



Happy Grandparents Day
September 13, 2026

POWAY STAMP CLUB NEWSLETTER

SAN DIEGO COUNTY'S BEST
STAMP COLLECTING CLUB

APS #112097

September 9th 2026

In This Issue

- Club Meetings and Presentations Schedule
- Club Events
- Club Notes
- Member Spotlight
- President's Message
- In The News
- Editor's Corner
- At the SDPL
- Article: Jim Grundy
- Article: David Klauber
- Article: Manuel Marti
- Article: Richard Fewell
- Member Classifieds
- SDPL Events Schedule
- Stamp News 2026

Club's Mission Statement

To promote a closer social relationship among stamp collectors of Poway, San Diego, and vicinity, and to assist in spreading the knowledge of stamps and the pleasures derived from stamp collecting to those interested in philately.

Contact Us

Poway Stamp Club
12675 Danielson Court #413
Poway, CA 92064

CLUB MEETINGS

General Meetings

September 9th

Stamps and Technology by TJ Ducat

TJ will discuss the history of stamp technology as applied to production and identification. He will also cover how we can use today's technology to identify and find stamps.

September 23rd

Large Voice Sale

Our large voice sales are fueled by generous donations to our Club and present a fantastic chance to find philatelic treasures at excellent prices.

Please remember to bring your badge or bring \$1

Club E-mail

PSCphilately@gmail.com

2026 Club Board Members

President	David Waller
Vice President	David Klauber
Treasurer	Bill Kolb
Secretary	Trice Klauber
Member at Large	Jim Grundy
Member at Large	Neal Lyles
Past President	Art Berg
Program Director	Bill Gallagher

2026 Club Volunteers

Club Registrar	Trice Klauber
Auctioneer	Jim Grundy
Club Librarian	Jo Ashley
Newsletter Editor	David Waller
Guild Contributors	Jon Schrag
	Richard Fewell
	Bill O'Connor
	Bob McArthur
	Manual Marti
	Jim Grundy
	David Klauber
	David Waller
Library Rep.	Neil Schneider
Opp. Drawing	Jo Ashley
Webmaster	David Klauber

Chair Positions

Acquisitions	Trice Klauber
Comm. Outreach	TJ Ducat
SD Stamp Show	David Klauber
SD County Fair	David Waller

2026 Club Representatives

Federated Rep.	Bill O'Connor
S.D. Phil. Council	Nick Soroka
Rep. (Alternate)	Art Berg
APS Ambassador	Trice Klauber

PSC Website

Powaystampclub.com



CLUB EVENTS

Below is the meeting schedule for 2026; all events are proposed and subject to change as necessary to accommodate other events such as auctions.

September	9	Stamps & Technology T.J. Ducat
	23	Large Voice Sale
October	14	Ugly Stamp Contest Nominations for BOD
	28	TBD Stephen Gill
November	12	Elections for BOD TBD – Presentation
	19	No Meeting
December	9	Holiday Party
	23	No Meeting

Club Meetings

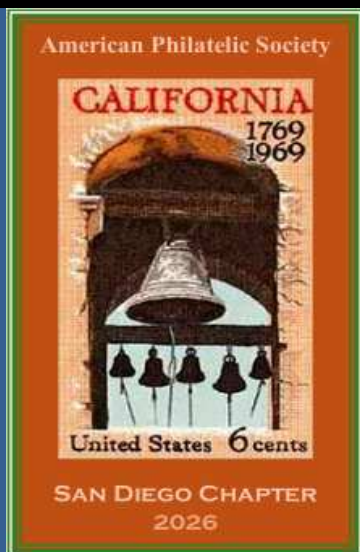
The Poway Stamp Club meets twice a month, except in November and December, on the second and fourth Wednesday at 12675 Danielson Court, #413 in Poway. The meetings begin at 6:30pm.

Membership

It is time to inspire others to collect stamps. Enroll a new member today. Give a gift that could last a lifetime. Annual memberships to the Poway Stamp Club are \$20. For those individuals who are already philatelic collectors (and have been a member of the Club in good standing for two years), a lifetime membership in our club could be the perfect gift. Lifetime memberships are \$200.

Next Bid Board

The last Bid Board posting ended August 29th. The lots submitted for this Bid Board were amazing and if you did not participate you may have missed some special items. For more



Meetings

Club meetings are held every second and fourth Wednesday of each month except November & December at:

The San Diego Philatelic Library

12675 Danielson Court #413
Poway, CA 92064

APS

The Poway Stamp Club and many of its members are members of the American Philatelic Society (APS). If 33% of our members are also members of the APS, then the Club receives a free year's membership to the APS.

