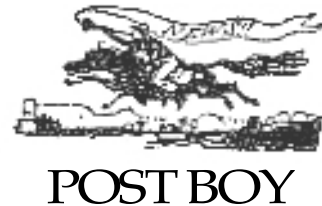


P.O. Box 2907 Sparks, Nevada 89432

N.S.S.S. meets on the 2nd and 4th Saturday of each month at 10:00 am
in the Sparks Heritage Museum at Pyramid and Victorian Avenue

N.S.S.S.



November 9, 2002

President:

Dick Dreiling
35 Mc Lemore Ct.,
Sparks, NV 89436
(775) 425-0623

Vice President:

Jim Ringer
605 E. Huffaker Ln.,
Reno, NV 89511
(775) 853-3137

Secretary/Editor:

Nadiah Beekum
2560 Howard Dr.
Sparks, NV. 89434
(775) 355-1461

Treasurer:

Michael McAuliffe
4820 Pinespring Dr.,
Reno NV 89509
(775) 826-1848

Editor:

Howard Grenzbach
180 Pompe
Lemmon Valley, NV 89506
(775) 972-6301

Directors:

Nadiah Beekum
2560 Howard Dr.
Sparks, NV. 89434
(775) 355-1461

Stan Cronwell
10000 Blue Spruce Dr.,
Reno, NV 89511
(775) 849-7850

Frank Fey
2601 Monterey Circle
Reno, NV 89509
(775) 826-1476

James S. Goodwin
50 E. Quail St.,
Sparks, NV 89431
(775) 358-7781

Ed Hartley
1285 Baring Blvd.,
PMB # 306
Sparks NV 89434
(775) 626-8513

Al Shay
2930 Outlook Dr.,
Reno, NV 89509
(775) 825-8304

Brandon Wimbley (Jr. Rep.)
3965 Pargue Verde,
Reno. Nv 89502

Closed Albums

Carol McCabe, a long time NSSS member, passed on October 13, 2002. Public services were not held. Her presence at our meetings will be missed.

This is the meeting you don't want to miss. The **Auction** is here. For those of you who have never attended an auction, here's how it works. Bring items you would like to donate to the auction. Bring your Auction Bucks and bid on the things other people bring. The auction items may or may not be philatelic. If you don't have enough Auction Bucks to bid with and would like to bid on an item you see, you may purchase Bucks at the meeting. There are no profits made for the club and no charities will benefit from the auction. Just come to the meeting, bid on what interests you or sit back and watch. But, most of all, have fun.

The Auction Bucks you have today will be good at next year's Auction too!

The Christmas party (or season's party) will be held on December 14th (Saturday) at the Masonic Hall on Peckham Lane. Come on out and make some new friends. You may bring guests, but bring gifts equal to the number of people in your party so that everybody, including your guests, will receive a present. The NSSS will furnish a turkey and all the members in attendance will supply us with side dishes. Ho, Ho, Ho, and a good time was had by all.

With all the events taking place in December and the families to visit and Christmas shopping to be done, there won't be a December meeting. Except for the Christmas party, of course.

Airmail

Loading biplane with airmail, 1920s The Post Office Department's most extraordinary role in transportation was probably played in the sky, a role, unfortunately, little known today other than to postal employees and the pioneers of American aviation.

The United States government had been slow to recognize the potential of the airplane. In 1905, the War Department refused three separate offers by the Wright brothers to share their scientific discoveries on air flights. Even after the brothers had satisfied many European nations in 1908 that air flight was feasible, America owned only one dilapidated plane.

The Post Office Department, however, was intrigued with the possibility of carrying mail through the skies and authorized its first experimental mail flight in 1911 at an aviation meet on Long Island in New York. Earle Ovington, sworn in as a mail carrier by Postmaster General Frank Hitchcock, made daily flights between Garden City and Mineola, New York, dropping his mail bags from the plane to the ground where they were picked up by the Mineola postmaster.

Later, in 1911 and 1912, the Department authorized 52 experimental flights at fairs, carnivals, and air meets in more than 25 states.

