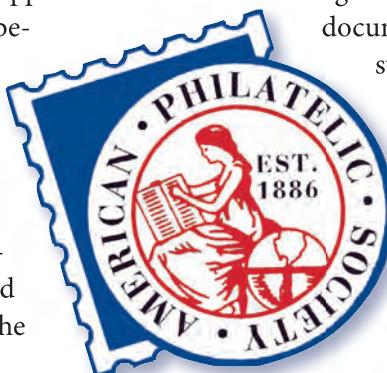
The American Philatelist magazine.

At the same time, philately keeps changing. Many of us collect stamps to put in albums keyed to a catalogue — the thrill of the "treasure hunt" to find the one stamp to "complete the page" is something that exhilarates all collectors. But you have been steadily exploring and expanding the far reaches of collecting — a single stamp that opens a door into history, a set of documents that relate to the workings of a postal system, unlisted revenues and cinderellas, stamps that are a single color, postcards of an era, and you have many more ways to collect. The stamp is the starting point for an increasing variety of interests and stories. These are some examples, but it means that we in the APS are challenged by the continual need to address your expanding interests. And the more we do so, the more collectors will find the APS the source for their particular interest.

Thus, we need to expand our services to meet your philatelic needs. What kinds of services should we add? How can we better address your particular philatelic interest? What else should we do? We welcome your input.

The move to **Digital Access** is everywhere. Our children take such access for granted and *their* children have never known anything else. In the next decade, fewer and fewer members will want printed material — they'll expect to find information in digital form on our website. We need to plan *now* to accommodate our future membership. This will take time; the work is substantial. The good news is that we already are starting the process.

When I assumed the position of treasurer, the month-



**My vision for the APS
is all about YOU;
however, I need
your help.
I need your help
in spreading
the joy of philately.**

ly financial statements were sent in printed form to the board — now they are delivered electronically. This provides speed of delivery and cost savings to the members. The online StampStore is growing fast. My vision is that portions of *The American Philatelist* can be made available to members. And of course the big and long-term challenge is to have our library holdings available online to members.

This is expanding the face of the APS — allowing us to reach the far corners of the earth. Our goal is to bring the benefits of the American Philatelic Center to members all over the world. Many of you seldom travel to central Pennsylvania — I want you to have equal access. And as we make this a reality, we will attract and retain an increasing number of members.

Our finances, as you may have heard, are stable, but not robust. As a result, we'll have to make some choices. One of our financial goals is to generate resources to meet ever-increasing costs and to be able to address member needs. We need to be creative when it comes to raising

additional resources to support member needs in the 21st Century. The Finance Committee is investigating opportunities in this area. Once again, we welcome your ideas.

My vision for the APS is all about YOU; however, I need your help. I need your help in spreading the joy of philately. Each of you is excited about your collection, and as I travel around the country I am amazed at the many sources of philatelic joy. Share that joy! Share it with other collectors. Share it with your neighbors. Share it with your children, grandchildren, nieces and nephews. You will find that your joy is infectious.

With the expansion of our services, our entrance into the digital age, and your help in spreading the joy of stamp collecting, we will soon find that the APS is better than ever. That increasing quality will see us expand and not only reach more and more collectors, but it will create new collectors as well!

I see my role as listening to you, the members. Send your ideas and concerns and I will answer you.

Thanks for asking me to be your president.



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from the executive director

peter mastrangelo



A handwritten signature in black ink, appearing to read "Peter Mastrangelo".

Gearing Up for October

September is here already! That means StampShow 2007 is history and we in Bellefonte, Pennsylvania, are gearing up for an October chock-full of activities. You will notice that this issue of *The American Philatelist* focuses on **Air Mail**, in anticipation of Aerophilately 2007 (October 19–21) and the second annual Postal History Symposium (October 21–22) co-sponsored by the National Postal Museum and APS. The significance of these events is twofold: this is the first time a World Series of Philately event will

be held at the American Philatelic Center by an APS affiliate, the American Air Mail Society, and this will be the first year the APS hosts the annual Postal History Symposium, which alternates between the NPM and APS and APRL each year. As we approach these events, I would like to thank the AAMS, the NPM, and our respective volunteers and staffs for all the work and dedication that has gone into planning the show and symposium. More information about these two October events is spread throughout this issue.

A highlight of this spectacular weekend will be the ribbon cutting and dedication of the Gordon and Mary Morison Pavilion on Saturday, October 20 at 2 p.m. Join us to celebrate these two remarkable philatelists. As you know, the Pavilion will house the historic Headsville, West Virginia, Post Office and General Store.

StampShow 2007 — New APS Directors and Officers

Each August several thousand stamp enthusiasts from across the nation and around the world come together at APS StampShow for a unique opportunity to share our hobby, view extraordinary exhibits, and browse row after row of dealers in search of items to expand their collections. Since this column is prepared in late July, more detailed coverage of StampShow will appear in the October issue.

One of the key items of this year's annual gathering of APS members is the swearing in of new directors and officers of the APS Board of Directors and the appointment of committee chairs for the next two years. While we will report on this in more detail next month, please take the time to become acquainted with new President Nick Carter. His first column appears in this issue of the *AP*.

Year in Review

Since I have been your Executive Director for just over a year now, the APS Board of Directors meeting at StampShow allowed me to share my thoughts on our activities of the past year and the directions in which we may be heading in the future. I'd like to share some of those thoughts with you.

As I write this column, our membership survey has been completed and results are being tabulated. The significance of this survey of members, former members, and non-members cannot be emphasized enough. The resulting analysis will provide us valuable information from which we can make informed decisions about membership recruitment, member services, promotion of the hobby, etc. We will report more on this over the course of the coming months.

Our new website will be launched shortly. It is a very robust system that can better connect us with the members and collectors who frequent the Internet. Along with *The American Philatelist*, it will be a major tool for education, information sharing, and knowledge dissemination. While it will not be all things to all people when first launched, how we utilize it to shape APS and our hobby will evolve over time.

We are in the midst of an assessment of our educational programming that will focus on our target audience, content, and delivery in a fiscally sound manner. Our target audience includes both youth and adult, with increased

emphasis on the adult side. Delivery vehicles have included programs at the APC such as Summer Seminar, yet we must also look at online offerings as well as offsite events.

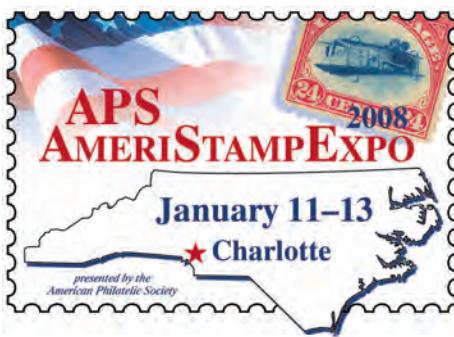
The American Philatelic Center continues to be developed as funds raising, tenant income, and finances allow. Present construction activities are on schedule. The Gordon and Mary Morison Pavilion, which will be used by the Headsville Post Office, will be dedicated this October, and the next tenant phase will be completed by the first part of next year.

For 2006 the Campaign for Philately posted the second highest results in annual giving in our history. We are running ahead of last year for the first six months of this year in both dollars donated and in the number of givers. We go to the general membership twice a year requesting support, in the spring and in the last quarter with our membership renewal. Through mid-July over a quarter of a million dollars has been raised for the APS and APRL.

American Philatelist advertising is up for the year thus far. A new monthly column, "In The Know," has been introduced in the AP to keep members informed about using the Library, the Expertizing service and Quick I.D., and how to take advantage of the many opportunities offered by the Education department. The Publications Committee has been formed and has items under consideration for potential book publishing. *The Liberty Series* book is now available and a new book on Bellefonte and early air mail will be published this fall.

Expertizing continues to offer a valuable service for those who are interested in authentication. Average turnaround time is actually only forty-two days compared to our advertised ninety-day turn-around. Expertizing will have examined and evaluated more than 6,000 items this year. We are looking for new members for the Expertizing Committee, especially in the areas of British Commonwealth, French Colonies, Italy and colonies, and the Middle East.

Online catalogue software for the American Philatelic



Research Library has been upgraded with expanded search capabilities. It is now available through the APS website. Efforts to increase *Philatelic Literature Review* subscriptions and a review of PLR content is now being discussed by the APRL Board of Trustees.

