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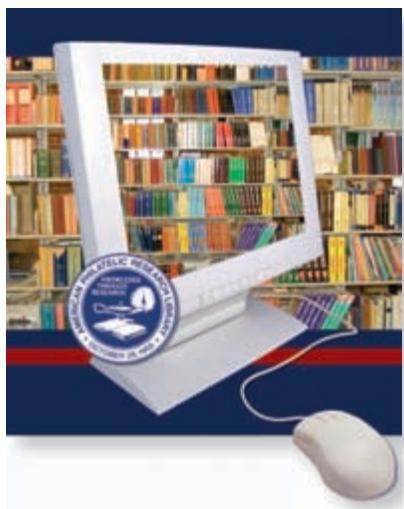
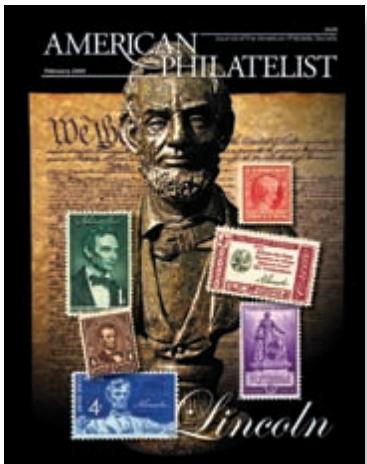
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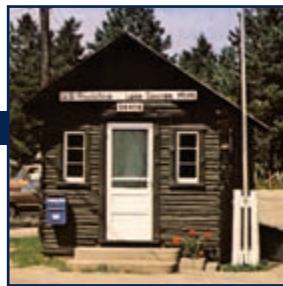
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## 719 In Memoriam: Charles J. Peterson

Remembering Charlie Peterson, "Mr. Philatelic Literature."

## 728 Presidents & Aircraft; A Philatelic Overview

by J. William Doolittle Postage stamps showing the various types of aircraft with which U.S. presidents have been associated since the days of the Wright Brothers.

## 740 The Co-Pilot Was Stuffed!

by Mathew J. Bowyer Who was the co-pilot on the first U.S. air mail delivery flight?

## 742 Smallest, Largest, Lowest, Highest Post Offices in the United States

by Ken Aldridge They come in all sizes to serve the country's postal needs.

## 744 Laysan Island Guano Fields

by Thomas Lera Paqueboat mail attests to the economic importance of this little island, now a national wildlife sanctuary, at the turn of the century.

## 748 Personal Stories and Picture Postcards

by Charles A. Fricke During the golden age of picture postcards, the written message was often part of the story being told.

### FEATURED COLUMNS

#### 722 Collecting Coast to Coast — Wayne L. Youngblood

**Los Alamos 'Drop Box' Covers** — The needs of war led to the creation of a town and anonymous post office box addresses.

#### 792 Worldwide in a Nutshell —

**Bob Lamb Turks & Caicos**

**Islands** — Although they remain a British overseas territory, the islands use the U.S. dollar as their official currency.

### FEATURED ONLINE

#### Petite Messages

by Tom Broadhead The Development of Carte de Visite Mail in Nineteenth-Century France



### APS News

Advertisers Online	772
Book Reviews	788
Carter Volunteer Awards	758
Chapter Chatter	764
Classifieds	780
Index of Advertisers	783
Letters to the Editor	706
Luff Awardees: Adema & Kent	754
Membership Report	778
President's Column	700
Sales Talk	762
Show Time	766
"The Pulse"	751
U.S. New Issues	784
U.S. Stamp Society-Barbara R. Mueller Awardee:	
Tom Broadhead	756

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## Striving Towards Diversity

The October 2009 issue of *American Philatelist* will be dedicated to “Women in the Hobby.” On the heels of the very successful **Festival for Philatelic Women** held at the American Philatelic Center in Bellefonte, Pennsylvania at the end of May, this *AP* issue will highlight that event and more. It will focus on articles written by women collectors, embracing their perspective of our hobby. This dedication is part of the APS effort to create an inclusive environment, which is the first step in creating a diverse organization. Welcoming people who are a distinct minority within the APS is not enough — people want to feel welcome *and* included. As we all know, actions speak louder than words, and the “act” of creating an *AP* issue featuring women authors is an “action” that confirms we are sincere in our desire. What better a recruiting tool than to show a prospective female member this “Women in the Hobby” issue.

Diversity will bring perspectives and concepts into the APS that will strengthen the organization by creating new collectors, building Society membership, increasing cash flow to the Society and dealers, increasing our visibility to the public, and a myriad of other positive events. In short, there is every reason to pursue

this initiative with a passion. Besides all of these fiscal benefits, it would construct a hobby more reflective of our social order and strengthen our hobby with new ideas, fresh perspectives, and a broader pool from which to draw new leaders.

I thank the APS affiliate “WE” (Women Exhibitors) for taking the lead in bringing this awareness to us and for laying the first stones in paving the road for our way to the future. “WE” has planned a second meeting (Festival for Philatelic Women II) likely to be held at Rocky Mountain Philatelic Exhibition, a World Series of Philately show, in Denver in May 2010; final details will follow within a few months.



### Charlie Peterson

“The Road goes ever on and on down from the door where it began. Now far ahead the Road has gone, and I must follow, if I can, pursuing it with eager feet, until it joins some larger way where many paths and errands meet. And whither then? I cannot say.” — J.R.R. Tolkien

On June 12, 2009, Charles John “Charlie” Peterson’s life ended on earth, following a bout with cancer. I used the above Tolkien quote to lead into this memoriam because of Charlie’s love for science fiction and mysteries. He was a religious man and faced his mortality undaunted, as if it was a chapter ending and not the epilogue.

Charlie was a “giver” in every sense of the word, not only contributing vast amounts of his time to the hobby, but also helping organizations and collectors become better from his association with them. He had served as president of the American Philatelic Research Library and on the board of vice presidents of the American Philatelic Society; director of FIP and APS representative to the FIP Philatelic Literature Commission; editor of *Ae Chronicle of the U.S. Classic Postal Issues* and as a board member of the U.S. Philatelic Classics Society.

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**Charlie was a “giver” in every sense of the word, not only contributing vast amounts of his time to the hobby, but also helping organizations and collectors become better from his association with them.**

.....

For his service, he was richly honored, being awarded the APS Luff Award twice, having signed the Roll of Distinguished Philatelists, and receiving the U.S. Philatelic Classics Society Distinguished Philatelist Award and the Collectors Club Lichtenstein Award. He judged more than thirty international shows, and most recently received the American Association of Philatelic Exhibitors Bernard A. Henning award for excellence and improvements in philatelic judging, only a week before his death.

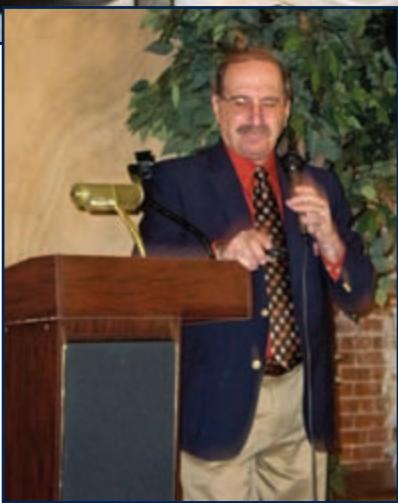
Charlie spent his life in the service of his family, his

**Top right: Wade Saadi speaks to students.**

**Bottom right: Buy, Sell, Trade Night at the Seminar.**

**Top left: Seminar students viewing the auction lots.**

**Bottom left: Nick Lombardi shares stories about the life of a postal inspector.**



country and his hobby and will be missed by all those he touched. Please see our remembrances beginning on page 719.

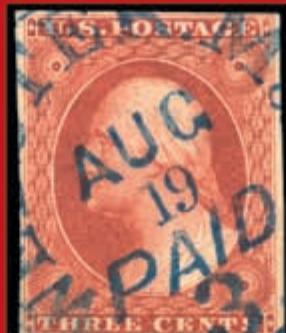
## **APS Summer Seminar**

I attended my first Summer Seminar (as a speaker) this past June and had a great time. It was five days of doing everything that stamp collectors love to do. There were major courses to enroll in, which met each day, Monday through Thursday, for four hours plus. There were more than twelve electives to attend, aside from the major courses, and a breakfast speaker each day. Lunch was provided as part of the program, as well as snacks and beverages.

Other activities included an auction of material supplied by the attendees (twenty lots per); a swap, trade, buy & sell evening; dinner with a keynote speaker; and an ice cream social! The Library was open for reading and research, and what an amazing holding of materials the APRL contains. Discussions of many topics, both philatelic and about the APS, filled every spare minute.



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But what impressed me most was the camaraderie among and between the attendees and staff. While the APS staff was there to facilitate the events and worked very hard to make everything flow smoothly, they seemed to be "one happy family" with the attendees, making the entire week a casual and fun experience. The **80 percent repeat enrollment rate** speaks loudly to how satisfied the alumni are with the programs; many are on their tenth visit!

If you have never been to a Summer Seminar, plan to come in 2010. The American Philatelic Center is a beautiful complex, and while there are still a lot of unfinished buildings to complete, you will proud of your Society's home; it is **your** philatelic "home away from home." It will be an experience you'll remember.

## Staff Spotlight

### Barb Johnson, Shows and Exhibitions Assistant

"In 1969, three months after graduation, I started to work in the Sales Division at the American Philatelic Society retiring sales books from our Circuit Sales. I moved from there to the mail room, and worked there until 2000 when I took off three years to drive tractor-trailers.

"I came back in February 2003 to the Shows Department and now I work as Assistant to the Director of Shows, Dana Guyer. I get to do a little of everything: line up dealers and exhibits for the APS winter and summer shows; keep track of WSP shows and their palmares; send ribbons and medals; keep the magazine listing for "Show Time" up-to-date; and pretty much anything Dana can come up with. I love traveling to the different cities where our shows are being held and working with the dealers and exhibitors.

"My husband Willis and I drove truck together for three years and we travel a lot on our Goldwing Trike. After Thanksgiving you can find me in the wood hunting for another 10-point buck. Got my first one in 2006."

Barb and Dana are the APS's "Dymanic Duo" — she is Robin to Dana's Batman. If you see her at STAMPSHOW, be sure to say hello and thank you. Barb is a huge part of the show's success year in and year out.



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donda	700	280.00	500	42.00	FAROE IS.	GREECE	500	14.00	600	17.50
100	21.90	BRAZIL	600	68.25	25	12.20	200	12.25	500	800
200	71.75	200	13.15	700	113.75	50	31.50	800	113.76	138.25
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2,000	381.50	only	15.75	500	113.75	400	33.25	1,000	245.00	500
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500	13.60	300	12.25	Peo. Rep. Pict.	FRANCE	75	35.00	200	52.50	500
600	19.20	500	28.00	300	56.00	200	7.90	100	26.25	1,000
800	34.15	1,000	96.25	500	129.50	300	14.45	200	31.50	300
1,000	61.25	BR. ANTARCTIC	COCOS IS.	500	36.75	150	113.75	300	42.00	1,500
1,200	141.75	50	73.50	25	7.45	1,000	105.00	500	31.50	77.00
1,500	376.25	100	241.50	50	26.25	FR. ANDORRA	200	45.50	300	89.25
AUSTRIA	BR. PACIFIC IS.	75	49.00	25	7.45	300	91.00	500	189.00	2,000
200	6.95	No. Aust., N.Z.	100	82.25	50	24.10	500	227.50	500	126.00
500	21.00	100	19.25	150	164.50	100	68.25	600	140.00	800
1,000	77.00	200	42.00	COMORO IS.	GERMANY	100	16.20	JAPAN	200	166.25
BAHAMAS	800	250.25	100	18.40	Ind.Ter.Offices,Occ.	100	14.90	HONG KONG	300	19.25
50	21.00	BR. WEST IND.	200	47.25	300	7.45	200	43.75	500	140.00
100	52.50	200	13.15	COOK IS.	500	16.65	300	82.25	500	168.00
200	141.25	500	38.50	100	52.50	1,000	43.75	100	192.50	500
300	269.50	1,000	119.00	200	112.00	2,000	101.50	ICELAND	500	140.00
				3,000	262.50	100	18.40	Latvia	500	168.00
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## letters to the editor

### Raise Our Dues

Like most of my fellow APS members, I was saddened to learn of the departure of two of our professional staff due to monetary constraints. I have a modest suggestion concerning the reinstatement of our financial stability. Raise our dues \$5 in the coming year and raise the dues an additional \$5 the following year. With our 50,000 members, that would generate a half-million dollars and our problems are over. This annual increase would be less than a latte at the mall coffee shop.

I can hear the screaming now because our membership is mainly "old white men" and our DNA requires us to complain about the government, taxes, and rate increases. These are probably the same members who have swamped the *American Philatelist* pages with complaints that they can't soak a modern used U.S. stamp — a stamp that could be purchased in mint condition from the post office for less than \$0.50 or from a dealer for less than a dollar! Hopefully our officers and other decision makers will not listen to this noise and will create the finances needed to keep the APS at the pinnacle of our hobby.

Perhaps 1% of us will feel strongly enough not to renew, creating a small loss of revenue. These are probably the habitual complainers and "bottom feed-

ers" who we could probably do without. These are the same folks who fuss that U.S. yearly mint stamps cost \$100 or more. I thought the object of our hobby was to collect stamps!

My APS membership furnishes me a year's worth of pleasure for less than a round of golf, a day of fishing, or dinner with my friend. Most APS members have collections worth thousands of dollars and yet we complain about pennies. I want to protect the value of my collection and a strong APS to support our hobby facilitates this. If one doesn't think a strong association of collectors and dealers is necessary, then I can show them my grandfather's cigar band collection that is practically unsaleable.

Thomas E. Heifner  
Panama City Beach, Florida

### Visit & Volunteer

I had the opportunity to visit APS headquarters when my local club (Westmoreland County Philatelic Society) made the journey to attend SCOPEX on June 20. While there, we were given a tour of the building(s) and a chance to see the APS in operation.

While the stamp show started out being the reason for coming up to headquarters, it was soon evident that there was much more to be seen. The APRL was most impressive; the amount of ac-

cessible material is amazing! The Sales Division is something that everyone involved with online purchasing or circuits should see. As the circuit manager for our club, I now have a better appreciation for the great job the staff does. Another highlight of our visit was the Headsville Post Office. This was truly a step back in time, and I am proud that the APS is preserving this landmark. I must say that none of these things would be possible without the great staff at APS. Our time there was made all the better because of the wonderful job done by everyone at headquarters. Everyone was very kind and ready to answer all of our questions.

I am recently retired, and it was suggested that I might find some time to volunteer a few hours now and then at APS. Given how enjoyable the day was, I just might do that!

Jim Yex

Turtle Creek, Pennsylvania

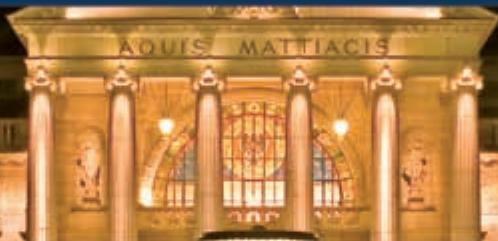
### Help Sought

The German American Bund established a camp in Yaphank, New York in 1935 and ran a "Deutsche Tag" (German Day) thereafter annually. For this event special souvenir cards were printed; Number 3 was for 1938. I have attempted without luck to find at least good illustrations, if not originals, for the other event cards. I wonder if any of our mem-



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Joplin, Missouri

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Dear Dr. Bob:

Thank you so very much for your assistance with my father's stamp collection. Your knowledgeable and quick assessment of the material and generous price paid made a hard time much easier and it was a pleasure spending the day looking through the material with you. It was also wonderful doing business with you, too.

Ginger Monka  
Indianapolis, Indiana

Take a moment now and call Dr. Bob.

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bers would be able to help in that search. Please contact me at 14 Rosslyn Hill, London NW3 1PF, Great Britain; Tel/Fax 0044 207 435 0231.

Peter C. Rickenback  
London, England

## Symbols Needed

I think placing a symbol next to unsinkable issues is an excellent idea! However, I'd like to expand the listings to include those printed on a black or gold background (for example, *Star Wars*, some Hollywood personalities, 42-cent Christmas) and those that have adhesive that remains sticky (42-cent flag).

The symbol should be a RED triangle next to the Scott number, since issues like the Flag Over Porch (Scott 2212) have some numbers that are sinkable and some that are unsinkable. Also a RED triangle should be placed next to those issues that bleed when soaked (Scott 1236, 1260, 1263, etc.).



Scott makes no mention of the purple inks that run when soaked.

Robert Seiche  
Milan, Ohio

## Capt. Cook Error

I am enclosing a copy of a stamp I have in my collection which has a very obvious flaw that probably fits into one of the classes described in Wayne Youngblood's November 2008 column "Flyspecking Isn't Just for Specialists" (page 1016).

I purchased one sheet of the Capt. Cook issue (Scott 1732–1733) when the stamps were issued in 1978, and after examining them closely, I noticed a flaw. I immediately returned to the post office and was able to buy one more sheet with the same print number and flaw. A few other



sheets with different print numbers did not have the flaw. So I now have two full mint sheets with the same number and flaw.

I would be very interested on knowing whether any other collectors have noticed this feature and if there is an obvious explanation as to how it was formed. It is very possible that there are many used stamps of this type sitting, unnoticed, in albums throughout the country.

As a personal note, I am 86 years old and am a Life Member of the Society, but am no longer active and have disposed of my collection many years ago except for a few dribs and drabs, but I still enjoy receiving and reading *The American Philatelist*. This may explain my procrastinating on this matter.

Erling Jensen  
Cathedral City,  
California

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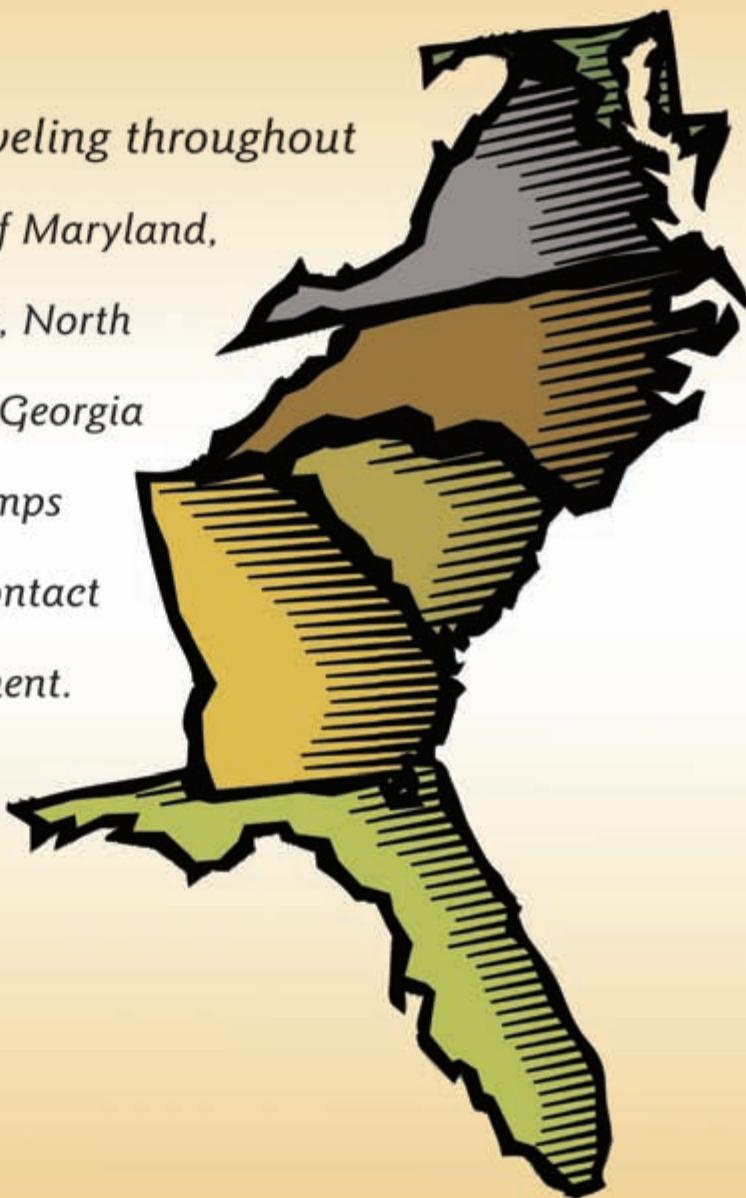


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## Which Plane?

Until now I have always resisted the urge to write and point out errors in articles, figuring that many APS members are more knowledgeable than I about stamps and philately. This time, however, I couldn't resist pointing out the misidentification on aircraft on page 542 of Lawrence Cohen's article on "Afghanistan's Broken Postal System Redux" (June AP), probably because I do consider myself an expert on aircraft identification.

First, the airliner on the 20af pair that is labeled a DC-3 isn't. I'm not sure what it is. The *Scott Catalogue* just calls it a plane, and it probably doesn't depict any specific type. Next to this, the Ariana 10th Anniversary souvenir sheet identified as an Ilyushin (misspelled Ilyushmin) IL-62 actually depicts three American airliners: a Douglas DC-3 on the 1.25af, a Convair 340 on the 5af (misidentified in *Scott* as a DC-6), and a Douglas DC-6 on the 10af (also misidentified in *Scott* as a DC-3). Finally, under these stamps, the 17af is captioned as depicting a DC-3 crash. *Scott* comes

closer, calling it an Ilyushin IL-62. (Maybe these two captions were reversed.) It actually is a Tupolev Tu-154, the Russian counterpart to the Boeing 727.

Harold Bailey

North Bend, Oregon

## Worth Honoring

This is my first letter to the *American Philatelist* after being a member for just a little more than twenty years.

I am really sorry that I have to write it, but after reading Mr. Bob Garvin's letter "Simpsons Stamp" (July AP, page 623) I could not let him go unchallenged.

His words, "Ask yourself what modern-day American accomplishment YOU can think of that you would put on a stamp. How about responsibility for the world-wide financial meltdown? Or our great American health care system? NO? Then how about education — certainly a 50 percent high school drop-out rate merits some consideration. Wait, I've got it! How about invading a sovereign third-world country on a trumped up pretext? Now there really is something to commemorate. Oops — now I am a

whining stamp collector!"

First off, I really don't know who is responsible for the world-wide financial meltdown and I would bet that Mr. Garvin does not either. I know what I read in the news, but every news story is now just an opinion column and who is to blame depends on who wrote the article.

Second, we really do have the best health care system in the world. Can Mr. Garvin name me one that is better?

Education. I don't know where Mr. Garvin came up with the 50 percent high school drop-out rate. According to the latest data I have seen (Child Trends), the figure for 2005 was a 9.4 percent drop-out rate for the ages 16–24. Even with that we still have the best opportunities for education in the world.

Now the part that really bothers me.

One thing I have enjoyed about your magazine was that it stayed away from national politics. In fact, I believe this is the first letter I have read in your magazine that even brings up national politics.

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about Iraq, but if Mr. Garvin would be kind enough to shed some light on his blaming the United States for a trumped up pretext. What pretext would that be? I seem to remember everyone in the world agreeing that Iraq had weapons of mass destruction to include the President prior to Mr. Bush.

Just today General Colin Powell noted that "A dictator is gone, a despicable regime is gone, the Iraqi people have been given a chance to have a representative form of government living in peace with its neighbors. We'll have to see what history's judgment will be."

I am sure that Mr. Garvin also forgot the cease-fire agreement that was signed in 1991 and the numerous times that the cease-fire was broken. That in itself was reason enough to take out Saddam.

Yes, I like the Simpsons stamps, but I also think that every issue that Mr. Gavin mentioned could be honored on a stamp. But then, of course, that is just my opinion.

**Sergeant Major Bill Witcraft  
(USA/Ret)**

*Dothan, Alabama*

## More Than Just Hollywood

I have been an APS member for around twenty years and have enjoyed receiving my copy of the AP magazine each month. I find I prefer to read the letters section first in order to get a feel for the mood of the membership and to see if it parallels mine. I felt compelled to respond to a letter I read in the July issue.

I have to disagree with Mr. Garvin's assessment of our not having modern events or people worth commemorating on our stamps. The CSAC decision to commemorate cartoon characters from an active television show, to me, does not promote pride in our country. In many ways, we have become a joke to the world and using the Simpsons for this issue merely reinforces that image.

We have several choices of stamp subjects for selection, my top 10 list is as follows:

- 1) Congressional Medal of Honor Recipients
- 2) Americans who have won the Nobel Peace Prize

- 3) Doctors that have made breakthroughs in surgical or medical advancements
- 4) Apollo 1 or Challenger Astronauts (and Columbia's when the 6-year limit is reached)
- 5) American Poets and Writers
- 6) A new President, Vice-President, or First Lady Series
- 7) American Scientists or their Discoveries
- 8) Astronomical Images, more Hubble shots or even some taken by amateur astronomers
- 9) Historical Sites, National Observatories or Museums (granted, some historical buildings have been depicted on postal cards, but how many of them are actually used?)
- And last but not least...
- 10) American Philatelists

As you can see, there are plenty of choices available and I have no doubt that others could come up with a com-

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pletely different list.

The problem as I see it, it is easier for the CSAC to select and promote a popular cartoon character than it is to have someone take the time to do some research to find an event or a deserving American citizen to honor and depict on a U.S. stamp. Mr. Garvin is correct in that American cinema and television shows seem to be the main thing America is currently known for, but it is up to us to show the world that America has events and citizens worthy of commemoration and that our country is made up of more than just the Hollywood elite.

Dewey J. Barker  
Pensacola, Florida

## Disillusioned

One reason that many write letters to an editor is not so much for the editor alone to read it but, hopefully, for others to read his comments. My personal hope is that someone in authority with the United States Postal Service will read this letter.

When I first became acquainted with stamp collecting at age 8, my friends and

I realized that we could learn so much about a country's history and its priorities. We saw stamps of countries that had only pictures of their dictators. We saw stamps that honored the arts, industry, agricultural or military or social heroes. We also learned a great deal about our own United States from studying those commemorative stamps that were issued each year. Often my friends and I built upon that knowledge by seeking out more information from the library or in our textbooks.

Now, I look at what is honored by the USPS with its choice of subjects for commemorative stamps and I am sadly disillusioned. For instance, in recent years we have seen an abundance of stamps honoring cartoon characters and television situation comedies. I believe that in recent years we have seen U.S. stamps feature more movie stars whose personal lives were often marred by drug and alcohol use, unorthodox live styles and avoidance of military service than we have seen of those true heroes of social change, military battles, or of scientific discovery.

There was a time when if you wanted to collect stamps of celebrities, there were several small countries that could accommodate that desire simply in order to produce revenue. Now, the USPS does that regularly with stamps featuring the likes of Elvis, Homer Simpson, The Duke, Marilyn, and Bugs Bunny.

In recent days we have learned of the deaths of various noted Americans, some of whom had honorably served their country, had never been linked with substance abuse, and who never had been arraigned for any felonies. There were also other, more notorious Americans who died, for which we cannot say the same admirable things. I wonder which persons will be honored in the near future by the USPS with commemorative stamps.

Stan Glasofer  
Newport News, Virginia

## Women & Stamps

I started collecting when I was about 10 and by high school in the late 1950s I was active in the local stamp club and was collecting worldwide, because I liked all

stamps and loved the challenge of finding stamps from new countries. Reading the article on "Women & Stamps" in the June AP (page 445) brought back an old memory of the first time I had heard of the concept of "topical" collecting, about 1959. I had gotten my dentist hooked on collecting — his passion was early Israel with tabs — and he told me about a female patient he had that we both thought had a truly off the wall collection. She only collected purple stamps with women on them. To each his own, we laughed, but Fred Baumann's section of the article, "The First Fifty Women on U.S. Stamps," brought to light that before 1959 there weren't a lot of stamps around with women on them other than those from countries with queens. And no matter how broadly one defines the color "purple," the lady's topical collection was probably quite a challenge for the time. I'm sorry now that I never got to see that collection, but thanks, Fred, for the memories.

David Ball  
North Vancouver,  
British Columbia

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# In Memoriam: Charles J. Peterson

Charles John ("Charlie") Peterson, 75, of Laurel, Maryland and Emmetsburg, Iowa, died June 12, 2009.

