

THE STAMP FORUM NEWSLETTER

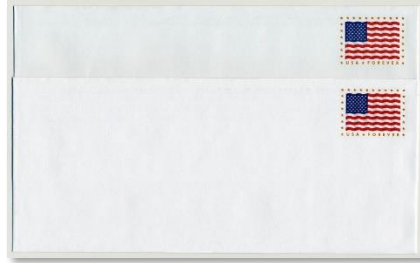
Volume 6, Issue 3

APS Chapter 1591

April - June 2022

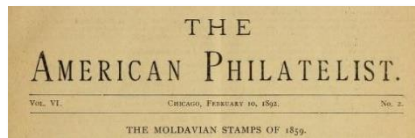
IN THIS ISSUE:

TWO TYPES OF PAPER



PHILATELIC TRAVELOGUE: ISLE OF WIGHT

From the Archives – The Moldavian Stamps of 1859



- PLUS: TSF's APS ARTICLE OF DISTINCTION**
- PREVIEW: LONDON 2022 SPECIAL EDITION**
- NAVIGATING OUR FORUM – BOOKMARKS**
- THE FLIGHT OF THE COMMONWEALTH**
- TSF's PHILATELIC LIBRARY**
- JIM'S STAMP RECOLLECTIONS**

THE STAMP FORUM NEWSLETTER

EDITOR: Steve Tomisek (*tomiseksj*)

ASSISTANT EDITORS:

Jerry Bodoff (*JerryB*)

Peter Ware (*brightonpete*)

FORUM STAFF

FOUNDER: Jack Witcher (*irishjack*)

ADMIN/MODERATOR TEAM:

Chris Dorn (*Beryllium Guy*)

Michael Hide (*Londonbus1*)

Ryan Davenport (*Ryan*)

Steve Tomisek (*Admin/tomiseksj*)

The Stamp Forum (TSF) Newsletter is a quarterly publication of The Stamp Forum. Opinions expressed in articles in this newsletter are those of the respective authors and are not necessarily endorsed by the Forum. The Forum cannot be responsible for the accuracy of any information printed herein.

Editorial and Forum staff may be contacted using the Forum's personal message (PM) system. The Editor and Forum Admin may also be contacted at stampforum.net@gmail.com.

Established in 2013, TSF is an online stamp club with a worldwide membership. The Forum is also Chapter 1591 of the American Philatelic Society. Membership is free and application is made online at <http://thestampforum.boards.net/>

The Stamp Forum (TSF) and this Newsletter are wholly member supported.

Write for Your Stamp Forum's Newsletter

We are always looking for articles of a philatelic nature for publication in the Newsletter. These can vary in length from 1 page to several and can cover any topic imaginable as long as there is a philatelic connection. Well-researched articles, tips for collectors, stamp collecting memories, stamp show and philatelic book reviews, etc., are all welcome topics. Just send us a text file with some supporting image files and we'll take care of the editing and layout. The Forum and its Newsletter need your support so please help us!

TABLE OF CONTENTS

Forum & APS Chapter 1591 Update (Admin) [p. 2](#)

Two Types of Paper Used in U.S. 2020 Flag Stamped Envelopes (David M Frye) [p. 3](#)

TSF’s APS Articles of Distinction (Editorial Staff) [p. 7](#)

Philatelic Travelogue: Isle of Wight (BerylliumGuy) [p. 8](#)

From the Archives: Moldavian Stamps of 1859 (Editorial Staff) [p. 18](#)

Preview: London 2022 Special Edition (BerylliumGuy) [p. 19](#)

Navigating Our Forum – Bookmarks (Editorial Staff) [p. 21](#)

The Flight of the Commonwealth – Returning the Favor (ChrisW) [p. 23](#)

TSF’s Philatelic Library (Editorial Staff) [p. 29](#)

Jim’s Early Stamp Recollections – Soaking Stamps (jimwentzell) [p. 30](#)

Write for the Forum’s Newsletter (Editorial Staff) [p. 32](#)

In Closing... (Admin) [p. 33](#)

Forum & APS Chapter 1591 Update

This issue of the Newsletter contains significantly more member-submitted material than its predecessor – a positive development that I hope becomes a trend. If you haven’t yet tried your hand at philatelic writing, I encourage you to do so. See page 32 for information on submitting articles and please consider what you might be able to contribute for inclusion in a future issue.



In the last issue, I mentioned that our membership had surpassed the 750 level. Our total is below that now as I’ve begun deleting the accounts of inactive members who have only posted in their introductory threads – 37 so far with dozens more to go. We continue to see growth and are seeing more members online and participating. Hopefully, as Spring unfolds for most of us, we’ll continue to find time to swing by the Forum

The process for selection of the elective officers of the APS is ongoing: the ballot will be included in the May issue of The American Philatelist and voting closes at noon on June 11th. The results will be announced on June 14th and the newly-elected officers will be installed on August 27th, in Sacramento, California, following the general membership meeting conducted during Great American Stamp Show 2022.

Finally, you’ll read on page 19 about a special edition of the Newsletter that will be released shortly.

Steve Tomisek
Forum Admin/APS Chapter Ambassador

Two Types of Paper Used in U.S. 2020 Flag Stamped Envelopes

By David M. Frye (DavidMFrye)

“A Whiter Shade of Pale”

The U.S. Postal Service (USPS) offers its customers the option of purchasing #10 (United Postal Stationery Society [UPSS] Size 23) stamped envelopes as an easy means for mailing first class letters. The agency released its most recent design—the Flag Stamped Envelope—on 15 June 2020 in Liberty, Missouri (USPS, 2020). As a staple item in the average post office’s menu of products, these stamped envelopes see regular use, as customers buy them, often one or two at a time, to pay bills. As a sales and services associate—a window clerk—I handle these envelopes every day at the main post office in Framingham, Massachusetts. When the supply in my drawer runs low, I collect another bundle of twenty-five from our retail stock. When that stock runs low, our lead clerk transfers bundles from the post office’s reserve. When the reserve, in turn, runs low, that clerk orders a new supply. Thus, stamped envelopes, as part of the routine flow of interactions, don’t really merit much attention beyond ensuring that we have envelopes on hand for our customers.

Recently, however, as I worked on the quarterly count of the stock of stamps and envelopes, I had the occasion to pay attention to the bundles of envelopes. That’s when I noticed something that had not caught my eye before. A stack of envelopes, when viewed from the edge, showed two blocks distinguished by a variation in the whiteness of the envelopes. Part of the bundle was bright white, and the other part was less bright, showing just the slightest bit of a light greenish-gray shading.

That caught my eye. So, the next day I bought two envelopes—one of each shade—and brought them home for comparison. Here they are in Fig. 1.

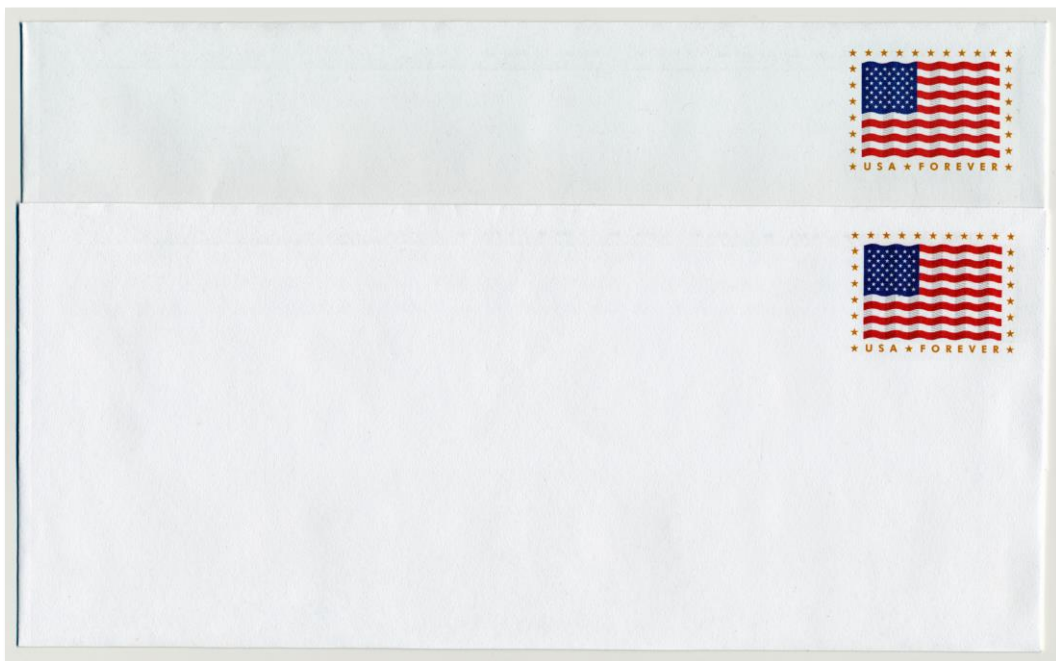


Figure 1. 2020 Flag Stamped Envelopes with pressure-sensitive adhesive flaps, USPS Item 292100 (original envelope: 240.0 mm × 105.5 mm). Darker-white envelope above and bright-white below.

