

Palm Beach Stamp Club Newsletter



October 2025

Thurgood Marshall (1908-1993) is best known for his work as chief counsel for the NAACP Legal Defense Fund and for arguing the historic 1954 Supreme Court case *Brown v. Board of Education*, which declared segregated schools unconstitutional. On October 2, 1967, Marshall was sworn in as the first African American associate justice of the United States Supreme Court. He served until 1991 and was known for opposing discrimination and the death penalty, and for championing free speech and civil liberties.

On October 9th, we will celebrate “World Post Day”, the anniversary of the Universal Postal Union, which began in 1874 in Switzerland. The UPU was the start of the global communications revolution, introducing the ability to write a letter to others all over the world.

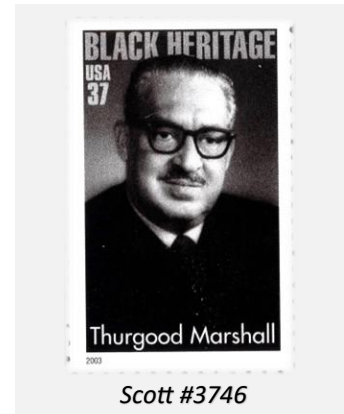
Regards, Michael Swope

In This Issue:

Volume 12 Number 10

Stamp of the Month

Page 2 – News
Page 3 – Model T Ford, Pat Hensley
Page 4 – Happy Halloween
Page 5 – Wilkens-Ellsworth Expedition, Keith Lichtman
Page 8 – Charles F. Blair Jr., Pioneering Pilot, Juan L. Riera
Page 9 – Good Neighbor, Dan Maddalino
Page 10 – 1927 London to London Air Challenge, Walter Koster
Page 12 – Mechanized Post Office, Michael Swope



Scott #3746

**Meetings: 1:00 p.m.
2nd & 4th Tuesdays**

**Mid-County Senior Center
3680 Lake Worth Road
Lake Worth, Florida 33461**

www.palmbeachstamp.club

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Membership Affiliate #81338**

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October 2025



American Philatelic Research Library (APRL) and the Rocky Mountain Philatelic Library are holding their inaugural philatelic literature auction, now through October 31st. The auction features more than 200 different philatelic-themed works covering a wide range of general philately, and of United States and Foreign postal history and stamps. For information, see <https://philatelicbookauction.org/>

President Kaye reported a light turnout and small auction at the club's September 9th meeting. Dan Maddalino put on a display of postage stamps and newspaper articles honoring first responders to the September 11th, 2001, terrorist attacks.

Dan Maddalino made another presentation at our September 23rd meeting on Cinderella postage stamps of Montserrat. Our club continues to expand with the addition of two new members: Robert Schimmel of Boca Raton and Bob Cosgrove of West Palm Beach.

Our Facebook page is up and running! Now we need our club members to join and share philatelic interests. Don't be bashful.



On Thursday, September 25th, President Kaye along with members Steve Gordon and Robert Mendelson presented "The Joy of Stamp Collecting" at the Grand Living Community in West Palm Beach. Steve also brought in and discussed his United States Revenue stamp collection. Ten club members attended the event which was topped off with an excellent luncheon.



Upcoming Events:

On Saturday, October 4th at 12:00 Noon, Richard Kaye will make another presentation of "The Joy of Stamp Collecting" at the Mandel Library, 411 Clematis Street, in West Palm Beach. Members are urged to attend and support our club's outreach efforts. This is how we keep our hobby viable!

Final arrangements have been made for our club's Fall Stamp Show on November 1st at the Embassy Suites Hotel, 1601 Belvedere Road in West Palm Beach, 33406. Volunteers are still needed to make this event successful. See show flyer on our club website.



October 12th, Second Sunday Stamp & Coin Show at the Azan Shrine Center, Sunday 9:30-3:00. Melbourne, 32935.