Born December 7, 1933 in Faribault, Minnesota, he was the son of Dorothy (Turner) and Jack G. Peterson. He grew up in St. Paul, Faribault and Mankato and attended Pillsbury Academy in Owatonna, Minnesota. In 1956 he graduated from St. Olaf College in Northfield, Minnesota. In the 1970s, he received a master's degree in public administration from Roosevelt University in Chicago, Illinois, and was a doctoral candidate in history at the University of Chicago. After graduation from St. Olaf, he joined the Army and studied Serbo Croatian at the Army Language School. After discharge as a sergeant, he joined the Army Reserves in 1962 and retired with more than twenty years of service as a reserve lieutenant colonel.

He worked at the Department of the Army in military intelligence during the Cold War. His duties took the family to Verona, Italy; Munich, Germany; Ft. Sheridan, Illinois; Frankfurt, Germany; Ft. Meade, Maryland; and Heidelberg, Germany. In 1989 he returned to Laurel, Maryland and worked at Fort Meade.

Career awards included the Commanders Award for Civilian Service, Department of the Army Decoration for Meritorious Civilian Service, and Department of the Army Decoration for Exceptional Civilian Service.

During his Army service in Germany, he revived a boyhood interest in stamp collecting and assembled an impressive collection of German stamps. While living in Europe, he attended international stamp shows and qualified to judge philatelic literature and stamp collections. He helped write the regulations for exhibiting philatelic literature; edited newsletters, journals and books.

Charlie achieved philately's highest honors, including the APS John N. Luff Award "For Outstanding Service to the APS" (2008) and "For Exceptional Contributions to Philately" (1988) and Roll of Distinguished Philatelists recognition. His most recent award was the Bernard A. Henning award for excellence and improvements in philatelic judging. He

served as president of the American Philatelic Research Library, an APS vice president, and a director of the International Federation Internationale de Philatelie (FIP), but he was probably best known for his contributions to philatelic literature.

Charlie virtually invented philatelic literature competitions nationally and internationally, and served for many years as chairman of the FIP Literature Competition. Through his work in crafting the criteria for judging philatelic literature, tenure as editor of the *Philatelic Literature Review*, service as president of APS Writers Unit 30, and work as proprietor of the WU30 Literature Critique Service, he set high standards of achievement. The consequent widespread uplift of quality and refinement in our hobby publications is Charlie's permanent legacy to philately.

He served on the APS Board of Vice-Presidents from 1999–2001, had been a trustee of the APRL since 1996, serving as treasurer from 1996–2001 and as president from 2001–2005. He has also served as a member of various APS committees, including: *Translation* for about thirty years; the *International* committee since 1999; *CANEJ* from 2001–2005; and as co-chair of the *APS/APRL Fund Raising Committee* from 2004–2005, then continuing on as a member until his death.

The APS also selected him to be the representative for the FIP Philatelic Literature Commission where he served for twenty-seven years, until 2000, when he stepped down to become a director of the FIP. As a part of his duties, he contributed to the judging section for philatelic literature that became part of the *Manual for Philatelic Judging*. Although much of his editing for the *Philatelic Literature Review* was done prior to 1988, he served as emeritus editor since then.

He was an APS accredited chief literature and philatelic judge and served on more than thirty international juries, frequently as chief of the jury team, and as jury chairman for PHILITEX 92, HAFNIA 94, OLYMPHILEX 96, and MEVIFIL 97. He was also general commissioner of OLYMPHILEX 96, jury coordinator for



NORDIA 2001, and was a member of the board of directors of WASHINGTON 2006 from when the major organizing started in 2001.

Achievements related to (but not directly a part of) the APS include his service as president of the APS Philatelic Writers Unit #30 from 1991–1992. Among his many efforts in the field of writing and editing is his tenure as editor of the *Chronicle of the U.S. Classic Postal Issues* (1993–2005), during which he was twice the winner of the Diane Boehret Award of the American Philatelic Congress for best philatelic journal in competition for the issues of 1994 and 1995.

In addition to receiving the APS Luff Award twice, he was elected to sign the Roll of Distinguished Philatelists in 1991, received the Distinguished U.S. Philatelist Award of the U.S. Philatelic Classics Society in 1992, was elected to the APS Writers Unit #30 Hall of Fame in 1997, and received the Lester G. Brookman Cup for Outstanding Service to the USPCS in 2003.

He also served as editor of the *Classics Chronicle* and was a key member of the organizing team for the WASHINGTON 2006 INTERNATIONAL stamp show. He judged more than thirty international shows, allowing him and his wife to travel to many countries on five continents.

He was a member of Holy Trinity Lutheran Church, and was a volunteer teacher, tutor, and financial auditor. In

2008 he and his wife celebrated their 50th wedding anniversary.

In addition to his parents, his son, Charles O. Peterson, preceded him in death. Mr. Peterson is survived by his wife, Lanny Peterson, of Laurel, Maryland and Emmetsburg, Iowa; daughters Julie Brigham and Constance Uthoff; son John Peterson and his wife, Aida Lebbos; and seven grandchildren.

Memorial donations may be made to Holy Trinity Lutheran Church, 7607 Sandy Spring Road, Laurel, MD 20707, or the American Philatelic Research Library, 100 Match Factory Place, Bellefonte, PA 16823.

## Remembering Charlie Peterson

Charlie was a friend and mentor to me. My election to the APRL Board was a bit of a fluke, as I was a general collector with few philatelic connections beyond Wisconsin. Charlie would invite me to join Lanny and him at show banquets, introduce me to his many philatelic friends, and talk about books

— everything from H.P. Lovecraft and August Derleth to Gustave Flaubert and Thomas Pynchon. Sharing a table with author Lawrence Block at last year's Tiffany dinner was a delight for both of us. Charlie's term as APRL President was a model of leadership, and his dedication to and love of the APS and its library was unmistakable.

**Ken Grant**

*President, APRL Board of Trustees*

I knew Charlie for about thirty years. When we first met, he was still stationed in Germany with DIA but managed to travel to many European stamp events. Later, when he retired and returned to his home in Laurel, Maryland, we strengthened our relationship as I, too, lived in the Washington, DC metropolitan area, and we were able to meet more frequently. Charlie was the one who, while on the FIP Board, convinced me to seek FIP judging accreditation in Literature, and then made sure I got assignments, particularly in judging electronic media. For that I shall remain grateful.

In the late 1990s, I was able to recruit

Charlie as a member of the WASHINGTON 2006 Board, and in particular with the responsibility of chair of the Judging Committee. In no small measure, the success of WASHINGTON 2006 was a result of Charlie's conscientiousness and the industrious effort he put into the show.

Charlie served in an incomparable manner at the local (a director of NAPEX), national (especially in respect of APRL), and international (FIP director) arenas. The honors and accolades he received reflected his dedication to the hobby. He will be missed at all levels. I shall cherish memories of the times we spent together and his ability to impart knowledge.

**Michael Dixon**

*APS Director-at-Large*

When I started at the APRL in 1984, Charlie Peterson was the editor of the *Philatelic Literature Review*. He was also living in Germany. I knew of Charlie, but didn't meet him until our winter meeting in 1990 in Tucson, Arizona where he signed the Luff Scroll for the first time (the second being in 2005 at STAMPSHOW

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in Grand Rapids, Michigan).

When Charlie retired, he returned to his home in Laurel, Maryland and focused his energies on philatelic endeavors. He would become editor for a variety of publications and books. He served on the APS and the APRL boards, and always was someone who was willing to share his knowledge and his expertise.

When Charlie was president of the APRL (2001–2005), he was instrumental in the decision to provide additional space for the APRL by purchasing and renovating the Match Factory.

Charlie was someone who has made a difference in the APS/APRL. His love of the hobby, his love of the literature, and his love of the American Philatelic Society and American Philatelic Research Library were important to him, and it was my fortune to have known him well, and to have been able to tap into his deep resource of information. This loss is deeply felt.

**Gini Horn**

*Head Librarian, APRL*

I met Charlie in 1982 at the Milano

literature international where I was apprenticing as an FIP Literature Judge. We immediately struck a friendship, partly through our common love of philatelic literature. He was an amazing person with a phenomenal knowledge of literature. My wife and I have stayed in Charlie and Lanny's home, as they have stayed in ours in the UK. I miss a very good friend.

**Francis Kiddle**

*Past President, RPSL*

Charlie always did his homework when he judged a show. Indicative of his thoroughness, he uncovered the one item missing from my Iceland postal card exhibit. Only if he was on the jury would anyone at a critique mention the missing item. Charlie wouldn't let me stop searching. One of my greatest joys was telling him I had finally acquired the item, which is proving to be unique.

You could always depend on Charlie. Prior to WASHINGTON 2006, he would telephone many mornings and tell me it was time to get to work. He was one

of the hardest workers for that show. He sought out the world's best exhibits, as he knew exhibitors worldwide, then he wrote all the Court of Honor information for the show catalogue. No one complained about his descriptions. He will be missed.

**Gordon C. Morison**

*Former Assistant Postmaster General*

In the 37 years I knew Charlie, and counted him as one of my best friends, he stood out for his unwavering championing of excellence and for his remarkable knowledge of classic science fiction. Only in recent years did we discover a mutual interest in well-written mysteries and shared our favorites with each other. His close study on my Samoa book and the soon-to-be released book on New Zealand first issues was extremely helpful. I was able to tell him a few months ago that the New Zealand book will be dedicated to his memory.

**Robert Odenweller**

*APS Director at Large*

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# Los Alamos “Drop Box” Covers

**A**s is often the case, the needs of war create fascinating uses of the mails. One of the more intriguing chapters of United States postal history is the story of Los Alamos, New Mexico during World War II, the top-secret city that developed the atomic bomb as part of the Manhattan Project. This hilltop community — essentially non-existent before the war — sprang to life within a matter of months in late 1942 and early 1943, eventually housing more than 5,000 people, while neighboring communities knew nothing of its existence. Part of keeping this community secret was to establish postal “drop boxes,” to which mail was addressed and then carried to the community by military police.

I frequently tell the story that I single-handedly made drop-box covers from Los Alamos rare. While there is some truth to this (my father worked for the “Lab” and used to bring covers and stamps home, where I would then soak them), the history and security surrounding these items is really why there are so few of them in existence.

Prior to World War II, Los Alamos was a ranch school, situated in the mountains of northern New Mexico, about twenty miles to the northwest of Santa Fe. Established in 1917 by a man

**Part of keeping this community secret was to establish postal “drop boxes,” to which mail was addressed and then carried to the community by military police.**

named Ashley Pond, the Los Alamos Ranch School sought to “help boys become strong young men through a life of rigorous outdoor living and classical education.” Unlike other similar schools, LARS was integrated with the rapidly growing Boy Scout movement.

Despite the fact that World War II already was being waged throughout Europe (with the United States desperately trying to cling to the notion of neutrality), on Saturday evening, December 6, 1941, few people could ever have imagined the impending major changes that would take place as a result of the events of the following day. Across the country millions of people settled in for a Saturday



J. Robert Oppenheimer

evening much like any other, listening to radio broadcasts of “Hawaiian Sunset,” by Sammy Kaye, the comedy of Fred Allen, or the new suspense show, *the Inner Sanctum*. It wasn’t until the following afternoon (on the mainland), when 183 Japanese planes attacked Pearl Harbor (with an additional 167 attacking aircraft an hour later) that many Americans finally understood

how seriously wrong things had become. By December 11, just four days later, Germany officially declared war against the United States as well. We suddenly were fully and inextricably thrown into the war on two fronts.

On September 23, 1942 Brigadier General Leslie Groves became commander of the Manhattan Engineer District (MED), which later became the Manhattan Project. J. Robert Oppenheimer was appointed head of the team tasked with developing the atomic bomb. Albert Einstein, Enrico Fermi, Niels Bohr, Richard Feynman, and other scientific and weapons experts worked on “the Hill” in New Mexico at one time or another during the project.

Groups of large trucks began rumbling up and down the steep, barely two-lane gravel road that led up the mountain to the Los Alamos Ranch School for boys. Unknown to locals, the Under-Secretary of War had directed the purchase of the 800 acres

## What Is a Drop Box?

For philatelic purposes, so-called drop boxes are established to preserve the secrecy of one location by having mail processed through another. In the case of Los Alamos, New Mexico, drop boxes were operated out of nearby Santa Fe. All incoming and outgoing mail was routed through the capital city, where it was censored before being forwarded either to Hill personnel or outbound to their correspondents.

Because P.O. Box 1663 was the official address and full contact for anyone living in Los Alamos during the war, many couples were “married in a post office box” and numerous children were born there as well. An added problem was encountered when Hill personnel requested mail-order catalogues. Several companies sent angry letters, wondering what the individual at P.O. Box 1663 was doing with all the previously sent examples. Several companies refused to do business with P.O. Box 1663 in the future!



Fuller Lodge is one of the original buildings from the Los Alamos Ranch School. It remains an important part of city and social life on the Hill. Photo ca. 1950.

Aerial view of Los Alamos National Laboratory 1995.



containing the LARS (along with the few buildings that were there), as well as an additional 45,000+ acres of wilderness that were then in the public domain.

Shortly afterward, people began arriving — people from all over the country who had simply been given a ticket to Santa Fe, along with an address to which they were supposed to report (109 Palace Avenue). The building was a very old adobe just off the central plaza. Once checked in, new residents were driven with an armed escort up the steep mountain, past machine gun emplacements into what became known as P.O. Box 1663 (named for the Santa Fe post office box to which most mail was directed). Even local contractors, such as our family friend Roscoe Netz (who was a carpenter), got up in the morning and went to work, but was unable to tell his wife or children where he went or what he did.

As the war continued — and the mystery facility continued to grow (eventually housing more than 5,000 people) — rumors ran rampant about just what was happening there. Some of these rumors were, perhaps, planted by the War Department to confuse things. There was talk of a home for pregnant WACs, a prisoner of war camp, rocket research, gas warfare research, and even a submarine base (in the desert mountains of New Mexico!).

An important part of maintaining the largest secret our nation has ever held was the establishment of the top-secret facility as P.O. Box 1663. Although 1663 was the official mail box and address for all Los Alamos residents, in all there were six Santa Fe drop boxes, plus one in Washington and one in Los Angeles, established to handle the mail.

Officially, "P.O. Box 2610, Washington, D.C." was Manhattan Project headquarters, but it wasn't apparently used extensively for mail, other than by William L. Laurence (science writer for *The New York Times*), the only professional journalist working from "the inside."

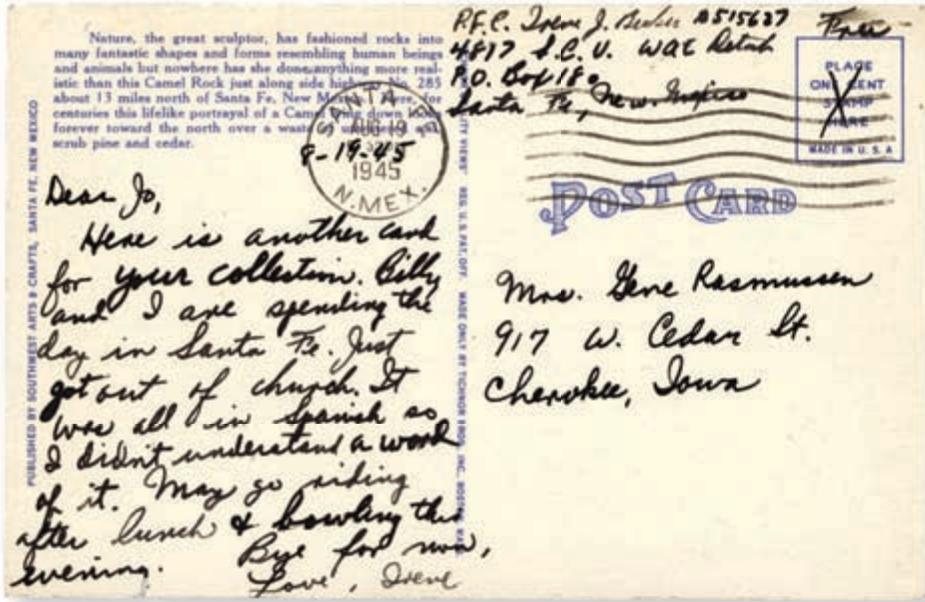
The other non-New Mexico box, P.O. Box 5370, Metropolitan Station in Los

Angeles, was used by the purchasing office for scientific journals and such. I've not seen an example of a mail piece from this box.

Most mail, however, was routed through Box 1663, and although there were guidelines for the others as well, those guidelines weren't always followed. Military technical staff and WACs were



One of the rarest Los Alamos drop boxes is 1539. This inbound cover is from a submarine repair sailor, whose father was assigned to the Manhattan Project.



An outbound 1945 postcard from Box 180 is free-franked and bears a Santa Fe cancel. Outbound covers are very hard to locate.

supposed to use P.O. Box 180; local MED staff and non-technical personnel (including the Corps of Engineers) were supposed to use P.O. Box 1539; the professional military Police Detachment No. 1 used P.O. Box 527 (although I'm not aware of any surviving examples). In addition, P.O. Boxes 169 (apparently used by censors) and 1036 supposedly were assigned, although I'm not aware of any existing covers from either those addresses.

Initially, censorship wasn't official (although it is thought the scientists' mail was always censored), but it soon became a requirement. From mid-December 1943 until December 3, 1945, all incoming and outgoing mail was supposed to be censored. Realistically, other than consistently censoring the scientists, all other censoring likely was

## The Only Los Alamos Cover

The cover shown nearby is rather unassuming in appearance, but is a unique item that led several researchers on a chase for a few years. It stands as the only-known cover postmarked from Los Alamos, New Mexico, before the ranch school community became the top-secret "Atomic City." Fifteen years after finding out what it was, new research has revealed more information about the item. Lightly toned at left, written in pencil, on high-acid paper and with one of the most common air mail frankings possible (a pair of the 1942 "Win the War" stamps, Scott 905), the cover, postmarked March 16, 1943, could be one of tens of thousands available in dollar boxes at any given stamp show. That is apparently how I discovered it many years ago — long before I knew of its significance.

I suspect when I first obtained the cover I thought it was from the "other" Los Alamos, one that existed from 1878–1919 in a completely different part of the state. A 1906 postmark from that community also is shown.

In about 1941, a post office was established at the Los Alamos Ranch School. This office operated intermittently until early 1943, when all postmarking from the then-secret mountaintop community ceased until after the end of World War II.

The return address on the cover is from an employee of the M. M. Sundt Construction Co. of Tucson, Arizona, the company that — among other things — built much of Los Alamos during the 1940s and moved the London Bridge to Arizona during the late 1960s. M.M. Sundt was founded in 1890 near Las Vegas, New Mexico, by Mauritz Martinsen Sundt, a Norwegian immigrant ship carpenter, who had moved to Cambridge, Wisconsin, about 1881, and later relocated to New Mexico. Although a



Shown here is the only known example of a postmark from Los Alamos, New Mexico, before it became a top-secret facility. A post office operated intermittently from 1941–43.

small company, M.M. Sundt began taking on major projects as early as 1911, when it constructed the Agua Pura Dam. During the 1930s, its headquarters were moved to Tucson, but the firm still operated its New Mexico Division, and became one of the leading construction contractors in the Southwest.

Although I had previously discovered that Sundt had been contracted to build much of Los Alamos, I didn't know how or why. For obvious reasons, government bids on a job like this couldn't be taken, leaving a logistics problem figuring out how a firm was chosen.

Recent contact with a longtime employee of the firm revealed that Sundt had contracted with the government in 1942 to build a railroad battalion camp in Clovis, complete with water, sewer, gas and electrical systems in slightly more than

# WESTERN UNION TELEGRAM

This telegram, addressed to a resident at P.O. Box 1663, was censored through the normal system.



There were a few philatelists who worked on the Manhattan Project, although postal history was one of the last things on their minds. This cover contained a shipment of stamps from the Philatelic Agency in Washington, DC.



a month! Another job, a mobile air depot training center near Albuquerque, was next — now the location of Sandia Laboratories. There were other government contracts as well, establishing a satisfactory working relationship with the U.S. military.

On November 30, 1942, Eugene Sundt received a message that he was to appear in the Albuquerque District engineers office at 8 a.m. the following morning. Upon arrival at the office on Dec. 1, 1942, Sundt was told, "Let's go for a ride." About two hours later the government vehicle in which they were riding topped the hill at what appeared to be a Boy Scout camp, with men and boys milling about. Major Elmo Morgan and Captain Carl Lovett informed Sundt that his firm had been chosen to build a top-secret project. "They could not tell me what, or why, and I could not discuss the matter with anyone except the top echelon in our company or in the Corps of Engineers," according to Sundt. "The project was so urgent that speed of construction was essential."

Although plans were not immediately available, nor were other details, the initial construction was supposed to be a small military post large enough to house about 200 men, and the buildings were to be similar to those Sundt constructed for another government project. The only access road was a narrow and steep dirt road with grades as steep as 14 percent, and no improvements were allowed (so as to not arouse suspicion). Eventually, after Brig. Gen. Leslie Groves ordered a huge generating plant built on site, Sundt was allowed to widen the road slightly and remove the switchbacks, but not to alter the grade.



There was another Los Alamos, New Mexico, which operated in a different part of the state from 1878–1919. This 1906 example is a New Mexico territorial cover.

Ground was broken December 20, 1942, for the first military building, and a few days later J. Robert Oppenheimer, "an odd man in a porkpie hat" arrived, although Sundt did not yet know who he was.

As work progressed on Los Alamos, the job grew from one estimated to cost about \$300,000, to one that topped \$7 million by the time Sundt completed work on November 30, 1943.

It is not yet known what type of business the "Nimrod Company" in Chicago operated (the business to which the cover was addressed).



An inbound cover from Ireland represents one of the few known foreign covers to a Manhattan Project drop box.

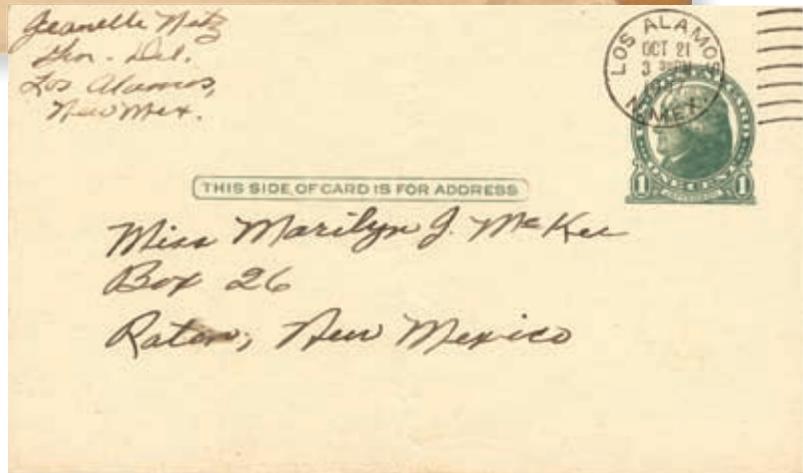
A postal card addressed to the author's mother bears a Los Alamos postmark from just a few months after the post office was reinstated.

done as spot-checking, although all mail was supposed to have the familiar censor tape applied. Attempting to censor everything would have been a logistics nightmare.

If you are looking to collect the postal history of Los Alamos, you're likely to have trouble finding much of anything other than P.O. Box 1663 covers. Although all Drop Box covers are scarce, outbound examples seem to be far harder to find than incoming, and virtually anything other than standard letter mail is rare.

Illustrated with this article are several interesting examples of both outbound and incoming Drop Box mail, including what may well be the only surviving telegraph sent to the Hill during the censorship period.

After World War II ended in 1945, censorship and Drop



Boxes continued for a few months. Shortly afterward, mail addressed to Los Alamos was taken directly to the community, and, on May 16, 1947, the Los Alamos post office once again reopened with that city's name and has operated continuously since.

However, until well into the 1970s it still was not unusual to see mail destined for the Los Alamos Scientific Laboratory addressed to either P.O. Box 1663, Santa Fe, or Box 1663, Los Alamos!

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Even well after the war covers still were commonly addressed to Box 1663. This example is from 1952.



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# Presidents & Aircraft

## A Philatelic Overview

The Kennedy-era color scheme marks the current Boeing 747 *Air Force One*.



by J. William Doolittle

Many of the same considerations that led me to write my first article, "Presidents and Cars: A Philatelic Overview," for the *American Philatelist*<sup>1</sup> have now inspired a sequel on the aircraft used by U.S. presidents as portrayed on stamps. I began following aeronautics as a boy during World War II, and, later on, aviation matters became a primary focus of my professional life, in both government service and private law practice. That background, together

with my love of stamps and my interest in government and the presidency, motivated me to develop a collection of postage stamps showing the various types of aircraft with which presidents have been associated. The research on which that collection is based produced the material for this article, and stamps in the collection provided the illustrations.

There are a few stamps that show U.S. presidents in or near their official aircraft, and in June 2007 the U.S. Postal Service issued a pair of stamps (Scott 4144–4145) depicting the craft currently known as *Air Force One* and *Marine One*, the presidential helicopter. However, most of the stamps that illustrate this survey do not feature the specific aircraft that are or have been part of the fleet serving the occupant of the Oval Office. Instead, they show types of airplanes and helicopters that are the same as, or very similar to, those that have seen presidential service. This is possible because all of the aircraft that presidents have used were either standard types of commercial or military flight equipment or conversions of such craft. Among those discussed here, in addition

.....  
**After the Wright brothers' first flight in December 1903, almost four decades would pass before a president of the United States would fly in an airplane during his term in office.**



A Wright Flyer took Theodore Roosevelt up for "a short spin" in 1910.



Woodrow Wilson witnessed the takeoff of an early air mail service flight.

to the kinds of aircraft that have carried chief executives during their respective terms of office, are several pre-presidential, post-presidential, and almost-presidential airplanes.

### Early Presidential Encounters with Aeronautics

After the Wright brothers' first flight in December 1903, almost four decades would pass before a president of the United States would fly in an airplane during his term in office. Nevertheless, there were a few events linking presidents with aviation during its early years. Theodore Roosevelt thought the airplane had "a great future," but he did not fly in one while he was in the White House. He did, however, become the first ex-president to do so when, in October 1910, he took a ride in a Wright Type B Flyer of the kind shown on U.S. Scott Q8 (1913). He was visiting an air show near St. Louis and impulsively accepted the pilot's invitation to "take a short spin."

In July 1911, the next president, William Howard Taft, presented a gold medal to a pilot who, after making a record-breaking flight from Boston to Washington, landed his Wright Type B Flyer on the south lawn of the White House. The portly Taft declined offers of airplane rides because of what he termed his "unaerodynamic" shape.

There is no evidence that Taft's next few successors — Woodrow Wilson, Warren Harding, Calvin Coolidge, or Herbert Hoover — ever flew in aircraft during their presidencies. Wilson, however, did participate in an important aeronautical event while in the White House. When the world's first regularly scheduled air mail service began in May 1918 between Washington and New York, he was there to observe the Curtiss JN-4 "Jenny's" takeoff from the Washington Polo Grounds, as memorialized on Antigua Scott 1715 (1993).

### Franklin D. Roosevelt (1933–1945)

Franklin Roosevelt was apparently the first president to ride in an airplane prior to his time in office. In August 1918, while he was assistant secretary of the Navy, Roosevelt was taken up for an aerial inspection of U.S. naval facilities in France in a Curtiss seaplane of the type shown on Canada Scott 843 (1979). But his best-known pre-presidential flight was the dramatic one he made in July 1932, when he defied tradition by going personally to the Democratic Convention in Chicago to accept his nomi-



As a Navy official, Franklin Roosevelt was taken for a ride in a Curtiss seaplane.



A Ford Tri-Motor carried Roosevelt to the 1932 Democratic convention.



In the 1930s a Curtiss Condor may have been intended for Roosevelt's use.



The first presidential airplane flight was taken by Roosevelt in a Boeing Clipper.



Douglas C-54 military transports flew Roosevelt to overseas summit meetings.

Roosevelt never used the B-24 bomber-based transport named *Guess Where II*.



*The Sacred Cow*, officially a C-54C, was like the postwar Douglas DC-4.



nation as the party's standard-bearer. He flew from Albany in a Ford Tri-Motor airliner, like the one shown on U.S. Scott 3142p (1997), which had been chartered from American Airways.