The bright-white envelope in the front was part of the stock that had run low, while the darker white envelope in the back came from the stock added to the retail supply. Most likely, then, the bright-white envelope comes from the first wave of stock supplied to our post office by the USPS, while the darker-white envelope comes from a later order.

The indicia on the two envelopes appear to be identical, as the detailed view in Fig. 2 shows.



Figure 2. Indicia printed on darker (top) and lighter (bottom) envelope stock (images shown at 200% of original).

In addition, the green markings that display the Forest Stewardship Council logo, the declaration that “THIS ENVELOPE IS RECYCLABLE AND MADE WITH 30% PST CONSUMER CONTENT,” and the “© USPS 2019” notice that are printed on the backs of the envelopes appear to conform to the style of Recycle Type Y (UPSS, 2021). The two markings appear in Fig. 3. The application of ink seems to be a bit heavier on the brighter white envelope shown in Fig. 3(b), resulting in somewhat less clearly defined edges on the letters. This effect is most visible in the line of italicized text running across the middle of the envelope.

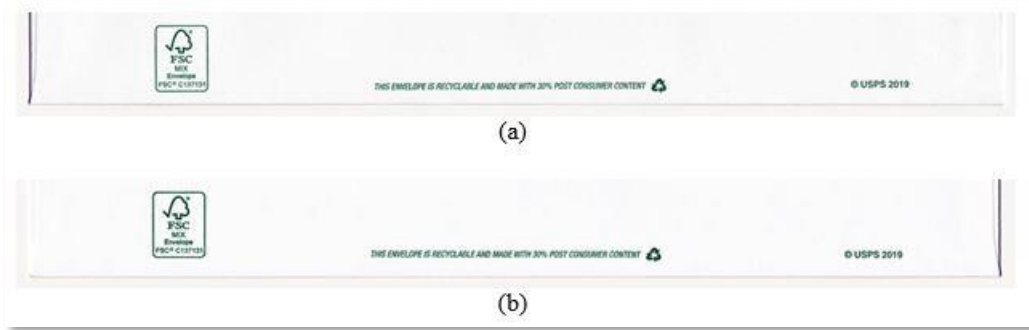


Figure 3. Recycle Type Y (2019) markings on (a) darker and (b) brighter white envelopes.

Next, I photographed the envelopes under illumination by the 365 nm longwave ultraviolet (UV) lamp of a Philalux 3 UV Light Table. The image, obtained with an Apple iPhone 6s Plus and converted to a *.tif file using Adobe Photoshop Elements, appears in Fig. 4.



Figure 4. Envelope indicia—darker above and lighter below—illuminated by 365 nm UV light.

The limitations of holding an iPhone and photographing the envelopes through the light table’s magnifier lens led to the left-to-right variation in the brightness of the image. Even so, the difference in brightness of the two paper stocks on the right-hand side of the image shows that the paper types

vary in their fluorescence under UV light. In this image, as in the previous two, the darker paper appears on top and the lighter paper on the bottom.

Finally, I obtained a side-by-side image of the two envelopes under short-wavelength UV light (266 nm) to show the tagging bars on the two indicia. This image appears in Fig. 5.

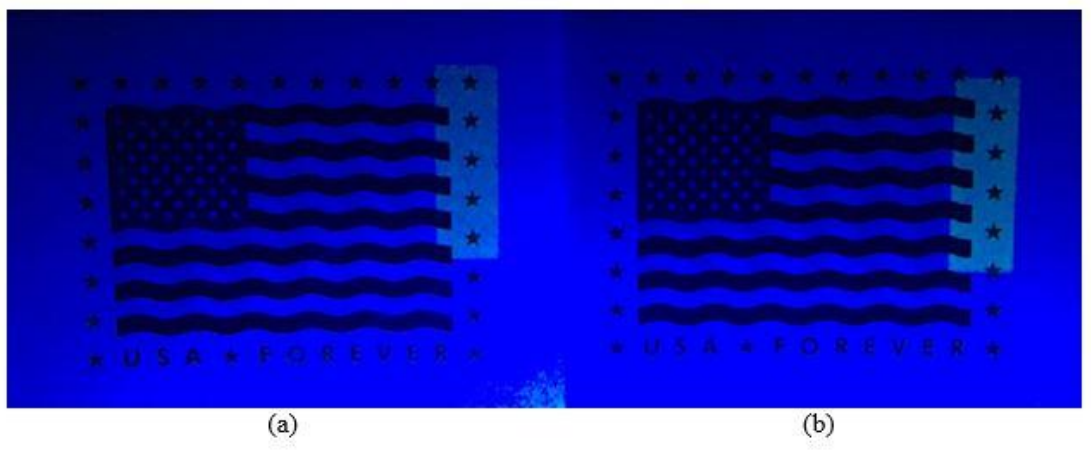


Figure 5. Tagging bars on (a) darker and (b) lighter envelopes.

Given the differences in appearance between the two envelopes in both the visible- and UV-light wavelengths, it seems reasonable to conclude that the USPS has distributed its 2020 Flag Stamped Envelope printed on at least two types of paper.

Reflections

The USPS's announcement does not indicate that the envelope would appear on different types of paper. Rather, the text states that the printer, Ashton Potter (USA) Ltd. (APU), used paper type "61# Postal Envelope, Block, Type III" (USPS, 2020). The announcement does not provide any descriptions of the shades of paper. Given the statement on the reverse that the envelopes are "made with 30% post consumer [sic] content," it seems reasonable to consider that the post-consumer material used to make the envelope paper may have fluorescent qualities that vary with the composition of the supply of recycled material. Thus, the differing appearances of the two paper stocks and their absorption of ink may arise from the post-consumer material in the paper procured by Ashton Potter. Perhaps other envelopes produced during the life of this design may show variations in the tone of white that differ from the two tones present in this pair of Flag Stamped Envelopes.

References

- Procol Harem, "A Whiter Shade of Pale," Deram Records, 12 May 1967.
 United Postal Stationery Society, "New Listings," April 5, 2021.
 United States Postal Service, "Stamp Announcement 20-18: U.S. Flag Stamped Envelope," *Postal Bulletin*, No. 22545, May 7, 2020, p. 45.

About the Author: David M. Frye collects items to inform his study of modern United States postal history and southern and eastern Africa's post-colonial postal history. His writings have appeared in *The Airpost Journal*, *Auxiliary Markings*, *B.E.A.—The Bulletin of the East Africa Study Circle*, *Forerunners*, *The Journal of the Rhodesian Study Circle*, *The Miasma Philatelist*, *Postage Due Mail Study Group Journal*, *Postal History Journal*, *The Postal Label Bulletin*, *The Stamp Forum Newsletter*, *The United States Specialist*, *Vatican Notes*, and *The Vermont Philatelist*. A past member of the Board of Directors of the Postal History Society, he lives in Franklin, Massachusetts, and works in nearby Framingham as a clerk for the U.S. Postal Service.

TSF's APS Articles of Distinction

By Editorial Staff

To date, our Forum, APS Chapter 1591, has submitted five articles for publication on the American Philatelic Society's [website](#). All have been posted and each of those has a link that will bring readers to our Forum. Our most recent submission is currently featured on the website's [Collecting Insights](#) page

In addition to the recognition afforded The Stamp Forum, the articles' authors receive a certificate of achievement from APS.

The articles chosen to represent our Forum in each of the annual competitions conducted thus far are shown below, and each may be viewed by clicking on their respective link.

- 2017 [The 1926 Madrid-Manila Flight – A Pioneering Journey](#)
- 2018 [Visiting Stamp Shops Around the World](#)
- 2019 [USS Constitution – America's Ship of State](#)
- 2020 [Philatelic Travelogue: Paris and Its Stamp Market](#)
- 2021 [SAMOA, 1840-2000: Transition from Chiefly Fiefdoms to Nationhood](#)

The 2022 selection will be made during September and your participation is essential in helping to identify the best of the best. Four articles will compete for the distinction of being selected as The Stamp Forum's 2022 APS Article of Distinction – one from each issue published that year.

A poll will be created to allow you to select your favorite article from this issue. That poll, and the one for Issue 1, will close on August 31, 2022 at Midnight, New York time (no poll was created for Issue 2 as there was only one member submitted article). Please take the time to read (or re-read) these issues to pick your favorites. You may make your selection(s) by clicking [here](#).

If you enjoy reading the Newsletter, please show its contributors your appreciation by making your selections known.



Philatelic Travelogue: Exploring the Isle of Wight

By Chris Dorn (*Beryllium Guy*)

Since travel restrictions due to the pandemic have eased a bit here in the UK over the past several months, my wife Amy and I have tried to make up for lost time and see some of the sights that we had originally planned to see a year and a half ago, and the Isle of Wight has been near the top of the list. In late September, we finally made the trip.