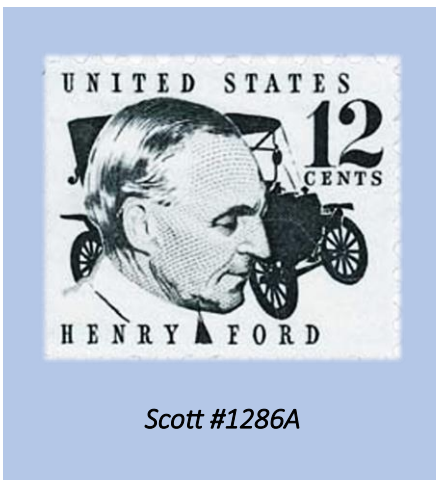
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Model T Ford

Pat Hensley

Model T Day is celebrated on October 1, 2025, to honor the history of the Model T automobile and its impact on America. The Model T is often called the “car that put America on wheels” because it allowed more people to own cars than ever before. Car lovers and history fans gather at events on Model T Day to show off old cars, share stories, and celebrate Henry Ford’s creation. This day reminds us how one invention can shape the way people live, work, and travel. Without the Model T, America’s history of transportation might have looked very different.

At the start of the 1900s, cars were made one at a time and were mostly toys for the rich. Henry Ford changed that by building cars that were simple, strong, and something that everyday people could buy. He named it the Model T, but people soon gave it the nickname “Tin Lizzie.”



To make his cars, Ford invented a new way of building them, called the “assembly line”. Instead of workers doing many different jobs, each person had only one job to do, which allowed cars to be made quicker and cheaper.

At left is the 12¢ Henry Ford and Model T postage stamp from the Prominent Americans Series, Scott #1286A. When the Model T was first produced in 1908, it cost \$850. By 1915, Ford was making half a million cars every year, and the price dropped to \$290. By 1925, it went down again to \$260. Ford once said, “Each time I lower the price by one dollar, I sell another thousand cars.” Between 1908 and 1927, more than 15 million were sold.

The Model T demonstrated the power of standard parts and mass production. Ford joked that customers could have any color they wanted “as long as it’s black.” The car had 5,000 parts that could be replaced in repair shops across the country. Soon, gas stations, roads, and parking lots were built to support the cars. Henry Ford and the Model T completely changed how Americans lived and traveled. T

The Model T was first made in 1908 and quickly became popular because it was affordable for everyday families. Henry Ford’s assembly line made it possible to produce cars faster and at a lower cost.

At right is the 32¢ Model T postage stamp, Scott #3182a, issued as part of the 1998 Celebrate the Century series.



By including the Model T on a postage stamp, the U.S. Postal Service honored how this car changed travel and life for common American citizens in the early 1900s.

The Celebrate the Century series was created to highlight the most important events, inventions, and cultural changes of each decade in the 20th century. The 1900s panel included 15 different stamps, each representing something important from that decade. The series includes 10 sheets of 15 stamps, honoring important moments from a different decade (1900s, 10s, 20s, 30s, 40s, 50s, 60s, 70s, 80s, and 90s). When the series was finished, it was the longest and most ambitious commemorative stamp series in US history.

References:

Celebrate the Century page - from the author's own collection.

<https://nationaltoday.com/model-t-day/>

United States Postal Service. Celebrate the Century: 1900s. USPS, 1998.

Ford Motor Company. "Model T." Ford Heritage. <https://corporate.ford.com>

Smithsonian National Postal Museum. "Celebrate the Century Series." <https://postalmuseum.si.edu>

<https://www.mysticstamp.com/3182a-1998-32c-celebrate-the-century-1900s-model-t-ford/>

Have a Safe and Happy Halloween



Halloween derives from the 2,000-year-old celebration of the Celtic New Year, called "Samhain", and the end of summer when bonfires were lit and revelers would wear costumes to ward off evil spirits

Wilkins-Ellsworth Trans-Arctic Submarine Expedition

Keith Lichtman



As I have said before - I love covers where I can trace its history. This month's cover was a lucky find. I had been searching for more covers for my Macon Airship collection and came across a cachet that I had not seen. Thinking I had found an older airship cover, I opened it to discover the cachet was a submarine. The title caught my eye, 'Wilkins - Ellsworth Trans - Arctic Submarine Expedition'. From what I can tell the cover was created and mailed from London with a three half pence King George V stamp (Scott #161) to Sir Hubert Wilkins, the explorer in the title. The date on the London postmark is un-readable. It was addressed to c/o (care of) General Delivery, New York, NY, New York to North Pole. Sir Wilkins was delayed on his departure, so the envelope would have reached him prior to his departure for the North Pole. Sir Wilkins re-used the envelope to send, most likely a letter, to Sam Langston, Waco Texas on May 8th, 1931, just before his departure to England. A 2¢ carmine, George Washington imperforate postage stamp (Scott #409), was used to pay postage from New York to Texas.