Circuit Sales has seen an increase in the number of sales books in circulation and an increase in new

book value. There has been an increase in the number of multiple circuits, and sales for May and June have exceeded those of last year. While Circuit Sales seems to be holding its own, we have also been adapting to change with a conversion to digital imaging over microfilm and the use of lower-weight boxes to help offset postage increases.

This has been a banner year for StampStore so far, with record submissions and sales. For the first six months of 2007 submissions have increased by 36 percent, sales have increased by 22 percent, and orders posted an 18 percent increase. There are more than 260,000 items inventoried. StampStore sales are projected to exceed \$1.55 million for 2007 compared to \$1.3 million last year. The future of this area looks bright as we launch our new website and introduce an eBay option for submissions.

These are some highlights of my report to the Board. These past twelve-plus months — starting with Washington 2006, of attending shows throughout the country, fund raising, updating our Strategic Plan, developing various policy matters, preparing for and producing our two stamp shows, monitoring APS elections, continuing our website expansion, developing APC real estate, hosting the Summer Seminar, and most of all working with excellent staff, Boards and an engaged, committed membership — all have made this past year both exhilarating and challenging. I wouldn't have it any other way!

An important note: The show dates for APS Ameristamp Expo 2008 have been changed to January 11–13 in Charlotte, North Carolina, rather than March 6–9. Please mark your calendars. See you at the show!

EGYPT

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Security for Your Material

Have you ever opened your stamp albums or stock books to find stamps, covers, sheets, or strips falling out or shifting out of place? Secure and appropriately sized mounts keep items from becoming displaced in your albums, eliminating the annoying and inconvenient need to remount the wayward pieces.

Consider this, in StampStore terms, each *sales sheet* we receive is an album — and there are more than 250,000 of them. In the Sales Division, each *sales book* is an album — and we have more than 42,000 such albums. This mounting problems are magnified by nearly 300,000 times for these two services. It is extremely important that philatelic items be mounted securely on the StampStore pages and in the sales books, especially considering the handling received by the sales books while they are in circulation.

How can you best secure your philatelic items to the page? We suggest using mounts that are closed on three sides, allowing for easy access to the item for inspection. The split-back type mounts with two opposing sides sealed are acceptable if they are the appropriate size for the items they contain. StampStore suggests attaching mounts to *sales sheets* so that the items lie flat against the pages when the pages are flipped over for scanning. Many large items slip out of their mounts during the scanning process,

causing delays in posting items on the site. For *sales books*, the mounts should not be secured so well that buyers cannot easily inspect the backs of the items. The mounts we sell are designed to be secured at the top of the space and allow for easy inspection of the item's backside without removing the item from the mount. The split-back type of mount should have only the top half of the mount attached to the sales book page.

When mounting covers, **do not** use photo corners. They are not secure and they may damage the corners of the covers. Mounting corners specially made for covers are appropriate. Mylar or other archival-safe sleeves also are appropriate. Glassine envelopes interfere with the clarity of the scans, microfilm images and digital images. Again, the sleeves should allow easy access to the item while securing it to the page. You might also want to consider the weight of the mounting material you use, since postage costs have increased. Some sleeves weigh as much as the covers contained in them. You are paying postage to send them to us and for the return of items that do not sell. In the Sales Division, buyers must pay the postage to forward the books containing the mounts.

For larger items intended for StampStore, use an enclosure that is secure and can be attached to the back of the sales sheet, and that protects the item from

damage while in the mail and in our storage area. Placing items in an envelope without attaching them to the sales sheets can lead to damage in the mailing container and requires extra time to properly prepare them for scanning and posting.

Reminder: When preparing material for circuit sales, please be advised that items larger than the sales book dimensions of 5 inches by 8 inches will be rejected. This is to help avoid damage to the items. The maximum, safe size for items mounted in sales books is 4.5 inches by 7.5 inches. You should consider selling items larger than these dimensions at our StampStore.

Point System for the '5 for 10' Program

We have replaced the automatic mailing of free sales books for the "5 for 10" program with a point coupon, which sellers will receive with their acknowledgments. The points can then be redeemed for books or mounts, with redemption levels placed on the styles and sizes of the books and mounts we offer.

This coupon system will begin with the books we receive after September 1, 2007. When submitting ten singles, blocks, or 8-page books of material from needed categories, the seller will receive five points. Covers books will yield ten points. The points can be redeemed for



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5 blank books for 5 points

Thin books (8 pages) —

5 blank books for 5 points

Covers books (14 pages) —

5 blank books for 10 points

C ½ Stampmounts (500 pack) —

1 pack for 75 points

C 1½ Stampmounts (500 pack) —

1 pack for 80 points

C 3½ Stampmounts (500 pack) —

1 pack for 100 points

The original point coupons must be sent with a note stating the rewards you wish to receive. **We are not responsible for point coupons lost in the mail.** The same details from the present "5 for 10" offer apply. Visit http://www.stamps.org/Services/ser_Sales5for10.htm for the details and a complete list of the categories that qualify, or contact us to receive a hard copy.

'5 for 10' Categories (Needs)

We need any U.S. items, **except U.S.**

First Day Covers, U.S. Mint post-1950, and U.S. Plate Blocks post-1950. You can earn coupons for free blank books and mounts for every 10 completed books containing material from a set list of categories. (*Each group of 10 or more qualifying books must be received at the same time and average \$50 per book. The coupons are issued when the qualifying books are reviewed soon after arriving.*) Each book must be designed to fit one of the categories, exclusively. Details are sent with blank sales book orders. You may also visit www.stamps.org and click Sales Division and How to Sell. [Note: Single-country books usually have better sales.] Below are categories that are in very short supply at this time:

U.S. Air Mails (stamps preferred)

U.S. Back of the Book

U.S. Precancels

British Victorian Era

Hong Kong

India

Italian Colonies

Spanish Colonies

Individual Topicals

Overstocked:

Global General

U.S. Plate Blocks post-1950

U.S. First Day Covers

Collectible Postage

With increased postage costs, it is important that circuit members use collectible postage when forwarding circuits. The member receiving a circuit likes to have some used postage to add to his/her collection as a small payback, however minimal, for the cost of forwarding each circuit. We still want you to ask the postal clerk for a meter stamp, even if it is for \$0, to indicate that the package was mailed through a clerk, giving it quicker passage through the postal system. Postage stamps and meter stamps are officially recognized as indicators that postage on a package has been prepaid. The proper mailing method must be used to forward circuits. Our main concern is for the circuit content of each package.

New Brunswick Plate Proofs of the 1860 Issue

Special Offer # A211

Here is one of the prettiest sets of plate proofs in all of British North America. It's also one of the most affordable. The complete set of six decimal currency stamps was released way back in 1860. Previous to this issue, stamps had denominations in shillings and pence. The set continued in use until 1867 when New Brunswick became one of the founding colonies of Canada and Canadian stamps made their appearance. The set is noteworthy for a number of reasons:

- First, take a look at the 1¢ value. It is the world's first stamp to picture a locomotive. Talk to any railroad enthusiast and you'll find out that out that this stamp is in demand all over the world from thematic collectors.
- Second, you guessed it, the 12.5¢ blue stamp is the world's first to picture a steam and sailing ship. The same demand from topical collectors applies.
- Third, the above two stamps (along with the Canada three penny beaver) were the only North American (including the U.S.) pictorial designs of the era. This was quite a novelty at the time. Stamps normally pictured only Presidents, Royalty or Coats of Arms.
- Fourth, the 17¢ black pictures the Prince of Wales, the only issue of its era to do so. He was to become King Edward VII in 1901. The 17¢ was the highest face value of any Maritime Provinces stamp, and the only one to picture a member of the Royal Family other than Queen Victoria.

How many of these lovely proof sets exist? Well, just 560 were sold in 1990 at the Archives auction. And the Postal Museum took 100 of these. That doesn't leave many for collectors. Needless to say, this little lot of six proofs should have a great future.

The Price? Just \$395.00 for a set in very fine condition, I can also supply pairs and blocks pro-rata.
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Fire Service to Hungarian Philately

Military Postal History Society (ex War Club) (Affiliate 19)

Founded in 1937 as the War Cover Club, the MPHS originally was formed to study the postal history of America's forces during World War I. It has since expanded its focus to the study and collection of all aspects of military mail related to all conflicts dating back to the times of Napoleon and the American Revolutionary War. **Benefits:** Auctions, handbooks, the quarterly journal *M.P.H.S. Bulletin*, slide programs, annual convention, exhibition and special awards. **Annual dues:** U.S. \$20, Canada \$23, others \$25. **Website:** www.MilitaryPHS.org. **Contact:** Col. Charles LaBlonde, 15091 Ridgefield Lane, Colorado Springs, CO 80921-3554. **E-mail:** dubine@comcast.net.