I grew up listening to The Beatles, and I am just at the right age to be able to say that I remember them when they first became popular in the U.S., even though I was only a kid at the time. I liked them so much, that I actually interrupted my collecting of baseball cards in 1965 to collect Beatles' cards. The first I ever heard of the Isle of Wight was in the Beatles' song "When I'm Sixty-Four", which they released in 1967. As the line goes, "Every summer we can rent a cottage in the Isle of Wight, if it's not too dear..." More than 50 years later, I was finally going to find out how dear it was!

It occurred to me as I am writing this that it's not very often that one can say that they went on a trip that was 50 years in the making, so I wanted to make the most of it, and in the end, I think I pretty well succeeded on that score.

Location and Very Brief History

For those not so familiar with the geography of the region, the Isle of Wight (IOW) is situated off the south coast of England in the English Channel, only about 4 miles (6km) from mainland Britain. The island's southerly location generally gives the area a bit warmer and sunnier weather than the mainland cities and towns, which has made it a local holiday destination since the Victorian Era. It is one of the largest and most populous islands in the UK.

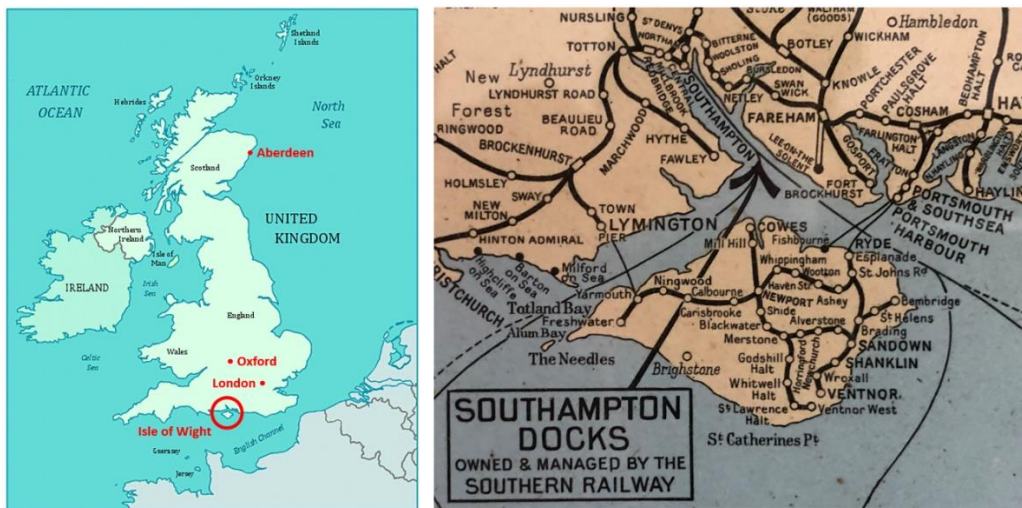


Figure 1. Left: Map of the UK showing location of the Isle of Wight as well as a couple of other cities for reference. Right: Close-up view of an old Southern Railway map showing the Isle of Wight and the nearby Southampton Docks, from which we took the ferry over to Cowes.

The island's name comes from the Celtic period, dating back to 400 B.C. The name means "place of division" because the island is located between the two branches of the Solent River. The island was also called "Vectis" during the days of the Roman Empire, and despite the fact that the Vectis name was dropped after the 5th Century, it is still used today in many local places.

Access to the island these days is mainly by ferry, and there are multiple connection points both on the mainland and the island. We chose to go from Southampton to Cowes, as Southampton was the easiest of the mainland departure points for us to get to by public transportation coming from Oxford.

Taking a closer look at the map of the island in Figure 1, the city of Cowes appears to be located on the west side of a water inlet, but in fact, the inlet actually divides the city into East and West Cowes. The Southampton ferry goes in and out of West Cowes, which is also where we chose to stay. There are no bridges between East and West Cowes, so to get from one side to the other, people either need to take a small-boat ferry or travel around the southern end of the inlet and then proceed north up the other side.

Shanklin & Sandown

Our first destination after getting our luggage dropped off at our hotel was the south-eastern part of the island. I freely admit that the main reason I wanted to visit those towns was because each has one of the super-rare King Edward VIII post boxes still in service, but I was very pleasantly surprised to find that Shanklin is a beautiful seaside resort town complete with boardwalk, uncrowded beaches, as well as a quaint old village area, among other local attractions.



Figure 2. Left: The Pencil Cottage in Shanklin's Old Village as it looked during our visit in September 2021. Right: Cinderella labels produced by Vectis Philatelic Services in 1983, which consist of a se-tenant pair with the Shanklin town crest on the left and an artist's rendering of the Old Village on the right. These stamps were issued as sheets of 20 (half crests and half images) that were sold as local post souvenirs, according to an information sheet produced at the same time. This image has been digitally cropped from a full sheet.



Figure 3. Beautiful vistas abound in the Isle of Wight beachfront towns. Left: View from a pub and restaurant on The Esplanade in Shanklin. White cliffs similar to those at Dover can be seen in the distance. Right: View from the beach showing Sandown Pier, a traditional seaside resort town amusement area.

As mentioned in my previous TSF Newsletter article on British Post Boxes, Edward VIII boxes are extremely rare. Roughly 0.1% of all boxes currently in service display his cipher. Doing a little pre-trip research told me that there were two such boxes to be found on the Isle of Wight and, fortunately, they were located in towns that were relatively close to each other, which simplified the travel plans.



Figure 4. Left: EVIIIR pillar box located in Shanklin being opened and emptied by the postman. Middle top: Souvenir cachet that I designed, produced, and mailed from the IOW EVIIIR post boxes, showing a Southampton, Portsmouth & IOW spray cancel dated 25-Sep-2021. Middle lower left: Digital image of a triangular Cinderella label that I created for the occasion and affixed to the back of the cachets. Middle lower right: Close-up image of the cipher on the Sandown EVIIIR pillar box. Right: Yours truly pictured with the Sandown pillar box just prior to mailing some of the souvenir cachet covers.

Osborne House in East Cowes

One of the must-see destinations on the Isle of Wight is Queen Victoria's old family residence, known as Osborne House, which was built between 1845 and 1851. The house was designed by Victoria's husband Albert in the Italian Renaissance palazzo style, and it functioned as a family refuge from the stresses of duties in London.

Even after Prince Albert passed away in 1861, Queen Victoria continued to take her family there at various times of the year, especially in May, to celebrate her birthday, and at Christmas time to spend the holidays. Queen Victoria herself passed away while in residence at Osborne House in January 1901. After the Queen's death, King Edward VII gave the house to the nation as soon as he was crowned, as he had apparently never liked it there.

Once the house came into the possession of the government, it was used as a Royal Naval College from 1903-1921 and later as a convalescent home for military officers, which continued until the 1990s. The organization "English Heritage" took over management of the estate in 1986, and since that time, Osborne has been open to the public as a museum.



Figure 5. Left: Photo of one of the Osborne towers taken on the day of our visit. Middle top: Souvenir cachet that I designed, produced, and mailed from the special VR pillar box on the Osborne House grounds. Middle bottom: Photo of a triangular Cinderella label that I created for the occasion and affixed to the back of the cachets, which I was able to have hand cancelled at the East Cowes post office prior to mailing them. Middle lower right inset: Close-up image of the small plaque on the VR pillar box. Right: The special VR pillar box, which was installed on the Osborne grounds in 1997 to commemorate the centenary of Queen Victoria's 60-year Jubilee. All items posted from this box get a special Osborne House mark, which is stamped in the lower right corner of the envelope, which can be seen on the cachet. I was very pleased to get the special mark, but I wish it had been larger in size and a bit more artfully placed.

The plaque on the special QV pillar box reads: "This Victorian post box was donated to English Heritage by The Royal Mail to commemorate the centenary Celebrations of Queen Victoria's 1897 Diamond Jubilee." Luckily, I had read about this postbox online ahead of time, which is how I knew about the special Osborne House mark applied to each item. A bit oddly, none of the staff members at Osborne House whom we asked about the postbox seemed to know anything about it or the special mark. I was very glad that the online information turned out to be accurate.

Isle of Wight Steam Railway

During our travels in the UK, we have encountered hobbyist railway lines in a number of tourist areas. In former times, commercial rail services were more extensive than they are today. In some areas, train enthusiasts have set up organizations of volunteers to run some of the old lines on routes that are no longer commercially viable, but still of interest, especially for tourists. The Isle of Wight Steam Railway is one of those organizations.

We had the pleasure of riding in vintage train cars being pulled by an old steam engine right through the heart of the island. We also had the good fortune to be there on the day of a festival, so there were special events and a market going on. In addition, we found some philatelic links, especially in the area of post boxes, in addition to the sought-after EVIIR pillar boxes.

All in all, we had a great time and fun journey on the IOW Steam Railway, and we really enjoyed the retro-style atmosphere created by the steam engine train, vintage railcars, and the station buildings. The festival that day was a 1960s theme, which fit very well with the time period of the Beatles' song that inspired our trip in the first place. Since our IOW trip, we have sought out hobbyist railway lines operating in other parts of the UK, resulting in similarly positive experiences.