These flights convinced the Department that the airplane could carry a payload of mail, and officials repeatedly urged Congress after 1912 to appropriate money to launch airmail service. Congress finally authorized use of \$50,000 from steam-and-powerboat service appropriations for airmail experiments in 1916. The Department advertised for bids in Massachusetts and Alaska but received no response in the absence of suitable planes.

Airmail flight departing, probably Hazelhurst Field, NY, 1920s In 1918, however, Congress appropriated \$100,000 to establish experimental airmail routes, and the Post Office Department urged the Army Signal Corps to lend its planes and pilots to the Post Office to start an airmail service. Carrying the mail, the Department argued, would provide invaluable cross-country experience to student flyers. The Secretary of War agreed.

On May 15, 1918, the Post Office Department began scheduled airmail service between New York and Washington, D.C., an important date not only for the Post Office but for all commercial aviation. Simultaneous takeoffs were made from Washington's Polo Grounds and from Belmont Park, Long Island, both trips by way of Philadelphia.

During the first three months of operation, the Post Office used Army pilots and six Jenny training planes of the Army (JN-4Hs). On August 12, 1918, the Post Office took over all phases of the airmail service, using newly hired civilian pilots and mechanics and six specially built mail planes from the Standard Aircraft Corporation.

These early mail planes had no instruments, radios, or other navigational aids. Pilots flew by dead reckoning or "by the seat of their pants." Forced landings occurred frequently because of bad weather, but fatalities in those early months were rare, largely because of the small size, maneuverability, and slow landing speed of the

planes.

Congress authorized airmail postage of 24 cents, including special delivery. The public was reluctant to use this more expensive service, and, during the first year, airmail bags contained as much regular mail as airmail.

The Department's long-range plans called for an eventual transcontinental air route from New York to San Francisco to better its delivery time on long hauls and to lure the public into using airmail. The first legs of this transcontinental route -- from Cleveland to Chicago, with a stop at Bryan, Ohio, and from New York to Cleveland with a stop at Bellefonte, Pennsylvania -- opened in 1919. A third leg opened in 1920 from Chicago to Omaha, via Iowa City, and feeder lines were established from St. Louis and Minneapolis to Chicago. The last transcontinental segment from Omaha to San Francisco, via North Platte, Cheyenne, Rawlins, Rock Springs, Salt Lake City, Elko, and Reno opened on September 8, 1920.

At this time, mail was still carried on trains at night and flown by day, but, even so, the new service bettered cross-country all-rail time by 22 hours.

To provide pilots with up-to-date weather information needed to fly the mail all the way from New York to San Francisco, the Department began to install radio stations at each flying field in August 1920. By November, ten stations were operating, including two Navy stations. When airmail traffic permitted, other government departments used the radios instead of the telegraph for special messages, and the Department of Agriculture transmitted weather forecasts and stock market reports over the radios.

On February 22, 1921, mail was flown both day and night for the first time over the entire distance from San Francisco to New York.

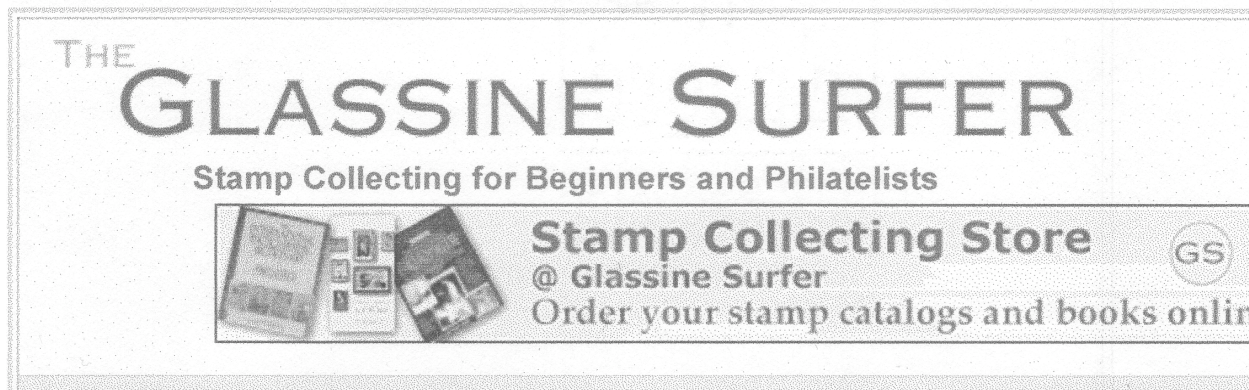
Congress was impressed. It appropriated \$1,250,000 for the expansion of airmail service, especially ground facilities, and the Post Office Department went on to install additional landing fields, as well as towers, beacons, searchlights, and boundary markers across the country. It also equipped the planes with luminescent instruments, navigational lights, and parachute flares.