Sir George Hubert Wilkins (1888-1958) was an Australian explorer, pilot, geographer, and photographer. He was awarded the Military Cross for his efforts to rescue wounded soldiers in WWI, the only photographer from any war to ever receive a combat medal.



Sir George Hubert Wilkins

In March 1927, Wilkins and pilot Carl Eielson explored the ice drifts north of Alaska. Their landing on the ice was the first land-plane descent onto drift ice. In December, 1927, Wilkins and Eielson made the first successful airplane flight over the Antarctic continent. In April, 1928, they began a trans-Arctic crossing from Point Barrows, Alaska to Green Harbour, Spitsbergen. (Even I needed to look up where that is. Spitsbergen is the largest and the only permanently populated island of the Svalbard archipelago in northern Norway in the Arctic Ocean. Constituting the westernmost bulk of the archipelago, it borders the Arctic Ocean, the Norwegian Sea and the Greenland Sea. – Google). For this feat and his other works, Wilkins was knighted by King George V in 1928.

Sir Wilkins first thought about a submarine expedition to the North Pole in 1913, during his first polar expedition. It was not until 1930 that the expedition came to fruition. While on vacation with his wife he stayed at his friend Lincoln Ellsworth's Swiss Castle. Both men thought the submarine could be a way to reach the Arctic to conduct scientific experiments. Wilkins believed a submarine could take a fully equipped laboratory to the Arctic.

With money contributed by Wilkins, Ellsworth, Woods Hole Oceanographic Institute, and William Randolph Hearst (who purchased the exclusive rights to the story), the expedition was funded. Wilkins leased a 1918 decommissioned military submarine for five years, at one dollar per year. The sub was stripped of its military armaments and scientific equipment installed. Modifications were made to the superstructure to allow it to operate under the ice.

On March 23, 1931, the sub arrived at the Brooklyn Naval Yard in New York and the next day it was renamed *Nautilus*, after Jules Verne's 20,000 Leagues Under the Sea. Wilkins' wife, Suzanne Bennett Wilkins (1893-1974) christened the submarine using a bottle of ice water. Jules Verne's grandson was a guest at the christening. After thorough test runs that put them two months behind schedule, the *Nautilus* set off on the first leg of the voyage to England. Crossing the Atlantic, the *Nautilus* ran into severe storms that resulted in mechanical failures. By April 15th *Nautilus* radioed an SOS and was rescued and towed to Queenstown, Ireland. From Ireland she was towed to Davenport England to await spare parts only available from the United States. After repairs, Sir Wilkins (you remember him from the beginning of this story) and the *Nautilus* set off for Norway where they picked up science officers and additional equipment. They departed Norway on August 5th and encountered their first ice floe on August 19th. They spent the next few days exploring the edge of the ice pack for a location to make their first dive attempt. On August 22nd, the decision was made to dive under the ice. While preparing to submerge it was found that the *Nautilus*'s diving rudders were missing. The loss of rudders made standard dives impossible. Evidence was found that the damage was probably sabotage and may have been linked to some crew members lack of confidence in Wilkins. They were concerned that the expedition was a suicide mission.

Sir Wilkins still attempted to accomplish some of the planned experiments that did not require being submerged. On August 31st, an opportunity presented itself that allowed the *Nautilus* to dive under an ice floe three feet thick. Wilkins was able to make additional dives before it was decided that it was no longer safe to remain at sea.

Wilkins headed the *Nautilus* back to England but encountered severe storms, suffering massive hull damage and engine failure, which forced them to dock in Norway. Wilkins received permission from the United States Navy to sink the submarine and on November 20, 1931, the *Nautilus* was scuttled in a Norwegian fjord.

Sir Wilkins did not meet all of his objectives but was able to prove that submarines were capable of operating under the polar ice cap. He died on November 30th 1958 and in accordance with his wishes, the U.S. Navy took his ashes aboard the submarine *USS Skate* and then scattered at the North Pole.