Please join the APS!

Participate

Club members are encouraged to contribute articles for the Club's monthly newsletter. Your knowledge and expertise is important and should be shared. Submit articles to:

dwaller@dbwipmg.com

Club Website

PowayStampClub.com

Visit our Club's website to find a schedule of activities, resource links, and contact information as well as our newsletter.

information on our bid board and next Bid Board rules visit the Club's website at PowayStampClub.com.

Club Newsletter



We Need You!

All Club members are encouraged to provide articles for the monthly newsletter. Join our Internationally recognized Writers Guild and submit your items to the Club's Editor today.

E-mail: dwaller@dbwipmg.com.

Special Thanks from the Editor to those who have stepped up and submitted articles for the Newsletter in 2026.

MEMBER

Member Spotlight!

By David Klauber



The Poway Stamp Club Newsletter highlights its new members in each issue. Since our last newsletter, three new members have joined. Today's spotlight is on our newest members.

**Martin Rath
Ken Caldwell
Art Haeussler**

We have had 3 new members since our last newsletter.

#647 Martin Rath of San Diego, California.

Martin recently joined us for a Friday evaluation. After meeting with us, he decided to join the club. Martin is interested in learning how to store his collection. He has been collecting Modern U.S. stamps for more than 25 years. He enjoys buying



stamps at the post office that catch his interest. We are so glad to see Martin taking an interest in our hobby. Welcome aboard, Martin.

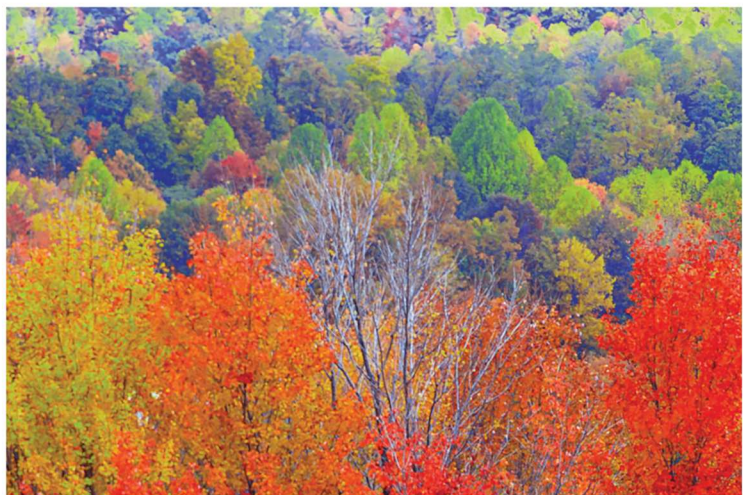
#648 Ken Caldwell from Oceanside, California.

He discovered our club through our website and visited us at a regular Wednesday meeting. During the meeting, our President, David Waller, nominated him, and the club accepted him by unanimous vote. We're genuinely excited to support Ken on his collecting journey and are thrilled to welcome him as a new member. We're all eager to help him grow and learn about our hobby. Ken is new to collecting and is looking forward to learning as much as he can. Welcome to the Club, Ken!

#649 Art Haeussler of Vista, California.

Art learned about the PSC from Steve Kuhn, who recently joined our club after finding us on our website and attending a Wednesday meeting. During that visit, he decided to become a member. Art has been a stamp collector for years and joined us at a member voice sale. After becoming a member, Art participated as both a seller and a buyer at our last meeting. Art has a passion for collecting U.S., Revenues, and Worldwide stamps. Our President, David Waller, nominated him, and the members accepted him by unanimous vote. Let's all extend a warm welcome to Art and make him feel at home in our club!

This brings our current paid membership back to 173. We look forward to getting together at PSC meetings with our new members.



AUTUMN COLORS

FOREVER / USA

2024

Autumn colors forever stamp, Scott # 5932.

President's Message



Dear Members,

Recently, the Poway Stamp Club Board of Directors decided to amend the Bylaws of the Club to adjust the time when the newly elected Board would take office. In the past that was mid-January to beginning of February. The current Directors felt that it would be more efficient if the new Board could begin their tenure on January 1st. This required minor modification to a couple of Articles. However, when these modifications were forwarded to the membership a few of you found that additional modification should be implemented. This in turn resulted in a comprehensive review of the Bylaws with multiple articles being amended and some new articles added. The work performed by the Board and our members was no less than astounding. I congratulate all who participated in bringing our corporate documents into the 21st century.