In 1922 and 1923, the Department was awarded the Collier Trophy for important contributions to the development of aeronautics, especially its safety record, and for demonstrating the feasibility of night flying. In 1926, an airmail pilot received the first Harmon Trophy for advancing aviation.

On February 2, 1925, Congress passed a law "to encourage commercial aviation and to authorize the Postmaster General to contract for mail service." The Post Office immediately invited bids for its routes by commercial aviation. By the end of 1926, 11 out of 12 contracted airmail routes were operating.

*Just when you thought you knew everything....
Walt Disney was afraid of mice!*

WWW.GLASSINESURFER.COM



Many of the members of the NSSS are also members of the American Philatelic Society (APS) and receive their monthly publication, The American Philatelist. One of the regular columns in the APS magazine is the Glassine Surfer. If you never opened that website on your computer, by golly you should.

On the opening page you will find links galore. Well, maybe not galore but there are quite a few links and many of these are links to more links. For example; "WWW Stamps 89 Subjects" takes you to links grouped into 89 topics. I counted 94. Each link in the "89 Subjects" will take you to more links.

The Glassine Surfer also has a list to sign up with your e-mail address so they can send you stuff. I would assume a news letter. There are "chat" rooms that are held regularly called "The Sociable Stamp Society", "forums" with on-going discussions about several topics. There is a stamp identifier and a link for grading your stamps and "on line catalogs."

If that weren't enough there are also non philatelic subjects that are relevant to your computer. You can learn about "HTML" and how to search the web. There are links to sites that will help you to protect your computer and at least one site that will show you how to get rid of those "spy cameras" that other sites put on your computer so they can see what you're doing.

All in all this is a very educational site that can do nothing but help you in stamp collecting as well as computing and protecting your computer. This is a very useful website and as I said before, "by golly, you should go there."

I don't know how I got over the hill without getting to the top.

Told you we'd have a tough quiz sooner or later. I'll try not to be so hard on you in the future. But, then again.....

Here's the answers for last month's quiz.

1. True. Arnold Machin was one of five artists commissioned in November, 1965 to create a design for a new definitive series. His assignment from The Post Office was to design something comparable to the Penny Black. Now, over thirty years later, the consensus is that he succeeded admirably. Machin created plaster casts of the Queen's profile. Photographs of the casts were then taken and used as the basis for the stamp. Ironically, Machin has never designed another postage stamp.

2. a,b,c,d. Harrison and Sons printed the first Machins in 1967 by photogravure and have printed at least some of the low values ever since. De La Rue & Co. purchased Harrison and Sons in 1997 and renamed it De La Rue Security Print, and with the new name it is still printing Machins. De La Rue & Co. printed many British stamps starting in 1855, but never Machins until it purchased Harrison and Sons. Bradbury, Wilkinson & Co. printed the high value Machins from 1969 to 1977 using recess printing. Waddington printed low value Machins by lithography in the early 1980's. Waddington bought out the House of Questa, another Machin printer, in 1987, and the combined firm has used the Questa name for its stamp printing operations. Questa was in turn bought in 1996 by MDC Communications Corporation, a Canadian company. Perkins, Bacon & Petch printed the Penny Black and other Victorian issues.

3. False. NVI stands for "Non-value indicator," Royal Mail's term for the symbol used on non-denominated stamps. The NVI's on stamps show the service that has been paid for, either first class, second class or European mail. NVI Machins were first issued in 1989 and are now widely used. A first class NVI is shown at left.