References:

<https://www.amphilsoc.org/exhibits/nautilus/history.htm>

https://en.wikipedia.org/wiki/Hubert_Wilkins

<https://library.osu.edu/site/nautilus/>



A 1981 Colorano Silk cachet cover featuring Lincoln Ellsworth, commemorating the 50th anniversary of the Wilkins-Ellsworth Trans-Arctic Expedition.

Charles F. Blair, Jr., Pioneering Pilot

Juan L. Riera

Charles F. Blair, Jr. (1909-1978) was an American aviation pioneer involved in working out routes and navigation techniques necessary for long distance flights in his work with the U.S. Navy and Air Force, as well as various commercial companies and his own Antilles Air Boats Company.



Born in Buffalo, New York, he combined his love and natural ability of flying and education. Blair learned to fly in San Diego at a young age and did his first solo flight at the age of 19, earning a degree in Mechanical Engineering from the University of Vermont in 1931. This was followed by a commission to lieutenant in the Naval Reserve, while also working for Boeing Air Transport. Blair trained pilots for the next seven years, until becoming chief pilot for American Airlines (later - American Overseas Airlines) in 1940.

Blair was on active duty during World War II, flying for the U.S. Air Transport Command. Simultaneously, he was a test pilot for the Grumman Aircraft Corporation. For the Navy, he flew flying boats across the Atlantic to Foynes, Ireland. Blair became the first pilot to carry passengers and mail on a non-stop flight across the Atlantic in a flying boat. As a Grumman test pilot, he worked with the Hellcat, Tigercat, and Bearcat fighter planes; and, the Martin Mars flying boat.

After the war, Blair supervised flight testing of the Lockheed Constellation and the Boeing Stratocruiser airliners for American Overseas Airlines that merged with Pan American World Airways in 1950. This led to Blair being hired as a Chief Pilot for Pan Am. During this same period, he started his own transport service - Associated Air Transport, flying personnel and material on chartered flights. Also, in 1946, he helped Dr. Ralph Cox with a war surplus DC-4 that eventually became United States Overseas Airlines.

In 1956, Blair co-wrote the novel "Thunder Above" with A.J. Wallace, which was scripted into the movie "Beyond the Curtain". In the 1960s, Blair resigned his commission with the Air Force and became a consultant for NASA. In 1960 his autobiography was published as "Red Ball in the Sky" that was subsequently expanded and republished several times.

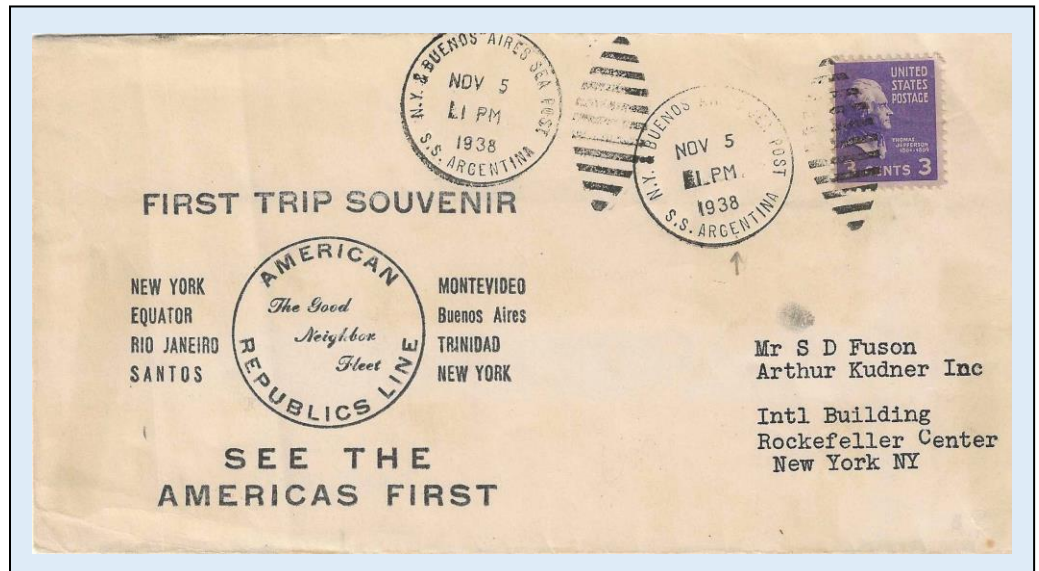
In 1963 Blair founded Antilles Air Boats that eventually operated 27 aircraft from the World War II period on routes between St. Thomas and St. Croix in the U.S. Virgin Islands, as well as San Juan, Puerto Rico. On September 2, 1978, Blair died in a plane crash approaching St. Thomas.