Figure 6. Left: Photo of a steam engine pulling into one of the stations on the day of our visit. Middle top: IOW Steam Railway logos. Middle bottom: Another se-tenant pair of Cinderella labels produced by Vectis Philatelic Services in 1983, which show an artist's rendering of the Havenstreet Steam Railway on the left stamp and the Southern Railway crest on the right. This image has been digitally cropped from a full sheet. Right: Yours truly boarding one of the 1930s vintage train cars.



Figure 7. Left: Photo of one of the stations on the Isle of Wight Steam Railway, complete with replica signage from the golden age of rail travel. In some cases, all of the buildings in these stations were built in the vintage style by the volunteer members of the hobbyist railway organization. Right: King George VI wall box mounted into a brick pillar at Havenstreet Station on the IOW Steam Railway. Note the nice accent paint colors of white and black on the lettering around the aperture, but especially the gold for the royal cipher, all of which were probably painted by the volunteers.

Natural Beauty: The Needles

In addition to the manmade attractions on the island, there are also many natural wonders. We have already touched upon the beaches, but perhaps the most famous of all natural attractions are “The Needles”, which are a series of chalk stacks that protrude up about 30 meters (about 98 feet) out of the water off the western coast of the island, with a lighthouse at the end.



Figure 8. Left: The Needles Landmark & Lighthouse on the westernmost end of the Isle of Wight as it looked in September 2021. Left inset: Close-up view showing the lighthouse. Right: Cinderella labels produced by Vectis Philatelic Services in 1983, which consist of a se-tenant pair with an artist's rendering of The Needles Rocks & Lighthouse on the left and an unlabeled crest on the right. This stamp image has been digitally cropped from a full sheet.

The Needles are located in a body of water called Alum Bay. On the hike out to this IOW land's end, one also passes by Totland Bay, with its picturesque beach below high cliffs. There is plenty of scenery to take in on the walk along the rugged peninsula that leads out to The Needles. This is an area also known for its high winds, so we were happy to take a break in the shelter of the National Trust café after braving the wind to get out to the best spots for viewing the chalk stacks.

Isle of Wight Postal Museum

As a long-time stamp collector, and more recently a fancier of British postboxes, I was delighted to learn of the existence of a private museum near Newport in the center of the island. The only problem was one of timing, as our visit to IOW coincided with a planned absence of the proprietor of the museum. Fortunately, he returned the night before our day of departure, and he was able to squeeze us in for a short visit before we had to catch our ferry back to Southampton.

All I can say is, if you like postboxes, particularly British ones, the IOW Postal Museum is the place to go. The museum has more than 200 postboxes on display, as well as thousands of items of postal equipment and other related materials. It is an amazing place, with beautifully maintained indoor and outdoor displays. Below is a small sampling of some of the things we saw.



Figure 9. Left: Yours truly posing next to a decommissioned VR pillar box (note the CLOSED plaque over the aperture) with IOW silhouette sign on top indicating LAST POST. Middle: 1930s blue air mail pillar box with original signage on top still intact. Readers may recall from my previous article that there is only one remaining blue air mail box still in service in the UK. Right: GVIR lamp box installed on a lamp post. Despite the name, very few lamp boxes are actually ever found on lamp posts. Right inset: Close-up view of the lamp box.



Figure 10. Left: The indoor part of the museum holds a vast array of wall and lamp boxes, as well as many other related postal items, such as signs, hats, and more. Right: The outdoor part of the museum has an excellent array of pillar boxes showing ciphers from all reigns in chronological order, including the super-rare EVIIIR.

Of the 171 Edward VIII postboxes installed during his brief reign, the vast majority were the small-size round pillar box, but there were also a few wall boxes of the “Ludlow” type (see Figure 11). These particular wall boxes derive their name from the Birmingham-based manufacturer, James Ludlow & Son, although Ludlow was not the only firm who made them. In my personal quests to seek out EVIIIR boxes, I have only ever managed to see the small pillar boxes, but at the IOW Postal Museum, I was able to see one of the Ludlow boxes, fully restored with its black-and-white vitreous-enamelled plate.



Figure 11. Left: The rarest of the rare, EVIIIR “Ludlow” wall box, complete with an original-style vitreous-enameled sheet-metal plate. Middle: EVIIR pillar box painted in the Gibraltar style with black top and black accent on the royal cipher. Right: VR hexagonal “Penfold” pillar box flanked by yours truly and the museum proprietor, Mr. Arthur Reeder.

Overall, we had a wonderful experience at the museum. Our host, Arthur, was extraordinarily knowledgeable about postboxes and very accommodating to schedule our visit and show us as much as possible during the limited time that we had available. Arthur is also a leading member of the Letter Box Study Group (LBSG), and he even gave me a couple of copies of the Group’s magazine to peruse on our way back to Oxford.



Figure 12. Let’s wrap up this section on postboxes with a bit of whimsy. Left: GVR pillar box with knit hat outside of a shop in Newport. This sort of seasonal decoration can be found on neighborhood postboxes around the UK. Middle: In the town of Yarmouth, an old post office is now a cake bakery called PO41. Right: Despite the change in the building’s function, it has kept its idiosyncratically distinctive wall box, which has been highlighted with a sign reading: “Yes, it is real.... So are all of our homemade cakes.”

Ever since seeing the IOW Postal Museum and meeting Arthur, I have been intending to join the LBSG to become better informed about British postboxes and possible activities to attend. I have been procrastinating to do this for some reason, but hopefully by the time this article is published, I will have righted that wrong. More information about the LBSG can be found here: <https://lbsg.org/>.

Philatelic Material from the Isle of Wight

Just as the Isle of Wight itself is a bit “off the beaten track” as a destination, so too are stamp items related to the island. There are surprisingly more philatelic items connected to the Isle of Wight than I had imagined, but from what I have seen, I have the impression that they would not be commonly found in general collections. There are both local post stamps and Cinderella issues, and here are a few of the ones that I have found.

To be clear, the images shown here are of items belonging to others. Some of these were posted on TSF, while others have been found on auction sites. I have no expertise whatsoever in this area, but I thought it would be nice at least to introduce these items in this article about the Isle of Wight, where all of this material would have originated.



Figure 13. Left: Island Air Express stamp issued in 1934. The British Post Office apparently shut down this operation not long after it got going. Right: Vectis local post stamp issued in 1971 during a UK-wide postal strike. Note the use of the old Roman name Vectis for the island. The name continues to be used today.



Figure 14. Left: Rocket Post stamp from 1934 overprinted for Isle of Wight First Flight. The Rocket Post concept ultimately did not succeed, but it gave collectors some interesting material. Right: A couple of different Rail Post stamps that were legitimately used to get local post from remote IOW areas to a location where it could be delivered into the UK postal system. These images have been digitally cropped from larger ones.

During my time on TSF, I have really enjoyed becoming acquainted with these philatelic “roads less traveled” by members who have posted material like local post issues, stamps for experimental types of service, and other unusual areas that I had never heard of before that time. I am really attracted to

these items, and only time will tell if I can resist their allure or give in and start collecting them in earnest. As always seems my lot as a stamp collector.... decisions, decisions! So many different kinds of stamps, and so little time.

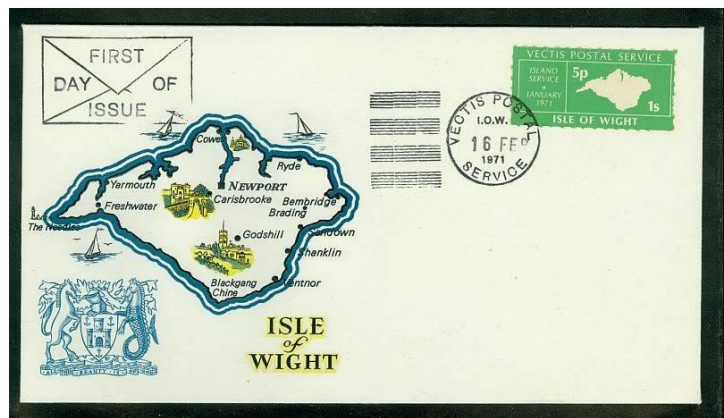
Concluding Thoughts

This trip had it all: beautiful scenery, relaxing beaches, a Victorian Era historical site, friendly local people, and plenty of stamp-related activities for me. All of that was made even better by the anticipation of the trip, which took my DIY Cinderella creative tomfoolery to a new level of excess by making philatelic souvenir items to put into the postal system. All in all, it was good fun from beginning to end, and I have enjoyed reliving it as I have put together this article. Thanks for reading!

Acknowledgements

I would once again like to gratefully acknowledge the contribution of my lovely wife Amy, who took the majority of the photos during the trip and helped with proofreading the draft article. I would also like to thank Arthur Reeder, the owner of the IOW Postal Museum, who was an incredibly kind and accommodating host during our visit to his excellent place.