These early exposures to aeronautics did not make a committed air traveler out of Roosevelt, who much preferred to travel over long distances by train or ship. Even so, it seemed inevitable that he would at some point need or wish to have official aircraft available to him, and appropriate arrangements apparently were made. During the 1930s a Curtiss Condor biplane in the Army Air Corps inventory, such as the one seen on Honduras Scott C708 (1983), reportedly was fitted with comfortable chairs and a couch for presidential service. A Douglas Dolphin seaplane also was said to have been assigned by the Navy for White House duties. Roosevelt never used either of them.

It was not until January 1943, almost ten years into his presidency, that Roosevelt took his first airplane trip as chief executive — and the first flight by any sitting president. The occasion was the Casablanca Conference with Winston Churchill. Because the threat from German submarines was thought to pose too great a risk for a voyage by ship, Roosevelt made the transatlantic crossings in a Boeing 314 long-range flying boat, like the one depicted on U.S. Scott 3142r (1997). Named the *Dixie Clipper*, this airliner was operated by Pan American Airways under Navy contract. When Roosevelt reached Africa, he covered the overland legs of his itinerary in camouflaged Douglas C-54 Army Air Forces transport planes of the type shown on Ascension Island Scott 717 (1999).

Roosevelt again used the Army Air Forces' Douglas C-54 transport aircraft in connection with another wartime conference in November and December of 1943. This time he made the ocean voyages in a battleship, going ashore in Algeria. He was then flown to and from Cairo and Teheran in C-54s to meet first with Churchill and then with Joseph Stalin as well.

The first airplane extensively customized for presidential use had gone into service earlier in 1943. It was based on a transport version of the Consolidated B-24 bomber, an example of which appears on Cambodia Scott 1456 (1995). This plane was selected because it sat very close to the ground, so that the disabled president could be carried aboard easily. Officially an Army Air Forces C-87, this olive-drab transport somehow garnered the name *Guess Where II*. It featured sofa-type seats, sleeping accommodations, lavatories, and a galley, and was equipped with extra fuel tanks to extend its range. Supposedly some feared that this last addition might represent a fire hazard, and Roosevelt never flew in the plane. However, those worries did not deter Mrs. Roosevelt from taking *Guess Where II* on a 13,000-mile Latin American trip in 1944.

In that year the Army Air Forces took delivery of the first airplane expressly designed and built for presidential service. This silver C-54C transport was a forerunner of, and very much like, the postwar Douglas DC-4 airliner, the

type seen on Canada Scott CE3 (1946). Its furnishings included a stateroom with conference table, swivel chairs, sofa-bed, and a large bullet-proof picture window. A notable feature, provided for Roosevelt's special benefit, was a small elevator extending to the ground — the only one ever to be installed in a presidential airplane. Officials wanted to call the plane *the Flying White House*, but it was referred to generally and irreverently as *the Sacred Cow*.

Roosevelt used *the Sacred Cow* only once, in the course of his travels to and from the Yalta Conference with Churchill and Stalin in February 1945. After being transported to Malta by heavy cruiser, he flew in the new presidential plane to Yalta for the summit meetings and then back to Cairo, where he reboarded the naval vessel for the trip home. He died just two months later.

### **Harry S. Truman (1945–1953)**

Harry Truman, whose initial flying experience in the 1920s had made him airsick, was the first president to use air transportation on a regular basis. He made many trips in *the Sacred Cow*, which remained in service until 1947. On July 4th of that year, a new presidential airplane called *the Independence* was commissioned. Its name honored Truman's hometown in Missouri. The plane was a modified version of the larger, more powerful Douglas DC-6 airliner, very similar to the plane shown on Samoa Scott 591f (1983). It had a well-appointed stateroom, a conference room, and a main cabin that could sleep twelve. But the most striking aspect of this new airplane was its exotic livery. The plane's nose was painted to resemble an eagle's head, with the side cockpit windows serving as eyes, while the vertical fin sported painted tailfeathers.

Although Truman enjoyed the use of presidential aircraft, he also traveled a great deal by rail, most famously on his "whistle-stop campaign" in 1948. That campaign provided an interesting footnote to the annals of presidential air transportation. The Air Force, evidently entertaining some doubt as to Truman's chances of being elected, had a Lockheed Constellation airliner (a type discussed below) converted for the use of an anticipated new president, Thomas E. Dewey. Unofficially dubbed *the Dewdrop*, it was flown to Washington after the election and offered as a replacement for *the Independence*. An amused Truman, in declining to accept the plane, paraphrased a then-popular song, "I don't want it — you can have it — it's too big for me!"

### **Dwight D. Eisenhower (1953–1961)**

Dwight Eisenhower was the first president to have qualified as an airplane pilot. He underwent flight training during the 1930s while he was stationed in the Philippine Islands, and soloed in an Army Air Corps Stearman biplane like the one depicted on U.S. Scott 3142l (1997). He apparently did not, however, pilot any planes on military missions, nor is he known to have operated aircraft during his time as president.

In the course of his 1952 campaign for the presidency, Eisenhower traveled mainly by train. Nevertheless, an airplane provided the backdrop for one of the most celebrated images from that campaign. Ethical charges had put Richard Nixon's place on the Republican ticket in jeopardy. After days of tense uncertainty, Eisenhower finally reaffirmed his choice of Nixon as his running-mate. Ajman Michel 627 (1970) shows them on the steps of a United Air Lines DC-6 airliner at a campaign stop in West



Harry Truman's *The Independence* was based on the Douglas DC-6 airliner.

**Harry Truman, whose initial flying experience in the 1920s had made him airsick, was the first president to use air transportation on a regular basis.**



Dwight Eisenhower learned to fly in a Stearman trainer in the Philippines.



Eisenhower greets a relieved Richard Nixon on the steps of an airliner in 1952.



Lockheed Constellations were Eisenhower's *Columbine* and *Columbine II*.



Eisenhower chose a larger Super Constellation for his *Columbine III*.



A Bell Ranger gave Eisenhower the first presidential helicopter ride.



The Sikorsky Seahorse helicopter joined the White House fleet under Eisenhower.

Virginia, shortly after Eisenhower had made his crucial pronouncement, "Dick, you're my boy!"

As NATO commander, Eisenhower had had the use of a Lockheed Constellation airliner, which he named *Columbine* after the official flower of Mrs. Eisenhower's home state, Colorado. An example of this type of airplane appears on Brazil Scott 2821d (2001). In November 1952, the Air Force assigned Eisenhower another Constellation for a trip that he made to Korea as president-elect, in fulfillment of a campaign pledge. After his return, he chose this second Constellation as his official airplane and gave it the name *Columbine II*. It was then modified to incorporate a midship cabin with two leather swivel chairs, a conference table, and two couches that opened into beds, as well as two forward cabins that could seat sixteen or sleep eight each.

*Columbine II* already had 4,000 hours on its flight log when it entered presidential service, and in 1954 the decision was made to replace it. *Columbine III* was a new Lockheed Super Constellation airliner, a larger, more powerful and longer-range version of its predecessor. This airplane type is illustrated on Maldives Scott 2033 (1994). While the interior layout of *Columbine III* was similar to that of the earlier plane, it was considerably more spacious, being some eighteen feet longer than the original Constellation. In 1955 Eisenhower also began using a smaller airplane, the high-wing, twin-engine Aero Commander, for relatively brief flights, such as the trips to and from his farm in Pennsylvania, which had only a grass landing strip.

In July 1957 Eisenhower pioneered the presidential use of rotary-wing aircraft for short hops. On that occasion, he flew to Camp David in Maryland in an Air Force single-engine, two-passenger Bell Ranger helicopter of the type depicted on Liechtenstein Scott C34 (1960). It was felt, however, that this small craft, operated as it was by a single pilot, did not offer a sufficient margin of safety. Consequently, the White House began using larger (but still single-engine) Sikorsky Seahorse helicopters of the kind shown on Belgium Scott 505 (1957), which were flown by two pilots and could carry twelve passengers. The Army and the Marine Corps shared the duty of operating these craft, one of whose regular functions became transporting the president between the White House and Andrews Air Force Base in Maryland, where the presidential airplanes were, and still are, kept.

It was also during the Eisenhower years that presidential aviation entered the jet age. In April 1959 the Air Force acquired a modified version of the Boeing 707 jet airliner, the type shown on Antigua Scott 1179 (1989). Designed for transporting high-ranking government officials, this particular airplane could carry forty passengers and had a central cabin with conference table, swivel chairs, and divans convertible into beds. Although the plane, nicknamed *Queenie*, had not been intended for presidential service, Eisenhower used it for at least two trips to Europe. For those presidential voyages, the plane was given an unusual paint scheme of fluorescent reddish-orange trim on its nose, wingtips, and tail as a precaution against midair collisions.

### John F. Kennedy (1961–1963)

During his 1960 campaign for the presidency, John Kennedy's principal mode of transportation was a Convair 240, a small commuter airliner of the type shown on Ethiopia Scott C40 (1955). It was a Kennedy family airplane and was named *Caroline* after the candidate's young daughter. A few months after his election brought him to the White House, Kennedy

and his wife made a trip to Europe in that “non-presidential” Boeing 707 jet known as *Queenie*. Their departure from Paris is depicted on Togo Scott 1496 (1988), which offers a glimpse of the plane’s colorful paint job.

At about this time the Kennedys decided that presidential airplanes should have a “new look.” At their request, the noted industrial designer Raymond Loewy created a distinctive new image. The color scheme featured two shades of blue on a white background, with most of the plane’s underside left as unpainted but highly polished aluminum. The legend “UNITED STATES OF AMERICA” was emblazoned in large letters on the sides of the fuselage, and the presidential seal and American flag were prominently displayed. This design was intended to symbolize the institution of the presidency and to project American pride and power, and it continues in use today.

The first airplane to carry this new livery was an advanced version of the propeller-driven Douglas DC-6 airliner (the same type as Truman’s *Independence*) that Kennedy chose in 1961 as his principal and preferred aircraft. The interior included a private compartment for the family, an office with desk and swivel chair and seating for staff members. Kennedy used this plane for travel to and from his home in Hyannis Port, Massachusetts, and on other relatively short- to medium-range flights. Another type of aircraft that sometimes carried Kennedy on such trips also was added to the presidential fleet in 1961. This was the four-engine Lockheed JetStar executive jet airplane, an example of which is shown on Turks & Caicos Scott 536 (1982).

In October 1962 the Air Force took delivery of the first aircraft to be widely known as *Air Force One*. That term actually was — and still is — the pilots’ radio call signal for any Air Force plane that happens to be carrying the president, and it had been employed since 1956. Kennedy liked the sound of the phrase and instigated its popular use as the name to be applied to the principal presidential airplane.

This first *Air Force One* was another Boeing 707 jet airplane like *Queenie*, but one that had been specially designed and outfitted for presidential service. Its interior furnishings were similar to, but more elaborate and capacious than, those on prior White House aircraft. It had, towards the rear, a presidential stateroom and office with a desk, bed, and several chairs. There also were a sizable conference room, a communications center, and, for staff members and the press, a large passenger cabin with reclining seats, two desks, and four sleeping berths. This plane, together with a somewhat upgraded twin that was acquired in 1972, remained the chief presidential aircraft until 1990.

A new aircraft type that would see an even longer period of presidential service was acquired and used during Kennedy’s time in office. In 1963 the Army and the Marine Corps began flying Sikorsky S-3 Sea King helicopters like the one shown on U.S. Scott 4145 (2007) for short-range flights. These craft, powered by two turbine engines and operated by two pilots and a crew chief, could carry fourteen passengers. In emulation of the practice regarding presidential airplanes, these ships shared billing as *Army One* and *Marine One* until 1976, when the Marine Corps assumed sole responsibility for providing helicopter service to the White House. To this day, the dark-green and white Sikorsky Sea King remains the principal presidential helicopter.

The year-old Boeing 707 jet that had become widely known as *Air Force One* was the airplane that carried Kennedy to Dallas in November 1963. He and Mrs. Kennedy are seen arriving there in that plane on



**Boeing 707s, the first presidential jet airplanes, gave many years of service.**



**In 1960 John Kennedy campaigned in a Convair airliner named *Caroline*.**



**The Kennedys leave Paris in a Boeing 707 jet nicknamed *Queenie* in 1961.**



**Lockheed JetStar executive jets carried presidents on shorter trips.**

The Sikorsky Sea King has been the principal *Marine One* helicopter since 1963.



The Kennedys deplane from the Boeing 707 *Air Force One* in Dallas.



Lyndon Johnson often used a Convair turboprop plane for trips to Texas.



A small Beech King Air shuttled the Johnsons to and from the LBJ Ranch.

Grenada Scott 3321f (2002). His assassination later that day brought to a tragic end his short tenure as president, and *Air Force One* performed the sad duty of returning his body to Washington.

### Lyndon B. Johnson (1963–1969)

Lyndon Johnson began his presidency aboard the Boeing 707 *Air Force One*, for he took his oath of office in its main cabin prior to takeoff from Dallas. Later on he made a number of changes in the interior fittings of the airplane. Among the more notable of these alterations was the installation of what became known as “the throne”: a high-backed leather chair in the presidential office that he could raise by means of a switch whenever he wished to assume a more commanding presence. Johnson made frequent use of this plane, especially for overseas trips, including travels to Viet Nam and one occasion in 1967 when it took him on an eleven-stop globe-circling journey.

For domestic flights, particularly the many trips he made to and from his ranch in Texas, Johnson used several types of aircraft from the available inventory. These included the Douglas DC-6 favored by Kennedy, the Lockheed JetStar executive jet, and two new acquisitions. One was a Convair 580 turboprop airliner quite similar to the Convair plane shown on Finland Scott C5 (1958), which featured another of the elevating “thrones.” The other was a small Beech King Air turboprop airplane of the type shown on Nevis Scott 1080c (1998). This craft, informally known as the *Lady Bird Special*, was used primarily to shuttle the Johnsons and their guests between Bergstrom Air Force Base in Texas, where large planes could operate, and the LBJ Ranch.

### Richard M. Nixon (1969–1974)

Richard Nixon made considerable use of the Boeing 707 *Air Force One*. Less than a month after his inauguration, he flew in it to Viet Nam. The plane soon thereafter underwent a major overhaul, in the course of which, at Nixon’s request, its interior was reconfigured to place the presidential suite — with its office, lounge, and bedroom — forward of the wings. Other compartments were provided for presidential staff, important guests, and the press. In 1971 Nixon had the name *Spirit of ’76* painted on the nose of the aircraft in anticipation of the Nation’s bicentennial, but, to his chagrin, the plane remained *Air Force One* in the eyes of the media and the public. It was in this plane that Nixon made his historic visit to China in February 1972.

Later that year, this original ten-year-old *Air Force One* was joined,



Richard Nixon made a surprise trip on a commercial McDonnell-Douglas DC-10.



Bell "Huey" helicopters were added to the White House fleet in the 1970s.



Nixon makes his final departure from the White House in a Sikorsky Sea King.

and effectively replaced, by a new but quite similar Boeing 707 jet. The idea was for the older plane to serve as a backup for the newer one, assuring that suitable flight equipment would be available for presidential service in any circumstance. The two planes were outwardly indistinguishable from one another, and their interior fittings also were very similar although arranged somewhat differently. Nixon preferred the configuration of the older plane and usually requested it whenever members of his family were traveling with him.

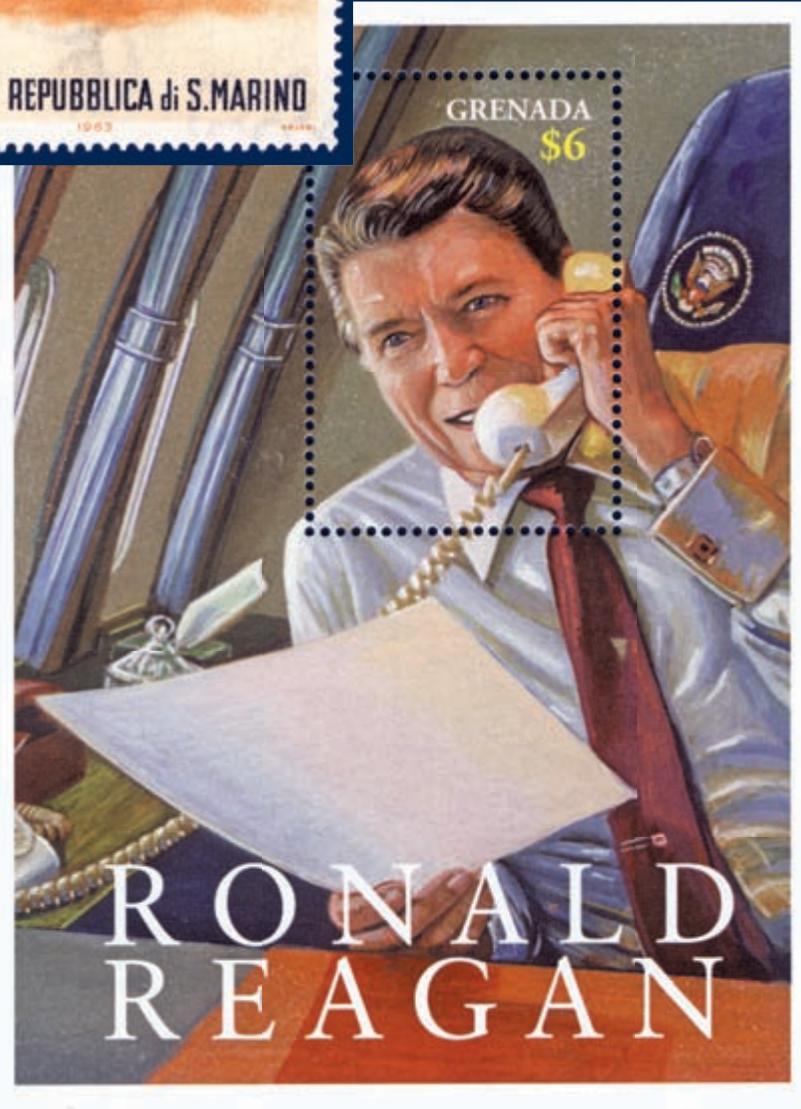
An unusual event in presidential air transportation history took place in December 1973 when Nixon became the only chief executive to fly on a regularly scheduled commercial flight while in office. Under a cloak of secrecy, his large party booked seats on a United Airlines flight from Washington to Los Angeles in a McDonnell-Douglas DC-10 passenger jet like the one illustrated on Samoa Scott 591j (1983). During the flight Nixon rather uncharacteristically left the relative seclusion of his first-class seat to chat with other passengers. It was later explained that this odd trip had been undertaken "to set an example for the rest of the nation during the current energy crisis."

In the early 1970s, the Bell UH-1 "Huey" helicopter, the type seen on Iran Scott 1889 (1976), went into White House service. An eleven-passenger craft with two turbine engines, it was the helicopter most widely used in the Viet Nam conflict. Nixon flew in the



In 1976 Jimmy Carter campaigned in the Boeing 727 he called *Peanut One*.

Ronald Reagan works at his desk in a Boeing 707 Air Force One jet.



**Reagan returns a salute in front of a Sikorsky Sea King Marine One helicopter**

**In World War II George H.W. Bush flew a Grumman Avenger torpedo plane.**



**Sikorsky Blackhawks can be transported in cargo planes for presidents' use abroad.**



**Bill Clinton and George W. Bush used the Grumman Gulfstream III executive jet.**

Sikorsky Sea King as well, using it on at least one occasion to visit an aircraft carrier. The Sea King also figured in his last public appearance as president: Grenada Scott 2139h (2000) records the poignant scene of Nixon waving to onlookers as he boarded a helicopter on the White House grounds following his resignation.

### **Gerald R. Ford (1974–1977)**

One of Gerald Ford's early acts as chief executive was to have the name *Spirit of '76*, which he found pretentious, removed from the Boeing 707 *Air Force One* airplanes. He made extensive use of these planes during his time in office, flying to Russia and other international destinations and making numerous domestic trips.

Two incidents involving presidential aircraft contributed to Ford's undeserved reputation for clumsiness. While deplaning from *Air Force One* in Austria, he tripped and fell down the mobile stairway; and on another occasion he bumped his head when exiting a White House helicopter.

The media made much of these isolated but very public occurrences, which was ironic in view of the fact that Ford, a star college athlete and lifelong sports participant, was remarkably fit and well coordinated for a man his age.

### **Jimmy Carter (1977–1981)**

In campaigning for the highest office, Georgia governor and peanut farmer Jimmy Carter traveled in a Boeing 727 jet airliner, which he puckishly named *Peanut One*. That type of airplane is shown on San Marino Scott C126 (1963). When he became chief executive, he wanted the presidency to be seen as less regal and more informal. Toward that end, he ordered a toning down of the color scheme and markings on presidential aircraft, and he often insisted on carrying his own luggage on trips in these planes.

Carter made frequent journeys in *Air Force One*, to the Middle East and many other places, both foreign and domestic. However, his most memorable flight came after his presidency had ended. His successor, Ronald Reagan, invited him to welcome the Americans who had been held hostage in Iran after their release, and in late January 1981 Carter flew to Germany in a Boeing 707 *Air Force One* for that emotional reunion.

### **Ronald W. Reagan (1981–1989)**

When Ronald Reagan took office, he promptly undid Carter's muting of the appearance of presidential aircraft. During the eight years of his presidency, *Air Force One* was an important tool in his pursuit of international diplomacy. He made a number of trips to Europe for summit meetings and many other journeys to Asia and Latin America. Grenada Scott 3225 (2001) shows him at work aboard a Boeing 707 *Air Force One* jet. Like his predecessors, he was a regular user of White House helicopters, and Grenada Scott 2603g (1996) shows him next to a Sikorsky Sea King *Marine One*.

By the middle of Reagan's presidency, it had become apparent that

the presidential Boeing 707s were growing obsolete and needed to be replaced. After a thorough canvass of possible candidates, the four-engine Boeing 747 jumbo jet was selected, and in 1986 the construction and outfitting process began. It was hoped that the new presidential aircraft would be available for Reagan's use before he left office, but production delays postponed the delivery date until well into his successor's term.

### George H.W. Bush (1989–1993)

The first George Bush was an experienced aviator when he entered the White House. As a Navy pilot during World War II, he was assigned to a torpedo squadron, flying a Grumman TBM Avenger like the one shown on Kiribati Scott 662 (1995) in the Pacific theater. He does not appear to have piloted an airplane during his presidency.

Bush began making active use of the Boeing 707 *Air Force One* very soon after his inauguration, traveling in it to the Far East in February 1989 and to Europe later that year. Then, in 1990, two identical Boeing 747s finally were delivered, and the pair of them, each available to back up the other, became the new *Air Force One*. A view of one of these planes, clothed in its presidential livery, appears on U.S. Scott 4144 (2007).

These giant airplanes offer comfort, spaciousness, and technological sophistication without precedent in the history of White House aviation. Their interior fittings include a presidential stateroom and office at the front, a medical room, a lounge, a conference room, a staff work room, and press compartments. Each plane carries a crew of up to twenty-seven and as many as seventy passengers, and its galleys can provide hot meals for all of them. The planes also have highly advanced communications and security capabilities.

Two weeks after the first Boeing 747 *Air Force One* was delivered, Bush flew in it to Europe for another summit meeting, and the following year he took one of them to Saudi Arabia to visit American troops on the eve of the Persian Gulf War. His tenure also saw the addition of another type of helicopter to the White House fleet. This was the executive version of the Sikorsky S-70 Blackhawk shown on Guyana Scott 3326d (1998). Smaller than the Sikorsky Sea King usually used in presidential service, this two-turbine-engine craft seats up to eleven passengers and has readily foldable



A McDonnell-Douglas Globemaster III flew Clinton on visits to overseas troops.

rotors. Because of this feature and its relatively compact size, the Blackhawk can be carried in a cargo plane and used by presidents when they are traveling overseas.

### William J. Clinton (1993–2001)

In the course of his eight years in office, Bill Clinton relied on a variety of presidential aircraft for travels that carried him to forty-nine states and 112 countries. In addition to the Boeing 747 *Air Force One*, Clinton made some use of the Boeing 707s before they were retired from presidential service, as well as the Grumman Gulfstream III executive jet aircraft that had replaced the Lockheed JetStars in the late 1980s. An example of the Gulfstream III is shown on Palau Scott 390g (1996).

On several occasions Clinton reached outside of the fleet normally assigned to presidential duties for the McDonnell-Douglas C-17 Globemaster III strategic airlifter. He flew in these planes to Europe for visits with troops who had been deployed there as a part of Balkan peacekeeping forces. This type of large cargo plane is seen on Marshall Islands Scott 641y (1997). In addition, a relatively

small McDonnell-Douglas DC-9 jet airliner, which the Air Force normally used only to support presidential missions, sometimes served Clinton on shorter trips. For example, such a plane carried the Clintons to and from Martha's Vineyard, Massachusetts, where the airport could not accommodate larger aircraft. The DC-9 is depicted on Samoa Scott 591i (1983).



The Clintons took a McDonnell-Douglas DC-9 support plane to Martha's Vineyard

As a member of the Texas Air National Guard, George W. Bush learned to fly the Convair F-102 Delta Dagger fighter plane like the one shown on Cuba Scott C126 (1955). He soloed in this plane on training flights in the late 1960s and early 1970s.

Bush made one of his first trips after becoming president in a Boeing 757 jet airliner, several of which had been acquired by the Air Force in 1998 to replace the aging Boeing 707s that were still in the presidential fleet. This type of plane, the military version of which is outfitted to serve the vice president (and when so used becomes — what else? — *Air Force Two*), is shown on Isle of Man Scott 748 (1997).

Of course, Bush often was flown in the Boeing 747 *Air Force One*, most visibly on September 11, 2001, when it took him on a roundabout trip from Florida to air bases in Loui-

siana and then Nebraska before returning to Andrews Air Force Base. A few days later, he used a medley of different presidential craft in the course of visiting the World Trade Center site: a helicopter to Andrews Air Force Base, the Boeing 747 *Air Force One* to a New York area airport, a helicopter into and out of Manhattan, a Grumman Gulfstream III executive jet to Hagerstown, Maryland, and then a helicopter to Camp David for consultations with his advisors.

Perhaps the most dramatic of Bush's flights during his presidency was the one that delivered him to an aircraft carrier in May 2003. He flew in the copilot seat of a Lockheed-Martin S-3 Viking jet airplane of the kind depicted on Uganda Scott 1562e (1998), and he reportedly took the controls briefly. Inevitably, the plane was, for the period of the flight, called *Navy One* because of its special passenger. This bold gesture, in the centennial year of the Wright Brothers' first flight, seems to epitomize the acceptance by U.S. presidents of the challenges and promises of air transportation.

## The Future

Up until the early 1960s, there was considerable turnover in the primary aircraft used in presidential service. In more recent years, however, in view of the very high cost of large, custom-fitted jets, the main presidential airplanes have been expected to last a good many years. Thus, the Boeing 707 *Air Force One* planes remained in service for some thirty years. A similar, or even greater, useful life is almost certainly planned for the two Boeing 747s that currently comprise *Air Force One*. Although they will doubtless be refurbished and updated from time to time, they probably will be carrying presidents into the third decade of the twenty-first century.

The same cannot be said of the Sikorsky Sea Kings, the *Marine One* mainstays of the White House rotary-wing inventory. Plans are underway to replace this aircraft type, which has provided presidential service for more than forty-five years. In 2005 Lockheed-Martin won a contract to build a fleet of highly advanced fourteen-passen-



George W. Bush flew a Convair F-102 fighter in the Texas Air National Guard

ger helicopters with three turbine engines. These craft will be based on an existing European model, the AgustaWestland Merlin. The first units are scheduled for delivery in 2010. If past experience is any guide, they may still be in service at mid-century.

As for the future of this article's theme — presidential aircraft on stamps — two of its motifs seem relevant. The first is that our chief executives have used a rather wide array

of flight equipment over the past sixty-five years. The second, reflected in the availability of philatelic illustrations for nearly all of these aircraft types, is that airplanes and helicopters have become quite popular subjects for stamps. There is no reason to expect that either of these conditions will change materially in the years to come. Thus, the two motifs coalesce: in all likelihood, future presidents will continue to be served by a varied assortment of flying machines, and these diverse craft will in turn find a receptive and colorful showcase on postage stamps for as long as stamps are issued.