Good Neighbor

Daniel Maddalino

The cover at right is from a short three-year foreign relations policy program created by U.S. President Franklin D. Roosevelt. It bears the 3¢, light violet Thomas Jefferson postage stamp, Scott #807. The policy, known as the “Good Neighbor”, began on October 4, 1938, and ended when the United States entered *WWII*.



President Roosevelt spoke of changing United States foreign policy towards our southern neighbors from one of “Carry A Big Stick” to one of respect and tolerance. As part of his plan, Roosevelt contracted Moore-McCormack Shipping Lines to create a cargo and passenger service between North and South America. The new passenger service was to encourage bilateral tourism and improve cultural understanding. These ships sailed under the American Republics Line banner, a subsidiary of Moore-McCormack.

The cover is from the first voyage of the *S.S. Argentina*, as a Good Neighbor participant. Posted November 5, 1938, onboard, with the N.Y. & Buenos Aires Sea Post CDS, on its way to crossing the Equator. The cachet proclaims this to be a First Trip Souvenir of the Good Neighbor Fleet. The majority of this fleet was cargo only, thus making these first sailing covers very scarce.



During the war the *S.S. Argentina* was painted black and used as a troop transport vessel. Then in 1945, following many voyages to bring the American Army home it was reassigned to transport 88 German scientists to New York as part of the OSS (Office of Strategic Services) Operation Paperclip. They were brought to the U.S to obtain German scientific and technical secrets.

While the Good Neighbor policy was short lived, the *S.S. Argentina* served many years as a Good Neighbor and hemispheric ambassador.

References: Cover and Card from the author's collections
www.deeproofs.family/up/argentinavessel.htm
www.history.state.gov/milestones/1921-1936/good-neighbor

1927 London-to-London Air Challenge

Walter Koster



Shown above are two forgeries of the 25¢ semi-official air mail label (CLP-6) created to announce the 1927 London-to-London Air Challenge sponsored by the Carling Brewery Company. The Challenge offered a prize of \$25,000 for any Canadian or British pilot making a nonstop flight from London, Ontario, to London, England, a distance of 3,650 miles (5,875 km.). The \$25,000 enticement, equivalent to about \$400,000 today, was the same amount paid to in May, 1927, to Charles Lindbergh for his successful New York to Paris flight, a distance of 3,600 miles (5,800 km).

The design features portraits of Captain Terrance B. Tully and Lieutenant James V. Medcalf, and shows the proposed route. Only 100 labels were printed, with 87 affixed to envelopes. Today only four known unused examples of the postally-approved 25¢ label exist, along with one cover not loaded onto the aircraft in error.

Carling Brewery, based in London, Ontario, purchased a Stinson SM-1 “Detroitter” monoplane, christened the “Sir John Carling” in honor of the company’s founder, and selected Tully as pilot and Medcalf as navigator. Tully was 33, Medcalf was 27. Both were pilots with the Ontario Provincial Air Service and both had served with distinction in the RAF. They were each married and had children.

Their first attempt on August 29, 1927, ended abruptly due to heavy fog over Kingston, Ontario, forcing them to return to their starting point, a specially constructed runway near the present-day Argyle Mall in London, Ontario. Tully and Medcalf made their second attempt on September 1st, pushing past obstacles to reach Caribou, Maine, where they faced another five days of dense fog. The rules of the challenge were then revised and it was decided to land at Harbour Grace, Newfoundland, to refuel before making the flight to England, a distance of 2,339 miles (3,764 km.) When the mail for the flight was postmarked again and taken to the plane, one cover was removed.

Finally, on September 7th, 1927, Tully and Medcalf took off for London, England, and were never seen again. Despite a lengthy search, no trace of the plane was ever found and all mail on board was lost.