Society for Hungarian Philately (Unit 34)

The SHP is a non-profit international organization established in 1970 under the laws of the State of Connecticut and is devoted to the study of every aspect of Hungarian philately. **Benefits:** The quarterly publication *News of Hungarian Philately*, study groups, directory, sales

book circuits, auctions, handbooks, exhibition awards, library, and annual convention. **Annual dues:** U.S. \$15, all others \$20. **Website:** www.hungarianphilately.org. **Contact:** Jim Gaul, 1920 Fawn Lane, Hellertown, PA 18055-2117. **E-mail:** info@hungarianphilately.org.

Pennsylvania Postal History Society (Affiliate 50)

The PPHS is a non-profit educational organization whose purposes are to cultivate and to promote the study of the postal history of Pennsylvania, to encourage the acquisition and preservation of material relevant and necessary to that study, and to publish and to support the publication of such knowledge for the benefit of the public. **Benefits:** The quarterly journal *Pennsylvania Postal Historian*, handbooks, exhibition awards, and annual convention. **Annual dues:** U.S. \$22.50. **Website:** www.PaPHS.org. **Contact:** Dr. Norman Shachat, 382 Tall Meadow Lane, Yardley, PA 19067. **E-mail:** nshachat@msn.com. **Note:** The PPHS is coordinating a state postal history exhibiting competition in conjunction with PNSE 2007, September 7-9 at the Valley Forge Convention Center, King of Prussia, Pennsylvania. Thus far, exhibitors from Massachusetts, New Jersey, Ohio, and Pennsylvania have agreed to participate.

Fire Service in Philately (Affiliate 80)

The FSP is also a member of the American Topical Association and was formed to serve those collecting fire service, fire fighting, and fire-related topical stamps. It now enjoys an international membership. **Benefits:** The colorful quarterly publication *Fire Stamp News*, directory, auctions, new issues service, and



The screenshot shows the homepage of the Military Postal History Society. At the top, it says "WELCOME TO THE MILITARY POSTAL HISTORY SOCIETY". Below that is a "WHAT'S NEW" section with links to "Auction 180 Results online now" and "Best Article Award 2007". There's also a link to "Check out the latest featured cover". The main content area includes sections for "NEW BOOKS" (listing "We Build, We Fight: Locations and Assignments of United States Naval Construction Units 1941-2005" and "War Balloons: Military Flying from the Civil War to WWII") and "Can you contribute anything to the featured cover? Have a suitable cover to be featured here?". At the bottom, there's a note about the society's history and a link to "Today members' interests include soldier campaign covers, patriotics, prisoner-of-war mail".

Military Postal History Society —
www.MilitaryPHS.org

annual convention. **Annual dues:** U.S. \$15. **Website:** www.firestamps.com. **Contact:** Edward Florey, 149 Sopher Street, East Stroudsburg, PA 18301. **E-mail:** brenglersr@mail.enter.com.

United States Possessions Philatelic Society (Affiliate 99)

Numbering more than 300 members and founded in 1978, US PPS interests include the Canal Zone, Danish West Indies, Guam, Hawaii, Philippines, Puerto Rico, Offices Abroad, Ryukyu Islands, and Trust Territories. **Annual dues:** U.S./Canada/Mexico \$25, others \$30. **Benefits:** The award-winning quarterly publication *Possessions* (back issues available). **Contact:** Geoffrey Brewster, 6453 East Stallion Road, Paradise Valley, AZ 85253.

Polonus Philatelic Society (Affiliate 119)

The PPS was founded to promote and encourage the study of the philately of Poland. **Benefits:** The quarterly publication *Polonus Bulletin*, local chapters, speakers bureau, study groups, expertizing, exhibition awards, library, and annual convention. **Annual dues:** U.S. \$25, others \$30. **Contact:** Chris Kulpiński, 9350 East Palm Drive, Scottsdale, AZ 85255. **E-mail:** chris@kulpiński.net.



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Pacific Northwest Postal History Society.



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www.pacificnorthwestpostalhistorysociety.org

Firestamps.com



Introduction History New Issues Showcase Links Get Involved Members

Introduction

Welcome to the firestamps.com web site. If you are a stamp collector, you might want to take a look around. If you are a firefighter, we might introduce you to a new hobby!

The field of topical stamp collecting is vast. From Disney characters to Mushrooms to Steam Locomotives, collectors become experts in identifying the objects shown on their stamps.

The term "Fire Stamps" is probably misleading. They should really be called "Fire and Emergency Services Stamps" or "Fire Department Stamps" because the objects shown on our stamp collections include vehicles and equipment, the personnel of the Emergency Services and significant and memorable events that depict Fire Suppression, Prevention, and Investigation.

Simply accumulating stamps that show different fire engines is not the limit of our pastime. We research the circumstances of the stamps issue, the manufacturer, year and model of vehicles shown, historical, geographical and other related information. We are an association of collectors called "Fire Service In Philately".

In addition to stamps, collectors often include related material such as post cards, special cancellations, photographs, patches, stickers, models and other related items. Sharing the enjoyment with others is our goal. We hope you enjoy your stay!

www.firestamps.org

Fire Service in Philately —
www.firestamps.org

PNC³ Plate Number Coil Collectors Club

American Philatelic Society Affiliate #185

Welcome to the OFFICIAL home of the The Plate Number Coil Collectors Club (PNC³). We're glad you decided to seek us out and invite you to join us online, in person shows and as a member. Information on the club's structure, dues and benefits can be obtained from the menu on the left.

Please bookmark this page and check back often for the latest Plate Number Coil news and more information about PNCs and our club. We hope that the information provided herein will help in your enjoyment of the hobby.

Ron Mcfield, Webmaster

Plate Number Coil News

AUGUST 2007

RE: 8/3/07 - One week to go. Next week on Friday, August 10th, PNC³ will be co-hosting the [41st Beautiful Blooms First Day of Issue Ceremony](#) along with the American Philatelic Society at 11 a.m. in rooms B113-115 of the Portland, Oregon convention center, during StampShow 2007.

The following day, at nine in the morning, in room C123, PNC³ will hold a board meeting. All members are invited to sit on. After lunch, at 1 p.m., we will have our annual membership meeting in the same room. We have the room reserved from 1 till 3. There should be time for buying and selling.

PNC³ will be staffing a booth on the convention floor, where we will have ceremony programs for sale. applications for membership for anyone wishing to join the club, a copy of the PNC³ catalog, handouts including recent issues of Coil Line, and a PNC power point presentation running during show hours.

You must have JAVA loaded on your computer for the bars above to work.

Plate Number Coil Collectors Club —
www.pnc3.org

Society for Hungarian Philately



Welcome to our Web Site

For those interested in all aspects of Hungarian Philately.



OUR JOURNAL
THE NEWS OF
HUNGARIAN
PHILATELY

Menu

The Society for Hungarian Philately (APS Affiliate #34) is a non-profit organization chartered under the laws of the State of Connecticut and is devoted to the study of every aspect of Hungarian philately. The society presently has members living throughout the United States and Canada and other countries worldwide.

MISSION STATEMENT - The Society is organized to promote the collecting of stamps and the study of the postal history of Hungary and related areas. Believing that collectors cannot attain the best enjoyment of their hobby in isolation, the Society strives through the media of its publications and its local chapters to create a spirit of fraternity among its members, to encourage research and study through mutual exchange of



Society for Hungarian Philately —
www.hungarianphilately.org

Pacific Northwest Postal History Society (Affiliate 147)

The PNPHS's purpose is the study of the postal history of Oregon, Washington, Idaho, and Montana. **Benefits:** Study groups and the quarterly journal *The Oregon Country*. **Annual dues:** U.S. \$15. **Website:** www.pacificnorthwestpostalhistorysociety.org. **Contact:** William R. Beith, P.O. Box 301263, Portland, OR 97294. **E-mail:** wrbeith@comcast.net.