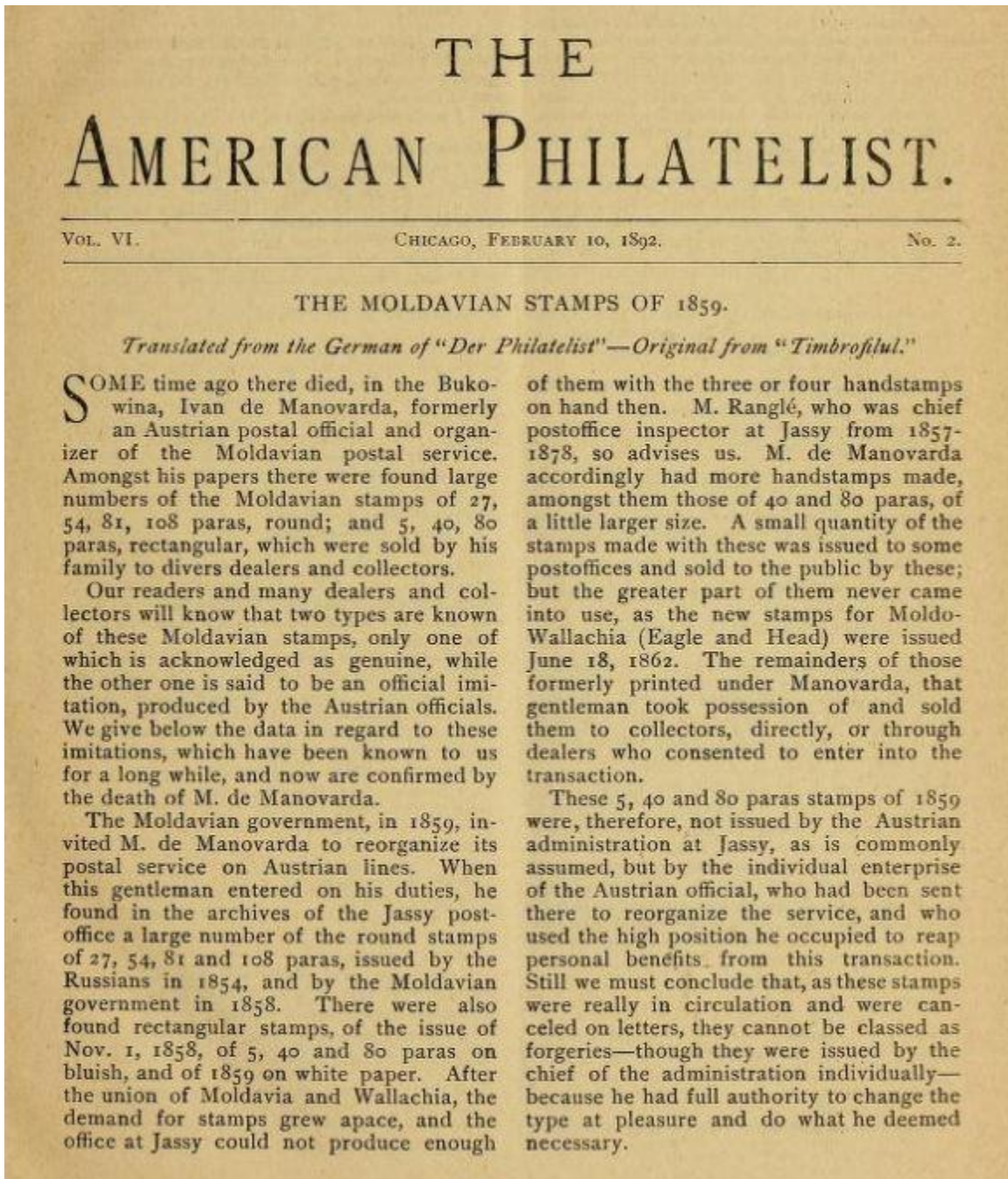
Furthermore, I would like to express special thanks to a couple of my fellow TSF members. It was Michael Hide (@Londonbus1) who provided me with the 1983 sheet of Isle of Wight Cinderella stamps that I have used to illustrate some of the places we visited. It was Daniel (@daniel) who kindly posted images on TSF of the cachet covers that I sent to him, and I have used those here, since the covers I sent to myself did not turn out as well in terms of legible postmarks. Thank you both very much for your help, which I think has contributed importantly to the quality of this article.



Above: Vectis Postal Service first day cover from 1971 issued during the UK-wide postal workers' strike. This image could be used on the Newsletter cover or inserted elsewhere in the article, if desired. Left: Full sheet of 1983 local issue Isle of Wight souvenir stamps. These were first posted on TSF back in 2016 by @Londonbus1. This image is a new scan done expressly for this article.

From the Archives – A Window to the Past

By Editorial Staff



The above article appeared in *The American Philatelist*, Volume 6, Issue 2, on February 10, 1892. It is the Editorial Staff's intent to include examples of other such writings in all subsequent issues of this Newsletter. Should you be interested in examining more of *The American Philatelist's* early issues, you may do so by visiting the [Smithsonian Libraries](https://www.smithsonianlib.org/).

Preview: London 2022 International Stamp Exhibition

By Chris Dorn (Beryllium Guy)

As I sit comfortably in my living room in Oxford writing this piece, it is hard for me to believe that the London 2022 stamp show has now come and gone. The show was originally scheduled for May 2020, and it was right about this time two years ago (March 2020), that it was announced that the show would be postponed until February 2022.

At the time, I can remember thinking, “Delayed until 2022? The organizers are crazy. Why do we need a near two-year postponement? Surely, it could happen before then.” Well, as things worked out, it seems that the organizers were more forward looking and realistic than I was! However, it came to be that the new timing was chosen, I think it ended up being about as soon as it could have been, seeing how everything has worked out in the world situation.

I find myself feeling very grateful that the show happened at all. On the tail-end of a global pandemic, and now a land war in Europe, it was a small bit of normalcy amidst a sea of chaos that I will treasure for years to come. It was a chance to meet and socialize with fellow collectors, to see some excellent exhibits, and of course, to acquire new material. I think that Michael Hide (*Londonbus1*) put it best:

“It was a great time. I ate too much, drank too much and loved every minute... the stamps, too.”



Figure 1. Three philatelic bumps on a log (from left to right): Alex Walker (*vikingeck*), Chris Dorn (*Beryllium Guy*), and Michael Hide (*Londonbus1*). The three of us comprised the core group of TSF members who visited the show for various portions of four days, with other activities mixed in.

To give this show its due, TSF Newsletter Editor Steve Tomisek (*tomiseksj*) has suggested that we could have a special edition of the newsletter, dedicated to all the happenings at the show and during our time in London, which will include:

- Overall thoughts about the show
- Memorable moments and stories
- Highlights from the exhibits
- Meet-ups with TSF members
- Items purchased at the show
- Trip to the Charing Cross Collectors' Market
- Visit to The Postal Museum London

So, please stay tuned for the TSF Newsletter Special Edition, which will be published in between the regular Volume 6, Editions 3 and 4.



Figure 2. Panoramic view of the inside of the Business Design Centre taken on the last day of the show. Multiple levels in the venue were used throughout the event. Photo credit: Amy Elizabeth Dorn.

Navigating Our Forum – Bookmarks

Techniques, Tips and Reminders

About Bookmarks: Forum bookmarks are similar to the Favorites function of your internet web browser, and provide quick access to interesting message board content for future viewing. The forum bookmarks system allows you to add interesting threads to a bookmark collection and can be accessed with the **Bookmarks** button displayed in the menu at the top of the forum.

One advantage to using the online forum bookmarks, rather than the favorites features in your web browser, is that forum bookmarks are always available through your online forum account regardless of which computer or internet connected device you are using. Another advantage is that you can receive notifications letting you know when topics you have bookmarked have been updated. These notifications range from having a notification come up on the forum, allowing you to see at a glance that a topic has been updated, or you can receive emails letting you know when topics have been updated. You can modify your notification options in your profile settings.

Bookmarking a Thread: To bookmark a thread, first navigate to a thread that you find interesting and would like to bookmark. Once viewing the thread, click the **Actions** drop-down menu found just above the first post of the thread, and from the menu select the **Bookmark** option. Once you choose the Bookmark option from the action menu, you will notice a Bookmark image display in the top-left hand corner of the thread, just above the post at the top of the page. You will also notice that the Bookmark option in the action menu has now changed to read **Remove Bookmark**, allowing you to remove the bookmark if made by accident.

Once you have a topic bookmarked, you can access the bookmarked thread at any time using the **Bookmarks** button found in the menu bar at the top of the forum. This button will only appear if there are topics bookmarked to your account.

Managing Bookmarks: If you've had some topics bookmarked for a while, there may come a time where you will want to remove a bookmark, or mark a bookmarked topic as read to remove a forum notification. You can do this on the **Bookmarks** page by clicking the Bookmarks button in the top menu bar. On this bookmarks page, you'll find a complete list of all of the topics you have bookmarked on the forum.

To remove a thread from your bookmarks list, simply mouse over the name of the topic you would like to remove from the bookmarks list. Once you have your mouse over the topic you should see a checkbox appear to the left of the threads name; click on this box to check it. Once the box is checked, click on the **Actions** menu found at the top of the bookmarks listing, and then choose the **Remove Bookmark** option. Immediately after you choose the Remove Bookmark option, the selected topic will

Forum Help Guide

Please click any of the listed topics below for a detailed explanation of that topic. If you still have unanswered questions or need additional assistance, please visit the ProBoards Support Board.