The ill-fated London-to-London challenge is a reminder of the bravery of early 20th century aviators who dared to reach for the skies. It is also a morbid reminder of an advertising ploy gone wrong.

References:

The Air Mails of Canada and Newfoundland,

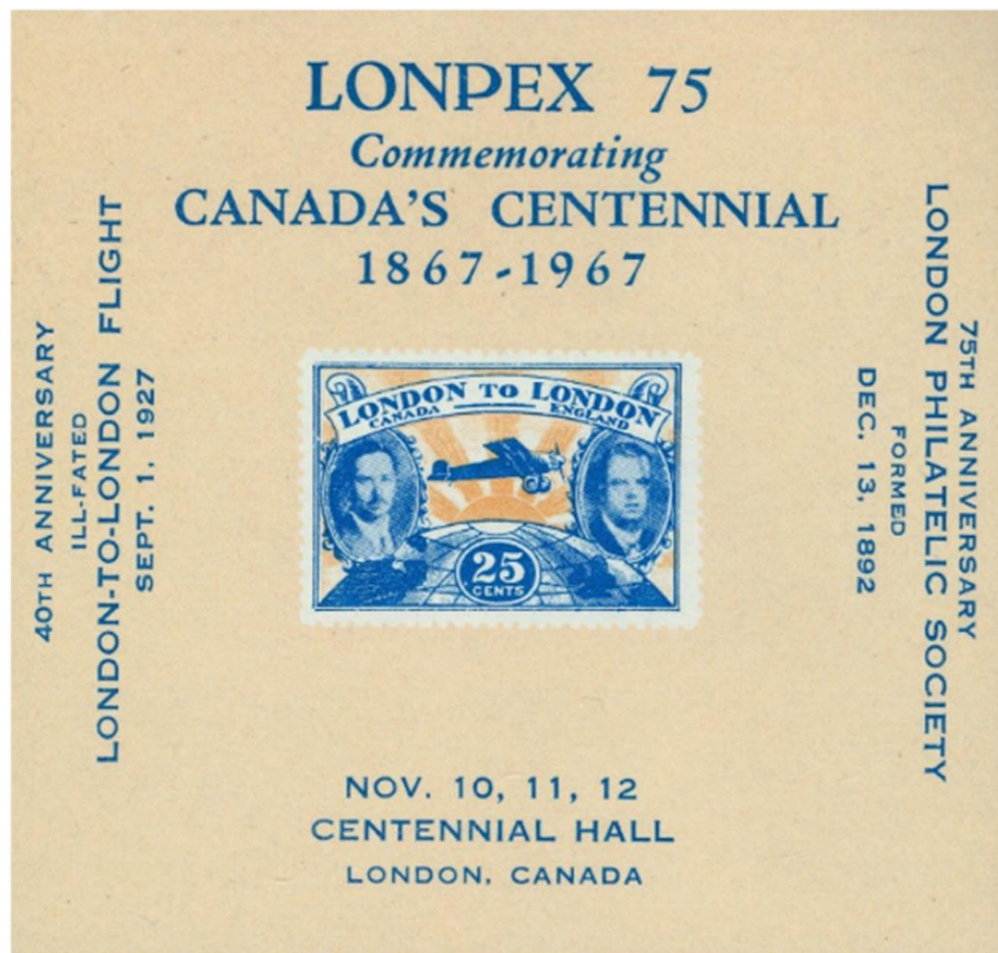
<https://www.americanairmailssociety.org/content/uploads/2019/10/AMCN1-complete.pdf>

Brewing With Ambition: The Ill-Fated Carling's Brewery London-to-London Challenge

<https://millerandmillerauctions.squarespace.com/2023/10/12/the-ill-fated-carlings-brewery-london-to-london-challenge>