Plate Number Coil Collectors Club (Affiliate 185)

Founded to encourage the study and pursuit of a variety of collecting interests concerning plate number coil stamps, the PNCCC now has more than 800 members. **Benefits:** The monthly journal *Coil Line*, directory, auctions, slide programs, exhibition awards, and annual convention. **Annual dues:** U.S. \$12, Canada/Mexico \$19, others \$24. **Website:** www.pnc3.org. **Contact:** Gene C. Trinks, 16415 West Desert Wren Court, Surprise, AZ 85374. **E-mail:** gctrinks@cox.net

Fellowship of Samoan Specialists (Affiliate 240)

The FSS was founded in 1979 to promote philatelic research and study of all aspects of Samoa. **Benefits:** Directory and the quarterly publication *The Samoa Express*. **Annual dues:** U.S. \$15, Canada \$20. Members in "Euro" countries will now be able to pay by either personal check or bank notes in that currency. **Website:** www.samoaexpress.org. **Contact:** Martin J. Miller, 157 Warner Avenue, Roslyn Heights, NY 11577. **E-mail:** MMiller@LadasParry.com.

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Letting Inmagic® Genie Out of the Bottle

At StampShow 2007 in Portland, Oregon, the Research Library (APRL) unveiled a new version of the library's online catalogue. Called Inmagic® *Genie*, this catalogue combines four databases, three of which had been on the APRL webpage for nearly a decade, and one that was available only in-house. The three family databases are:

- **APRL Card Catalogue** — The database of the catalogued holdings of the APRL, consisting primarily of books but also including such items as photocopies of philatelic exhibits, microfilm and microfiche, Government documents, and most recently, CDs and DVDs.
 - **APRL Journal Holdings** — The database where all the philatelic journals held by the APRL can be searched, a vast archive dating back to the early 1860s. The library currently receives more than 375 philatelic publications from around the world.
 - **APRL Articles Database** — The accumulation of indexing from a variety of sources. (Note: The database does not include the actual article.)

In addition to these three databases, we have added the

- **APRL Name Sale Database** — This details our holdings of the auction catalogues from sales of famous and historic collections, such as Edward Green, Franklin Roosevelt, and the June 2007 William Gross Great Britain auction to benefit the medical humanitarian charity Doctors without Borders.

Genie is more than a catalogue — it is a circulation system as well. When members request materials for loan, the database will indicate if the item has been checked out. Although it will take time for this system to be phased in, within several months, you will be able to assume that items you see are on the shelves unless the listing includes a date by which they are due to be returned.

Other user-friendly features include details on the items you have checked, as well as indicating any books that you may have on reserve. Since we rely on the mail service for the loan and return of borrowed materials, you will be able to see the date the materials borrowed were sent to our mail room for delivery, as well as the return date on which they were checked in by the APRI staff.

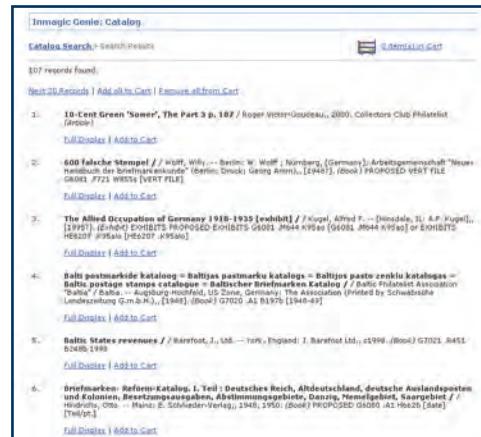
To set up a "MyGenie" account, contact the library staff. If you have a user name you prefer, please let us know. Once your user name is in the system, you will be able to establish a password. If you forget your password, the library staff can remove the password in order for you to set up a new one, but we will not be able to see your password.

There are many more exciting features of *Genie*. We hope you will log onto our website and give it a try. You'll find some helpful tips there on the search screen, and more information is available if you click on the link for "Help."

With more than 20,000 book titles, more than 5,500 journal titles, and a database of references to journal articles, *Genie* is the place to start all your philatelic research at the APRL.



Primary search screen and tips.



Partial search results



When sending your request to the APRL, please remember to include your name, address, membership number, and any special instructions.

My Genie keeps a record of items borrowed, the due dates, and when the items were returned.



The Apfelbaum family presents...

36 Questions

ON A LIFE IN PHILATELY

with Phil Shepp

When did you start collecting stamps? 1953. **What was the first stamp you remember buying?** Ecuador #366. **How much did it cost?** Free with approvals via mail. **How much is it worth now?** Less than a dollar. **What fuels your passion for stamps?** Completeness in XF/S condition and dollar value. **What else do you collect besides stamps?** Baseball memorabilia.

Which countries do you specialize in? United States. **The most beautiful stamp you've seen?** U.S. #C3. **The ugliest?** U.S. #1008 NATO. Yuck! **Do any of your relatives have an interest in philately?** One of my sons. **How many hours a week do you spend on your hobby?** Five to ten.

Where were you born and raised? York, Pennsylvania. **What was your early career?** Designer/engineer of automatic fire sprinkler systems. **How did you get interested in philately?** Older kid across the street showed me his collection. Neato! **Any mentors or role models?** My father. **Your personal favorite areas of philately?** U.S. Airmails and commemoratives through 1940. **Any other hobbies unrelated to stamps?** Sports, classic movies, and bridge. **How do you perceive the health of stamp collecting today?** Very healthy after a lull in the early to mid 1990s. **Where do you predict the hobby will be 20 years from now?** At least as strong as it is now.

If you had one philatelic wish, what would it be? #C13-15 top plate blocks NH XF/S. **Which country issues the most attractive stamp designs?** U.K. Possessions. **Which country uses the highest quality of printing?** U.K. Possessions. **How many shows a year do you attend?** Only one or two shows, but many auctions. **How far afield have you traveled?** New York, Philadelphia, and Baltimore. **Is this changing?** No; I remain very active in mail sales. **What do you most wish for the hobby and its future?** To get more young people involved. **What has stamp collecting meant in your life?** Clean, wholesome pastime that has kept me out of trouble! Made me an "A" student in history and geography. **Your age?** Sixty-three, but I look much younger! **What is your favorite stamp issued the year you were born?** U.S. #921, 5 cent Korea. **Which countries' stamps do you specialize in?** United States. **The most expensive stamp you've bought?** #294a; also #C13-15 plate blocks. **Your favorite stamp?** U.S. #291/C3.

How long have you been a customer of Earl P. L. Apfelbaum, Inc.? Briefly in the 1960s; consistently since the 1990s. **What do you most like about the firm?** Public auctions — often! **Which of the Apfelbaums have you known the longest?** Missy. **Anything else you'd like to say about the firm?** Missy is adorable and very courteous.

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show time

To obtain a listing in this section, submit a "Show Time" form, available online at www.stamps.org or by mail from APS headquarters. Information must be received 60 days before desired publication time. Listings are free to shows sponsored by APS chapters and affiliates. Shows that do not include exhibits are identified with *B*. Grand award winners from *WSP* shows are eligible for the annual APS World Series of Philately Champion of Champions competition.

All information is subject to change without notice. While every effort is made to ensure accuracy, you should check with the specific show to verify information. The APS website listing includes shows much further in advance than we have space to include in *The American Philatelist*.

Canada **August 31-September 2**
BNAPEX 2007, British North American Philatelic Society, Westin Hotel, 320 - 4th Ave., Calgary, Alberta. Contact Jon Johnson, jcpfins@hotmail.com; www.bnaps.org/conv_events.htm; 403-253-8411.

Maryland **August 31-September 2**
BALPEX, Baltimore Phil. Soc., Marriott's Hunt Valley Inn, 245 Shawan Rd., I-83 Exit 20 E., Hunt Valley. Contact Robert E. Gibson, Sr., balplex@aol.com; www.balplex.org; 410-332-4741. *WSP*

New Jersey **August 31-September 2**
MERPEX XXX, Merchantville Stamp Club, West Jersey Masonic Center, Berlin-Haddonfield Rd., Cherry Hill. Contact Dave Grayson, merpex@aol.com; www.hometown.aol.com/merpex/club.html; 856-667-3168.

Mississippi **September 1-2**
GULFPEX, Gulf Coast Stamp Club, St. Martin Community Center, 15004 Lemoyne Blvd., Biloxi. Contact Bob Marousky, gulfcoaststampclub@yahoo.com; 228-875-9836.