 Search

User Guide

- Account Creation and Logging In
- Threads, Posts, Polls, and Attachments
- Bookmarks
- Post Options
- Search
- Calendar
- The Members List
- Avatars
- Viewing Profiles
- Your Profile Information
- Social Websites
- Profile Preferences
- Profile Privacy
- Notification Options
- Keyboard Shortcuts
- Glossary

Admins and Moderators

- General Forum Settings
- Boards and Threads
- Moderation Options
- Login and Registration Settings
- Themes and Styles
- Custom Pages
- Plugins
- Headers and Footers
- Member Groups and Rankings
- Managing Members
- Security
- Upgrading Your Forum
- Theme and Plugin Libraries

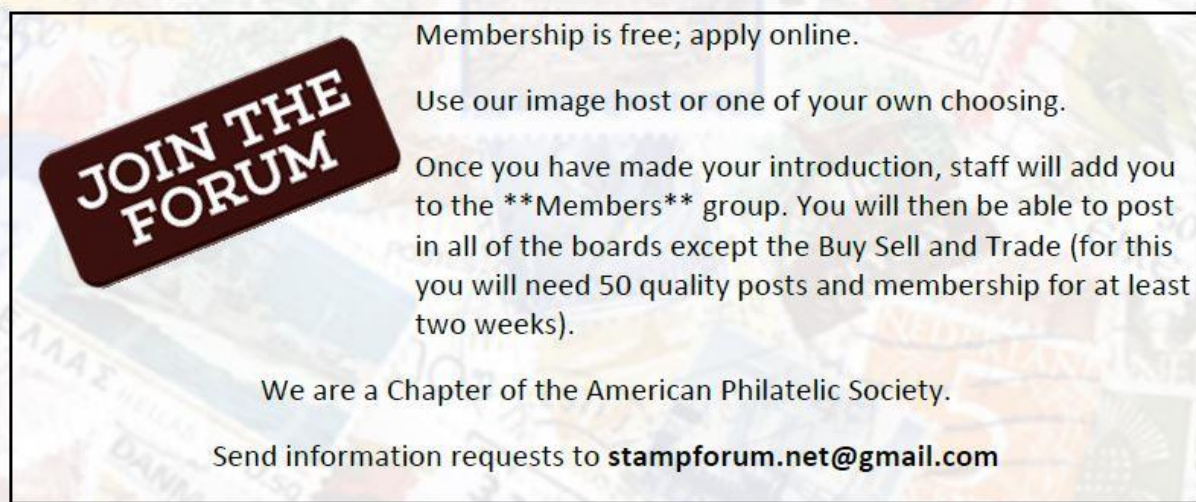
be removed from your bookmarks list. You can remove multiple threads from your bookmarks list by clicking the checkboxes found to the left of each listed topic that you would like to remove from your bookmarks prior to clicking the Remove Bookmarks option of the Actions menu.

Another thing you can do on the bookmarks page is mark a bookmark as either read or new. These options may be desired if you're in a rush and want to remind yourself to read it the next time you visit the forum, or if you're not currently interested in a topic that you have bookmarked and want to remove its notification from the forum without removing the thread from your bookmarks. To do this, mouse over a topic that you want to mark as read / new, and then check the checkbox that appears to the left of the thread title. Once the box is checked, click on the **Actions** drop-down menu and choose either the **Mark as Read** or **Mark as New** option, depending on the current status of the thread.

Bookmark Notification Options: There are a couple of different methods that can be used to be notified when a topic you have bookmarked has been updated. You can be notified either with a notification bubble above the **Bookmarks** button in the top menu bar, showing you the number of bookmarked topics that have been updated since your last visit to the forum, and/or you can receive an email letting you know when certain bookmarked topics have been updated.

To configure your notification options, visit the forum you frequent and login to your forum account. Once logged in, click the **Profile** button found in the top menu bar, and then click the **Edit Profile** button found on the next page. On the next screen, click the Notifications tab and you can view all of the different options that you can receive notifications about on the forum. Look for the **when a bookmark is updated** option, then check one or both of the boxes provided to the left of this area to indicate the type of notification you would like to receive. Once you have your notifications setup the way you want them to be, click the **Save Notification Settings** button found at the bottom of the page to complete the process.

Once saved, you will begin to receive notifications based on how you set them up. Keep in mind that you will only receive notifications when the bookmarked topics have been updated by other members; you will not receive a notification when you have posted in a bookmarked topic yourself.



Membership is free; apply online.

Use our image host or one of your own choosing.

Once you have made your introduction, staff will add you to the ****Members**** group. You will then be able to post in all of the boards except the Buy Sell and Trade (for this you will need 50 quality posts and membership for at least two weeks).

We are a Chapter of the American Philatelic Society.

Send information requests to stampforum.net@gmail.com

The Flight of the Commonwealth – Returning the Favor

By Chris A. Whitehouse (ChrisW)

Introduction

The first successful flight from Spain to the Philippines took place in May 1926 when the *Legazpi* landed in Manila (see my previous article on this subject in TSF Newsletter Vol. 1 No. 4 Apr-May 2017). Ten years later, wanting to return the gesture of goodwill shown by the Spanish aviators, two Filipino pilots, Juan Calvo and Antonio Arnáiz, flew a Fairchild Model 24 aircraft - christened the *Commonwealth of the Philippines* - on an equally harrowing 44-day journey from Manila in the Philippines to Madrid, Spain. The flight was dubbed the “ARNACAL Flight.” Why ARNACAL? The names ARNAiz and CALvo were combined in abbreviated form to produce ARNACAL as the name of the flight. The flight is also referred to as the “*Fight of the Commonwealth*” after the name of the plane.



Fig 1. Juan Calvo and Antonio Arnáiz pose in front of their plane, the *Commonwealth of the Philippines*, before announcing plans for the Manila to Madrid flight.

About the Pilots

Juan Calvo (ca. 1898-1945) was born in Madrid, Spain, but lived most of his life in Manila, the Philippines. With an early interest in aviation, Calvo had received his flying certificate from the Curtiss School of Aviation in Parañaque, Philippines, in 1920. He subsequently worked as an automotive salesman from 1934 to 1936. However, wanting to return to aviation, he enrolled in the Valeriano School of Aviation to obtain a full-fledged pilot's license. At the school, he became good friends with his instructor, Antonio Arnáiz. It was Calvo who initially approached his instructor with an idea for a Manila-Madrid flight, which he had conceived several years earlier. Not only did he want to ‘return the favor’ of the Spanish aviators who made the trip from Spain to the Philippines a decade earlier, he also wanted to see his father, a colonel in the Spanish Army, whom he hadn't seen in over 10 years.



Fig 2. Antonio Arnáiz (left) and Juan Calvo (right).

Antonio Arnáiz (1912-1978) was a young, but capable, pilot who had trained at the Dallas Aviation School in the United States and became a flight instructor at the Valeriano School. Arnáiz belonged to a prominent and well-to-do haciennero (plantation owner) family in Bais, Negros Oriental. This was fortunate as he was able to rally many of his family and friends to help fund the ambitious flight to Madrid.

Flight of the Commonwealth

With the help of Arnáiz's well-to-do family, he was able to purchase a used, single engine 145-horsepower Fairchild Model 24 plane. The plane was said to be capable of reaching 135 miles per hour (compare that to today where most commercial aircraft typically fly at around 500 miles per hour!). However, the plane needed repairs and modifications to make the long trip. For this, additional funding was needed, which he was able to secure with the backing of real estate broker Federico Calero y Ortiz, Jr. and publisher Carlos Romulo, as well as other associates in Bais. After the necessary repairs were

made, Manila Mayor Juan Posada christened the plane the *Commonwealth of the Philippines* with the traditional breaking of a champagne bottle. Interestingly, however, even though if successful, the flight would finally put the Philippines “on the map” in terms of aviation, the Philippine President Manuel Quezon declined to financially support the flight, probably to avoid criticism in case the flight failed, or the pilots were injured or killed.

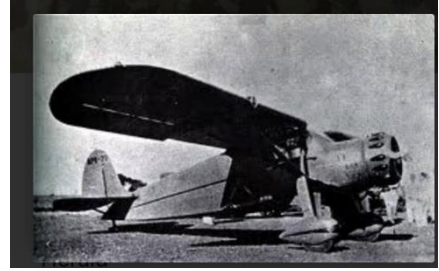


Fig 3. The Fairchild Model 24 aircraft - christened the *Commonwealth of the Philippines* - that Arnáiz and Calvo flew on their historic Manila-Madrid flight.