August 1927 - London to London Flight

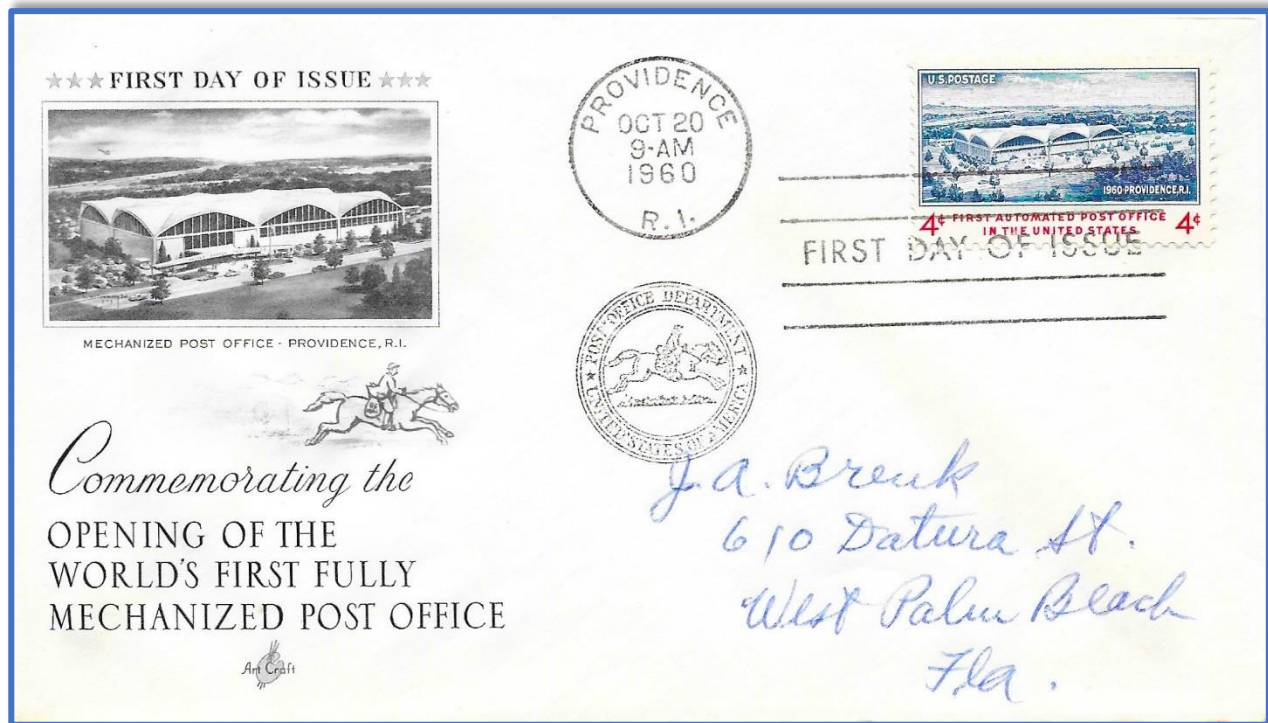
<https://thestampforum.boards.net/thread/2668/semi-official-airmails?q=Tully>



The 25¢ semi-official air mail label (CLP-6), created to announce the 1927 London-to-London Air Challenge, was featured in a commemorative souvenir sheet issued to celebrate Canada's Centennial and the 75th Anniversary of the London Philatelic Society.

Mechanized Post Office

Michael Swope



Shown above is an Art Craft cacheted cover produced by the Washington Stamp Exchange Company at Florham Park, New Jersey. This October 20, 1960, first day cover commemorates the opening of the world's first fully mechanized post office in Providence, Rhode Island, and is franked with the 4¢ postage stamp, Scott #1164, issued to honor the milestone event. The cover bears the United States of America, Post Office Department official seal and CDS cancellation at Providence. 458,000 first day covers, by various publishers, were sold on this day.

By the mid-1950s, post offices around the country were dealing with massive amounts of mail that they struggled to handle using traditional systems. In 1958, Postmaster General Arthur Summerfield approved the construction of the first fully automated post office in the country at Providence.

Construction on the new facility broke ground on April 2, 1959, but project planners had a number of obstacles to overcome. They needed to create machines to quickly and efficiently cull and assemble each kind and class of mail, plus face, sort, and cancel by priority, as well as separate by destination. At completion, the post office was equipped with the latest technology, including six culling machines, six positioning and canceling machines, eleven letter sorting machines, two parcel post sorting machines, and more than 15,700 feet of conveyor belts.

Ref: Cover from Author's collection; MysticStamp.com