Nebraska **September 7-9**
Omaha Stamp Show, Omaha Philatelic Society, Metro Community College-South Campus, 2909 Gomez Ave., Omaha. Contact Edgar Hicks, edgar@fcstone.com; www.omahaphilatelicsociety.org; 800-228-2316 ext 2506. *WSP*

Pennsylvania **September 7-9**
Philadelphia National Stamp Exhibition, Valley Forge Convention Center, 1160 First Ave., King of Prussia. Contact Chip Blumberg, pnse@earthlink.net; <http://pnse.home.att.net>; 610-828-8631. *WSP*

Alabama **September 8**
MONTAPEX, Montgomery Area Stamp Club, Holiday Inn, I-65 at Exit 179, Prattville. Contact

Betty Murray, eamurray1@bellsouth.net; 334-279-8018. *B*

Arkansas **September 8-9**
30th Annual Stamp & Postcard, Mountain Home Area Stamp Club, Ramada Inn Convention Center, 1127 Hwy Business 62, Mountain Home. Contact Bill Burdick, whbj@suddenlink.net; 870-425-7799.

Florida **September 8-9**
Ocala Stamp Show, General Francis Marion Stamp Club & Florida Stamp Dealers Assoc., Ramada Inn, 3810 NW Bonnie Heath Blvd. (I-75 & US 27), Ocala. Contact Sheldon Rogg, h.rogg@verizon.net; [www.floridastampdealers.org](http://floridastampdealers.org); 727-848-7697. *B*

Montana **September 8-9**
Great Falls Stamp Show, Great Falls Stamp Club, Knights of Columbus Hall, 902 Central Ave., W., Great Falls. Contact Jerry Woodward, 406-453-2298. *B*

Texas **September 14-16**
Greater Houston Stamp Show, Houston Philatelic Society, Humble Civic Ctr., 8233 Will Clayton Pkwy., Humble. Contact Denise Stotts, stottsjd@swbell.net; www.houstonphilatelic.org.

Wisconsin **September 14-16**
MILCOPEX, Milwaukee Phil. Soc. Inc., Four Points Sheraton Milwaukee Airport, 4747 South Howell Ave., Milwaukee. Contact Robert Mather, burrobob@wi.rr.com; 262-968-2392. *WSP*

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Washington September 21-23
Apple Harvest, Inland Empire Philatelic Society, Red Lion at the Park, 303 W. North River Drive, Spokane. Contact J. Wilson Palmer, ickyburg@comcast.net; www.spokanestampcollectors.org; 509-443-8147.

New Hampshire September 22
WHIMOPEX 2007, White Mountain Stamp Club, North Conway Community Center, Main Street, North Conway. Contact Barbara M. Savary, savary@localnet.com; 603-447-5461.

New York September 22
OLEPEX, Olean Stamp Club, B.P.O. Elks Club No. 491, 209 West State Street, Olean. Contact Ronald J. Yeager, cry@atlanticbb.net; 814-362-4471.

Ohio September 22-23
MAVEX Annual Stamp Show Exhibition and Bourse, Mahoning Valley Stamp Club, St. Anne Ukrainian Catholic Church, 4310 Kirk Rd., Austintown. Contact George Riebe, GeorgeRiebe@aol.com; 330-792-8724.

Connecticut September 23
NHPS 4th Sunday Show, New Haven Philatelic Society, Annex YMA, 554 Woodward Ave., New Haven. Contact Brian McGrath, hukeda@comcast.net; http://www.NHPS1914.org/; 203-389-2863. *BSP*

Georgia September 28-29
Southeastern Stamp Show, Southeastern Federation of Stamp Clubs, Cobb County Civic Ctr., 548 S. Marietta Pkwy., Marietta. Contact Scott Mark, mark_s@bellsouth.net; www.stampclubs.com; 770-619-2917. *WSP*

New York September 28-30
Metro New York Stamp Expo, Metropolitan Expositions LLC, Midtown Holiday Inn, 440

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AMOS
Linn's Stamp News **SCOTT**

Mexico Revenue Lot

We recently ran across a long-buried hoard of Mexico revenue stamps. Literature included in the box indicated that it was purchased from the estate of a Mexican official who had worked in various departments. When documents were slated for destruction, he would soak off the revenues. He started this in the 1890s until he passed away in the 1940s. We offer a group of 300 different revenues, and you get the fun of researching and cataloging them. We guarantee an impressive catalog value or return the lot intact for a complete refund.

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W. 57th Street, New York. Contact John Dunn,
stampnews@aol.com; 800-635-3351. *B*

California

September 29-30

Humboldt Stamp Show, Humboldt Samp Collector's Club, Red Lion Hotel Reedwood Ballroom, 1929 4th Street, Eureka. Contact Norm Allen, cardon3442@suddenlink.net; 707-442-3205. *B*

Minnesota

September 29-30

METROPEX, Maplewood Stamp Club, Century College - West Campus Gymnasium, 3300 Century Ave., N., White Bear Lake. Contact Tom Eckers, tome56@earthlink.net; 763-533-1860.

New Jersey

September 29-30

Clifton 2007 Fall Stamp, Cover, and Post Card Show, Clifton Stamp Society, Inc., Community Recreation Center, 1232 Main Avenue at Washington Ave., Clifton. Contact Thomas Stidl, stidl@verizon.net; www.cliftonnj.org/stamp; 973-471-7872. *B*

Connecticut

September 30

THAMESPEX, Thames Stamp Club, Waterford High School, Rope Ferry Rd., (Rt. 156 & Rt. 1), Waterford. Contact Obie Hill, obiehill6131@sbcglobal.net; 860-464-0000.

California

October 5-7

WINEPEX 2007, Redwood Empire Collectors Club, Marin Center Avenue of the Flags, Avenue of the Flags, San Rafael. Contact Kurt Schau, auctions@harmerschau.com; 707-778-6454.

Florida

October 6

Jacksonville Stamp Collectors Show, Jacksonville Stamp Collectors Club, Inc., Arlington Methodist Church, 1400 University Blvd., N., Jacksonville. Contact Charles F. Winney, cfw@jamesandharris.com; 904-389-2725.

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Illinois

October 6
Will County Stamp Show, Philatelic Club of Will County & Naperville Area Stamp Club, Messiah Lutheran Church, 19901 S. Houbolt Road (Jefferson-Route 52 & Houbolt), Joliet. Contact Max Zollner, mezollner@comcast.net; 815-725-7544.

Michigan

October 6
Mt. Clemens Stamp Bourse, Mt. Clemens Stamp Club, Mt. Clemens Public Library, 150 Cass Ave., Mt. Clemens. Contact John N. Cummings, cumming@juno.com; 586-254-6772. *B*

Ohio

October 6-7
Cuy-LorPex 2007, Cuy-Lor Stamp Club, Lutheran High School West, 3850 Linden Rd., Rocky River. Contact Lester Morris, lmchelsea49@cox.net; 440-773-3993.

Pennsylvania

October 7
Fall 2007 CAPEX Stamp Show, Capital City Philatelic Society, Linglestown American Legion, 505 N. Mountain Road, Harrisburg. Contact Linn Kinney, 717-732-7813.

New York

October 12-13
STEPEX 2007, Elmira Stamp Club, American Legion Post, 45 South Olcott Road (just off I-86, Exit 49), Big Flats. Contact Alan Parsons, alatholleyrd@aol.com; 607-732-0181.

California

October 12-14
SESCAL, Federated Phil. Clubs of Southern California, Radisson Hotel at Los Angeles Airport, 6225 W. Century Blvd., Los Angeles. Contact Carl Shaff, II, c2shaff@aol.com; www.sescal.org; 213-383-7111. *WSP*

Canada

October 12-14
Royal *2007* Royale, Canadian Stamp Dealers' Association, Queen Elizabeth Building, Exhibit

October 6**October 6****October 6-7****October 7****October 12-13****October 12-14**

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Place, Toronto, Ont. Contact Alan Hanks, alan.hanks@sympatico.ca; www.rpsc.org; 905-727-6993.

Michigan

October 13

KAZOOPEX, Kalamazoo Stamp Club, Kalamazoo County Fairgrounds, 2900 Lake St., Kalamazoo. Contact Mike Denhany, irishmike@mei.net; 269-623-5836.

Illinois

October 13-14

CUPEX, Champaign-Urbana Stamp Club, Urbana Civic Center, 108 E. Water Street, Urbana. Contact Louise B. Toft, www.prairienet.org/cusc/; 217-359-9115.

Maryland

October 13-14

BOPEX, Bowie Stamp Club, Bowie City Hall, Kenhill Drive, Bowie. Contact Richard W. Morain, dickmorain@verizon.net; 410-987-3391.