At dawn on the morning of May 29, 1936, Calvo and Arnáiz climbed aboard their plane, Calvo kissed his wife Marina through the cockpit window, and they took off from Nielson Airport on their historic journey. Flight accommodations were far from what most of us are accustomed to today. The extra gas tank occupied most of the aircraft’s free space, drastically limiting the pilots’ “carry-ons” to only two shirts and two pairs of pants each, a few sandwiches, and a thermos of coffee. In addition, they had no radio, no seatbelts, and no parachutes - in case something went wrong and they had to bail out. The flight took place in more than 30 stages with landings for rest, refueling, and repairs in many countries. They arrived in Hong Kong late in the afternoon, having braved poor weather conditions to become the first Filipino pilots to cross the China Sea by air. In Hong Kong, they were greeted by many prominent members of the Filipino community (including Antonio’s brother Ricardo Arnáiz). From there, their route took them to Vietnam, Burma, India, Iraq, Palestine, Egypt, Greece, Italy, and France.



Fig 4. Google Map of the Flight of the Commonwealth showing stops along the way from Manila to Madrid.

Then, after 44 days, the pilots finally arrived in Spain, first landing in Barcelona on the morning of July 11, 1936. As you might imagine, there was a huge celebration and much fanfare upon the pilots’ arrival in Spain. The Mayor of Barcelona presented Calvo and Arnáiz with keys to the city and welcomed them with a banquet at the mayor’s palace.

From there, they took off for the last leg of the journey to Madrid. A Spanish Air Force escort joined the *Commonwealth* on the four-and-a-half-hour flight from Barcelona to Madrid. Upon arrival at the Madrid Cuatros Vientos Airport, the pilots stepped off the plane and were lifted up and carried on the shoulders of the cheering crowd to the Central Pavilion where Juan Calvo melted into an emotional hug with his father. Also, in the terminal were the surviving hero of the original 1926 Madrid-Manila flight, Eduardo Gallarza, and other Spanish officials waiting to honor the *new* heroes. Their feat was celebrated internationally, and the next few days were full of receptions with



Fig 5. Arrival at the Prat Airfield of the Filipino aviators Calvo and Arnáiz, who were greeted by the mayor of Barcelona.

government dignitaries, award ceremonies, and tribute celebrations. They were even honored with a bullfight to toast their aerial achievement.



Fig 6. The two pilots being carried off on the shoulders of the cheering crowd upon arrival in Madrid.



Fig 7. Calvo (left) being reunited with his father, Colonel Juan Calvo, Sr. (center) with Antonio Arnaiz (right).

Stamps and Postal History

On August 1, 1936, Spain issued an airmail stamp (Scott #C90) to commemorate the flight. The stamp was a 30c regular issue (Scott #577) overprinted VUELO MANILA MADRID 1936 ARNAIZ CALVO in black.



Fig 8. Spanish airmail stamp (Scott #C90) issued on August 1, 1936, to commemorate the flight.

Likewise, a little over a month later, on September 6, 1936, postal authorities in the Philippines issued a series of three airmail stamps (Scott #C54-C56) to commemorate the event. These stamps consisted of regular issues of 1917-1926 overprinted with MANILA-MADRID ARNACAL FLIGHT – 1936 and either 2, 6, or 16 CENTAVOS. The overprints were in various colors, including blue, violet, and black, and many examples are known that have been signed by the pilots.



Fig 9. Set of three airmail stamps (Scott #C54-C56) issued by the Philippines on September 6, 1936.

In addition to the commemorative stamps issued by Spain and the Philippines, several commemorative covers were also produced.



Fig 11. A commemorative ARNACAL cover.



Fig 10. Block of four airmail stamps (Scott C54) issued by the Philippines and signed by Antonio Arnáz.



Fig 12. A 1936 Manila-Madrid Flight cover autographed by Antonio Arnáz and circulated from Laoag (May 29th), backstamped in Hong-Kong the same day, stamp affixed and postmark in Hong-Kong (June 8th), and backstamped in Madrid on July 11th. Image courtesy of WorthPoint (worthpoint.com) (front & back).



Fig 13. A 1936 Manila-Madrid Flight cover. The cover circulated from Manila (May 29th) and was backstamped in Hong-Kong on the same day. Image courtesy of WorthPoint (worthpoint.com) (front & back).

After the Flight

The pilots landed amidst the outbreak of the Spanish Civil War. Both pilots planned to return to Manila by ship through the Port of Barcelona. The plane was placed onto the ship as well; however, the two pilots were not able to board the ship due to the uprising; gun fighting on the streets prevented them from leaving their hotel. Things went from bad to worse as the ship was sunk in the port by rebel forces, and the two pilots had to escape Barcelona and return to Manila via France a couple of months later. As an interesting side note, Juan Calvo's great-grandson, Arturo Calvo Taca, Jr., has been on a quest to find the sunken ship, raise it from the bottom of the ocean, and bring the plane back home to the Philippines. As yet, however, the exact whereabouts of the ship and the plane remain a mystery.

Upon their arrival back in Manila, Calvo and Arnáiz were commissioned as Lieutenant Colonels in the new Philippine Army Air Corps by President Manuel Quezon. Subsequently, Calvo joined the Allied Forces to fight the invading Japanese in World War II. In 1944, he was captured and imprisoned at Fort Santiago in Manila and was, unfortunately, executed upon the advance of the Allied Liberation Forces in 1945.



Fig 14. Philippine President Manuel Quezón (center) honors the ARNACAL aviators after they return home to Manila.

As for Antonio Arnáiz, in 1937, he was chosen as the escort to the newly crowned Miss Philippines, Carmen Zaldarriaga. Romance bloomed between the two, and they were married the following year; they ultimately had 5 children together. Arnáiz went on to earn a doctoral degree in aeronautics engineering and served as the Vice President and Director of the Philippine Aviation Corporation. He died in 1979, many years ahead of his wife Carmen, who lived until her passing in 2008. In his honor, Old Pasay Road in Manila was renamed Arnáiz Avenue. This road crossed two existing roads that were once runways of Nielson Airport, from where Arnáiz and Calvo took off on an adventure that earned them a place in Philippine aviation history. Both Calvo and Arnáiz were posthumously awarded the Outstanding Achievement Medal from the Republic of the Philippines Ministry of National Defense in April 1986. While America had Charles Lindbergh and Amelia Earhart, the Philippines had Antonio Arnáiz and Juan Calvo!

Bibliography:

Whitehouse C.A. *The 1926 Madrid-Manila Flight – A Pioneering Journey.* *The Stamp Forum Newsletter*, Vol. 1 No. 4 Apr-May 2017.

arnacalflight.com – website by Arturo Calvo Taca, Jr., M.D. (great-grandson of Juan Calvo)

Philippine Philatelic Newsletter, Vol. 1 No. 6, Nov-Dec 1975.

Why ARNACAL? by Alton J. Blank. *Airpost Journal*, October 1936, p. 5.

Our Philippine Aerospace Museum Adventure, blog post on *Saltybug.com*, posted April 4, 2016.

The Flight of the Commonwealth, *Filipinas Heritage Library*, <http://www.filipinaslibrary.org.ph>

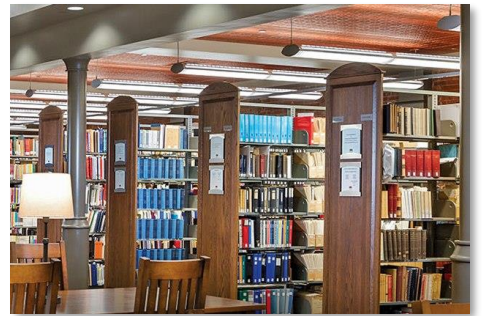


Fig 15. The 17-year-old Carmen “Chita” Zaldarriaga crowned Miss Philippines at the 1937 Manila Carnival (now dubbed the Philippine National Exposition). She became Antonio Arnáiz’ wife the following year. Image courtesy of *manilacarnivals.blogspot.com* by Alex R. Castro.

TSF's Philatelic Library

By Editorial Staff

Those who regularly visit the Forum are likely aware that the [American Air Mail Society](#) (AAMS), in conjunction with the [American Philatelic Society](#) (APS), offered a library of AAMS titles to APS Chapters for only the cost of shipping by media mail. We requested a set in early December and the publications arrived mid-January. The procedures for checking out a book have been posted on the Forum; the list of titles the Forum received follows.



AERIAL MAIL SERVICE

AMERICAN AIR MAIL CATALOGUE, Seventh Ed.-Volume 1-3

AMERICAN AIR MAIL CATALOGUE, Sixth Edition — Volume 1-3

BALLOON POST OF THE SIEGE OF PARIS, 1870-71

CORREIO AEREO: A HISTORY OF THE DEVELOPMENT OF AIR MAIL SERVICE IN BRAZIL

GLIDER MAIL: AN AEROPHILATELIC HANDBOOK

INDEXES TO THE AIRPOST JOURNAL, VOLUMES 1-60, 1929-1989 and AERO PHILATELIST ANNALS, VOLUMES 1-25, 1953-1971 and 1975-1982

MAX - I didn't get to know him very well

NEWFOUNDLAND AIR MAIL, 1919 – 1939

O.A.T. AND A.V.2 MARKINGS - Third Edition

PERUVIAN CIVIL AVIATION

ROCKET MAIL FLIGHTS OF THE WORLD TO 1986

THE AIRMAILS OF CANADA AND NEWFOUNDLAND First Edition

THE PIONEER AIRPLANE MAILS OF THE UNITED STATES

VIA AIRMAIL: An Aerophilatelic Survey of Events, Routes, and Rates



Stamps paying the media mail charge

Jim's Early Stamp Recollections – Soaking Stamps

By Jim Wentzell (*jimwentzell*)

When I started collecting, I was ten; my older brother Bobby had been a stamp collector for a few months before. We both started mainly because our grandfather collected, as did our three uncles. Most older males in our family seemed to be stamp collectors, so we thought it would be cool to carry on the tradition. Of course, we also hoped to get free stamps from all our collecting relatives!