### Endnotes

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Usually a vice presidential airplane, a Boeing 757 jet carried George W. Bush.



George W. Bush landed on an aircraft carrier in a Lockheed-Martin Viking jet.

## The Author

J. William Doolittle held senior positions in the U.S. Department of the Air Force and represented airlines as a practicing lawyer. Now retired, he has written numerous articles for philatelic journals. He lives in Washington, DC.

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# The Co-Pilot Was Stuffed!

by Mathew J. Bowyer

History books record the first air mail powered flight in the United States to have been flown on September 23, 1911, in a solo flight by pilot Earle Ovington. But that was not the way it was intended to happen.

Postmaster General Frank Hitchcock was a flying-minded man, and in 1911 America lagged behind all other nations in aviation achievements. India's air mail "first" had been quickly followed by flights in Denmark, France, and Great Britain. Hitchcock felt that America needed to be on the air mail move as well.

There was to be a week-long air show at Garden City, Long Island, New York in September 1911, and the Postmaster General felt this would be his big opportunity. He wanted to be recorded in the annals of history as America's first flying postman.

Arrangements were made for a bag of mail to be carried on this short flight, and public announcements promoted the occasion. When the big day arrived, the inveterate postal politician was assured that the pilot, Earle

Ovington, could be trusted for a safe flight. After all, he had learned to fly in France. The Postmaster General was anticipating the flight with great enthusiasm. However, in the final hours preceding the event — horrors! — Hitchcock discovered that Ovington's plane was a one-seater. There would be no room for a passenger, even a VIP like himself.

Earle Ovington was not only a good pilot, he was a convincing salesman. Pointing out that many people had come to the air show because they had been promised the opportunity to witness America's first official air mail flight, Ovington persuaded Hitchcock to refrain from canceling the event and to let the letters be loaded, even without the PMG's august presence to accompany them.

When his Bleriot monoplane, *Dragonfly*, took off from Garden City for Mineola, a few miles distant, Ovington carried the sack of mail on his lap. The mail pouch contained 640 letters and 1,280 postcards. Each bore a special cancellation reading, "Aeroplane Station No. 1." This was actually America's first air mail cancella-



tion, albeit not for a regularly scheduled air mail flight. The unique postmark had been authorized by the now bitterly disappointed Postmaster General.

Thus it was that pioneer pilot Earle Ovington, the first "sworn in" U.S. air mail pilot, and not Postmaster General Hitchcock, became America's first flying postman.

Most postal history accounts cite May 15, 1918 as the date of the first air mail flight, because this was the date that regularly scheduled U.S. air mail service began. The flight was from Washington, DC to New York City, but that's another story with its own interesting incidents.

The story about the very first air mail flight, however, would not be complete without an obscure footnote that I uncovered. There was a co-pilot on the flight — Ovington's mascot, a stuffed "man's doll" dressed in flying leathers.

The three photographs accompanying this article are from my collection and show:

- the doll propped up on the wing strut of Ovington's plane;
- Ovington posing in a Queen monoplane in front of a hanger, September 23, 1911; and
- the "first Official United States Airmail Cancellation."

I obtained the photographs in 1970 when I was a postal employee researching my book, *A ey Carried the Mail: A Survey of Postal History and Hobbies* (Washington/New



York: Luce Publishers, 1972). I was a friend of the official Postal Office Department Librarian, Rita Lloyd Moroney (now deceased), who helped me with research for the book, which was dedicated to her. She gave me copies of the original photographs.

### The Author

Mathew J. Bowyer is the author of numerous books of fact and fiction on a variety of subjects. He is a philatelic columnist and a "postologist" — a term he coined, along with "postology," to define the collecting and study of postal memorabilia and history. His book, *A ey Carried the Mail*, continues to be listed in the official bibliography of USPS history.

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A collage of various postage stamps from different countries, including Kenya, Dominica, and others.

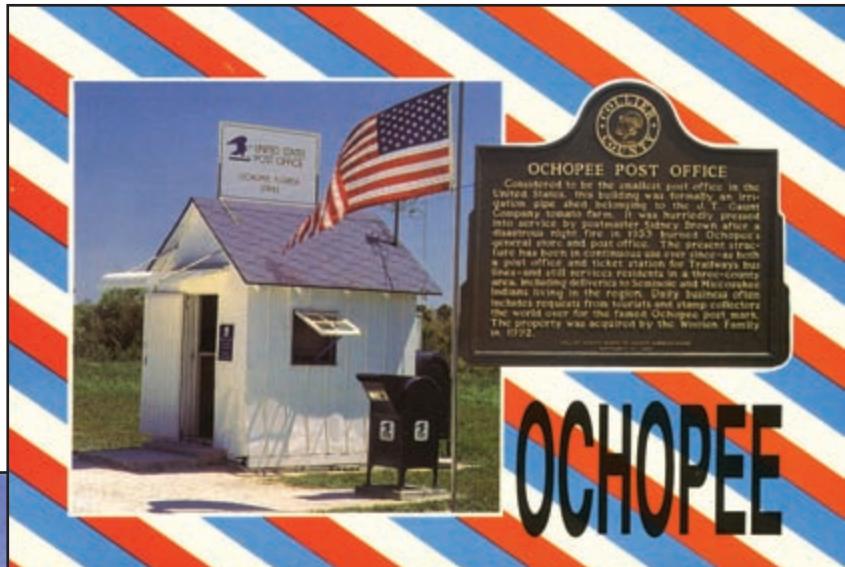
# Smallest, Largest, Lowest, Highest Post Offices in the United States

by Ken Aldridge

In June 1994, while traveling in Minnesota, along U.S. Highway 71 en route to Itasca State Park, home of Lake Itasca and the source of the Mississippi River, we drove through Lake George, Minnesota. There, beside the highway, was a small post office. I pulled over to take pictures and to buy a souvenir postcard, only to find that it was closed for the day. Being in somewhat of a hurry, we proceeded to our destination without learning anything more about this small



Post Office at Lake George, Minnesota.



The official "Smallest U.S. Post Office" is in Ochopee, Florida, about seventy miles west of Miami along the Tamiami Trail. It has been in continuous use since 1953.

facility. However, while we were at Itasca Park I found and purchased the postcard shown, identified on the back as the "World's Smallest Post Office, Lake George, Minn." They also sold postage stamps at the park, so I bought a postcard rate stamp and mailed the card to myself from the Lake George Post Office on our return home. Again the building was closed, so I was unable to get any further details about it.

On January 3, 1996, my wife and I were traveling in Florida, headed for the Florida Keys, when we passed another small post office. There was a sign on the roof that read "UNITED STATES POST OFFICE, OCHOPEE, FLORIDA 33943." I remembered reading an article once about this post office and immediately pulled off the highway to check it out.

I took pictures and bought the postcard shown from the clerk. The only postcard stamp she had at the time was the yellow Old Glory "G" stamp, which I purchased and stuck on the card in order to mail it back home to myself as a souvenir of our trip.

Over the next several years I found two other postcards, both from North Carolina, showing tiny post offices. The old "real photo" postcard shown is unused. The caption on the



Now defunct post office at Grimshaws (or Grimshawes), North Carolina.

front reads, "The Post Office at Grimshaws, N.C. Said to be the smallest in the world." The caption on the second card reads, "Salvo, North Carolina. This is one of the smallest United States Post Offices ... and is located on Cape Hatteras National Seashore."

My curiosity aroused, I wrote to the U.S. Postal Service and they advised me that the Ochopee, Florida Post Office, at 62 square feet, is the smallest in the nation and is located in a former tool and fertilizer shed. They also advised me that the Minneapolis, Minnesota Post Office, with 1,476,698 square feet, is the *largest* in the United States. It has a lobby that is two blocks long, graced by a 350-foot-long light fixture that has provided lighting as well as heating since the post office was built in 1935.

Finally, they informed me that the Calipatria, California Post Office, at 1880 feet below sea level, is the lowest elevation and that the Ophir, Colorado Post Office, at 9,239 feet, is the highest.

### The Author

**Ken Aldridge, a resident of Texas, collects primarily cancelled stamps of various countries and U.S. postcards. He is active in the Mid-Cities Stamp Club, Arlington, Texas, and is a member of both the APS and ATA.**



Another tiny operating U.S. post office can be found in Salvo, North Carolina.

## Smaller, Smallest

RoadsideAmerica.com ("Your Online Guide to Offbeat Tourist Attractions") quotes a *Wall Street Journal* issue that lists the ten smallest U.S. post offices, in a website article titled "Small Post Offices Deliver Diminutive Thrills" ([www.roadsideamerica.com/news/5762](http://www.roadsideamerica.com/news/5762)). Several are actually smaller in size than the "official" smallest U.S. post office at Ochopee, Florida, and presumably are no longer in operation, although they may continue to exist as tourist attractions. The list includes:

1. Brixey, MO — 54 sq. ft.
2. Rhodelia, KY — 60 sq. ft.
3. Roosevelt, TX — 60 sq. ft.
4. Head Waters, VA — 62 sq. ft.
5. Sealston, VA — 62 sq. ft.
6. Ochopee, FL — 62 sq. ft.
7. Lowry, VA — 62 sq. ft.
8. Estillfork, AL — 63 sq. ft.
9. Millhousen, IN — 63 sq. ft.
10. Telegraph, TX — 63 sq. ft.

However, even smaller post offices have existed in the past for the convenience of their scattered patrons. Valley Center, near San Diego, California, boasted two. The Lilac Branch Post Office was only 40 square feet and operated from 1898 to 1912 under postmaster Kitty Keys. The 1955 "Guinness World Records" listed it as the "Smallest Post Office in the United States." The building was moved to the Valley Center History Museum in 2004. An absurdly tiny facility was the Moosa Branch Post Office, described in the 1909 *The Postmasters' Advocate* as the "smallest in the world." Indeed, at 22 square feet, it is hard to imagine anything smaller. Moosa Branch operated from 1881 to 1912, under the auspices of three postmasters: Mathew Tomlins, Washington E. Irving, and Isaac Frazee. When service was discontinued in 1912, the last postmaster moved the building onto his own property but it has long since vanished.

Established in 1875, the Grimshaw, North Carolina Post Office illustrated in the accompanying article was a cramped 48 square feet. For some reason, numerous "real photo" postcards of the wooden structure can still be found offered for sale. It was named after the property owners, the Thomas Grimshawe family, and is identified on some photographs as "Grimshawe's Post Office." The building still existed as late as 2005, although it appears to have been restored. A modern sign on the building reads: "Grimshawes. Smallest U.S. Post Office Occupied This Bldg. 1903-53." The discrepancy in dates has not yet been explained.



# Laysan Island Guano Fields

by Thomas Lera

This is a story about guano, a substance found in great abundance on some coasts and islands and composed chiefly of sea bird excrement. But it's principally the story of a teardrop-shaped hunk of coral and dead volcanic rock, Laysan Island, which lies in the Hawaiian archipelago.

Located 790 sea miles to the northwest of Honolulu, latitude 25 degrees 42' 14" North, longitude 171 degrees 44' 04" West of Greenwich, its nearest neighbors are Lisianski, 115 miles to the west; Gardner Pinnacles, 202 miles to the southeast; and Pearl and Hermes Reef, 260 miles to the northwest.

The island, whose ancient name, *Kauo*, means either the yolk or white of an egg, is shaped like an oval serving dish, about a mile wide by two miles long. A careful survey, made in April 1923 by Major Chapman Grant on the Tanager Expedition, measured the maximum length of the island as 9,375 feet and greatest width 5,580, feet.<sup>1</sup>

The surface is composed of loosely packed coral sand, with beds of coral reef and phosphate rock on the south and west sides. The beaches rise abruptly from the water's edge to a height of 15 to 18 feet, and then slope gradually downward to a central depression, part of which is occupied by a salty lake without connection to the sea. The surface of this lake is somewhat above sea level, with a depth of more than fifteen feet.

Captain Stanikowitch, while aboard a Russian freighter, sighted the island on March 12, 1828, naming it Moller Island after his ship. Its name was later changed to Laysan Island when, on May 1, 1857, Captain John Paty annexed the island to the Hawaiian kingdom in the course of his famous fifty-day voyage of discovery aboard the Hawaiian schooner *Manuokawai*. Said Captain Paty in his report:

The island is literally covered with birds; there is, at a low estimate, 800,000. Seal and turtle were numerous on the beach, and might easily be taken. They were evidently

unaccustomed to the sight of man, as they would hardly move at our approach, and the birds were so tame and plentiful that it was difficult to walk about the island without stepping on them....

In some ways, the tiny island is the most fascinating and most unfortunate of all the tiny dots of land in the "little end of Hawaii." In former days it supported the largest albatross rookery of the entire chain. Although at no time during its recorded history did it reach an elevation of more than fifty feet above sea level, it once supported groves of sandalwood trees, dense thickets of bushes, and native fan palms, beneath which evolved five species of land birds unique to the island.

Valuable deposits of guano, a fine fertilizer for crops, were the result of a chemical reaction between the coral sand and the droppings of myriads of birds during countless years on the island. Man soon found his way to Laysan to harvest and sell the guano, which eventually led to the upset of the island's natural ecological balance.

On March 29, 1890, the Hawaiian Kingdom leased Laysan for a period of twenty years to the North Pacific Phosphate and Fertilizer Company. The period of active guano harvesting lasted from 1892 to 1904. During this time, numerous vessels visited Laysan through the hazardous, poorly charted reefs surrounding the island, to take provisions to the little colony of guano diggers or to carry away loads of guano. Not all vessels survived the trip. The wooden barque *Ceylon* was wrecked on Laysan in July 1902.

Most familiar among letters sent by those involved one way or another in the guano harvesting endeavors are those marked Paquebot, Paquobot, Packet Boat or Loose Letter, whose use, first applied in 1894, helped to identify letters actually mailed aboard ship. Hawaii had no paquebot marking of any kind until 1902, prior to which markings were applied on ships once they arrived in port at San Francisco, Auckland, or Brisbane.<sup>2</sup> A picture postcard showing the guano fields and





Humorous postcard celebrating the important source of fertilizer.

marked with a misspelled "PAQUOBOT" in a bluish purple-reddish purple, 31 x 5 mm<sup>3</sup> has been identified. The same scene was used in a 1906 postcard series published by Collin Brothers of Sydney, Australia, as Card Number 83, titled "A Big Muster – Pied Albatross – Laysan Island." Very few were printed, and those were distributed only to the eastern States of Australia.

Various other scientific expeditions visited Laysan. Henry Palmer led the first of these in June 1891 for the purpose of collecting birds for the Honorable Walter Rothschild of Tring, England. The specimens gathered on this trip formed the basis of the first volume of Rothschild's *Avifauna of Laysan and the Neighbouring Islands*, published in London in 1893. Plate 38 was the illustration used for the card shown on page 746 from a photograph by J.J. Williams of Honolulu entitled "A Colony of White Albatross."<sup>4</sup>

Hackfeld and Company, a Honolulu mercantile firm established in 1849 by Captain Henry Hackfeld and backed by German capital, started mining guano on Laysan Island in 1890.<sup>5</sup> On May 1, 1904, Hackfeld loaded its final guano cargo onto the schooner *Robert Lewers* and shortly afterwards gave up its lease. Max Schlemmer, who managed the guano mining on Laysan Island for Hackfeld, continued to live there until November 1915.

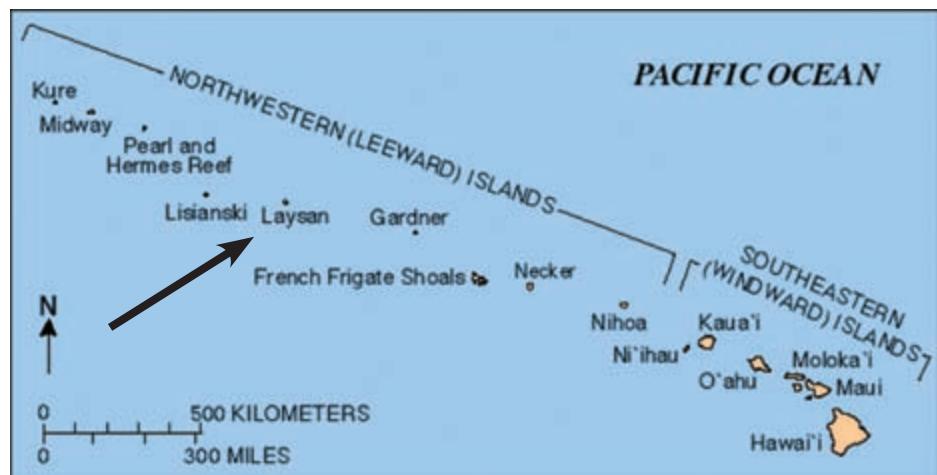
About 1903 Captain Schlemmer introduced rabbits to Laysan to augment the food supply, and shortly afterward, he brought in guinea pigs. They both bred prolifically and within six years the island was overrun with the animals.<sup>6</sup> Together they devoured every green leaf on the

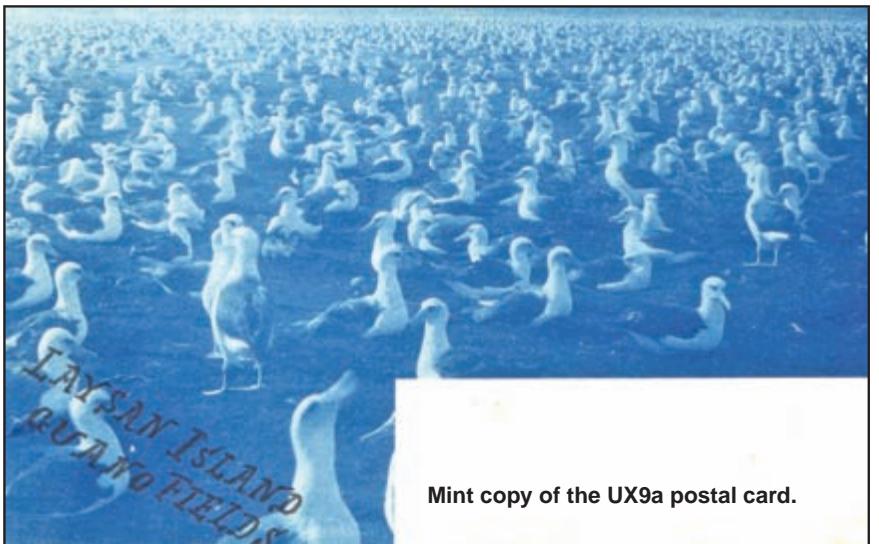
island, with the exception of a tobacco patch. Without vegetation to contain the sand and afford shelter, the island quickly became uninhabitable. Three species of the five endemic birds became extinct: the Laysan Rail, the Laysan Honeycreeper, and the Laysan Millerbird. The remaining two species — the Laysan Duck and the Laysan Finch — are now classified as threatened species due to their small population and limited range, and are forever at risk of extinction by such chance events as severe weather.<sup>7,8</sup>

As if these depredations weren't sufficient, parties of Japanese feather collectors slaughtered great numbers of the Laysan albatross and other birds for their plumage with which to trim hats. Lovers of bird life in Hawaii complained to Washington, and on February 3, 1909, President Theodore Roosevelt, by executive order, set



Laysan duck.





Mint copy of the UX9a postal card.

aside all the islands from Kure to Nihoa, with the exception of Midway, as the Hawaiian Islands Bird Reservation, a sanctuary within which it is unlawful to kill or molest birds. Thus, when a party of Japanese poachers landed on Laysan and nearby Lisianski in the spring of 1909, they were promptly arrested by officers on the revenue cutter *æet is* and taken to Honolulu for trial.

When the Tanager Expedition arrived to spend more

than a month on Laysan during the spring of 1923, it found the island transformed into a desert of sand. The expedition was jointly sponsored by the U.S. Biological Survey, the Navy Department, and B.P. Bishop Museum. The main objective was to kill off the remaining rabbits and guinea pigs that hadn't already died of starvation.

That same year, plants were reintroduced to the landscape and the island began to make a slow comeback. Eighty-three years later, Laysan is recovering from human activities and it may one day again become a "Paradise Isle of the Hawaiian Islands Bird Reservation." It remains an extremely important site for seabird nesting colonies and wintering sites.

### Acknowledgments

Thanks to Post Office in Paradise (<http://hawaiianstamps.com/>) for allowing me to use some of the illustrations shown and to Fred for his review of the first draft. Also my thanks go to Sandy Fitzgerald for her editorial comments and review of the final draft.

### Endnotes

1. See Islands of the Hawaiian Chain at [http://www.janeresture.com/hawaiichain\\_home/index.htm](http://www.janeresture.com/hawaiichain_home/index.htm); click on Laysan Island.
2. Roger Hosking, *Paquebot Cancellations of the World* (Surrey, England: The Author, 1977). The standard reference work on paquebot cancels; see San Francisco cancels, page 107.
3. See Post Office in Paradise, 1999–2005, "Private Sender Marks – Private Commercial Firms" at <http://hawaiianstamps.com/prifirms.html>.
4. Walter Rothschild, *Avifauna of Laysan and Neighbouring Islands* (London: R.H. Porter, 1893).
5. See Post Office in Paradise, 1999–2005, "Private Sender Marks – Private Commercial Firms" at <http://hawaiianstamps.com/prifirms.html>.
6. Max Schlemmer, *Hawaii's King of Laysan Island* (Iuniverse Inc.: Tom E. Unger, 2004).
7. Birdlife International 2003, *Birdlife's Online World Bird Database: a Site for Bird Conservation*. Version 2.0 (Cambridge, UK: Birdlife International). Available at <http://www.birdlife.org>.
8. A.J. Berger, *Hawaiian Bird Life*, 2nd edition (Honolulu: University of Hawaii Press, 1981).

### The Author

Tom Lera is the Winton M. Blount Chair in Research at the Smithsonian National Postal Museum. He collects the topics of caves and bats, and his exhibit "Masters of the Night" won the Grand Award at the 1999 Topical Stamp Show. He is an accredited National Judge and is president of NAPEX.

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# Personal Stories and Picture Postcards

by Charles A. Fricke

Frequently, philatelic articles are written about letters enclosed in a cover or a stampless cover with an interesting personal message or one that comments on something of historical significance. In addition, the cover itself may tell something about its postal use and travels.

A picture postcard, too, often can tell a story about its use and the person who sent it. In addition, there is a story to be found in the illustration used on the picture side. With the cost of mailing a postcard at only one cent and with the frequent mail pickup and delivery available during the golden age of postcards, it was no wonder so many were written. Not to mention the visits of photographers who, for a small fee, would take pictures of your new barn or prize-winning horse and print them on postcard stock for you. This added an extra fillip to local news as well as giving visitors something unusual to send home.

In the first example shown, a large gathering of men are seen — some on horseback, some squatting or seated on the ground. From details of their dress, some of them at least appear to be Native American, but without a caption, it is impossible to know just who they are and why they are gathered together. It takes the writer's message to tell a more complete story.

The postmark shows that the card was mailed from Shiprock, New Mexico, on May 23, 1911, when New Mexico still held territorial status. (It was admitted to the Union as the forty-seventh state the following year.) It was addressed to Mr. Floyd Nutting of Russell, Kansas. The message reads:

Am way out on the reservation miles away from



Real photograph of a large group of men, probably Navajo, and horses in open country.

Civilization. Indians are as thick as Russians, the most varied country I ever saw, am writing in an Indian store. Marie is gazing out of the window at the blanketed braves. We visited a hogan before breakfast.

Margaret E.

It now becomes clear that the photograph was taken on the Navajo Indian Reservation in the New Mexico Territory. While it is not mentioned in the message, beginning around 1909 the Navajo began holding an all-Indian affair on the reservation in early October. This was much like a country fair and, I understand, included a rodeo of sorts. Although May was too late for the visitors to visit the celebration itself, it is quite possible that the picture postcard reflects a scene from the October gathering.

Another picture postcard that tells a personal story is one showing a banked oval track with two early automobiles on it. The handwritten inscription at the top reads: "Testing Track for 'Reo' Cars. Lansing, Mich." The card was mailed from Lansing to a "Mr. Jimmie Hurly/c/o Montgomery Ward Co./Chicago Ave./Chicago/Ills." on June 30, 1912, postmarked by a Time-Cummins machine. The message reads:

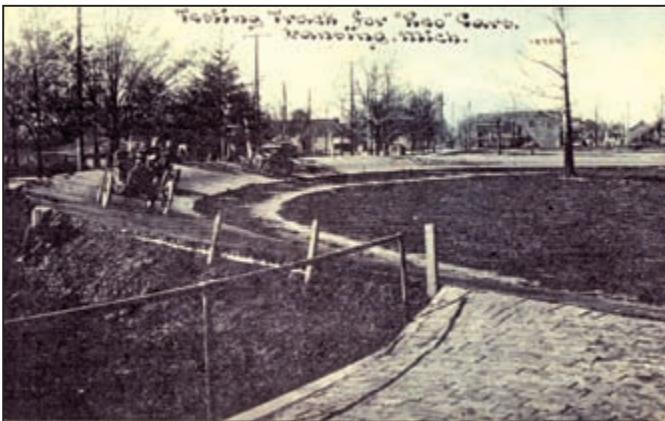
They are just testing my new machine. Expect to come back to "Chi" in it. O! I will tell you it is a Bear.

P.O. Hayer

Just imagine the thrill of being able to visit the factory and see your car run out on the testing track for a final mechanic's "OK," and then proceeding to drive it back home to Chicago. It would be even more interesting if one of the cars shown on the track was the one being purchased by Hayer. However, that's unlikely, since he probably would have been unable to resist proudly pointing it out.



Picture postcard mailed with a 1-cent stamp postmarked Shiprock, New Mexico, with a message about visiting the Navajo Reservation.



Automobile testing track for "Reo" cars in Lansing, Michigan.

Somewhat in a different vein, the third example shown tells a family story. The picture and text are a gilded reminder to follow the "Golden Rule." The text reads:

There are Creeds and Rules to guide us  
And help us in Life's School  
But the finest Creed for every need,  
is the Good Old Golden Rule.

The address side adds significance to this gentle reminder. Mailed with a 1-cent stamp at the first class domestic rate for a postcard and postmarked with a Boston flag dated September 18, 1909, the card is addressed to C. Russell Harding, Nautical Training Ship Ranger, Care of Postmaster, New York City, N.Y.

The receiving postmark of "FUNCHAL / MADEIRA / 6 OCT 09" implies that it was sent by the postmaster of New York City under cover as official U.S. mail to the post office at Funchal for the mail orderly of the *Ranger* to pick up when the ship was in port. It is an interesting aspect is that it was sent using a 1-cent stamp, which was the correct domestic postcard rate, because it was addressed to a U.S. ship even though one that was sailing in foreign water. Thus the card did not need to be mailed at the 2-cent UPU postcard rate.

Finally, the message ties the story together:



Picture postcard reminding the reader to heed the "Golden Rule."

Address side showing it was mailed to a sailor on board the Nautical Training Ship *Ranger*; receiving mark of Funchal, Madeira



Address side showing card was mailed from Lansing, and including a message about driving the writer's new car to Chicago.

Sept 18 - 09

Dear Russ

Your card from Gibralter received and I appreciate your sending it as I know you have a good many to remember. I am so glad you are getting along well in the course you are interested in. Hope you have been well all the time.

Aunt Anna

Advice to "Do unto others as you would have others do unto you," seems an appropriate sentiment to address to a young sailor 3,000 miles away from home, possibly for the first time, and no doubt finding that military life and regulations were a far cry from the life he had known until then.

Considering the tie-in between the messages and the pictures on the postcards, it would be difficult to deny that these three cards offer broad appeal to the collector in many different ways. With each having its own particular value and charm, it is left to the collector (today's and tomorrow's) to decide which is the most desirable acquisition.

## 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.





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Last month I provided a sampling of the many ways in which volunteers help the Society. However, I did not address one of the most important ways Society members can help — by recruiting new members. Since reaching a peak membership of more than 57,000 members in early 1990, APS membership has fallen to 37,046 at the end of May 2009. (Now, before you panic, just keep in mind that in the 1930s, considered by many to be the heyday of stamp collecting, the APS struggled to keep its membership above 4,000.)