New Jersey

October 13-14

Garden State Fall Stamp Fair, New Jersey Stamp Dealers Association, La Quinta (formally Wellesley) Inn, Route 46 West about 1 mile west of the junction of Routes 46, 80 and 23, just behind Jose Tejas Restaurant, Fairfield. Contact Larry Liebowitz, njshows@optonline.net.

Tennessee

October 13-14

MEMPHEX 200, Memphis Stamp Collectors Society, Memphis Marriott East, 2625 Thousand Oaks Boulevard, Memphis. Contact William R. Bartlett, rsmispo1@midsouth.rr.com; 901-753-9266.

Washington

October 13-14

Tri-Cities Stamp Show, Tri-Cities Stamp Club, Knights of Columbus Hall, 2500 Chester, Richland. Contact Lawrence E. Clay, lclay3731@charter.net; 509-735-3731.

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Pennsylvania**October 19-21**

AEROPHILATELY Show, American Air Mail Society, American Philatelic Center, 100 Match Factory Place, Bellefonte. Contact Jeff Shapiro, coverlover@gmail.com; www.americanairmailsociey.org; 508-460-0078. *WSP*

Delaware**October 20**

56th Annual Stamp Show, Dover Stamp Club, St. Andrews Lutheran Church, 425 North DuPont Highway, Dover. Contact Melvin Nace, doverstampclub@aol.com; 302-674-0837.

Indiana**October 20-21**

EVANSPEX Stamp and Postcard Show, Evansville Stamp Club, Scottish Rite Shrine, 203 Chestnut St. (Downtown Evansville), Evansville. Contact Jack Zahn, jzahn@baker.com; www.evansvillesstampclub.com; 812-867-5855; 812-759-6701.

Massachusetts**October 20-21**

WALPEX 2006, Waltham Stamp Club, Minuteman Science-Technology High School, 748 Marrett Road, Route 2A West, Exit 30B off I-95/128 then second left, Lexington. Contact Jim Warner, jandbwarner@verizon.net; www.nefed.org/waltham; 781-237-1390.

Michigan**October 20-21**

MOTOPLEX, Motor City Stamp & Cover Club, Sokol Cultural Ctr., 23600 W. Warren, Dearborn Heights. Contact Robert Quintero, qover@comcast.net; 248-546-0038. *B*

Michigan**October 20-21**

Kent Philatelic Society Stamp Show, Kent Philatelic Society, Aquinas College-Donnelly Center, 1607 Robinson Road, SE, Grand Rapids. Contact Ron Mrozinski, okstamps@iserv.net; 616-891-9878;

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620-627	280	1211-14	55
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628	3,700	1399	150
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661-680	120	1452	120
716-731	245	1483	50
767-781	125	1492	250
782	650	1518	600
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938-948 strips	850	1541	120
949-956	290	1586	250
957-959	290	1626-7 sheets	300
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Montana

October 20-21

GLAPEX XXIII, Glacier Stamp Club, Central School Museum, 124 Second Ave East, Kalispell. Contact Henning Stabins, hstabins@hotmail.com; 406-755-7917. *B*

Oregon

October 20-21

STAMPFEST 2007, Umpqua Valley Stamp Club, 7 Feathers Casino, Exit 99 off I-5, Canyonville. Contact Rob Horn, rhorn@or.blm.gov; 541-672-5054. *B*

New York

October 25-28

The 2007 ASDA Fall Postage Stamp Mega-Event, American Stamp Dealers Association, Madison Square Garden Expo, 4 Pennsylvania Ave., New York. Contact Jim Roselle, asda@erols.com; www.asdaonline.com; 516-759-7000; 516-759-7014.

Georgia

October 27

GAPEX 2007, 31th Annual CSRA Stamp Show, Greater Augusta Stamp Club, Americas Best Value Inn, 3023 Washington Road (at I-20 Exit), Augusta. Contact Peter Igel, igelp@bellsouth.net; 706-868-6769.

Vermont

October 27

CHAMPEX: Burlington Stamp Show, Chittenden County Stamp Club, Christ the King School, 136 Locust Street, Burlington. Contact Glenn Estus, gestus@westelcom.com; http://www.vermontps.org/clus/chittenden.html; 518-962-4558.

California

October 27-28

East Bay Collectors Club 62nd Annual Show, East Bay Collectors Club, Civic Center Assembly Hall, 1375 Civic Drive, Walnut Creek. Contact Randy Tuuri, tuurifam@comcast.net; 510-653-3471.

Indiana

October 27-28

AWPEX, Anthony Wayne Stamp Society, Concordia Lutheran High School, 1601 Saint Joe River Road, Fort Wayne. Contact Jim Mowrer, stamp@gte.net;

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Connecticut

October 28

NHPS 4th Sunday Show, New Haven Philatelic Society, Annex YMA, 554 Woodward Ave., New Haven. Contact Brian McGrath, hukeda@comcast.net; <http://www.NHPS1914.org/>; 203-389-2863. *B*

Michigan

October 28

Pontiac Stamp Club's Fall Stamp Harvest, Pontiac Stamp Club and Waterford Rec. Dept., Waterford Rec. Dept. (former Police Dept.), 2303 Crescent Lk. Rd. (1 mile N. of M-59), Pontiac. Contact Mike Miley, mileystamps@hotmail.com; 248-623-2178.

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sure you have checked the instructions carefully. Having your wiring and furnace checked as well as your chimney are good investments. Overloaded wiring is a common cause of fires, so even if you live in an apartment make sure that you don't have too many appliances plugged in to one outlet.

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membership report

No. 7, July 31, 2007



NEW APPLICANTS

The following applications were received during July 2007. If no objections are received by the Executive Director (814-933-3803) prior to September 30, 2007, these applicants will be admitted to membership and notice to this effect will appear in the December 2007 issue.