One day after school my best friend, Chris, whose mother also casually collected stamps, came over to our house. I had been sorting some stamps on paper and wondered how close I should trim them to make them fit in my growing collection. Bobby mentioned he had floated his stamps off the paper by "giving them a bath" and we all remembered our collecting family doing the same thing.

Well, Chris decided then and there, that he too would thenceforth collect stamps. He asked if he could help us. Being typical preteens, we said sure! But Chris would have to keep his hands off our stamps, we were not about to share!

My friend dashed home, returning a short time later with his mom's saved stash of worldwide mail clippings. We *ooh'*ed and *ah'*ed in amazement at the bits of envelopes and postcards --seemed his mom struck gold! Her fellow teachers saved incoming mail from all sorts of places: Denmark, Canada, Rhodesia, and Sri Lanka. We got out our globe and looked up Sri Lanka, it wasn't to be found anywhere. Not even using our massive, twenty volume Encyclopedia Britannica, the 1949 edition!

After our exhaustive research, we all started sloshing our stamps around, each with our own little cake-pan filled with tap water. We soaked, and soaked, until our little fingers were more wrinkled than they'd ever been. The stubborn stamps we'd peel off, not at all worried about the massive thins we were responsible for. Our stamps were drying quite nicely on the new guest towels mom had recently purchased. We felt like very accomplished little collectors by then!



After a while we noticed the stamps on the fluffy towels were curling up like crazy. This was not expected! Chris had watched his mother iron before and asked if we had an ironing board. I sprinted to the kitchen closet and set up the ironing board. Filling the steam iron's water reserve seemed the logical next step; we didn't need any more curled stamps, did we?

For the next two hours, we carefully re-wet, then ironed each and every stamp in our possession. Sometimes we'd lose patience with each other and squabble over whose turn was next. I've always been super careful with irons ever since. Especially real hot ones!

A few burnt fingers and some messy towels later, we finally attained a nice little pile of flat, dry stamps ready to add to each of our stick-in, German made albums. Only the best for us novices; my grandfather would be proud!

Some stamps we had burnt to a crisp with the iron, and those were nonchalantly tossed into the ever-growing trash. No matter, for we had lots of stamps. I figured what's so bad if you lose one or two stamps out of every dozen...

Besides, eventually we got the hang of it and learned to reduce the iron's heat setting so we wouldn't brown the stamps TOO much. The faint aroma of burnt toast greeted my parents when they got home. To my utter chagrin and astonishment, neither my brother nor I were allowed to use the iron again. Ever.

Years later I would still come across a singed stamp in my expanding collection, with the darkened, pointy singe-mark of the tip of the iron. My grandfather once wisely told me to never refuse to save a stamp you only have one of. Eventually a better copy of that stamp will come along, and you can replace torn, heavily cancelled or burnt stamps with better specimens. I wish I had asked his advice on soaking stamps!



Support Your Forum by Writing for Its Newsletter

By Editorial Staff

The simple truth is: since all of the Newsletter material is written by members, the survival of this Newsletter is entirely dependent upon member contributions.

We welcome articles written on any area of philately, as long as they are original works.

For instance:

- How did you come to be a stamp collector? Tell us about it...
- Did you attend an interesting philatelic exhibition or stamp venue? Tell us about it...
- Do you have expertise in a particular area? Tell us about it...
- Have you had a positive or negative online buying or selling experience? Tell us about it...
- Do you belong to an interesting stamp club? Tell us about it...
- Do you have a favorite stamp? Tell us about it...

If you are able to make posts on the Forum, you have the ability to prepare articles for this publication.

In addition to supporting the Forum, submitting material provides the opportunity for recognition by the American Philatelic Society through its Articles of Distinction program.

Submitting an article is easy—all we need is the file containing the article's text, annotated with suggested image locations, and the images sent as separate files.

If you'd like to have an article published in the next issue of the Newsletter (V6.4), please attach the text and image files to an email and send it to stampforum.net@gmail.com by not later than June 4, 2022. If files are too large for submission by email, use the free and secure file transfer service at WeTransfer.com.



In Closing...

My thanks go to those who have contributed content for this issue and all of the previous issues. If you review the names of those authors, you'll see that it is a relatively small proportion of our membership.

I'd also like to thank our assistant editors, Peter Ware (@brightonpete) and Jerry Bodoff (@JerryB) for their help in pulling each of the Newsletter issues together.

Member support is essential if we are to continue publishing a Newsletter. Any contributions of a philatelic nature will be considered for inclusion in a forthcoming issue (e.g., a catalog or book review, what I collect and why, a stamp show or bourse review, an intro to my local club, etc.).

Please consider trying your hand at writing something for publication. If you aren't sure how to go about it, contact one of the editorial staff and we'll be happy to assist.

With this issue we're back on track for having each Newsletter published the week prior to the period covered. To continue meeting that target, we'd like to receive your submissions not later than June 4, 2022.

When contributing material, Microsoft Word files are preferred, with images submitted as separate files. Although we can work with PDF files with embedded images, it makes for a more tedious process.

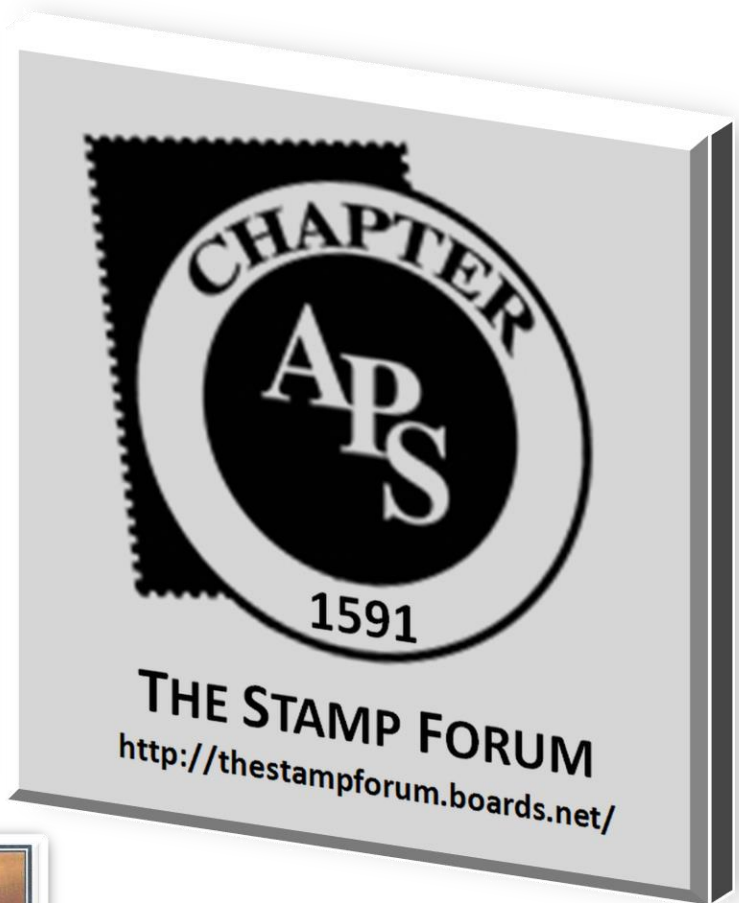
Thanks for your continued support! Please remain vigilant. Get vaccinated/boosted, keep washing your hands, maintaining social distance, wearing a mask when you can't maintain social distance, and staying at home with your loved ones and your stamps, whenever possible!



The Stamp Forum became a Chapter of the American Philatelic Society on February 28, 2014. A requirement of that membership was our obligation to abide by APS' [Philatelic Code of Ethics](#).

While most of the benefits of Chapter membership are best-suited for physical stamp clubs, there are several that are applicable to us. For example, we are listed in the APS club directory, are able to participate in the [Articles of Distinction](#) program, and receive a copy of [The American Philatelist](#), the monthly journal of the Society.

If you are not an individual APS member, please consider [joining](#) the organization. If you are going to apply for membership, indicate Chapter 1591 as your sponsor.



**It's Time
for a Stamp
Club Meeting**

Join us!

- Would you like to join a stamp club but you either can't find one or its meeting time doesn't fit your schedule?
- Would you like to discuss stamps with other collectors at any time you choose, day or night?
- Do you have questions about your stamp collection that you'd like to have help in answering?

If you answered yes to any of these questions, we can help! The Stamp Forum, Chapter 1591 of the American Philatelic Society, meets online, 24/7 at thestampforum.boards.net. Feel free to check us out. If you have questions, please send them to us at stampforum.net@gmail.com.