Member retention is not the problem. We are blessed with many loyal members, and other organizations would love to have our retention rate of nearly 90 percent. The Internet continues to expose the hobby to an ever-widening base of potential collectors, and I don't believe that the number of stamp collectors worldwide is decreasing. Still, the number of new applicants for membership in the APS has fallen from more than 6,000 a year during much of the 1970s to barely more than 2,000 last year. Just to stabilize our membership we need approximately 3,500 new applicants on an annual basis.

# Help Recruit New Members

Over the years we have tried hundreds of ideas to obtain new members. These range from the half-page ad that ran for twelve consecutive issues in the *Postcard Collector* and generated a total of one new member, to soliciting World Series of Philately shows for registration forms, to working with USPS philatelic clerks and printing backer boards for products sold by the Philatelic Fulfillment Center.

We continue to explore a number of approaches. For example, we gladly provide business reply cards to any members who are willing to include them in mailings. The cards may be included with such things as eBay orders or with a chapter or affiliate newsletter. For all but one of the last seventeen years, Don Sundman of Mystic has recruited the most APS members by including the business reply cards in Mystic mailings.

However, with the exception of a gift membership there is nothing more effective than a personal invitation from one member to another collector. The APS even offers an financial incentive! For every applicant who lists you as their sponsor we will pay you \$5, and if you obtain five or more new members in a single year we add a free year's dues. Our goal for 2010 is to reach 3,500 new applicants and stabilize the membership. All this requires is *one out of every ten current APS members to recruit one new member a year*. What if every one of us were to recruit one new member this year? What a great goal!



## New Website Coming Soon

Part of the reason for the decline in applicants for membership may be the modern expectation of immediate gratification. Many collectors expect to get online and find information immediately. For nearly a year we have been working on

a revamped website that we hope eventually will become the essential destination for collectors. We expect the new site to go live around the time you receive this magazine. New features will include the ability to check on the status of sales circuits or items submitted to expertizing and to compare stamps. While we will try to provide open content designed to attract newcomers to stamp collecting, other content will be restricted to members who log in. To encourage individuals to visit the site often, new content, including articles and exhibits, will be added regularly. Please let us know if you have content you would like included.

## National Stamp Collecting Month

Another way to promote the hobby is through special activities for National Stamp Collecting Month in October. The APS will have two special activities this October. Kicking off the month on October 3, we will have an open house inviting the public to learn about stamp collecting. At the end of the month, from October 30 through November 1, we will be hosting U.S. Classics 2009 and the Fourth Annual Postal History Sympo-



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sium. These latter events will bring together academics and philatelists, a fantastic showing of Classic material, and a great opportunity to purchase stamps.

In addition to our normal weekday hours, both Circuit Sales and the Library will be open for the Saturdays of these two events.

An idea suitable for October and year around comes from member Les Winick. He suggests that APS members ask their local postmaster to allow stamp club brochures be placed in the post office lobby for distribution. Your strength is *our* strength as one of our best sources for new members are local club members.

### APS Stamp Talk

Another way of promoting the hobby is through Internet Radio. The show started by Ted Bahry and now hosted by Nancy Clark is available live, by "tape," or by podcast at [www.wsradio.com](http://www.wsradio.com). Some 4,000 to 7,000 individuals listen to the show each month. However, we need to come up with \$250/month to continue the program beyond August and would love to hear from potential advertisers, sponsors, and donors.

### Thanks for Your Generosity

In early May I visited the BuxMont Stamp Club near Philadelphia, Pennsylvania and was pleased to talk to about thirty area collectors. Attendees included Jerry Lifsey who last fall donated several copies of his book to benefit the APS and Lou Calzi who has spent years fostering

the hobby to youth in the area. While I was there, Paul Kelly also presented the APS with a very generous contribution. Congratulations to President Ken Harrison on a vibrant club!

Occasionally we receive notes from members apologizing for only being able to give \$20 — or \$10, or just \$5 — to support the Society or hobby. We appreciate the messages but there is no need for apologies. Any contribution you can give helps to boost our hobby and we are grateful for each donation we receive.

Finally, as I pointed out last month, contributions come in many forms. Volunteer support offering member time and skills is invaluable. Using the APS credit card for regular purchases helps us. Some members donate portions of circuit books or unsold items from StampStore. We also have had members designate a percentage of the sale of their items at auction houses to the APS. You can even offer your support by designating the APS as your preferred organization and performing searches or buying items at [www.igive.com](http://www.igive.com).

### Women's Festival a Success

Speaking of individuals supporting the hobby, it would be hard to find a group doing more to promote the hobby than those who attended the first Women's Festival held at the American Philatelic Center the last week of May. The group of about forty women (and a few men) exhibited a tremendous sense of camaraderie and support, energizing each other to achieve new levels of success.

There also was evidence that work with youth pays off in the long term. Among those I had the privilege to meet was a member from the Chicago area. When I saw her name tag, I asked whether she was the same Kathryn Johnson who had been president of the Junior Philatelists of America around 1980. I had never met her but remembered her name from *The Philatelic Observer* and as a columnist in *The American Philatelist*. After a break to focus on her career and being an "anonymous" member for the last thirty years, it's great to have her back in the fold as an active collector!

### Charlie Peterson

Unfortunately, I have to end this column on a sad note. In early June, Charlie Peterson, "Mr.

Philatelic Literature," passed away. Charlie served as APRL President and also was on the APS Board. He served philately as an APS representative to the International Federation of Philately, as editor of the Classics Society journal, as president of the Writers Unit, and in too many other ways to enumerate. He was on the jury and provided encouragement to me the second time I showed my Blood Donation exhibit. However, I got to know Charlie best in his role as a member and chair of the Campaign for Philately Fund-raising Committee. Charlie and his wife Lanny led by example, donating about \$10,000 to the APS this year and nearly \$40,000 total. Not surprisingly Lanny has suggested memorial contributions be made to the Library in his memory. Charlie ... we will miss you!



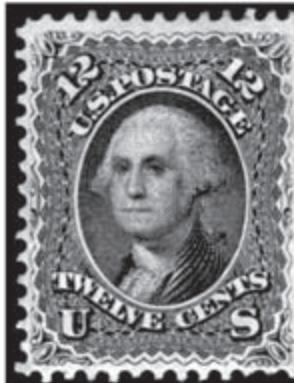
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# Adema and Kent

The Luff Awards are the most prestigious awards given by the American Philatelic Society. Established in 1940 in honor of prominent American philatelist John N. Luff, APS President from 1907 to 1909, the awards are presented each year at APS STAMPSHOW for meritorious contributions by living philatelists.

David Kent and Kees Adema have been chosen to receive the 2009 John L. Luff Awards. The recipients will be honored at the 2009 STAMPSHOW Awards Banquet on Saturday, August 8, in Pittsburgh, Pennsylvania.

**Kees Adema** of Fairfield, Connecticut, has been selected as the recipient of the 2009 Luff Award for *Distinguished Philatelic Research*.

Kees Adema's outstanding exhibits reflect the keen research he undertakes and then shares with his fellow philatelists. However, his astute research efforts are even more extensively revealed in his writings. He is the author of more than two dozen articles on various aspects of Netherlands philately, including a recent article in the *London Philatelist* based on his presentation at the Royal Philatelic Society London.

In addition, he has written more than eight articles in the *Collectors Club Philatelist* on such diverse topics as the world's first postage dues, postal pigeons, French Fieldpost during invasion of Holland, Thurn and Taxis (the Netherlands/Italy route), and mail in connection with Napoleon's Grande Armée and Second Grande Armée. All of these writings reveal extensive research by the author. Several have been translated and published in Dutch, French, and German periodicals.

Kees Adema also has written original research articles that have appeared in the *Journal of the American Society for Netherlands Philately*, *Nederland Onder de Loep*, and *Notities*, among others. The Philatelic Foundation produced a DVD titled "Holland's Wars and Struggles 1568–1815," showing original letters and documents from his collection placed in historical context. The video is used as an educational tool in the United States and Europe.

In 2002 Kees Adema published the book *À e First Postage Dues: Holland's 3s Markings 1667–1811*. He has identified thirty-one different types of "3 stuiver" markings, many

previously unrecorded. He created a new cataloguing system that has now been adopted by other handbooks, periodicals, and auction houses — known as the "Adema Identification Method."

Further, he developed a system to differentiate between forgeries and authentic postage due markings from the seventeenth to the early nineteenth centuries using transparencies with impressions from untainted archival sources predating 1930. This date is important since the major forger of these markings started after that date, and only those items that have a solid history that definitely predates 1930 are "safe."

Kees Adema has published a number of articles that involved original research and philatelic discoveries, such as two different "Armée du Roy" Fieldpost stamps on letters from 1747, whose use in Holland was until recently unrecorded. He has completed the first volume of a planned three-volume treatise on *Dutch Mail in Times of Turmoil 1568–1839*.

In addition to being past president of the American Society for Netherlands Philately (1997–2006) and a current governor of the Collectors Club of New York as well as a member of the club's editorial board, Adema is a member of the Nederlandse Academie voor Filatelia and the Académie Européenne de Philatélie.

His exhibit "Early Postal Markings of the Netherlands" won a national grand award, five FIP large golds along with special prizes and in one case felicitations of the jury for research, and was shown in the FIP Championship Class. It also received the "Golden Posthorn" award — recognizing outstanding research — at the specialized postal history competition in Sindelfingen, Germany in 2000. Another exhibit, "Dutch Mail in Times of Turmoil 1568–1839," won a large gold and felicitations of the jury for research. The exhibit has been expanded and received two more large golds and the Grand Prix in the Master Class at Naposta 2005.

Kees Adema's postal history research achievements have been recognized with several honors including:

- Prof. Dr. Carlrichard Brühl Medaille for research (Germany 2003)
- Professor van der Willigen award for research (Netherlands 2003)



# 2009 Luff Honorees

- Foundation Friends of the Amsterdam Municipal Archive — title of *Guardian of the Treasure* for his “research in publications related to pre-postal history and his merits in publicizing the archives and collections of the Amsterdam Municipal Archive” (Netherlands 2003)
- Edwin Koenig Award, presented once every five years to the author of a philatelic publication with the most original research (Netherlands 2006)
- American Society for Netherlands Philately de Kruyf award for lifetime services in Dutch philately (USA 2008)

In view of Kees Adema's remarkable record in the field of postal history research, he was recommended for the Luff Award for Distinguished Philatelic Research.

**David A. Kent** of New Britain, Connecticut, has been selected as the recipient of the 2009 Luff Award for **Exceptional Contributions to Philately**.

David Kent is perhaps best known for his philatelic writing and editing. However, he has distinguished himself in several different organizations by holding office and in particular by serving as a volunteer at local, regional, national, and international shows. He has written more than 2,000 philatelic articles that have appeared in the general philatelic press as well as in specialist society journals. Despite the nationwide trend in recent years for general newspapers to eliminate stamp columns, David continues to write a popular one for the *Hartford (CT) Courant* and has done so for more than twenty-five years.

His journal editing dates back to the 1950s when he edited *The Confederate Stamp Album*, journal of the Confederate Stamp Alliance. In 1991 he was named a staff writer for *Mekeel's Weekly Stamp News*, and today is Associate Editor of *Mekeel's & Stamps Magazine*. For the past fifteen years he has edited the *Military Postal History Society Bulletin*, to which he also contributes researched articles. For his extensive editing and writing in our hobby he was elected to the APS Writers Hall of Fame in 2007.

David was Editor-in-Chief of the fifth edition of the *Catalog of United States Naval Postmarks* published by the

Universal Ship Cancellation Society in 1997, and contributes periodic updates in the society's journal. He has served the USCS as secretary-treasurer, vice president, president (1980–1983), and has been a member of the board of directors for more than twenty-five years — longer than any other individual in the society's history. He is also an accredited USCS judge, chairman of the society's Hall of Fame Committee, and publicity director. For the society's Nathan Hale chapter David has been secretary-treasurer since 1971 and manager of their mail auctions for almost as many years. He was general chairman of five USCS national conventions between 1975 and 2002 and manager of more than fifty regional meetings and “Cover Fest” events. The USCS honored him with its Raymond St. John Memorial Service Award in 1986.

David Kent has been active for many years in the American Topical Association where he served as treasurer, second vice president, and president (1988–1991). He was general chairman of two National Topical Stamp Shows and floor manager for two others. He has served as president of the ATA's Americana Study Unit for more than thirty years and has been editor, associate editor, and columnist of *Americana Philatelic News*. The ATA named him a Distinguished Topical Philatelist in 1986.

David appears to be the glue that holds together many of the local and regional clubs and shows in the Connecticut area. And yet he has found time to help at the national level by serving as Executive Chairman of the International Philatelic Press Club and as a director and treasurer of the Council of Philatelic Organizations.

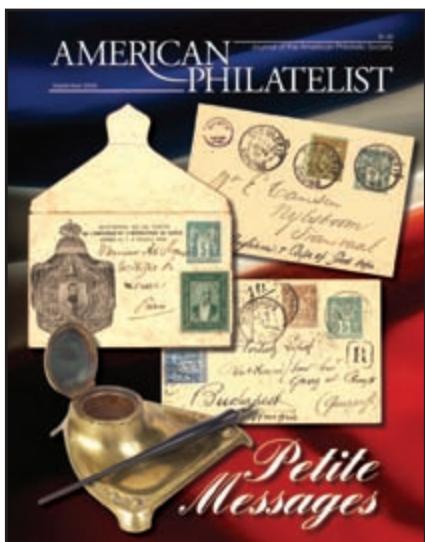
In his typically quiet way Kent has volunteered his time in mounting and dismounting exhibits at AMERIPEX 1986, LONDON 1990, WORLD COLUMBIAN EXPO 1992, and WASHINGTON 2006. His volunteer effort at shows and bourses, often unnoticed except by those who have worked alongside him at these events, continues apace. He seems to be the Energizer Bunny® of volunteerism, a type of service that is always appreciated but seldom recognized.

For someone who has long avoided the limelight, it seems time to honor David A. Kent with the Luff Award for Exceptional Contributions to Philately.



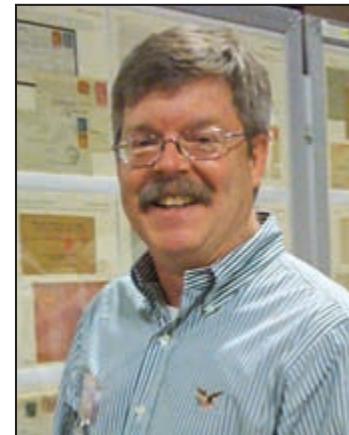
# Broadhead's "Petite Messages" Honored as Best Article

The second annual United States Stamp Society-Barbara R. Mueller Award for the best article published in a single year of *the American Philatelist*, as chosen by the members, the staff of the *AP*, and an award selection committee, has been awarded to Tom Broadhead for his charming piece, "Petite Messages — The Development of Carte de Visite Mail in Nineteenth-Century France."



Tom Broadhead has been an incurable philatelist for almost fifty years, with time out for college and graduate school. Beginning as a worldwide collector at the age of seven, he now specializes in the stamps and postal history of late nineteenth and early twentieth century France. He enjoys writing as a way to share his philatelic interests, and has written previously for *the American Philatelist*, and for the *France & Colonies Philatelist*. Tom is editor of the *Knoxville Philatelic Society Newsletter* and is a member of the APS Writer's Unit. His lively exhibits, which can be seen both at stamp shows and through digital media, are logical extensions of his interest in communicating the excitement of philately.

In his "spare time" — away from philately, family, and gardening — Tom is Professor of Geology and Director of Undergraduate Academic Advancement at The University of Tennessee, Knoxville, where he occasionally offers a one-credit college seminar on stamps.



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**67** We've seen a lot in our time. We were 51 when the Jack Benny stamp came out. He was only 39.

**68** We were teenagers when Bing Crosby sang White Christmas and 62 when the USPS commemorated him for it.

**69** The Legends of the West reissue of 1994 was nothing new to us; we were 64.



**70** We were toddlers when the U.S. entered the Great Depression, teens when we won WWII, and adults from Eisenhower on.

**71** We saw Farley's Follies at the tender age of 6 and the Dag Hammerskjold reissue when we were 42.

**72** Some people are pessimistic about the future of philately. We're constantly reaching out to young collectors and hobbyists and see big things ahead!



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# 2009 Nicholas G. Carter Volunteer Recognition Awards

In a salute to the backbone of organized philately, the VOLUNTEER, the American Philatelic Society takes great pleasure in recognizing the hard-working individuals who have contributed their time, talents, and energies to benefit both the hobby of stamp collecting and the Society. According to Dictionary.com: "a volunteer is a person who willingly offers himself or herself for a service or undertaking and without pay." Our volunteers are the main ingredient in the recipe for a healthy future for the hobby.

The *Nicholas G. Carter Volunteer Recognition Awards* were named to honor APS President Nick Carter (1936–2008) whose dedication to the hobby and enthusiasm for all its facets were legendary.

This year's awards will be presented at the General Membership Meeting at STAMPSHOW 2009 in Pittsburgh, Pennsylvania, August 8 at 9 a.m. Each recipient will receive a pin, certificate of appreciation, and many thanks for a job well done.

There are four award categories:

- **National Promotion/Service**  
— Maximum of five recipients per year.
- **Local Promotion/Service** —  
Maximum of ten recipients per year.
- **Outstanding Young Adult Philatelist (Age 25–40)** —  
One recipient per year.
- **Outstanding Young Philatelist (Age 15–24)** — One recipient per year.

The APS is proud to announce the second annual Volunteer Recognition Award recipients:

## Alex Haimann • Bloomfield Hills, MI — Outstanding Young Philatelist (Age 15–24)

Alex spoke at the APS Tiffany Dinner this past February and has led the effort to initiate a Young Philatelic Leaders Fellowship. He has worked with APS Director of Education Gretchen Moody on establishing the guidelines and has spearheaded fund-raising efforts encouraging APS chapters to sponsor fellows and his fellow dealers to sell material on eBay and give a portion of the proceeds to support the program.

Alex may have been the youngest dealer to ever take a booth at the APS STAMPSHOW when he first did so at age 14. Since that time he has become a regular at many shows around the country. Alex is a consultant for the Arago project for the Smithsonian's National Postal Museum and represents Mystic Rare Stamps in a partnership with Don Sundman.

Alex serves on the Board of the American Stamp Dealers Association and also has exhibited competitively.

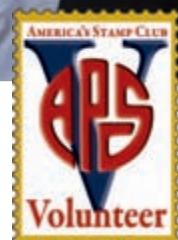
## Daniel Piazza • Washington, DC — Outstanding Young Adult Philatelist (Age 25–40)

Daniel A. Piazza, Assistant Curator of Philately at the Smithsonian National Postal Museum, collects and writes about the stamps and postal history of the United States during the Bureau period (1894–1978) and of the Italian peninsula. He sits on the board of governors of the Vatican Philatelic Society and edits its journal, *Vatican Notes*. He also has received the society's *Veritas* and President's awards (for scholarship and service, respectively).

Daniel served as Assistant Editor of the APS Writers Unit *Philatelic Communicator* and was a columnist for the *Stamp Insider* of the Federation of New



Nicholas G. Carter



York Stamp Clubs. He was active in the Syracuse Stamp Club prior to his move to the DC area and he now belongs to both the Washington Stamp Collectors Club, which he serves as webmaster, and the Baltimore Philatelic Society. He is also a board member and literature chairman for NAPEX.

Other national memberships include the American Philatelic Society, American Philatelic Research Library, American First Day Cover Society, and Writers Unit #30.

## Kurt Albrecht, George Athens, James G. Boyles, Tom Current, Karl Deibel, Stan Fairchild, Deb Nicoll, Otto Thamasett, Charles A. Wood — Local Promotion/Service

### Kurt Albrecht

Kurt has been a pillar of support for philatelic activities in the Milwaukee area for many years. He currently serves as Treasurer for the Milwaukee Philatelic Society and is a past Southeast Region Vice President for the Wisconsin Federation of Stamp Clubs. He has handled the jury, awards, and sometimes exhib-

its for many MILCOPEX shows. He also works to make the hobby attractive in many ways, including sharing his non-competitive five-frame exhibit "May the Force Be With You." Kurt was a volunteer for APS STAMPSHOW 1997 in Milwaukee and APS STAMPSHOW 2001 in Chicago. He was recognized by Milwaukee area clubs as a Distinguished Philatelist in 2001 for his many years of service, which continue today.

#### George Athens

At age 92 George Athens is once again President of the Venice, Florida stamp club for which he has been a driving force for many, many years. He is also active in the American First Day Cover Society, having staffed numerous recruiting tables at shows throughout Florida over the years. In addition, George served for many years as the Southwest Area representative for the Florida Federation of Stamp Clubs. He still arranges for speakers for a regional AFDCS meeting at the Sarasota show, where he staffs a booth for the AFDCS. Just as important as all these formal activities, however, George is also

the first to recognize the good work of others for the Venice Club.

#### James G. Boyles

Jim has been the force behind the success of the Lancaster Club and its LANCOPEX show for many years. He has kept the club going through some challenging times, performing a variety of roles including seven years as president. Jim has been a tremendous mentor to many collectors, and through his input and guidance many successful club leaders have emerged to maintain and grow LCPS as a most viable philatelic organization.

After years of study, he has gained great expertise and reputation in Lancaster County and City postal history. He has similar proficiency in early U.S. postage and revenues and is developing a worldwide collection. Further, he is a proficient and award-winning exhibitor who most recently, in his semi-retirement, has become active as a well-respected part-time stamp dealer. Over the last year or so, Jim has provided another service to hobby participants through his

a bimonthly First Sunday Stamp Bourse. This day-long event now has ten dealers. It fills the void left by the closure of local philatelic shops. Through this and LANCOPEX, the Lancaster club has gained many new members.

#### Tom Current

Tom Current may not have become an active collector until his forties, but he has been a source of inspiration to Portland area collectors for the last forty years. A young 85, he remains APS representative for the Oregon Stamp Society and the Northwest Philatelic Library, which he helped found. He won the grand award at PIPEX in 1975 and since then has continued to churn out many new exhibits for most Portland area shows.

Along the way Tom also founded the Great Britain Collectors Club and was one of the leaders in making APS board meetings open to the membership.

#### Karl Deibel

Karl has introduced stamp collecting to more 2,000 youth in the past ten years. He has volunteered at Boys and

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Girls Clubs, providing more than fifty postage stamp workshops for each of the past ten years, resulting in more than 150 kids (ages 7-12) each year taking up the hobby of stamp collecting. He provides about 400 hours yearly to the Club's Postage Stamp group. He has organized youth to display topical stamps at the San Marcos Library; assisted a few in exhibiting at the three-week San Diego County Fair in 2001, 2002 and 2003; and has arranged for a U.S. Postal Service Art Director to discuss his work at least yearly. In addition, each year he has led a tour for the youth to the San Marcos Post Office.

Karl also works with the Boy Scouts. As a Stamp Collecting Merit Badge counselor he has annually devoted more than 300 hours and helped more than 450 scouts earn their merit badge over the past five years, arranged and led more than 180 one-hour workshops, and spoken about stamp collecting at more than fifty scout troop meetings.

Karl's valuable contributions have been recognized by the Boys and Girls Club Volunteer of the Year award in 2000 and 2007 and the National Boys and Girls club volunteer service award in 2008. His stamp activities have been recognized by the San Diego Football Chargers Community Service Award in 2002 and the Freedom Corps Community Service Award in 2008 for ten years of volunteer service to youth who collect stamps.

### Stan Fairchild

Stan Fairchild has served his local Cuy Lor Stamp Club in almost every capacity possible, but he has not restricted his talents to the local area. He typically visits the American Philatelic Center at least twice a year and always tries to time his visits to coincide with a meeting of the Mt. Nittany Philatelic Society, often volunteering to present a program. Stan also has offered programs in a digital format that can be shared with other APS chapters, and assists APS Circuit Sales, StampStore, and Expertizing as an examiner for Belgian and classic French stamps.

### Deb Nicoll

Deb has been a stalwart of the IN-DYPEX show committee for at least twenty-five years. She cheerfully and competently handles the exhibitors and exhibits and does whatever else needs to

be done. She also has served as president of the Indiana Stamp Club and is an APS accredited judge.

### Otto & amasett

Otto joined the Springfield Stamp Club in the mid 1970s. He has served as its president twice and once as its vice president. He has been a member of the SPRINGPEX show committee since 1979 and produced the show cachets from 1990 through 2007. He was co-chair of the show in 1986 and 1987 and continuously since 2002. He joined NAPEX as a director in 2002 and has been in charge of covers and souvenir cards ever since. He was chairman of show sales for WASHINGTON 2006 and is current president of Graebner Chapter #17 of the American First Day Cover Society (Arlington, Virginia). Otto has been recognized for his service with the Washington Stamp Collectors Club (WSCC) Gantz Award for "outstanding philatelic service by a non-WSCC member to the Washington, DC local and regional area."

### Charles A. Wood

Charles is well known among philatelists in the Metro Detroit area for his thirty years of volunteer leadership in several local and regional stamp clubs: WSSC, Peninsular State Philatelic Society, Ferndale Stamp Club, Collectors Club of Michigan, and Detroit Philatelic Society.

He has served in nearly every leadership role known to local stamp clubs. In many instances he has served in the same role multiple times. His many elected club offices include Vice President (1981-82) and President (1983-84) for the Ferndale Stamp Club; Secretary (1994), Vice President (1995 & current), and President for the Collectors Club of Michigan (1996 & 2001); and Director (1998) and Program Chairman (2004-current) for WSSC.

Additionally, Charles has served as chairman for the Plymouth Show (1992); bourse chairman for COLPEX (1991-current), the annual show sponsored by the Collectors Club of Michigan; and editor of the quarterly newsletter, *& e Peninsular Philatelist* (2000-current), the official publication of the Peninsular State Philatelic Society.

Charles is generous with his time and energy when helping out with club activity. He always volunteers to help with set-up and tear-down of exhibits,

bourses, meeting rooms, and hospitality areas. He has been in charge of the Plymouth Show annual hospitality room since 1995, and is among the first to welcome new club members and help orient them to local club activities. He occasionally mentors new philatelists and encourages their participation in regional and national activities as well. His volunteer activities provide an excellent example to new club members on how they might participate and strengthen our hobby.

His volunteerism extends beyond local and regional clubs and shows. Charles volunteers annually to help with American Philatelic Society (APS) stamp shows. The most recent was helping set-up and take-down exhibits at the APS Hartford STAMPSHOW 2008.

### **Lloyd DeVries, Jack Harwood, Jerry Kasper, Jay Stotts, and Robert Zeigler — National Promotion/Service**

#### *Lloyd DeVries*

Lloyd serves on the board of the American First Day Cover Society, is past secretary of the American Philatelic Society, and is the principal behind the Virtual Stamp Club. Lloyd also has championed cachetmaker bourses at APS shows, sponsored a computers in philately area at WASHINGTON 2006 and several APS shows, and served as a volunteer at APS shows.

#### *Jack Harwood*

Jack is probably best known for his development of the Sarasota National Stamp Exhibition into a favorite winter destination for collectors (and one that has subsequently attracted many distinguished philatelists to retire in the area). He organized the famous 80th birthday party for Clyde Jennings in conjunction with the show, as well as the "Inverted Jennings" stamps. He also has arranged for many United Nations and foreign First Day ceremonies for the show.

Jack has served as president of the Sarasota Stamp Club, and for many years

provided regular transportation for individuals who no longer drove to attend the Sarasota and Venice Stamp Clubs. He has headed the British Caribbean Philatelic Study Circle and the Postal Order Society, and been active in the Florida Federation of Stamp Clubs..

#### *Jerry Kasper*

Jerry Kasper is a current director for the American Association of Philatelic Exhibitors and is a frequent exhibitor with more than a dozen exhibits, most relating to aerogrammes or at least to postal stationery. Jerry frequently shares the knowledge he has gained from putting together his exhibits as articles in the pages of the United Postal Stationery Society's journal.

For many years Jerry and his wife Jean have handled dealer check-in at most of the APS winter and summer shows. They also have helped frequently with exhibit take down and the packing of exhibits for return by mail. Jerry recently has become more involved with the Federation of Southern California clubs and assumed a significant role in the planning and running of SESCAL/AMERICAS.