Ali, Hamdi F. (212255) Montreal, QC US-SWISS-GER; 67; Emeritus Professor	Clark, Richard (212307) Sanford, FL US; 44; Retired	Erickson, Erik (212139) Palos Verdes Estates, CA WORLDWIDE; 40; Yacht Captain
Alt, Robert (212158) Laurel, MD 73; Retired	Cleeton, Deborah L. (212216) Bellefonte, PA PRE 1975 USED; 56; Bookkeeper	Erickson, Richard A. (212280) Roseville, MN BRIT COMM; 66; 401K Administrator
Anderson, Craig R. (212301) Kirkland, WA FDC-US COMMEM-AIR MAIL; 56; Computer Technician	Collins, Beth (212279) Cottonwood, MN US-BEA-SCOUTING-FORESTRY; 49	Estrada, Angela M. (212304) Whittier, CA US-W EUR-SCAND; 56; Insurance Broker
Andrade, Wagner S. (212171) Sao Paulo, Brazil PRE 1950 GER, JAPAN, ITALY, BRAZIL; 52; Economist	Cooney, John F. (212175) Graham, WA 20TH C US; 65; Retired	Farias, Lydia (212293) Sullivan City, TX US-DISNEY-UN; 67; Retired
Andrews, Sarah M. (212241) Germantown, MD 38	Corcoran, Bill (212160) Tampa, FL US, PLATE BLKS, DISCOUNT POSTAGE, COLLECTIONS; 47	Favre, Darlene (212195) Lumberton, TX WORLDWIDE; 66
Baetke-Smith, Irene L. (212215) Cameron Park, CA US-BRIT COMM-WORLDWIDE-GB-CANADA; 61; Registered Dental Hygienist	Corman, Paula M. (212148) Wichita, KS WORLDWIDE; 53; Medical Transcriptionist	Frerbrache, Sally Diamond (212178) St. Peter Port, Guernsey, Channel Islands ; Head of Philatelic Bureau
Baghdassarian, Alex R. (212165) Glendale, CA LEBANON-ARMENIA-US; 43; Attorney	Cosart, Keith H. (212248) Exeter, CA OLDER; 48; Manager	Ferguson, Van D. (212204) Saint Petersburg, FL US; 57
Bagley, James E. (212122) Happy Valley, OR CANADA-US; 76; Retired	Cotter, John (212121) Austin, TX US-SPACE-SCIENCE-MATH; 46; Teacher	First Tuesday Stamp Club (1565-212311) Rochester, MN
Bailey, E. P. (212260) Richmond, VA MINT US; 81; Retired	Crisp, Amos C. (212292) Gulf Shores, AL USED US; 76; Retired	Forrest, Thomas W. (212302) Vicksburg, MS US; 55
Baker, David M. (212193) Leesville, LA WORLDWIDE; 59; Government Contractor	D'Averso, Gerald (212249) New York, NY 48; Pharmacist	Frank, Howard (212149) Brooklyn, NY US & WORLDWIDE EFO; 77; Personal Investor
Barber, Darolyn M. (J-212314) Castle Rock, CO 11; Student	Dailey, Patrick (212176) Alton, IL US, REV, HISTORICAL-WORLDWIDE-RYUKYU IS-TANNA TUVA; 58; Professor	Frassetti, Sylvia E. (212300) Prescott Valley, AZ 57; Bookkeeper
Barnes, Robert C. (212147) Birmingham, AL US; 76; Retired	Dalby, John F. (J-212231) Arlington, VA US RARITIES; 10; Student	Freeman, Scott (212114) Litchfield, NH US; 64
Basham, Jan (212173) Knoxville, TN 71; Retired	Daniel, Georgina (212159) Little Rock, AR WORLDWIDE; 40; Self Employed	Fritz, Cerel M. (212265) Charlotte, MI US-GB-BRIT COMM; 61
Berg, Jan B. (212205) Stockholm, Sweden SAMOA; 47	Deutschmann, Mark E. (212245) Nashville, TN US; 49; Real Estate	Gabriel, Gerard J. (212244) Palmdale, CA MINT US; 53; Retired
Bickel, Claire S. (212261) Phoenix, AZ MINT US; 67; Retired	Dickerson, Daniel (212297) Algona, MI US; 63; Retired	Gardner, Lisa (212157) Prairie Village, KS 48
Billings, Cary M. (212161) Magnolia, TX 56; Engineer	Donnelly, John W. (212264) High Rolls Mountain Park, NM US; 58; Retired	Ghazzoul, Seandee (212150) Redwood City, CA US, PRECANCELS-RUSSIA-MEX-FRANCE-AUSTRIA; 34; Poetaster
Billings, David D. (212145) Humble, TX US; 53; Sales	Duckworth, Nigel (212286) Blairstown, NJ 54	Gillis, John A. (212250) Acworth, GA US, BOB, REV; 62; Retired
Bishop, Bruce H. (212315) Gorham, ME 78; Retired	Duffey, Mary L. (212177) Great Cacapon, WV	Glaeser, Lewis M. (212233) Penn Valley, CA US; 84; Retired
Black, Kermit M. (212124) Duncansville, PA WORLDWIDE; 66; Antique Dealer	Eichert, Randy E. (212294) Wildomar, CA US FDC-MINT US; 33; Courier	Goicochea, Pascual (212266) Clayton, NC 57; Retired
Blaney, Ron J. (212123) Saint George, UT 76; Retired	Engel, Robert A. (212117) Eaton, CO 72	Goldberg, Marvin (212179) Lake Worth, FL 66; Pharmacist/Assoc. Clinical Professor
Blume, Andrew (212262) Marathon, WI US; Retired	Engstrom, Douglas R. (212312) Atlantic City, NJ US; 46; Construction Executive	Goodman, Morris (212151) Sun Lakes, AZ 80; Retired
Bobbin, Wil L. (212194) Hamilton, OH 68; Retired	<h2>NEW MEMBERS</h2>	Grady, William H. (212267) Kensington, MD S AM-US PRECANCELS-TOPICAL; 57; Librarian
Boe, Oistein (212169) Bergen, Norway NORWAY; 45; Engineer	Applications 211807 through 211991 as previously published have been accepted for membership by the Board of Vice Presidents.	Guerin, Philippe F. J. M. (212163) Lyon, France FRANCE; 54; Professor
Brooks, Galena I. (212288) Huntington Beach, CA GENERAL; 80; Retired	<h2>SUMMARY</h2>	Hamill, Molly L. (212217) Portland, OR 53; Teacher
Buss, Alvin B. (212278) Bloomington, MN US; 66; Retired	Total Membership, June 30, 2007 42,340	Harris, William P. (212232) Seattle, WA WORLDWIDE; 34; Physician
Butterfield, Alan (212174) Lake Stevens, WA W EUR-SCAND-N AM-BCC; Attorney	New Members 182	Hays, Kevin S. (212285) Alta Loma, CA US; 33; Controls Technician
Carr, Stephen M. (212235) Phoenixville, PA 53; Systems Integrator	Reinstated 47 229	Heaton, Robert B. (212242) Chico, CA US; 70; Retired
Carsten, Anthony (212263) Casper, WY 43; Retail	Deceased 35	Helfand, Bob (212229) Las Vegas, NV 68
Case, Sheila M. (212209) Broadhurst, Botswana BECHUANALAND REV, POSTMARKS-BOTSWANA; 69; Retired	Resignations 6	Hendron, Walter K. (212126) Chantilly, VA US-WASHINGTON/FRANKLINS; 60
Chamberlain, Linda (212258) Homer, AK DOG SLED MAIL DELIVERY; 51	Dropped, Unable to Locate..... 18 59	Hildebrand, Micheal J. (212127) Morgantown, WV US-UN-CONCORDE; 59; Attorney
Cheshier, Stephen R. (212170) Jasper, GA MINT US; 67; Retired	Total Membership, July 31, 2007 42,510	Hilditch, Steve (212246) Toronto, ON 52
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Scott, Robert J. (212240) **Saint Charles, IL** NFLD-AIR MAIL; 54; Vice President Operations
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Sethi, Aniruh (212118) **Baroda, Gujarat, India** WORLDWIDE ERRORS; 36
Seymour, Glen W. (212201) **Simi Valley, CA** 71
Sikder, Sujoy (212305) **Kolkata, India** VICTORIAN GB-INDIAN FEUDAL STATES-GER; 29; Engineer
Silva, Humberto Durier (212213) **Worcester, MA** US-LATIN AM-GER-AFRICA-KILOWARE-COVERS; 46; PC Tech. Network
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Smith, Guy F. (212291) **Los Angeles, CA** 45; Antiques
Smith, Timothy R. (212166) **Fife, WA** US; 43
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Stover, Edward B. (212274) **Sterling, IL** 64; Retired
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Van Parys, Vickie J. (S-212142) **Broomfield, CO** 60
Vandegrift, Michael R. (212228) **Visalia, CA** US COMMEM; 40; Grocery Management
Vaprin, David A. (212200) **Indianapolis, IN** HUNGARY-AUSTRIA-OTTOMAN-TURKEY-PAINTINGS-HISTORICAL;
Vasq, Georg (212191) **Uvalde, TX**
Vickerman, Mike (212276) **New River, AZ** BHUTAN-WORLDWIDE; 47; Carpenter
Ward, William G. (212238) **Reston, VA** Retired
Warneke, Sarah M. (J-212115) **Omaha, NE** 19; College Student
Watterson, Steven E. (212226) **Tucson, AZ** US; 50; Systems Engineer
Wharton, David (212155) **Arlington, TX** US; 51; Photographer
Whitman, Steve V. R. (212156) **Simsbury, CT** MAPS; 60; Executive

Wilson, Robert D. (212198) **Nineveh, IN** SPORTS-CIVIL WAR-DISNEY; 53; Contractor
Wirth, Joseph F. (212277) **Centennial, CO** US-WORLDWIDE; 63; Retired
Woodring, James D. (212247) **Harrisburg, PA** US COMMEM; 58; Accountant
Wright, John B. (212137) **Port Orange, FL** 81; Retired
Yatabe, Philip T. (212306) **San Francisco, CA** AIR POST; 61; Stock Trader
Zabik, Lawrence G. (212144) **Royal Palm Beach, FL** US; 49
Zelenak, Matthew P. (212254) **Troy, MI** US PLATE BLKS; 47; Comptroller
Zhihang, Xu (212203) **Shanghai, China**; 62

The listing below includes information that was inadvertently omitted from the July issue.
We apologize for any inconvenience.