Keep up the good work!

In the News



September 25-26, 2026

Friday 10:00AM - 6:00PM
Saturday 10:00AM - 4:00PM



**Brookfield Conference Center
325 S. Moorland Rd.
Brookfield, WI 53005**

Convenient parking and admission are free



Milcopex will host the First Day Ceremony on Friday, September 25 - Tentatively scheduled for 11:00AM for the squirrels and chipmunks forever definitive stamps.

Back to Basics The American Philatelist

The American Philatelic Society Journal, The American Philatelist (AP), is highlighting Philatelic Fundamentals, with a “Back to Basics” theme this month while celebrating its 140th birthday. The AP embraces a popular theme: fresh perspectives that bring timeless traditions to life, making this celebration truly special. Whether you’re brand new to the hobby or getting back to your roots, you’ll find plenty to engage with in this issue. Although they can’t cover every topic in one issue, they kicked things off with enjoyable overviews of different collecting areas, a few friendly primers on gum and color, and a wonderful example of how to collect a specific topic. They also included a helpful overview of some APS services you might not be fully utilizing yet (library, circuits, etc.). I really appreciate the AP for taking a step back and highlighting the Fundamentals as a vital part of educating its members.

Editor's Corner

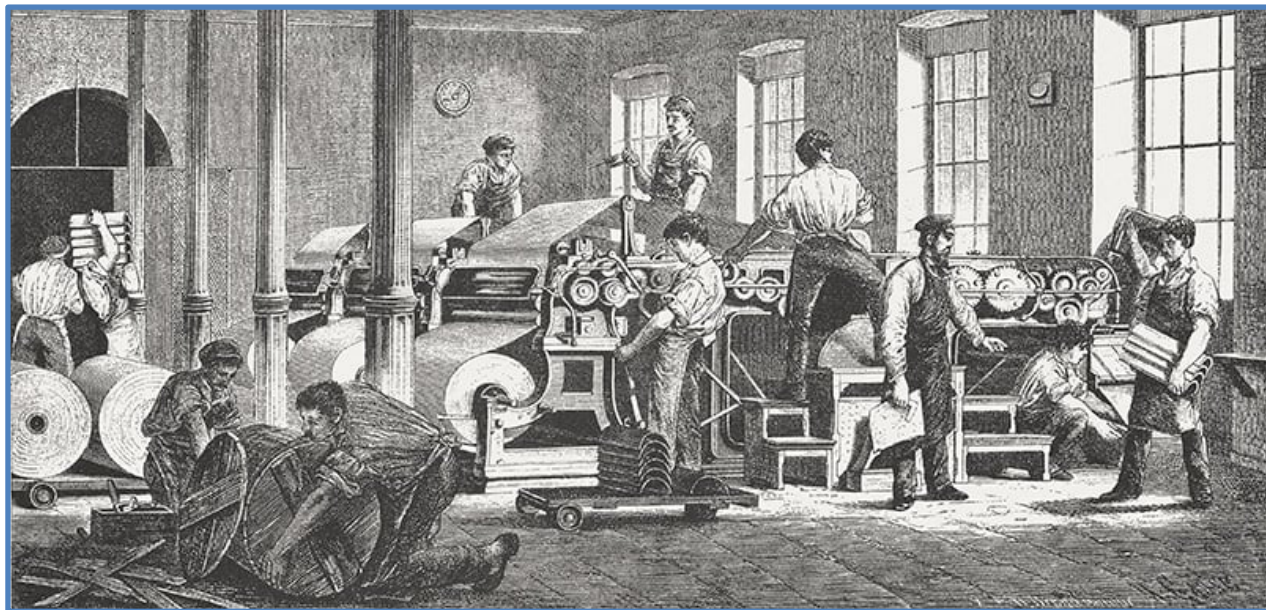


Image obtained from <https://blog.thelabelprinters.com/brief-history-of-printing-presses-part-3-the-industrial-revolution>.

To Our Readers,

Special thanks again to Bill Gallagher, TJ Ducat, Valerie Merritt, and Jo Ashley for stepping into the next level of membership, that of a continuing and regular volunteer handling tasks necessary for the success of our Club's bi-weekly meetings. Do not despair if you had hoped to be one of those recognized for their contributions, there are still many tasks that you can volunteer for that would help our Club.

One that I often promote because it only requires knowledge of a particular area of stamp collecting and a computer is writing articles for the Poway Stamp Club Newsletter. If this sounds like something you would like to do, I recommend starting by selecting a topic that you are very familiar with and envision writing to an audience that has no experience in this area. This will allow you to write the article starting from the basics and developing your story to whatever level you choose for your readers.