#### *Jay Stotts*

Jay served as president of the BIA/USSS for three terms and served many more years on their Board of Governors. He also has written for the *United States Specialist*. He has served many years on the Garfield Perry March Party committee. Jay has served several terms on the Texas Philatelic Association Board and held many officer and show committee positions for the Euclid Stamp Club and the Houston Philatelic Society. An accredited judge, he has hosted many AAPE seminars and has helped numerous exhibitors by providing critiques outside of shows.

#### *Robert Zeigler*

Long a foundation rock of the Indiana Stamp Club and INDYPEX, Bob also has served on the APS board, the American Helvetia Philatelic Society, and as an

expert for the APS. In addition, he is an accredited APS judge.

Congratulations and thank you to all of the winners of this year's Volunteer Recognition Awards. The hobby would not be the same without your blood, sweat, tears, and laughter!

**Do you know a deserving volunteer?** April 1, 2010 is the deadline for nominations for next year's awards, which will be presented at STAMPSHOW 2010 in Richmond, Virginia. A nomination form is available online at [www.stamps.org/almanac/VolunteerForm.pdf](http://www.stamps.org/almanac/VolunteerForm.pdf), or by calling 814-933-3803.

Eligibility requirements and restrictions:

- Five or more years of service (three years for the Outstanding Young Philatelist),
- APS and APRL board members and staff are not eligible.
- Luff Award winners are not eligible.
- National Promotion/Service Award winners may not subsequently win the Local Promotion/Service Award.
- Each award may only be won once.
- APS membership is not required.

When nominating a volunteer, please include years of service to philately, position(s) or office(s) held with local clubs or specialty organizations, mentoring services, and work with stamp shows. To make your nominee stand out, please cite evidence of excellence, initiative, and creativity.

Send your nomination(s) to APS Awards Nominations, 100 Match Factory Place, Bellefonte, PA 16823, by fax to 814-933-6128, or by e-mail to [apsinfo@stamps.org](mailto:apsinfo@stamps.org).



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# Endangered Circuit Categories

**O**n our circuit request forms, we use an asterisk (\*) to indicate: *these circuits may incur long delays due to frequent shortages of material. We urgently solicit sales books for these circuits.* These are categories that traditionally have shortages and it is a rare occasion when we have an abundance of sales books for filling these circuits.

Being classified as an “endangered circuit” usually means that we can’t send a given circuit out because of the shortage of material, but it also can refer to a dwindling demand for that category. In 2007 we had to drop two categories from our offerings — *Bulgaria* and *Global Picture Postcards* — primarily because there was little demand for them. Another two categories — *Dominican Republic* and *Haiti* — were dropped because of the prolonged extreme shortage of material. (Members on the single country circuits were encouraged to request circuit categories that focused on the regions that included these countries.)

“Stamps on Stamps” is one of the topical categories we have offered for years, but lately sales books focused only on this area have not been sent to us for circulation. All three circuits we have for this topic are sitting in the Sales Division waiting for new material — the present sales books have been seen by all of the members on these three circuit lists.

*Trieste, Ethiopia, Lebanon, Liberia, and Paraguay* also are approaching the same shortage of material situation. *Par-*

**Being classified as an “endangered circuit” usually means that we can’t send a given circuit out because of the shortage of material, but it also can refer to a dwindling demand for that category.**

*aguay* is not far from having the demand and the supply so low that the category may be dropped from our offerings. We have an abundance of members who are interested in *buying* stamps in many of the Central and South American countries, but our *supply* is not keeping up with the demand.

This is apparently the case at stamp shows and stamp shops everywhere, judging by the comments of members interested in these areas. For all of you who have considered selling Latin American material, our buyers could use more sales books of the countries listed at the end of this article. We have an ample supply of Brazil, but we welcome more books of it. While single-country books are desirable, mixed-country books of Latin America are acceptable.

As for the European Colonies, both

Spanish Colonies and Italian Colonies are and have been in very short supply for several years.

If you want to request circuits in these categories, please note that you might receive only one or two circuits per year from each category. If you want to sell material from these categories, this is a great time to submit some sales books. During the months of August and September, for every five sales books submitted that can be categorized within the categories listed at the end of this article, we will issue a 5-point coupon for free blank sales books. This expands the “5 for 10” offer we routinely make for the “We Need” categories. The \$50 value per book minimum and having the qualifying books in one package still apply.

## Sales Division Summer and Fall Saturdays

There are three (two, depending on when you receive this) more Saturdays left this summer during which the Sales Division will be open for business: **August 1, August 15, and August 29**, from 9 a.m. to 4:30 p.m. Regular hours are 8 a.m. to 4:30 p.m. Monday through Friday. Stop by and visit.

During the fall, we will be open from 8 a.m. to 4:30 p.m. on two Saturdays: **October 3 and October 31**. This year October 3 is the date of our annual Open House with many activities for collectors. Look for more informa-

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tion on our website and in this month's *American Philatelist*. October 31 is also the Saturday of the U.S. Classics Society stamp show at the American Philatelic Center. You will not want to miss this opportunity to see some great philatelic items, browse through the material at the dealers' booths, do research in the American Philatelic Research Library, and spend some time looking through APS sales circuit books. Bring your want list and have fun for three days. The trees in Pennsylvania are at their peak of color during the autumn days between these two dates in October.

## Reminder for New Circuit Members

If you have never received sales circuits or have not been active on circuits since December 2004, sign up in August or September to receive a "mini-circuit" as an introduction or reintroduction to the approval service while you wait for arrival of the regular, multiple-name circuits. Use the business reply card from the July issue of *American Philatelist*, visit our website at [www.stamps.org/Services/ser\\_CircuitRequest.htm](http://www.stamps.org/Services/ser_CircuitRequest.htm), or contact us for a circuit request form to begin delivery of sales circuits. Enjoy philatelic fun in a box.

## Use of Descriptive Symbols

Sales Division buyers appreciate the time spent by sellers who accurately describe and price their stamps appropriately. Many use symbols to indicate aspects of a stamp's condition. The table below has common symbols or abbreviations that we see in the sales books. The meanings are in the second column, but are not matched with the first column entries. Take a minute to see how many

items you can match with their meanings. The answers can be found in the front of *Scott's Catalogue* and at the end of this article:

- |                       |                                     |
|-----------------------|-------------------------------------|
| 1. ** or NH           | a. souvenir sheet                   |
| 2. * or OG            | b. regummed                         |
| 3. °                  | c. canceled to order                |
| 4. NG                 | d. mint, never hinged               |
| 5. RG                 | e. line pair                        |
| 6. □                  | f. quadrants of the stamp           |
| 7. *                  | g. position of a fault on the stamp |
| 8. LP                 | h. overprint                        |
| 9. P#                 | i. pair                             |
| 10. S.S.              | j. straight edge                    |
| 11. CTO               | k. mint, original gum               |
| 12. Pr                | l. plate number                     |
| 13. ovpt              | m. no gum                           |
| 14. LL, LR,<br>UL, UR | n. used                             |

## '5 for 10' Categories (Needs)

We need U.S. items, **except** U.S. First Day Covers, U.S. Mint post-1950, U.S. Used post-1950, and U.S. Plate Blocks post-1950. You can earn coupons for free blank books and mounts for every ten completed books containing material from a set list of categories. (*Each group of ten or more qualifying books must be received at the same time and include material selling for at least \$50 per book. à e 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](http://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 and will qualify for the special "5 for 5"



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offer noted in the opening section of this column:

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Paraguay  
Peru  
Salvador  
Thailand  
Trieste  
Uruguay  
Venezuela  
Stamps on Stamps

(Answers: 1.d, 2.k, 3.n, 4.m, 5.b, 6.g, 7.j, 8.e, 9.l, 10.a, 11.c, 12.i, 13.h, 14.f)

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\*tax deduction, in accordance with IRS tax laws

# Anniversaries Recognized

The winter edition of the CAC Newsletter recognized anniversaries of APS Chapter clubs and I'd like to start my column by sharing these milestones with the APS membership as a whole. Congratulations to you all!

## 100 Year Chapter

William C. Stone Chapter, MA — Joined January 1909

## 75 Year Chapters

Cedar Rapids Stamp Club, IA — Joined February 1934

Schenectady Stamp Club, NY — Joined April 1934

## 50 Year Chapters

Council Northern California Philatelic Societies, CA — Joined November 1959

Diablo Valley Stamp Club, CA — Joined August 1959

Motor City Stamp & Cover Club, MI — Joined March 1959

Southern Illinois Stamp Club, IL — Joined December 1959

Sunnyvale Stamp Club, CA — Joined December 1959

West Essex Philatelic Society, NJ — Joined January 1959

Eleven of the 555 current APS Chapters have now reached 100 years! Seventeen have reached 75 years and ninety-three are 50-year members!

## Exhibit Frames

Does your club have the ability to display exhibits? I'm fortunate to be in one that does, but frames are expensive if you don't own them already or are looking for replacements. So, do we have an offer for you!

Roger Rhoads of the Garfield-Perry Stamp Club (<http://www.garfieldperry.org/>) in Independence, Ohio (a southern suburb of Cleveland) sent an e-mail offering sixty frames free of charge to a good home. The only stipulation is that the receiving club pay for handling and freight.

The frames are constructed of solid wood and glass, hold twelve pages per frame and are each approximately 27 inches by 36 inches in size. They are designed to be placed on tables. Interested clubs should e-mail Roger at [rrrhoads@aol.com](mailto:rrrhoads@aol.com) to work out the arrangements.

## Awards

Speaking of exhibits, is your club looking for awards to present to exhibitors? If so, make sure you check out the APS Society Exhibit Awards page at [http://www.stamps.org/directories/dir\\_SocietyExAwards.htm](http://www.stamps.org/directories/dir_SocietyExAwards.htm). Many of the organizations listed there offer awards for free or for a very small charge. Details explain if local, regional and/or national level shows are eligible for each and contact information is provided.

Please, please, please! Societies offering exhibit awards should regularly check the web page listed above and update their information as necessary. In some cases, contact information is out of date (e-mail or physical addresses, phone numbers, etc.) causing show exhibit chairmen to hunt down current details. I know because I'm one of them! It also would be nice to state clearly the award's criteria to allow interested parties to determine whether they have qualifying exhibits. One of these days it also may be possible to submit written award criteria that can be converted to



PDF documents that can be downloaded easily from the site.

Additional societies or specialty groups are always welcome to submit information about awards they offer to be included on this web page. Simply contact Doris Wilson at [dmwilson@stamps.org](mailto:dmwilson@stamps.org) or write to her at APS headquarters along with all pertinent information.

## A Few Good Men and Women

Do you know of an active club member knowledgeable about club operations who would be interested in sharing his or her thoughts, tips, and suggestions with others? Or maybe that person is you! The Chapter Activities Committee is looking for a few good men and women to join our ranks and write articles on general topics of interest for the *CAC Newsletter*. Our publication is released three times a year and we always welcome one-time or regular contributions. Contact me if you might be interested in answering our call! You can view the electronic edition by going to <http://www.stamps.org/cac/> and clicking on the link.

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# show time

To obtain a listing in this section, submit a "Show Time" form, available online at [www.stamps.org](http://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*.

**Massachusetts** July 31-August 2  
AMERICOVER, American First Day Cover Society, Holiday Inn, 342 Adams Place, Boxboro. Contact Norm Elrod, [nelrod@blomand.net](mailto:nelrod@blomand.net); [www.afdcos.org](http://www.afdcos.org); 931-473-6164. \*WSP\*

**New Jersey** August 1  
Merchantville Stamp Club Saturday Bourse,

Merchantville Stamp Club, Temple Lutheran Church Parish Hall, 5600 North Route 130 (at Merchantville Ave.), Pennsauken. Contact Dave Grayson, [merpex@aol.com](mailto:merpex@aol.com); <http://mysite.verizon.net/vzexkfun>; 856-667-3168.

**Michigan** August 1-2

COLPEX, Collectors Club of Michigan, Sokol Cultural Center, 23600 W. Warren Ave., Dearborn Heights. Contact Charles Wood, [jarnick@wowway.com](mailto:jarnick@wowway.com); 248-546-1282. \*B\*

**Ohio** August 1-2

CINPEX 09, Greater Cincinnati Philatelic Society, Hugh Watson (Greenhills) American Legion Hall, 11100 Winton Road, Cincinnati. Contact Jim Siekermann/Ron Maifeld, [jims150320@aol.com](mailto:jims150320@aol.com); [www.freewebs.com/gcps](http://www.freewebs.com/gcps); 513-825-4379/714-759-5580 Cell. \*B\*

**Michigan** August 2

Northwestern Michigan Coin, Stamp and Postcard Show, Northwestern Michigan Coin and Stamp Club, Odawa Hotel (formerly Victories), US 131 South, Petoskey. Contact Richard Silet, [rsilet@earthlink.net](mailto:rsilet@earthlink.net); 906-643-7941.

**Pennsylvania** August 6-9

APS STAMPSHOW, American Philatelic Society, David L. Lawrence Convention Center, 1000 Fort Duquesne Blvd., Pittsburgh. Contact Dana Guyer, [stampshow@stamps.org](mailto:stampshow@stamps.org); [www.stamps.org](http://www.stamps.org); 814-933-3803 ext 217; Fax 814-933-6128. \*WSP\*

**Washington**

August 8

Strait Stamp Show, Strait Stamp Society, Sequim Masonic Lodge, South 5th and Pine, Sequim. Contact Cathie Osborne, [rickcath@wavecable.com](mailto:rickcath@wavecable.com); 360-683-6373.

**Pennsylvania**

August 10-15

PSS National Convention, Precancel Stamp Society, Inn at Greentree, Greentree. Contact Robert Bruhn, [grturff@yahoo.com](mailto:grturff@yahoo.com); 330-478-0642. \*B\*

**Kansas**

August 15-16

The Wichita Show, Wichita Stamp Club, Cessna Activity Center, 2744 George Washington Blvd., Wichita. Contact Ralph Lott, 316-747-2118.

**Ohio**

August 16

Hudson Stamp Bourse, Lincolnway Stamps, Clarion Inn, 240 Hines Hill Rd. (Near Rt. 8 and Ohio Turnpike), Hudson. Contact David G. Pool, [lincolnway@sssnet.com](mailto:lincolnway@sssnet.com); 330-832-5992. \*B\*

**Connecticut**

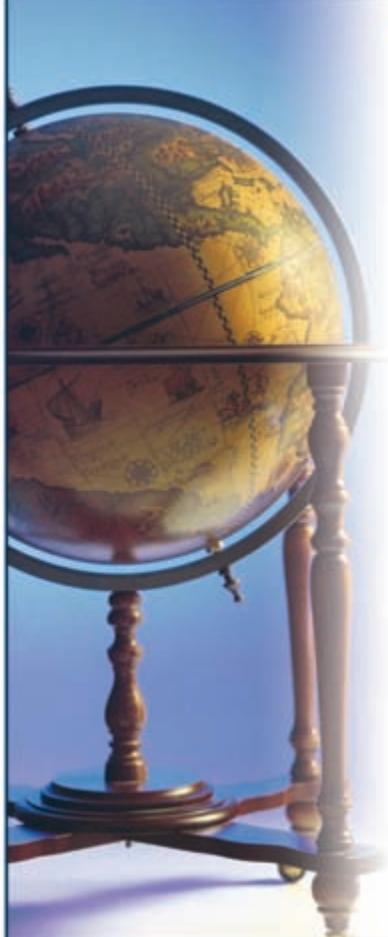
August 23

NHPS 4th Sunday Show, New Haven Philatelic Society, Annex YMA, 554 Woodward Ave., New Haven. Contact Brian McGrath, [soggy3@aol.com](mailto:soggy3@aol.com); <http://www.NHPS1914.org/>; 203-389-2863. \*B\*

**Oklahoma**

August 29

Tulsa Stamp Cluy 1009 August Event, Tulsa Stamp Club, Southern Hills Baptist Churst Gym, 5590 South Lewis Avenue (56th Street and South Lewis Avenue), Tulsa. Contact Lavoy Hatchett, [lavoyhatch@juno.com](mailto:lavoyhatch@juno.com); 918-743-1854.



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E-mail: [lwm@crowncolony.com](mailto:lwm@crowncolony.com)



**Missouri**

**August 29-30**  
St. Louis Fall Stampfest, Greater Mound City Stamp Club, Parkway Central High School, 369 N. Woods Mill Rd., Chesterfield. Contact Gary Hendren, g2hslm@msn.com; 314-576-5261.

**Ohio**

**August 29-30**  
AIRPEX, Dayton Stamp Club, Crossroads Expo Center, 6550 Poe Avenue, Dayton. Contact Mike Komiensky, info@daytonstampclub.com; www.daytonstampclub.com; 937-299-9297.

**Maryland**

**September 4-6**  
BALPEX, Baltimore Phil. Soc., Marriott's Hunt Valley Inn, 245 Shawan Rd., I-83 Exit 20 E., Hunt Valley. Contact Robert E. Gibson, Sr., balpex@verizon.net; www.balpex.org; 410-332-4741. \*WSP\*

**Canada**

**September 11-13**  
BNAPEX 2009 SEAWAYPEX, British North America Philatelic Society, Ambassador Conference Resort, 1550 Princess Street, Kingston, Ont. Contact Jerome C. Jarnick, jarnick@wowway.com; www.bnaps.org; 248-689-1966.

**Arkansas**

**September 12-13**  
32st Annual Stamp & Postcard, Mountain Home Area Stamp Club, Ramada Inn Convention Center, Hwy. 62 and Commerce Drive, Mountain Home. Contact Bill Burdick, whbj@suddenlink.net; 870-425-7799.

**Florida**

**September 12-13**  
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/www.floridastampshows.com; 727-364-6897.

**Montana**

**September 12-13**  
2009 Great Falls Stamp & Paper Show, Great Falls Stamp Club, Knight's of Columbus Hall, 902 Central Ave., W., Great Falls. Contact Jerry Woodward, woodmont@bresnan.net; 406-453-2298. \*B\*

**Nebraska**

**September 12-13**  
Omaha Stamp Show, Omaha Philatelic Society, Metro Community College-South Campus, 2909 Babe Gomez Ave., Omaha. Contact Edgar Hicks, edgarh@fcstone.com; www.omahaphilatelicsociety.org; 800-228-2316 ext 2506. \*WSP\*

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**Pennsylvania** **September 18-20**  
SEPAD TWO, Metropolitan Expositions LLC & CASDA Group, Park Ridge Hotel & Conference Center at Valley Forge, 480 N. Gulph Road, Rte. 422, I-76, King of Prussia. Contact Elaine Dunn, [stampnews@aol.com](mailto:stampnews@aol.com); [www.metroexpos.com](http://www.metroexpos.com); 603-424-7556. \*B\*

**Texas** **September 18-20**  
Greater Houston Stamp Show, Houston Philatelic Society, Humble Civic Ctr., 8233 Will Clayton Pkwy., Humble. Contact Denise Stotts, [stottdj@swbell.net](mailto:stottdj@swbell.net); [www.houstonphilatelic.org](http://www.houstonphilatelic.org); 281-955-9664.

**Canada** **September 25-26**  
VANPEX 2009, British Columbia Philatelic Society, Community Room of West Burnaby United Church, 6050 Sussex Avenue, Burnaby, BC. Contact Derren Carman, [verdraco@uniserve.com](mailto:verdraco@uniserve.com); [www.bcpphilatelic.org](http://www.bcpphilatelic.org).

**Nova Scotia** **September 25-26**  
NOVAPEX 09, Nova Scotia Stamp Club, Dartmouth Sportsplex, Dartmouth. Contact John Hall, [www.nsstampclub.ca](http://www.nsstampclub.ca); 902-434-6529.

**New York** **September 25-27**  
StampExpo 400, Federation of New York Philatelic Societies, Empire State Plaza, 25 Quackenbush Sq, Albany. Contact Conrad Novick, [stampexpo400@nystampclubs.org](mailto:stampexpo400@nystampclubs.org); <http://www.stampexpo400.org/>; 518-512-3776.

**Wisconsin** **September 25-27**  
MILCOPEX, Milwaukee Phil. Soc. Inc., Mount Mary College Bergstrom Hall, 2900 N. Menomonee River Parkway, Milwaukee. Contact Carol Schutta, [harryncarol@hotmail.com](mailto:harryncarol@hotmail.com); [www.milwaukeephilatelic.org](http://www.milwaukeephilatelic.org); 414-464-6994. \*WSP\*

**Illinois** **September 26-27**  
CUPEX, Champaign-Urbana Stamp Club, Urbana

## New Brunswick Plate Proofs of the 1860 Issue

Special Offer #A232

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.

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Civic Center, 108 E. Water Street, Urbana. Contact Louise B. Toft, louiseb@pubserv.com; www.prairienet.org/cusc/; 217-359-9115.

**Washington**                    **September 26-27**

Apple Harvest 2009, Inland Empire Philatelic Society, Hilton Garden Inn, 9015 Sunset Ridge Way (Hwy #2 West), Spokane. Contact J. Wilson Palmer, ickyburg@comcast.net; www.spokanestampcollectors.org; 509-443-8147. \*B\*

**Connecticut**                    **September 27**

NHPS 4th Sunday Show, New Haven Philatelic Society, Annex YMA, 554 Woodward Ave., New Haven. Contact Brian McGrath, soggy3@aol.com; http://www.NHPS1914.org/; 203-389-2863. \*B\*

**Oklahoma**                    **October 2-3**

OKPEX, Oklahoma City Stamp Club, Express Events Center, 8512 NW Expressway, Oklahoma City. Contact Joe Crosby, joecrosby@cox.net; 405-749-0939. \*WSP\*

**California**                    **October 2-4**

WINEPEX 2009, Redwood Empire Collectors Club, Marin Center Avenue of the Flags, 10 Avenue of the Flags, San Rafael. Contact Kurt Schau, auctions@harmerschau.com; 707-778-6454.

**New Jersey**                    **October 3**

Merchantville Stamp Club Saturday Bourse, Merchantville Stamp Club, Temple Luthern Church Parish Hall, 5600 North Route 130 (at Merchantville Ave.), Pennsauken. Contact Dave Grayson, merpex@aol.com; http://mysite.verizon.net/vzexfun; 856-667-3168.

**New York**                    **October 3**

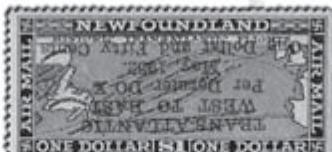
OLEPESX 09, Olean Stamp Club, B.P.O. Elks Club No. 491, 209 West State Street, Olean. Contact Ronald J. Yeager, cry@atlanticbb.net; 814-362-4471. \*B\*

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### Florida

**October 3-4**

Tampa Stamp & Coin Expo, Tampa Collectors Club, Holiday Inn Express, 4732 N. Dale Mabry Hwy., Tampa. Contact Sheldon Rogg, h.rogg@verizon.net; [www.floridastampshows.com](http://www.floridastampdealers.org/www.floridastampshows.com); 727-364-6897.

### New Jersey

**October 3-4**

Clifton 2009 Fall Stamp, Cover, and Post Card Show, Clifton Stamp Society, Inc., Community Recreation Center, 1232 Main Avenue @ Washington Ave., Clifton. Contact Thomas Stidl, stidl@verizon.net; [www.cliftonnj.org/stamp](http://www.cliftonnj.org/stamp;); 973-471-7872. \*B\*

### Ohio

**October 3-4**

Cuy-LorPex 2009, Cuy-Lor Stamp Club, Lutheran High School West, 3850 Linden Rd., Rocky River. Contact Ray Simko, ranrsimko@msn.com.

### Ohio

**October 3-4**

STEPEX, Fort Steuben Stamp Club, Holiday Inn - Steubenville, 1401 University Blvd., Steubenville. Contact Verna Tarr, myvernal@comcast.net; 304-797-0046.

### Tennessee

**October 3-4**

MEMPHEX 2009, Memphis Stamp Collector's Society, Memphis East Marriott, 2625 Thousand Oaks Boulevard, Memphis. Contact William Bartlett, rbart1124@comcast.net; 901-753-9266.

### New York

**October 8-11**

Fall Postage Stamp Mega Event, American Stamp Dealers Association, New Yorker Hotel, 481 Eighth Ave., New York. Contact Joseph Savarese, asda@asdaonline.com; [www.asdaonline.com](http://www.asdaonline.com); 516-759-7000; 516-759-7014.

### California

**October 9-11**

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\*WSP\*

#### Illinois

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; http://www.virtualstampclub.com/apschapwillcounty.html; 815-725-7544.

October 10

#### Michigan

Fall Show, Kalamazoo Stamp Club, Kalamazoo County Fairgrounds, County Center Bldg., 2900 Lake St., Kalamazoo. Contact Michael Dennany, irishdennany@yahoo.com; 269-623-5836.

October 10

#### Oklahoma

Lawton/Fort Sill Annual Stamp Show, Lawton/Fort Sill Stamp Club, Super 8 Motel, 2202 Indian Trail Rd., Lawton. Contact Bernard S. Pawloski, Jr., obiks46@yahoo.com.

October 10-11

#### Pennsylvania

October 11

Fall 2009 CAPEX, Capital City Philatelic Society, Linglestown American Legion, 505 N. Mountain Road-I-81 Exit 72, Harrisburg. Contact Linn Kinney, 717-732-7813.

#### New York

October 16-17

STEPEX 2009, Elmira Stamp Club, Big Flats American Legion Post, 45 S. Olcott Rd. (I-86, Exit 49), Big Flats. Contact Alan Parsons, alatholleyrd@aol.com; 607-732-0181.

#### Indiana

October 16-18

INDYPLEX, Indiana Stamp Club, Indianapolis Marriott East Hotel, 7202 East 21st Street, Indianapolis. Contact John Becker, indypex@indianastampclub.org; http://indianastampclub.org. \*WSP\*

#### Delaware

October 17

58th Annual Stamp Show, Dover Stamp Club, St. Andrews Lutheran Church, 425 North DuPont Highway, Dover. Contact Melvin Nace, doverstampclub@aol.com; 302-674-0837.

#### Pennsylvania

October 17

GETTYPLEX 09, Blue & Gray Stamp Club, Gettysburg Fire Company, 35 North

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**Michigan** **October 17-18**

MOTOPEX, Motor City Stamp & Cover Club, Sokol Hall, 23600 W. Warren, Dearborn Heights. Contact Robert Quintero, qover@comcast.net; www.motorcitystampandcover.com; 248-546-0038. \*B\*

**New Mexico** **October 17-18**

NewMexPex 2009 Stamp Show, Albuquerque Philatelic Society, Meadowlark Senior Center, 4330 Meadowlark Lane, SE, Rio Rancho. Contact Paul L. Morton, p.morton@att.net; http://www.newmexicostamps.com/; 505-867-9664.

**Connecticut** **October 18**

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

**Arkansas** **October 24-25**

PINPEX, Pinnacle Stamp Club of Arkansas, Jacksonville Community Center, #5 Municipal Drive, Jacksonville. Contact Ann Austen, anniephant@aol.com; 501-868-4553.

**California**

**October 24-25**

East Bay Collectors Club 64th Annual Show, East Bay Collectors Club, Walnut Creek Community Center, 1375 Civic Drive, Walnut Creek. Contact Randy Tuuri, tuurifam@comcast.net; 510-653-3471. \*B\*

**Massachusetts**

**October 24-25**

WALPEX 2009, 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.walpex.org; 781-237-1390.

**Michigan**

**October 24-25**

Kent Philatelic Society Stamp Show, Kent Philatelic Society, Aquinas College-Donnelly Center, 1607 Robinson Road, SE at Woodward Lane, Grand Rapids. Contact Ron Mrozinski, oldkentstamps@gmail.com; www.oldkentstamps.com; 616-891-9878.

**Connecticut**

**October 25**

NHPS 4th Sunday Show, New Haven Philatelic Society, Annex YMA, 554 Woodward Ave., New Haven. Contact Brian McGrath, soggy3@aol.com; http://www.NHPS1914.org/; 203-389-2863. \*B\*

**Pennsylvania**

**October 30-November 1**

U.S. Classics 2009, U.S. Philatelic Classic Society, American Philatelic Society, 100 Match Factory Place, Bellefonte. Contact Wade Saadi, wade@percom.com; http://www.uspcs.org/2009APS\_NPM\_USPCS\_Meeting.html; 212-513-7777.