NEW CHAPTER

Machin Study Group (211602), Denver, CO
CONTACT: Ronald Hill, 7590 W. Caley Dr., Littleton, CO 80123
North Jersey SCC 9 (211835), Franklin Lakes, NJ,
CONTACT: Warren J. Grosjean, 32 Juniper Road, Wayne, NJ 07470

INACTIVE AFFILIATE

Mask Study Unit of ATA (AF0244)
Spanish Main (AF0162)

AFFILIATE DISBANDED

Philatelic Computing Study Group (AF0212)

NAME CHANGE

Mitchell, Lois A. (206883), Commerce, TX, has changed her name to Lois Mitchell Batson, Mercer Island, WA

DECEASED

Adamini, Peter D. (160677), Green Bay, WI
Amann, R. Otto (5847-036688), Kennett Square, PA
Anderson, David A. (6406-043296), Princeton, MN
ApRoberts, James P. (3815-029631), Tucson, AZ
Bickel, Jerome G. (096151), Phoenix, AZ
Blythe, Robert C. (095760), Cedar Rapids, IA
Braun, Charles J. (158488), Victoria, KS
Breton, Michael J. (175410), Mississauga, ON, Canada
Broderick, John R. (9929-068828), Savannah, GA
Brown, Ralph S. (208008), Grand Junction, CO
Brumwell, Vearl F. (4977-035659), Dade City, FL
Caltabiano, William J. (6730-059469), Holmes, PA
Campbell, Bruce H. (099672), Center Rutland, VT
Cardinal, Maurice (3903-050768), Montreal, PQ, Canada
Chalfant, Edwin L. (6189-033972), Santa Barbara, CA
Cooper, David A., Sr. (210627), Porters Lake, NS, Canada
Crane, Denis C. (155429), Langley, BC, Canada
Dannen, Dwight L. (4620-035974), Saint Joseph, MO
Davis, Ben W. (2948-017707), Coeur D'Alene, ID
Deertz, Duane A. (095809), Grand Island, NE

Denney, Lambert (210107), Seattle, WA
Eriks, Klaas (079434), Hightstown, NJ
Gaffen, Harry (4200-033633), Bristol, England
Greenberg, Raymond (8944-061112), Chicago, IL
Haley, Julius F. (0587-018990), Columbia, SC
Halpern, Donald F. (8531-060193), Broomfield, CO
Hamill, Jo B. (129638), Portland, OR
Hendrickson, Tom A. (158949), Midland Park, NJ
Howard, William E. (9490-065887), Joliet, IL
Imrie, William N. (111821), Napa, CA
Johnson, Ralph L. (187212), Littlerock, CA
Kuykendall, James G. (8221-056556), Skokie, IL
Ladd, Frederick J. (1995641), Towson, MD
Lang, Heinz (8042-054189), North Fort Myers, FL
Lockard, Wm. Thomas (4905-030275), Wellston, OH
Look, Oscar W. (193369), Jonesport, ME
Mace, Joyce M. (192529), Alcoa, TN
Mare, Daniel T., Jr. (165151), Midlothian VA.
Mun, Robert B. (1941-017669), Honolulu, HI
Nachman, Martin (168730), Edgewater, FL
Newman, Joseph C., Jr. (111395), Whatley, AL
Nissen, Harold E. (085180), Moraga, CA
Nutter, William I. (208980), Houma, FL
Petersen, Bert D. (162735), Nekoosa, WI
Polos, James H. (154316), Redwood City, CA
Roop, Stanley M. (210076), Lebanon, M
Rotchy, Irwin A. (199602), Las Vegas, NV
Sandholm, Hans H. (1595-046314), Hanover, PA
Sargent, Gordon D. (11413-056369), Cedartown, GA
Schoen, Joseph F., Jr. (5989-033807), Springfield, VA
Shonfield, T. H. (6033-043476), Concord, CA
Short, John Y. (10210-072269), Delmar, NY
Singer, Armand E. (9319-064657), Morgantown, WV
Solarz, Sanford (136515), Fairless Hills, PA
Sparks, Robert C. (10763-059260), Glen Burnie, MD
Stallings, Harry L. (6243-045584), Essex, MD
Terribile, Frank (7303-052117), Waretown, NJ
Thurrell, Robert F., Jr. (210662), Venice, FL
Underwood, Fred (167254), Louisville, KY
Wancura, George L. (124800), Fairlee, VT
Yuen, Fong C. (184045), Sarasota, FL
Ziebell, John C. (178396), Elk Grove Village, IL
Zipparo, Joseph A. (10628-063331), Ridgefield, CT

PROBATION

Tong, Harry W. (175636), P.O. Box 423, Milford, NH, has been placed on probation for a three year period for failure to fully pay for philatelic materials which were misrepresented by the seller and which the seller denied the return thereof.

APPLICATIONS RECALLED

Arends, Arnold
McDermott, Kathleen

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Education Department

Courses Available During Aerophilately 2007

The Education Department of the American Philatelic Society is offering several informative presentations and courses this year in connection with the American Air Mail Society's show, Aerophilately 2007, to be held October 19–21, at the American Philatelic Center.

As a prelude to Aerophilately 2007, Wayne Youngblood will teach a special two-day **Fundamentals of Aerophilately** seminar, October 17–18. This course, intended for collectors at all levels, will focus on air mail collecting. The first day will be spent studying a brief history of flight, how it led to air mail, and a quick overview of the early years of air mail service. The afternoon session will focus on how to use the *American Air Mail Catalogue*, as well as how to research aerophilately in the vast resources of the American Philatelic Research Library. The second day will concentrate on how stamps are printed and processed, how to identify different types of printing, and how these tools can be used to guard yourself against purchasing fakes and forgeries, including examples and the stories behind them.

The APS Member cost is \$149 for two days, \$99 for one day. For non-members, the cost is \$249 for two days, \$175 for one day. Register online at www.stamps.org. For questions, contact Gretchen Moody at gretchen@stamps.org or 814-933-3810.

The Basics of Stamp Collecting is a course specially designed for newcomers to philately. This four-hour mini-course covers an introduction to stamp collecting for all ages, the history of the American Philatelic Society, and a tour the American Philatelic Center in historic Bellefonte's Match Factory building. The "Basics" course is open to the general public and may be taken at any one of the following dates and times:

- Friday, October 19, 2007, 9 a.m.– noon
- Saturday, October 20, 2007, 9 a.m.– noon
- Saturday, November 3, 2007, 9 a.m.– noon

The cost of \$25 covers the necessary supplies for participants to begin their adventure with stamps: tongs, magnifier, mounts, stamps, stock pages, hinges, and glassine envelopes. Register online at www.stamps.org or contact the Education Department by calling 814-933-3803.

Lastly, there is an illustrated public lecture on **Bellefonte Air Mail** by Bellefonte historian Robert Hines who shares information about early air mail, the dare-devil pilots who were heroes to the folks that knew them, and Bellefonte postal history. Robert Hines shares his father's collection of air mail images and ephemera, with an emphasis on the Bellefonte Airfield, once a major stop on the transcontinental air mail route. The talk will be presented Sunday, October 21 at 3 p.m. at the American Philatelic Center, Bellefonte, Pennsylvania. The cost is \$5 at the door. Sponsored by the American Philatelic Society, Education Department; for additional information please call 814-933-3810.

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APS Seminars Take Off!

AEROMILATEX 2007—the one-time, all air mail, World Series of Philately exhibition, will be held October 19–21 at the American Philatelic Center in Bellefonte, Pennsylvania. As a prelude to this show, the American Philatelic Society, your paramount stamp collecting organization, is offering three special programs.

Fundamentals of Aerophilately

Wayne Youngblood will teach this special two-day course on October 17–18 from 9 a.m.–3 p.m. The first day will include a brief history of flight, how it led to air mail, and an overview of the early years of air mail service. How to use the *American Air Mail Catalogue* and researching aerophilately in the vast American Philatelic Research Library also will be included in the Wednesday session.

On Thursday the course will concentrate on stamp printing techniques, how to identify different types of printing, and how this information can be used to guard against purchasing fakes and forgeries. *Preregistration is required.*

The Basics of Stamp Collecting

Curious about stamp collecting? Would you like to learn what it's all about and how to begin? Invest half a day and amass a lifetime of fun at *The Basics of Stamp Collecting*—a beginners' program for adults ages 15 and

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Participants receive stamp tongs, a magnifier, helpful handouts and brochures, worldwide stamps and covers, personal attention and answers to questions, and—best of all—the opportunity to start adding stamps for your collection. *Preregistration is required.*

Bellefonte and the Air Mail

Bellefonte's own air mail historian, Robert Hines, will present *Bellefonte and the Air Mail*—a one-hour synopsis of local airmail history. Hear about the early pilots, the planes they flew, and how they impacted the Bellefonte area. Join Mr. Hines on October 21 at 5 pm for this illustrated lecture.

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