4. False. Fluorescence is the visible light given off by phosphor bands *during* irradiation by ultraviolet light. Phosphorescence is the afterglow which is visible for a few seconds *after* the UV light has been turned off. Nearly all low-value Machins have one or two phosphorescent bands or were printed on phosphorescent paper. It was not until 1993 when the composition of phosphor bands was changed so that they were fluorescent as well as phosphorescent.

5. a,d. GA is the abbreviation for gum arabic, a natural product which is white and shiny. It was used on Machins from 1967 to 1973. PVA is the common abbreviation for polyvinyl alcohol, a creamy and matt gum introduced in 1968 and still in use today. It often appears pale orange as a result of dye added to make the gum visible. From 1973 until 1997, dextrine was added to the PVA and the dye, which has not always been used, changed to pale blue-green. The gum with dextrine is abbreviated PVAD, PVA/DEX, or simply DEX. The other acronyms are used by Machin collectors but don't relate to gum. ACP stands for "A" coated paper, often referred to as "advanced" coated paper. ACP has a bright phosphorescent coating which was introduced in 1983. Paper with the previous coating, which is not as bright, is known simply as phosphor coated paper, PCP. OBA is short for optical brightening agent, a substance added to paper to make it appear whiter in normal light and brighter when viewed under UV light. The first Machin paper, without OBA, is known as original coated paper, OCP. OBA was first used in 1973, and the resulting paper is known as fluorescent coated paper, FCP. OBA is present in PCP and ACP as well, but it was discontinued in 1993 because it was found to be environmentally harmful. In the Machin world, APS is the abbreviation for Ab Produktion Svenska, a Swedish firm that manufactures a perforator used by Harrison & Sons (now De La Rue Security Print) during the production of Machins. The term is also used to refer to the perforations themselves

6. False. The 20p small Machin has been issued in four different colors: purplish gray in 1976, sea green in 1988, black in 1989, sea green again in 1990 and light green in 1996. The black color was a temporary usage to mark the 150th anniversary of the Penny Black. The first 20p Machin was the large format, recess-printed version issued in 1970. It was olive green, so technically the 20p Machin has appeared in five different colors.

7. True. The slate blue 60p Machin prepaid the second weight step (10g to 20g) for worldwide airmail letters when it was issued in 1994. It appeared only in booklet panes of four and was considered a trial by Royal Mail since a stamp to pay that rate had never been issued before. The trial was apparently successful because in 1996, when the rate increased to 63p, that denomination became a full-fledged Machin, issued in booklets, coils, and sheets. Subsequently, commemoratives started appearing with that denomination (though cynics might suggest that the inclusion of 63p commemoratives was simply a method of increasing revenue from stamp collectors).

8. True. The British Post Office asked the Applied Psychology Unit at Cambridge University to help them select the 14 colors needed for the new, decimal series of Machins. The University used teams of housewives and postmen to help them determine which colors would be the most distinguishable from each other.

9. False. There are 31 standard colors used for the Machins. These are known as the Matthews colors, after Jeffery Matthews who developed the color scheme in the 1980's. Additional colors are used for special purposes, such as the metallic gold used in 1997 to honor the Queen's 50th wedding anniversary.

10. True. The *Deegam Complete Machin Handbook* lists 24 different varieties. The first was issued on Decimalization Day, February 15, 1971 and the most recent appeared on April 1, 1997. The stamps differ in gum (four types), paper (six types), phosphor used (five types), phosphor band layout (four variations), printing method (two types), printer (three firms), size and position of value (six types), and shade (two colors). The only tools needed to distinguish all of these varieties are a short-wave ultraviolet light and a strong magnifier. A good reference book, such as the *Deegam Handbook*, is also very useful.

11. False. Although the Queen Mother did celebrate her 90th birthday that year, the double-headed Machins were issued to mark the 150th anniversary of the first British postage stamp, the Penny Black. Jeffery Mathews created a stunning design by adding Queen Victoria's portrait to Queen Elizabeth's.

12. False. Otherwise you wouldn't have read this far!

Since there will be no meeting next month and the answers in this issue are so long, I have chosen not to put a quiz in the **Post Boy** this month. Take a break. You will see one in the December issue.

Just when you thought you knew everything.....

Mosquito repellents don't repel. They hide you. The spray blocks the mosquito's sensors so they don't know you're there.