**Pennsylvania**

**October 31**

Fall Stamp Expo, Cumberland Valley Philatelic Society, Eugene C. Clark, Jr. Community Center, 235 S. Third Street, Chambersburg. Contact Quinn Witherspoon, rspran@pa.net; 717-264-1252. \*B\*

**Florida**

**October 31-November 1**

Fall Sarasota Stamp Show, Sarasota Philatelic & Venice Stamp Clubs/Florida Stamp Dealers, Sarasota Hotel, 7150 N. Tamiami Trail (Hwy 41), Sarasota. Contact Sheldon Rogg, h.rogg@verizon.net; www.floridastampdealers.org/www.floridastampshows.com; 727-364-6897. \*B\*

**Indiana**

**October 31-November 1**

AWPEX 2009, Anthony Wayne Stamp Society, Concordia Lutheran High School, 1601 Saint Joe River Road, Fort Wayne. Contact Jim Mowrer, stamp4@verizon.net; 260-471-2469.

**Michigan**

**October 31-November 1**

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Bldg., Washtenaw Comm. College, 4800 E. Huron River Dr., Ann Arbor. Contact Harry & Dottie Winter, <http://aastampclub.googlepages.com/>.

#### New Jersey

November 7

Merchantville Stamp Club Saturday Bourse, Merchantville Stamp Club, Temple Luthern Church Parish Hall, 5600 North Route 130 (at Merchantville Ave.), Pennsauken. Contact Dave Grayson, [merpex@aol.com](mailto:merpex@aol.com); <http://mysite.verizon.net/vzexkfun>; 856-667-3168.

#### Pennsylvania

November 7

Annual Reading Stamp Club Show, Reading Stamp Collectors Club, Leesport Farmer's Market-banquet Hall, State Route 61 in North Leesport. 8 Miles North of Reading, Reading. Contact Kent Weaver, [kewsr@prodigy.net](mailto:kewsr@prodigy.net); 610-779-0175. \*B\*

#### New York

November 7-8

SyRAPEX 2009 - Celebrates the 90th Anniversary of the Syracuse Stamp Club, Syracuse Stamp Club, Holiday Inn at Carrier Circle, 6555 Old Collamer Rd., South, East Syracuse. Contact Michael Ammann, [kmarializ@juno.com](mailto:kmarializ@juno.com); [www.syracusestampclub.org](http://syracusestampclub.org); 315-468-3710.

#### Pennsylvania

November 7-8

PITTPEx 09, Philatelic Society of Pittsburgh, South Fayette Fire Hall, 661 Millers Run Rd., Bridgeville. Contact Ron Carr, [rgc211215@aol.com](mailto:rgc211215@aol.com); [www.virtualstampclub.com/apschap\\_pps](http://virtualstampclub.com/apschap_pps); 412-561-6562.

#### California

November 13-15

Filatelic Fiesta 2009, San Jose Stamp Club, Santa Clara Fairgrounds, 344 Tully Road, San Jose. Contact Stephen Schumann, [sdsch@earthlink.net](mailto:sdsch@earthlink.net); [filateliefiesta.org](http://filateliefiesta.org); 510-785-4794. \*WSP\*

#### Virginia

November 13-15

VAPEX, Virginia Philatelic Federation, Inc.,

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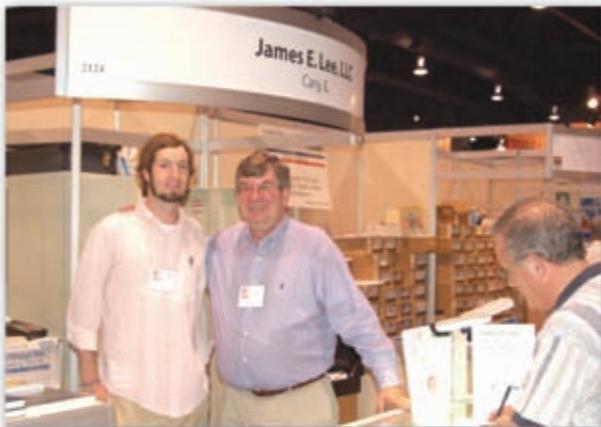


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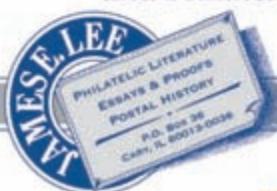
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### Pennsylvania

November 14

Johnstown Stamp Show, Johnstown Stamp Club, Senior Activities Center (Main Hall), 550 Main Street, Johnstown. Contact Charles D. Holtzman, Jr., chazhjr@msn.com; 814-532-0199.

### Ohio

November 14-15

Rubber City Stamp Club 90th Annual Stamp Exhibition and Bourse, Rubber City Stamp Club, Akron General Health & Wellness Center, Rt. 18 at Crystal Lake Road, Montrose (Akron). Contact Tom Hirschinger, 330-336-8227.

### Texas

November 14-15

2009 Mid-Cities Stamp Expo, Mid-Cities Stamp Club, Grapevine Convention Center, 1209 South

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No. 6, June 30, 2009



## NEW APPLICANTS

The following applications were received during June 2009. If no objections are received by the Executive Director (814-933-3803) prior to Aug. 31, 2009, these applicants will be admitted to membership and notice to this effect will appear in the November 2009 issue.

Adams, Perry E. (215980) <b>Henderson, MD</b> ; 49	Huber, John Henry (216027) <b>Metairie, LA</b> PLATE BLKS-FDC; 63; Retired	Pajaro Valley Stamp Club (1577-216014) <b>Watsonville, CA</b>
Ahlberg, Finn H. (216017) <b>Kennesaw, GA</b> EL SALVADOR; 45; Law Enforcement	Janes, Robert M. (215965) <b>Williamstown, MA</b> US COMMEM-GB-SCAND; 76; Retired	Peters, Suzanne (216018) <b>Chicago, IL</b> ; 70; Artist/Antique Dealer
Allen, Mike (215997) <b>Watsonville, CA</b> US SINGLES; 59; Retired	Keefe, Margaret M. (215966) <b>Washington, DC</b> ; 86; Retired	Pindell, William H. (216010) <b>Bivalve, MD</b> US; 58; Retired
Berkowitz, Stephen M. (216016) <b>Pembroke Pines, FL</b> 28; Pharmacist	Keener, Mary H. (215990) <b>Brandon, FL</b> US-WORLDWIDE; 31; Professor	Price, Edwin E. (215991) <b>Colorado Springs, CO</b> ; 67; Retired
Berlinghoff, William (215994) <b>Farmington, ME</b> ; 70	Kilmel, Judith K. (215967) <b>Bellefonte, PA</b> GER-AIRCRAFT; Psychologist	Puente, George C. (216013) <b>Yonkers, NY</b> BULGARIA-ROMANIAN; 84; Retired
Bondietti, Brian (216038) <b>Bakersfield, CA</b> ; US; 53	Klein, Johanna L. (215993) <b>Lexington, MA</b> SCIENCE; 33; International Development	Racher, John L. (216015) <b>Cuyahoga Falls, OH</b> US; 61; Registered Nurse
Boucher, Paul E. (216019) <b>Plymouth, MN</b> EFO-US COMMEM; 60; Retired	Kociu, Saimir (215975) <b>Chicago, IL</b> ; 29	Rehman, Faiz (215985) <b>Augusta, GA</b> ; 44; Physician
Buringrud, Duane (215978) <b>Escondido, CA</b> 61	Kouyoumjian, Ara (12014-216033) <b>Los Angeles, CA</b> US-FRENCH-MASONIC; Watchmaker	Rohacs, James (215974) <b>Medina, OH</b> US-BRIT COMM; 69; Retired
Burkett, Lee F. (215961) <b>McDonald, PA</b> 52; Manager	Lundak, Jim (215999) <b>Lincoln, NE</b> ; 62	Sharkey, Tom J. (216031) <b>Hermantown, MN</b> ; 60; Retired
Carhart, Lowell (216032) <b>Falcon, CO</b> 46	MacMaster, Thomas J. (216009) <b>Stone Mountain, GA</b> GB-MIDDLE EAST-GER-WORLDWIDE; 38; Self Employed/Writer	Shaw, Andrew C. (J-216040) <b>Clifton, VA</b> US; 14; Student
Chandler, John E. (215998) <b>Morgantown, KY</b> TRAINS-MINT SHEETS; 66; Retired	Maillett, Hank J. (215992) <b>Arnold, MD</b> ; 66; Retired	Shibata, Lisa G. (215958) <b>Montgomery Village, MD</b> HAWAII-US; 44; Senior Analyst
Dalager, James R. (216024) <b>Thief River Falls, MN</b> US; 80; Retired	Masch, Vladimir (215968) <b>Warren, NJ</b> US; 83; Scientist/Economics	Skaggs, Matthew R. (216012) <b>Laguna Hills, CA</b> US-WORLDWIDE; 54; Research
Deason, George T. (215986) <b>New York, NY</b> USED PRE 1950 WORLDWIDE; 63; Attorney	Megee, Ernest E. (216005) <b>Georgetown, DE</b> BRIT COL; 68; Business Owner	Smith, Todd D. (215970) <b>Salt Lake City, UT</b> MINT US & WORLDWIDE; 47; Night Receiving
Del Vecchio, Christina A. (S-215962) <b>East Providence, RI</b> ELEPHANTS-FOLKLORE; 57; Retired	Meyerson, Lawrence A. (216008) <b>Farmington Hills, MI</b> FRANCE-UN-US-FRENCH COL; 62; Attorney	Smith, William K. (216023) <b>Geneva, NY</b> ; 59; Retired
Dickerson, Christa L. (216003) <b>Charlottesville, VA</b> 27	Monroe, Jason A. (215987) <b>Peoria, AZ</b> ; 31	Strickler, David J. (216002) <b>Saint Petersburg, FL</b> US COMMEM; 51; Accountant
Dredge, Craig A. (216034) <b>Dewitt, MI</b> US-UN-CANADA; 62; Retired	Moore, James R. (215969) <b>Marsland, NE</b> PRE 1940 US; 65; Retired	Tassev, William J. (215989) <b>Philadelphia, PA</b> US-WORLDWIDE; 61
Eisele, Steve (216035) <b>Spring Valley, CA</b>	Myers, Joe F. (215976) <b>Charlotte, NC</b> ; 60	Tian, Yunchen (J-215983) <b>Novi, MI</b> 1941-1991 USSR; 14; Student
Faix, Dennis W. (216025) <b>Bird In Hand, PA</b> USED WORLDWIDE; 55; College Professor	Niehaus, Richard (215977) <b>Arlington, VA</b> MINT US; 69; Systems Analyst	Torelli, Andrew (215973) <b>Alexandria, VA</b> ; 42
Fisher, Robert J. (215979) <b>Orlando, FL</b> GER; 59; Software Engineer	Oldham, Jonathan H. (216020) <b>Bridgeport, CT</b> SHIPS-MACHINS; 42; Health Inspector	Turner, Sandra J. (215984) <b>East Wareham, MA</b> US-JAPAN-PRE 1966 WORLDWIDE; 65
Ford, Jeff (216022) <b>Tampa, FL</b> PRE 1900 US; 49	Orzechowski, Richard (216029) <b>Barrington, IL</b> EARLY US AIR MAIL SHEETS & PLATE BLKS; 62; Retired	Ullom, Robert V. (215972) <b>Houston, TX</b> US; 65; Teacher
Frisch, Benjamin (216037) <b>Brooklyn, NY</b> US-19TH C-SMALL COUNTRIES; 49; Math Teacher	Palmieri, Bill (215996) <b>Muskogee, OK</b> ; 57	Wachter, Joseph (216030) <b>Santa Fe, NM</b> US, STAT-BRIT COMMONWEALTH; 64; Scientist
Fuerstenwerth, Daniela-Maria (215963) <b>Kiel, Germany</b> MINT EUR-US-CANADA-OVERSEAS ON PAPER; 54	Applications 215671 through 215689, and 215691 through 215729, and 215731 through 215821 as previously published have been accepted for membership by the Board of Vice Presidents.	Wages, Edward J. (215988) <b>Myrtle Beach, SC</b> OLD US-PRE WWII-INDOCHINA-PRE 1975 S VIET NAM-LAOS-CAMBODIA-PRE 1975 N VIET NAM-VIET MINH-WORLDWIDE; 64; Retired
Furman, Ray E. (216004) <b>Warrenton, VA</b> WORLDWIDE; 68; Educator	<b>SUMMARY</b>	Wagner, Robert L. (216000) <b>Preble, NY</b> US-TRAINS
Fyffe, Garry M. (216021) <b>Mesa, AZ</b> ; 67; Retired	Total Membership, May 31, 2009 37,046	Weinstein, Howard (215971) <b>Ashley, PA</b> US-COMMEM-NAVY-MARITIME-NAUTICAL-RADIO-ELECTRONICS-SPACE FLIGHT; 54; Electrical Engineer
Giesen, Gail F. (216039) <b>West Hartford, CT</b> ; 60; Lawyer	New Members ..... 151	Whitescarver, Keith (216026) <b>West Hartford, CT</b> ; 56
Graves, Louise (215995) <b>Saint Petersburg, FL</b>	Reinstated ..... 83 234	Wright, Arthur Stephen (216036) <b>Clearfield, PA</b> NEW YORK STATE-HUDSON RIVER-US PRESIDENTS-GOVERNORS-FAMOUS PEOPLE; 69; Semi Retired
Griffin, Hillary R. (215964) <b>Burlington, NC</b> TAROT-PAGANISM-BUTTERFLIES; 28; Philatelist	37,280	Young, James N. (216001) <b>Springfield, VA</b> US; 80; Retired
Gromis, Terry (216006) <b>Lexington Park, MD</b> WORLDWIDE; 60	Deceased ..... 34	<b>NEW CHAPTER</b>
Gunst, Noreen (216007) <b>Garden City, NY</b> US; 57	Resignations ..... 10	Merrimack County Stamp Collectors (215806), Bow, NH, <b>CONTACT:</b> Dan Day, 309 South St., Concord, NH 03301-26622
Gustafson, Paul (215959) <b>Rochester, MN</b> CLASSIC US; 62; Retired	Chapters Disbanded ..... 2 46	
Hales, Ken (215960) <b>Chapel Hill, NC</b> US; 57	Total Membership, June 30, 2009 37,234	
Harshman, Burnett (216028) <b>Sullivan, IL</b> 71; Executive		
Hedley, Susan M. (215981) <b>Alameda, CA</b> US; 53; Contract Officer		
Hester, Milton J. (216011) <b>Hertford, NC</b> US; 67; Investment Advisor		
Holly, Mark D. (215982) <b>Willis, MI</b> US-CANADA-WORLDWIDE; 59; Retired		

## CHAPTER DISBANDED

Phoenixville/King of Prussia Stamp Club (180765),  
Phoenixville, PA  
Shenandoah Valley Stamp Club (059428),  
Winchester, VA

## CHANGE IN NAME

Proctor, Heather (214358), Goodells, MI, has  
changed her name to Heather Gantz.

## DECEASED

Brandt, Sierra (J-215568), Merkel, TX  
Brown, Anne D. (099660), Garden City, KS  
Cole, Ray M. (204927), Twin Lake, MI  
Douglass, John R. (110218), Mount Vernon, WA  
Freedman, Alan (5875-167855), Hillsdale, NJ  
Gossner, Charles J. (7999-054126),  
West Milford, NJ  
Hall, Robert R. (096272), Houston, TX  
Harper, John E. (5940-044014), Oswego, NY

Haushalter, Raymond A. (158897), Boalsburg, PA  
Jarvis, Wifred E. (143291), Enfield, CT  
Kaczmarczyk, Alexander (7945-054162),  
Seaux, France  
Kiehn, Richard J. (087428), Chicago, IL  
Kitson, G. Scott (5795-042184), Falls Church, VA  
Kroll, Edward (4208-018369), Wyandotte, MI  
Martin, Ed (194772), Warner Robins, GA  
Mathias, Virgil J. (8225-056579), Tiffin, OH  
McGowan, John P. (10564-070661), San Diego, CA  
Miller, Walter S., Jr. (6255-045841), Wawa, PA  
Murdock, John S. (4468-026828), Darien, CT  
Murtaugh, Leonard P. (1950-067818), Flint, MI  
Peterson, Charles J. (3252-041121), Laurel, MD  
Raider, Ray (165149), Seattle, WA  
Rawls, Walter C., Jr. (0855-033926),  
Jacksonville, FL  
Riley, Richard F. (9338-065627), Laguna  
Woods, CA  
Roth, Stanley R. (7301-051854), Princeton, NJ  
Safir, Fred (081266), Wantagh, NY  
Savedow, Barry I. (8460-058956), Ormond  
Beach, FL  
Schilling, Frank H. (155988), Chicago, IL

Strom, Elmer L. (6865-048774), San Antonio, TX  
von Hagn, Harold M. (8574-061464), Elmira, NY  
Walske, Carl (6964-049457), Silverdale, WA  
Wilhelm, John H. (1362929), Sioux Falls, SD  
Wulfekuhler, Eugene (0581-019393), Orlando, FL  
Zukoski, Thomas E. (148399), Lake Winola, PA

## APPLICATION RECALLED

Van Landuyt, Raoul

## DEALER LISTING

The following has been approved for classification  
as full-time (D) or part-time (P) stamp dealer  
according to qualifications established by the  
Board of Vice Presidents.

Hull, David F., Stamp Co. (David F. Hull 159040-D),  
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George Alevizos	790	Franke Stamps	777	J R Mowbray Ltd	777	SCDB Software, Inc./The Stamp Collectors Data Base, Inc.	774
Earl P.L. Apfelbaum, Inc.	757	Richard Friedberg Stamps	773	Lawrence Mozian	752	Jacques C., Schiff, Jr., Inc.	770
APS Credit Card/U.S. Bank	776	Dr. Robert Friedman Stamp Company	708-709	Muscott's	771	Schmitt Investors, Ltd.	721
APS Education/Courses on the Road	C7	Henry Gitner Philatelists, Inc.	710	Mystic Stamp Company	767	Scott A. Shaulis	777
APS Expertizing	C8	Brian & Maria Green, Inc.	770	Jack R. Nalbandian, Inc.	773	The Stamp Center/Dutch Country Auctions	739
APS Insurance Plan	765	Aron R. Halberstam Philatelists, Ltd.	786	Gregg Nelson Stamps	777	Stamps Inc.	771
APS Internet Sales	775	H.R. Harmer, Inc.	707	New England Stamp	777	StampWants.com	720
APS StampCruise 2010	750	Heritage Auction Galleries Inc.C5		Northmont Books & Stamps	777	Subway Stamp Shop, Inc.	705
Argyll Etkin, Limited	756	Ideal Stamp/Sam Malamud	774	Northwestern Philatelic Auctions, Inc.	786	Stephen T. Taylor	762
Frank Bachenheimer	777	In-Kind Donations	763	Palo Albums, Inc.	769	TNC Enterprises Inc.	790
Bellmore Philatelics	727	interasia auctions limited	704	Paradise Valley Stamp Co., Inc./www.stamp-one.com	717	Antonio M. Torres	756
Brookman/Barrett & Worthen	762	Interstamp	777	Harry Patsalos	771	Tropical Stamps, Inc.	773
Century Stamps	779	Eric Jackson	770	Stephen Pattillo/Quality Stampshows	741	Vance Auctions, Ltd.	746
The Classic Collector	763	Patricia A. Kaufmann	768	Penny Black Stamp Co.	774	E.S.J. van Dam Ltd.	777
Collins First Day Covers	756	Kay & Company	773	Philasearch.com	773	Varisell	752
Colonial Stamp Co.	770	Daniel F. Kelleher Co., Inc.	777	Philaton	777	The Washington Press	760
Columbian Stamp Co. Inc.	777	Heinrich Köhler Auktionshaus GmbH und Co. KG	707	Richard Pyznar	774	Westminster Stamp Gallery, Ltd.	756
Frank Coppola	777	James E. Lee	774	Quality Stamps	759	Laurence Winum	774
Crown Colony Stamps	766	Legion Stamps, Inc./Have Tongs Will Travel	C6	Rasdale Stamp Co.	711	Edward D. Younger Co.	712-713, 714-715
Dale Enterprises	756	Robert Lippert	756	RCS Stamps	768	ZillionsofStamps.com/Amos Hobby Publishing/Linn's Stamp News/Scott	753
H.J.W. Daugherty	777	Gary J. Lyon (Philatelist) Ltd.	768	Regency-Superior	697		
Davidson's Stamp Service	777	Steve Malack	718	Rising Sun Stamps	760		
Delcampe International	C2	James T. McCusker, Inc.	777	RUBBER STAMPS	777		
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On August 11, in North Hollywood, California, the Postal Service will issue the 44-cent, Early TV Memories commemorative stamps in 20 designs in a pressure-sensitive pane of 20 stamps and a booklet of 20 premium stamped postal cards.

With these stamps, the USPS commemorates twenty great shows from TV's golden age. For more than half a century, Americans have turned to television for entertainment and information. To those watching in its early days, TV

offered the additional excitement of the new. Whether laughing at the first situation comedies, tingling at crime dramas, or identifying with ordinary people who had their day in the spotlight on game shows, audiences were charmed by the novelty of the young medium.

**(a) Denomination:** 44-cent  
Commemorative

**Format:** Pane of 20 (20 designs)

**Designer/Art Director/Typographyher:**  
Carl T. Herrman, North Las Vegas, NV

**Photo/Illustrations:** Twenty2product, San Francisco, CA

**Modeler:** Joseph Sheeran

**Manufacturing Process:** Offset

**Printer:** Ashton Potter (USA) Ltd.,  
Williamsville, NY

**Press Type:** Mueller Martini, A76

**Paper Type:** Nonphosphored, Type III,  
Block Tagged

**Adhesive Type:** Pressure-sensitive

**Colors:** Black, Cyan, Magenta, Yellow

**Stamp Orientation:** Horizontal

**Sizes (w x h):** 36.07 x 27.56 mm (image);  
39.62 x 31.12 mm (overall); 183.90 x  
220.68 mm (full pane)

**Plate Numbers:** "P" followed by 4 single digits

**Marginal Markings:** *Front*: ©2008 USPS;  
 Header: "TV — EARLY MEMORIES";  
 Plate position diagram; Price; Plate  
 numbers in 2 positions. *Back*: USPS  
 logo; Barcode (463300) in 2 positions;  
 Descriptive text on back of each stamp;  
 Proprietary notices behind header.

**(b) Denomination:** 28-cent Premium  
 Stamped Postal Cards

**Format:** \$14.95 stamped postal card  
 booklet of 20 (20 designs)

**Modeler:** Donald Woo

**Manufacturing Process:** Offset

**Printer:** Sennett Security Products/  
 Banknote Corp. of America, Inc.,  
 Browns Summit, NC

**Press Type:** Roland, 300

**Paper Type:** Phosphor Tagged Block

**Stamp Orientation:** Horizontal

**Card Size (w x h):** 169.93 x 107.95 mm

**Plate Numbers:** N/A

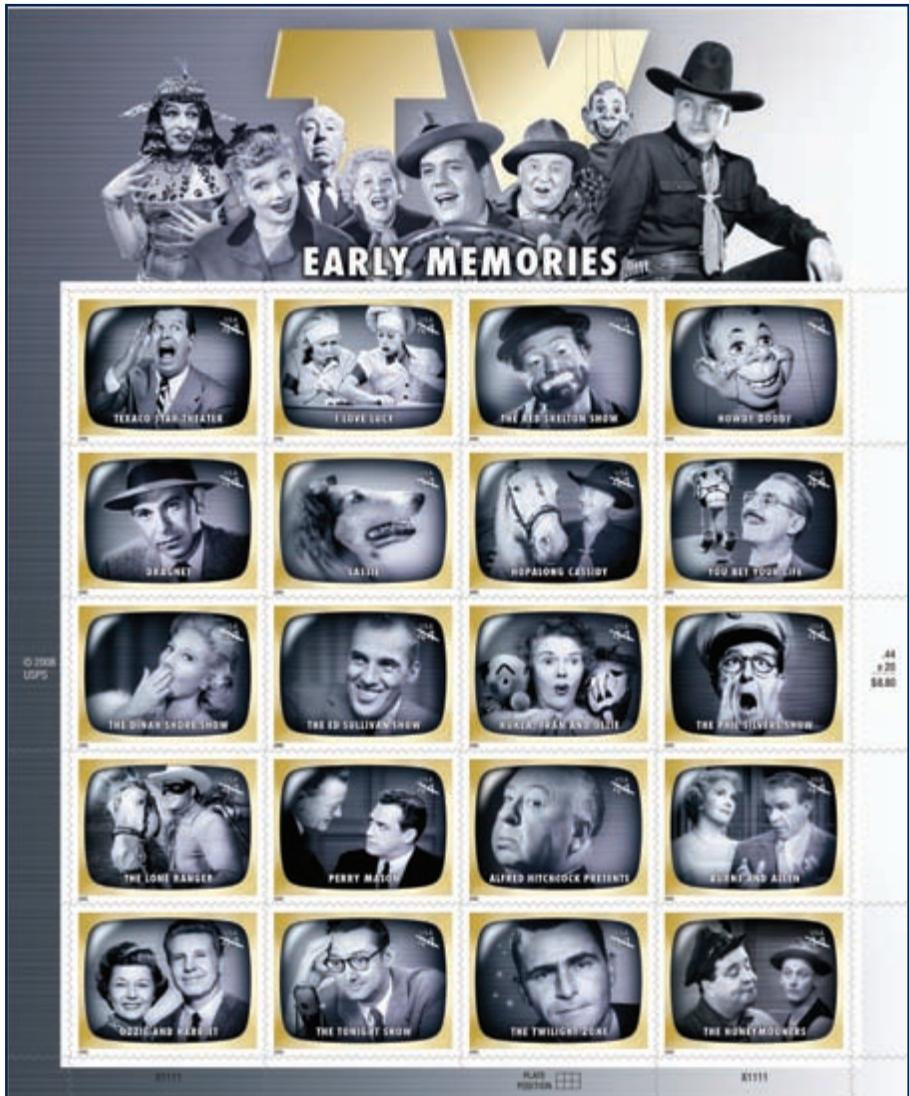
**Marginal Markings:** N/A

**Booklet Covers:** *Front*: Header: "Early

TV Memories"; "20 PREMIUM  
 STAMPED CARDS"; Price: "\$14.95";  
 USPS logo. *Back*: Header: "Early TV  
 Memories"; Informational text of Early  
 TV Memories; Stamp image; ©2009  
 USPS; USPS logo; Barcode (896600);  
 Price: "\$14.95"; AIC 092; "Package Not  
 Suitable for Philatelic Archiving."

**Card:** *Front*: One of 20 stamp designs.

*Back*: ©2009 USPS; Header: "Early TV  
 Memories"; Descriptive text of stamp;  
 Permission statement.



## Flags of Our Nation; Set 3

On August 6, at APS STAMPSHOW in Pittsburgh, Pennsylvania, the Postal Service will issue the 44-cent definitive Flags of Our Nation stamps in ten designs, in a pressure-sensitive adhesive coil of 50.

The USPS continues its Flags of Our Nation series with ten more stamp designs scheduled for issuance in August. These stamps will feature the states of Kentucky through Missouri plus one with the Stars and Stripes over the amber waves of grain. Artist Tom Enge-

man, Bethany Beach, Delaware, created the highly detailed flag portraits on the stamps, reproducing as accurately as possible such complex elements as intricate state seals and coats of arms.

**Denomination:** 44-cent Definitive

**Format:** Coil of 50 (10 designs)

**Series:** Flags of Our Nation

**Designer/Art Director/Typographyher:**

Howard E. Paine, Delaplane, VA

**Artist:** Tom Engeman, Bethany Beach, DE

**Modeler:** Donald Woo

**Manufacturing Process:** Gravure

**Engraver:** Southern Graphics,

Richmond, VA

**Printer:** American Packaging Corporation/

Sennett Security Products,

Columbus, WI

**Press Type:** Cerrutti, 950

**Paper Type:** Prephosphored, Type I

**Adhesive Type:** Pressure-sensitive

**Stamp Orientation:** Horizontal

**Sizes (w x h):** 40.41 x 20.57 mm (image);

44.20 x 24.38 mm (overall)



**Colors:** Magenta, Yellow, Cyan, Black, Brown, Green, Red, Med. Blue, Dark Blue

**Plate Numbers:** "S" followed by single digits

**Marginal Markings:** ©2008; Plate block numbers every 10 stamps

## Forever Stamp

On August 7, at APS STAMPSHOW in Pittsburgh, Pennsylvania, the Postal Service will re-issue the nondenominated First-Class Mail definitive, Forever Stamp (Liberty Bell) in one design in a pressure-sensitive adhesive double-sided booklet of 20.

The first 2009 double-sided booklet of 20 was issued May 15, 2009.

**Denomination:** Nondenominated First-Class Rate

**Format:** Double-sided Booklet of 20 (1 design)

**Designer/Art Director/Typography:**

Carl T. Herrman, North Las Vegas, NV

**Artist:** Tom Engeman, Bethany Beach, DE

**(a) Modeler:** Avery Dennison, SPD

**Manufacturing Process:** Gravure

**Engraver:** WRE/Color Tech



**Printer:** Avery Dennison (AVR), Clinton, SC

**Press Type:** Dia Nippon Kiko (DNK)

**Paper Type:** Prephosphored, Type I

**Adhesive Type:** Pressure-Sensitive

**Colors:** Yellow, Magenta, Cyan, Black, Copper

**Stamp Orientation:** Vertical

**Sizes (w x h):** 18.54 x 21.34 mm (image);

22.10 x 24.89 mm (overall); 44.20 x

156.64 mm (booklet)

**Plate Numbers:** "V" followed by 5 single digits

**Marginal Markings:** Stamp Side: ©2007

USPS; Plate numbers to appear in peel strip area; "Peel here to fold." Cover Side: "FOREVER"; Stamp image; "Twenty First-Class Stamps"; Barcode (678900).

**(b) Modeler:** Joseph Sheeran

**Manufacturing Process:** Offset/

Microprinting "FOREVER"

**Printer:** Ashton Potter (USA) Ltd., Williamsville, NY

**Press Type:** Mueller Martini, A76

**Paper Type:** Prephosphored, Type I

**Adhesive Type:** Pressure-sensitive

**Colors:** Cyan, Magenta, Yellow, Black, Copper

**Stamp Orientation:** Vertical

**Sizes (w x h):** 18.54 x 21.34 mm (image);

22.10 x 24.89 mm (overall); 44.20 x

156.97 mm (flat booklet)

**Plate Numbers:** "P" followed by 5 single digits

**Marginal Markings:** Stamp Side: ©2007

USPS; Plate numbers in one position. Cover Side: Barcode "678900";

"FOREVER"; Stamp image; "Twenty First-Class Stamps."

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## Gulf Coast Lighthouses

On July 23, in Biloxi, Mississippi, the Postal Service issued 44-cent Gulf Coast Lighthouses commemorative stamps in five designs in a pressure-sensitive adhesive pane of 20 stamps and a booklet of 20 stamped postal cards.

The USPS continues its popular series of lighthouse stamps by artist Howard Koslow of Toms River, New Jersey, with the 2009 issuance of five Gulf Coast Lighthouses stamps: Matagorda Island, Sabine Pass, Biloxi, Sand Island, and Fort Jefferson. Each stamp features an original acrylic painting by Koslow based on recent photographs of the lighthouses. Koslow also painted the Pacific Lighthouses stamps issued in 2007; the Southeastern Lighthouses stamps issued in 2003; the Great Lakes Lighthouses stamps issued in 1995; and the five stamps in the 1990 lighthouses booklet.

**(a) Denomination:** 44-cent Commemorative

**Format:** Pane of 20 (5 designs)

**Series:** Lighthouses

**Designer/Art Director/Typographer:**  
Howard E. Paine, Delaplane, VA

**Artist:** Howard Koslow, Toms River, NJ

**Modeler:** Joseph Sheeran

**Manufacturing Process:** Offset

**Printer:** Ashton Potter (USA) Ltd., Williamsville, NY

**Press Type:** Mueller Martini, A76

**Paper Type:** Nonphosphored, Type III, Block Tagged

**Adhesive Type:** Pressure-sensitive

**Colors:** Black, Cyan, Magenta, Yellow, Blue

**Stamp Orientation:** Vertical

**Sizes (w x h):** 21.37 x 36.07 mm (image);  
24.89 x 39.62 mm (overall); 150.37 x  
190.50 mm (full pane)

**Plate Numbers:** "P" followed by 4 single digits

**Marginal Markings:** *Front:* ©2008 USPS; Header: "Gulf Coast Lighthouses — FIFTH IN A SERIES"; Plate position diagram; Price; Plate numbers in 4 positions. *Back:* USPS logo; Barcode (464500) in 2 positions; Descriptive text on back of each stamp.

**(b) Denomination:** 28-cent Premium Stamped Postal Card

**Format:** \$14.95 Stamped Postal Card Booklet of 20 (5 designs)

**Printer:** Sterling Sommer, Inc., Tonawanda, NY

**Finishers:** Ashton Potter (USA) Ltd., Williamsville, NY

**Press Type:** Heidelberg, Speedmaster

**Paper Type:** Nonphosphored, Type III, Block Tagged

**Colors:** Black, Cyan, Magenta, Yellow

**Card Orientation:** Vertical

**Sizes (w x h):** 104.78 x 150.62 mm (image); 104.78 x 166.50 mm (overall)

**Plate Numbers:** N/A

**Marginal Markings:** N/A

**Other Front Markings:** Name of lighthouse and location

**Other Back Markings:** ©2009 USPS; Stamp image; Name of lighthouse and descriptive text; Map showing lighthouse location

**(c) Denomination:** 44-cent Premium Stamped Stationery

**Format:** \$15.95 Premium Stamped Stationery of 10 (5 designs)

**Printer:** Sterling Sommer, Inc., Tonawanda, NY

**Finishers:** Ashton Potter (USA) Ltd., Williamsville, NY

**Press Type:** Heidelberg, Speedmaster

**Paper Type:** Nonphosphored, Type III, Block Tagged

**Colors:** Black, Cyan, Magenta, Yellow

**Stamp Orientation:** Vertical

**Mailer Size (w x h):** 139.7 x 317.5 mm

**Plate Numbers:** N/A

**Marginal Markings:** ©2009 USPS

**Other:** Adhesive strip for closure

**Backer Board:** Manufacturing Process: Offset. Printer: Boncraft, Inc., Orchard Park, NY. Press Type: Heidelberg, XL 105. Colors: Black, Cyan, Magenta, Yellow. Backer size: 146.05 x 368.3 mm.

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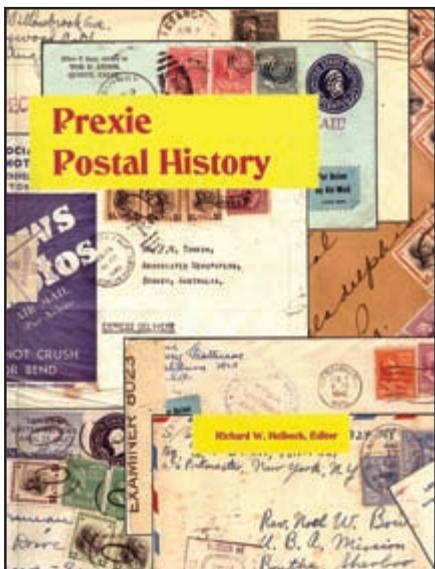
# book reviews

by bonny farmer

*Prexie Postal History; An Anthology Examining the Postal History Possibilities Presented by the 1938 Presidential Series (2nd edition)*, edited by Richard W. Helbok. Published 2003 by La Posta Publications. Softcover, 96 pp., black-and-white illus. ISBN 0-9712608-4-2. Available for \$25 from La Posta Publications, 3470 Chinook Plaza, #216, Scappoose OR 97056; e-mail: helbok@la-posta.com.

Published as the second volume in the La Posta Monograph series in 1988, *Prexie Postal History* was the first book devoted to the 1938 Presidential series of stamps. However, because the original publication was essentially a collection of articles by five different authors, each with his own take on collecting and exhibiting the Prexies, when it came time to update the information provided, simply presenting a revised version proved impractical. Collections had changed, images were no longer available. The editor's solution was to add updated information and improve the equality of the illustrations when possible, but otherwise to offer a straight reprint of the original.

Nonetheless, this remains an extremely valuable pioneering work. Following Richard Helbok's Introduction are chapters by Terence Hines ("Low Value Usages"), Walt Cole ("Collecting the 3-cent Jefferson"), Robert Dalton



Harris ("Domestic First Class Frankings" and Appendix A "Tabulation of Postage & Fees"), Richard Helbok ("Overseas Air Mail Usages" and Appendix B "International Air Mail Rates" — with Henry Beecher), and Stephen L. Suffet ("Collecting and Exhibiting Strategies").

The Prexies continue to be a popular topic with many opportunities for creating an interesting collection. *Prexie Postal History* offers some solid meat and bones for the newcomer to this field.

*From Hinrichsen to Krag: & e Experimental and Early Machine Postmarks of Germany (1866 until 1906) = Von Hinrichsen bis Krag: Die frühen deutschen Versuchs- und Maschinensstempel (1866 bis 1906)*, by Jerry H. Miller. Published 2008 by the German Philatelic Society. Hardcov-

er, 142 pp., color illus., English and German. ISBN 978-0-615-20520-5. Available for \$68 (ppd in the U.S., \$12 postage for other countries) from the German Philatelic Society, P.O. Box 6547, Chesterfield, MO 63006-6547; e-mail [infor@gps.nu](mailto:infor@gps.nu).

The Preface sums up the author's intent quite neatly: "It is the objective of this publication to attempt to put into perspective in brief collector's guide-format information concerning the development of the early postmarking machines of Germany and their respective postmarks." This, it would appear is the reason for the handbook format. Miller

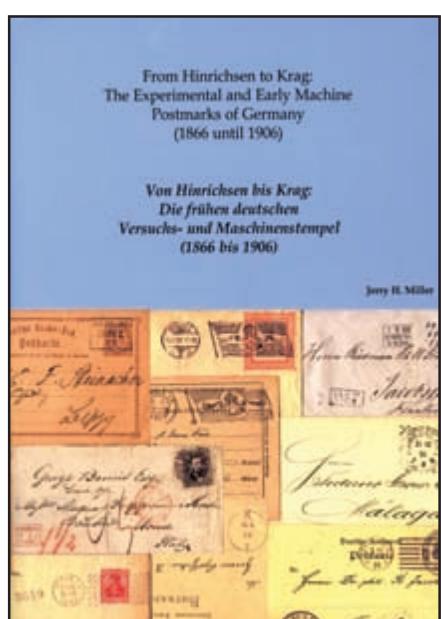
also offers to answer reader questions, if submitted with a self-addressed and stamped envelope or via e-mail.

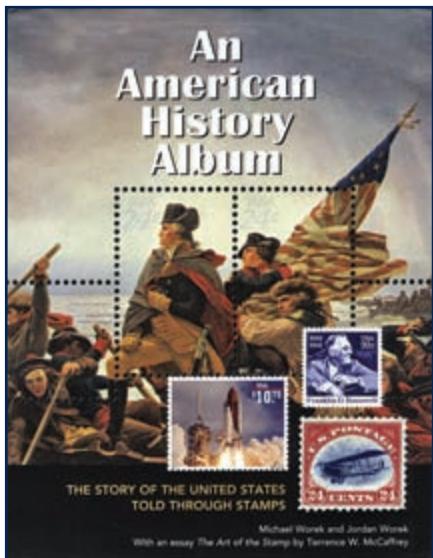
The first edition appeared in 1993 in English only, and the addition of German text in a facing column will be most helpful for German-speaking collectors. The latest addition also includes corrigenda and addenda to the first edition; however, the overlap of information is not presented clearly and involves some jumping about to follow. Another slightly confusing feature is that lack of distinct chapter headings — one chapter seems to flow into the next, making it necessary to refer back to the table of contents for exact page numbers. In fact, the table of contents is divided into sections, with "chapters" (not listed in the Table) used as subsets of the sections. Thus "Chapter One: Hinrichsen Machine" appears under "V. Machine Types with Trial & Usage Periods." A more standardized layout would be enormously helpful to the researcher.

Following an Introduction that includes some basic briefing and definitions is a brief historical background, followed in turn by the bulk of the text, which deals with the postmarking machines along with their trial and usage periods. There is also a lengthy section on "Postmark Catalog, Rarity Factor Summary." The illustrations are clear and mostly in color, but the layout is uneven. Overall, the information provided is extremely useful; winking it out, however, will take some determined effort.

*Obama Philatelic Catalog*, edited by Edward Krohn. Published 2009 by the Author. Softcover, iii + 109 pp., color illus. ISBN 1-4392-3676-3. Available for \$28.99 from [www.Amazon.com](http://www.Amazon.com).

What can a reviewer say? The bandwagon hadn't even pulled away from the curb. This hastily thrown together catalogue (the last two pages are blank) is an assemblage of the first stamps, souvenir sheets, and cinderellas issued to honor President Barack Obama — and to make some quick cash for the issuing governments. The illustrations often are misproportioned and none are clearly reproduced. The color and resolution are so far off they appear to have been pho-



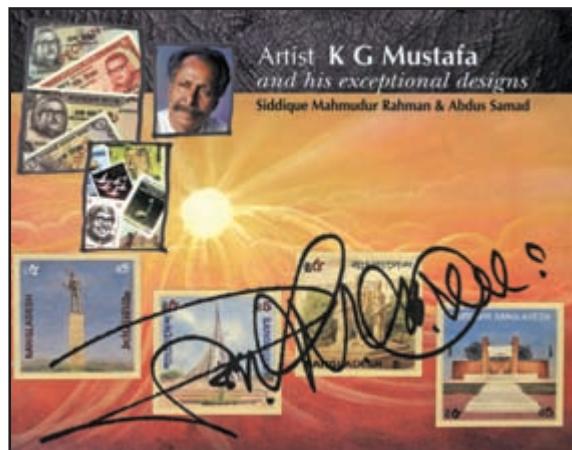


tographed with a low-end digital camera. A simple listing would have been of equal use. Still, as a preliminary philatelic look at the Obama presidential administration, this little volume will no doubt find its place in the overall scheme.

**An American History Album; & a Story of the United States Told & rough Stamps**, by Michael Worek and Jordan Worek. Published 2008 by Firefly Books Ltd. Hardcover, 207 pp., color & b/w illus. ISBN 978-1-55407-390-0. Available for \$39.95 from Firefly Books Ltd., 66 Leek Crescent, Richmond Hill, ON L4B 1H1 or 4 Daybreak Lane, Westport, CT 06880-2157; website [www.fireflybooks.com](http://www.fireflybooks.com).

After Cheryl Ganz's introductory note, the rest of the text is a notable let-down. The authors' intent is spelled out in their Introduction: "Like any family album, this one contains pictures only of the people and places we're proud of. They illustrate America's most patriotic perspective on its history. If at times, in this post-9/11 world, these images seem overly idealistic, we might remember that ideals often inspire our achievements." While there is nothing at all wrong with writing an overtly patriotic book, it seems that, in this instance, achieving that goal required writing at a seventh-grade reading level. This makes the volume less an insightful look at American ideals as portrayed on our stamps than an illustrated lecture presented in the hope of livening up a beginning civics class. It is not bad writing, but it is boring.

While the history is presented, overall, as a linear progression the occasional

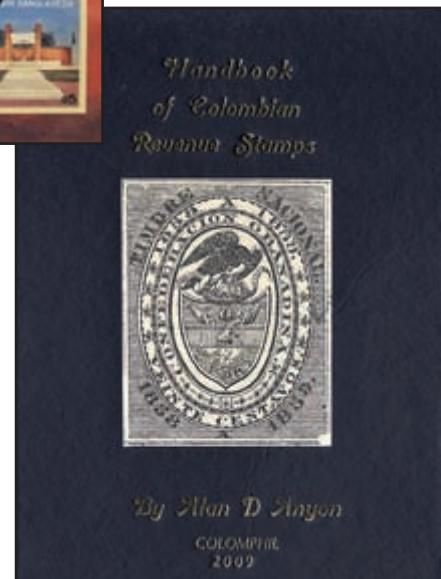


jumps back and forth in time are a little disorienting, particularly in the chapter titled "The Greatest Generation." Again, the authors have a perfect right to present their material in the way that seems best to them, but this reader found the order a little too choppy.

The illustrations, however, are the highlight of the volume. There is a great selection of stamps, which are shown large enough to appreciate their detail, and the occasional deftly chosen photograph enhances the presentation.

**Artist K G Mustafa and His Exceptional Designs**, by Siddique Mahmudur Rahman and Abdus Samad. Published 2008 by Shamima Huda, Dhaka, Bangladesh. Softcover, 72 pp., color illus. ISBN 984-300-001644-9. Available for US\$20 from Palok, B-65/F-13, Motijheel Colony, Dhaka 1000, Bangladesh.

"If we think about postage stamp, we see that prime intention of using a postage stamp was to collect pre-payment of tax for sending one postal material from one place to another. The next intention was to convey a message to all who look at it." Kazi Golam Mustafa was a pioneer artist in Bangladesh postage stamp design and the premier artist at work during the first two decades of that country. His broad range of work also included designs for paper currency and coins, among many other items, but he retained a special passion for the humble postage stamp. Mustafa's work is exceptionally lovely. His engraving designs are crisp and detailed, his colored stamp images each tell a story, his paintings are haunting. While the reproductions in this slim volume are not all they might be, due to some erratic resolution issues, the book



itself offers a look at an artist whose work should be more widely known.

**Handbook of Colombian Revenue Stamps**, by Alan D. Anyon. Published 2009 by the Colombian Philatelic Research Society (COLOMPHIL). Hardcover, 223 pp., color illus. ISBN 978-958-44-5092-0. Available for \$90 + \$3 part postage from Leonard H. Hartmann, Box 36006, Louisville, KY 40233; tel. 502-451-0317, e-mail [Leonard@pbbooks.net](mailto:Leonard@pbbooks.net); website <http://pbbooks.com>.

This handbook is a classic example of the kind of effort a dedicated philatelist will put into first researching his subject and then bringing the results of his research to light, in order to share them with other collectors and researchers. Anyon's work on the Colombian revenues goes back some forty years, and while he notes that Colombian revenue stamps are rarely found on documents and that "some issues have never been encountered on surviving documents," he has managed to assemble an impressive collection of examples of the actual issues themselves.

For some unknown reason the pages are printed on one side only, effectively

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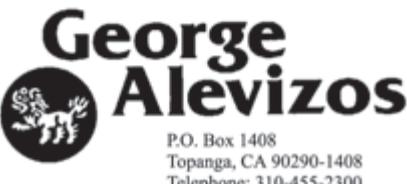
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doubling the size of the book; but the sections are clearly differentiated and the reproductions are better than average, especially considering the quality of paper used. While Colombian revenues may not be to everyone's taste, for those collectors interested in the field, this handbook will prove an invaluable resource.

*à e Forwarding of Mail by the U.S. Post Office Department, 1792-2001*, by Anthony S. Wawrukiewicz. Published c2001 by James E. Lee. Hardcover, 230 pp., b/w illus., 8 color plates. ISBN 0-9712608-0-X. Available for \$43.95 (ppd) from James E. Lee, P.O. Box 36, Caryl, IL 60013-0036; tel. 847-462-9130; website [www.jameslee.com/](http://www.jameslee.com/).

This is a revised and expanded second edition of the author's 1991 work, *Redirected Mail: à e Redirecting System of the U.S. Post Office for First Class Mail, 1799-Present*. As Wawrukiewicz points out, the earlier book was essentially a write-up of his exhibit on the topic. The new volume, however, is a comprehensive examination of the history of the forwarding process, from the inception of the U.S. Postal Service to the present, including the handling of mail that is undeliverable and returned to sender.

Not only is the book copious illustrated with the markings for each leg of the letter's journey clearly identified, but it has the inestimable virtue of being readable, even if you are not interested in specializing in the topic. The twenty-one chapters are complete units in themselves, so if you have a particular interest in, say, "The Forwarding of Cross-Border Mail to and from Canada" or "Forwarding During the Civil War," you will find that information in one tidy package. Or you can do as I did and read the book straight through. An excellent piece of philatelic historical research.

*A Guide to U.S. Design Numbers, 1847-1947*, by Professional Stamp Experts (PSE). Published 2008 by Donn Perlman Inc., Las Vegas, NV. Softcover, 56 pp. (unpaginated), color illus. Available free of charge from Professional Stamp Experts, P.O. Box 6170, Newport Beach, CA 92658; tel. 949-567-1346, e-mail [PSE@collectors.com](mailto:PSE@collectors.com), website [www.PSEstamp.com](http://www.PSEstamp.com).

First of all, the illustrations are better than splendid. Printed on glossy pa-

per, even the dingiest example of the old printings looks lively. The stamps are organized chronologically and grouped by issue; so far so good.

The intent was to create a simplified numbering system that would only recognize the most common example of each issue, and not confuse beginners by listing varieties. As PSE President Michael Sherman notes, "The USD system is based on clarity and simplicity. It's a 435-stamp 'type set' representing the major designs, denominations and the most commonly encountered colors of the first century of U.S. stamps. Acquiring one nice example of each type is a realistic, sufficient collecting goal for many beginning to even advanced collectors." A matching album is planned.

The potential confusion factor, however, is not insignificant for the collector who wants to look up a stamp in the *Scott Catalogue*. For example, No. 351 in the U.S. Design Numbering System is the 10-cent brown Mark Twain from the 1940 Americans Issues. This turns out to be No. 863 in the standard *Scott Catalogue* listings. The experienced collector will be able to readjust mentally and look under the 1940 Famous Americans issues to find the corresponding Scott number, but the beginner may well be befuddled. A well-illustrated list? Absolutely. A useful tool for a beginner? Not so much.

## Catalogues Received and Noted

*Stanley Gibbons Stamp Catalogue, Part 3: Balkans (5th edition)*, edited by Hugh Jefferies. Published 2009 by Stanley Gibbons Publications. Softcover, xii + 425 pp., color illus. ISBN 978-0-85259-711-8. Available for £42.50 from Stanley Gibbons Publications, 7 Parkside, Christchurch Road, Ringswood, Hants. BH24 3SH, U.K.; e-mail [sales@stanleygibbons.co.uk](mailto:sales@stanleygibbons.co.uk); website [www.stanleygibbons.com](http://www.stanleygibbons.com).

This is the only catalogue published in English that covers the stamp issues of the Balkans in a single volume. It is a detailed and highly informative presentation, ideal for any collector who specializes in the Balkans but also of interest to collectors who may have an interest in postal history. Apart from the stamps of the current issuing countries,

the *Balkans Catalogue* covers a number of other areas of interest, including Epirus, Castelrosso, Crete, Dodecanese Islands, Thrace, Trieste and Venezia Giulia, and Istria. The catalogue deals in detail with the break up of Bosnia and Herzegovina into the regions of Sarajevo Government, Croatian Posts and Republika Srpska, and the breakup of Yugoslavia into the separate stamp issuing countries of Serbia and Montenegro. In this first new edition of the *Balkans Catalogue* in ten years, readers will find a number of helpful changes, including a larger format, full color illustrations, and a complete listing of Bosnia and Herzegovina.

**Stanley Gibbons Stamp Catalogue: Cyprus, Gibraltar & Malta (2nd edition)**, edited by Hugh Jefferies. Published 2008 by Stanley Gibbons Publications. Softcover, xiii + 76 pp., color illus. ISBN 978-0-85259-694-4. Available for £15.95 from Stanley Gibbons Publications, 7 Parkside,

Christchurch Road, Ringswood, Hants. BH24 3SH, U.K.; e-mail [sales@stanleygibbons.co.uk](mailto:sales@stanleygibbons.co.uk); website [www.stanleygibbons.com](http://www.stanleygibbons.com).

Besides Cyprus, the Turkish Cypriot Posts, Gibraltar and Malta, this catalogue includes the former British Colonies in Europe of Heligoland and the Ionian Offices, and the British Post Offices in Crete. Watermark varieties, shades, plate flaws, major errors, and booklets are all included, along with helpful notes on stamp identification and a guide to prices of stamps on cover to 1945. Listing of current prices are complete to early 2008.

**Stanley Gibbons Commonwealth Catalogue: Australia (5th edition)**, edited by Hugh Jefferies. Published 2009 by Stanley Gibbons Publications. Softcover, xxiv+ 272 pp., color illus. ISBN 978-0-85259-732-3. Available for £22.50 from Stanley Gibbons Publications, 7 Parkside, Christchurch Road,

Ringswood, Hants. BH24 3SH, U.K.; e-mail [sales@stanleygibbons.co.uk](mailto:sales@stanleygibbons.co.uk); website [www.stanleygibbons.com](http://www.stanleygibbons.com).

The Australia volume of the Commonwealth Catalogue series includes the colonial issues of New South Wales, Queensland, South Australia, Tasmania, Victoria and Western Australia, the stamps of the Commonwealth of Australia to the end of 2008 and the issues of British Commonwealth Occupation Forces (Japan), Australian Antarctic Territory, Christmas Island, Cocos (Keeling) Islands, Norfolk Island, and the pre-independence issues for Nauru (to 1968), New Guinea, Papua and Papua New Guinea (to 1975). Major plate flaws, watermark varieties, postage dues, officials and booklets all are listed, including the "OS" perforated stamps of New Guinea, Papua, and the Commonwealth of Australia. There is also a comprehensive design index for Australia.

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# Turks & Caicos Islands



**Status:** British Overseas Territory in the north Atlantic Ocean,  
southeast of The Bahamas

**Population:** 22942 (2009 est)

**Area:** 166 sq miles

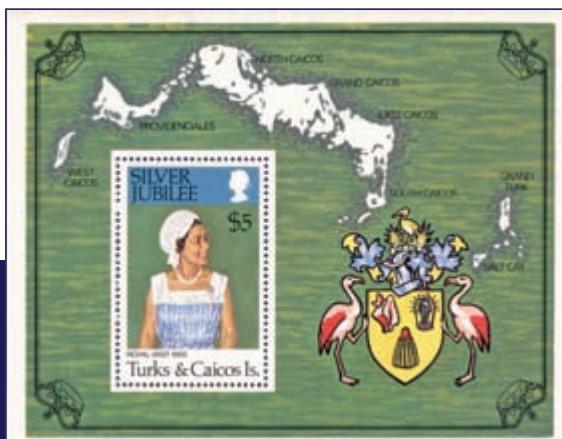
**Currency:** U.S. Dollar

The Turks and Caicos Islands (TCI) consist of two groups of about forty islands, eight of which are inhabited. Geographically they are an extension of atolls and cays that make up The Bahamas. The Turks Islands received their name from a distinctive local cactus resembling a turban. For years, Grand Turk Island had a claim to being the site of Columbus's first landing in the New World. Although most scholars today favor San Salvador Island in The Bahamas, a monument in front of the philatelic agency identifies that as one of two sites on the island for the landfall.

Ponce de Leon's discovery the islands in 1512 laid the basis for a Spanish claim the islands, but no settlement was attempted until 1578 when settlers from Bermuda arrived on Grand Turk to rake salt for the American market. The settlement was harassed by the Spanish and French until 1766 when the islands were awarded to England by treaty. Permanent settlement followed in 1781.

Following Bahamian independence in 1973, TCI received its own governor. At that time the U.S. dollar replaced the Bahamian dollar as the official currency. Although independence was agreed upon in 1982, the decision was reversed and the islands remain a British overseas territory.

There are indications Grand Turk had a branch office of the British GPO in the 1840s. The Turks received their first post office on December 11, 1854. Jamaican stamps were used until 1897, when the islands received their own postage stamps. In 1900 the stamps' inscription was changed to "Turks and Caicos Islands" in recognition of the growing importance of the settlement and the salt production in the Caicos Islands. From 1981 to 1985 stamps were issued with the inscription "Caicos Islands." These stamps were sold at post offices throughout the TCI alongside Turks and Caicos Islands stamps and were valid for postage at any island post office.



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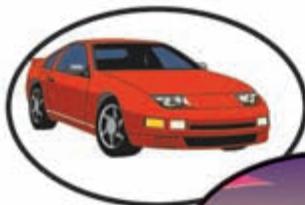
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