The Editor-in-Chief is always available to help.

David Waller,
Editor-in-Chief

At The San Diego Philatelic Library

Art for Conservation; The Federal Duck Stamps

by Neil Schneider



Figure 1: Art for Conservation; The Federal Duck Stamps, Author: L Jene C Gilmore.

From the introduction by Bob Hines, chairman, Duck Stamp Committee Bureau Sport Fisheries and Wildlife: “When Ding Darling drew the first Migratory Bird Hunting Stamp, he could not know that he was inaugurating the most successful series in American stamp history. Duck stamps have appeared annually since 1934.”

“The Migratory Bird Hunting Stamp, known informally as the duck stamp, like invention, was born of necessity. In 1934 waterfowl resources on the North American continent had declined to a critical number of both birds and habitats, and sportsmen and conservationists, formerly often antagonists, recognized a common interest in the protection and nurture of the nation’s migratory waterfowl. Part of the resolution of the crisis was the adoption of the duck stamp, which was issued for hunting seasons throughout the states in that crucial year”.

“Unfortunately, governmental and private efforts to save the nation’s heritage of migratory waterfowl seemed doomed to failure. The early thirties were disastrous. The drought, which had accumulated the force of two decades, was most severe. Water had disappeared from prairie ponds, from potholes and marshes; dust storms raged, and farmers throughout the Dust Bowl were impoverished. By 1934 all available records for duration, extent and severity of drought had been broken. The worst effects of the drought were felt in areas that formerly had been important breeding grounds for highly prized species of wild ducks, such as the canvasback and redhead. At the same time, the effectiveness and number of guns increased two-fold, and new and more deadly methods of hunting were introduced. Each year of the period of 1921 and 1931 saw the kill of ducks probably exceed the number that left the nesting grounds by approximately 9 million. The depredations of the previous decades, the fickleness of nature and foolishness of man, all combined in 1934 to reduce the total population of ducks and geese to the critically low point of 27 million.

The Depression made funds to implement the Conservation Act of 1929 as scarce as water in the deserts of the prairies. Again, many conservationists predicted the early extinction of the nation's ducks and geese"

"In 1934, when the need was most acute, a program for funding the care of migratory birds was proposed which would support and supplement the Migratory Bird Conservation Act of 1929. July 1, the date of the Migratory Bird Hunting Stamp - or the Duck Stamp Act - was to mark a turning point in the conservation history. Six months before the enactment of the stamp program, a special committee composed of Jay N. 'Ding' Darling, Thomas Beck and Aldo Leopold, appointed by President Franklin D. Roosevelt, had been working on a program for the purchase and development of lands for waterfowl and upland game refuges. They set a goal of 50 million dollars, a figure which astonished the public and inspired conservationists. Reorganization of the Bureau of Biological Survey was accomplished when the Secretary of Agriculture, Henry Wallace prevailed upon 'Ding' Darling to become Bureau Chief. In the next 15 months Darling personally obtained 16.5 million dollars for the new refuge program. He established the Refuge Division, and with labor from the WPA and CCC, gave the program a fine start. The creation and sale of duck stamps - which by 1970 realized over 175 million dollars for migratory water refuges - was an important part of the plan."

"Beck and Leopold requested that Darling design the inaugural stamp, which he did."

There is much more on the history of the decline of the population of and the resulting work to protect and preserve migratory birds in this book. There are pages of Duck stamps starting from the first up to 1972.

The library has a selection of Duck Stamps in the members auction in September. Here are some pictures of a few.



I enjoyed learning about this history and now have a greater appreciation for Duck Stamps not only as a collector but as a student of history.



Member's Articles

Every Cover Tells a Story

by Jim Grundy



I was attracted to this cover because of its cancellation; it reads “U.S.S. BROOKS, MAR 4, 1933, U.S.S. CYCLOPS LOST 1918” (Figure 1). There is a note in the upper left-hand corner that says, “IN MEMORY U.S.S. CYCLOPS, Left Barbados with a load of Nitrate, Never Heard From, MARCH 4, 1918”. If you are a frequent viewer of the Discovery or History Channels, the USS Cyclops should be familiar to you. These channels feature stories about the Bermuda Triangle and the strange events that they say happen there. The U.S.S. Cyclops is a featured player in these programs. In March of 1918, on its way to Baltimore, it entered the Bermuda Triangle and disappeared - not a piece of wreckage, oil slick, or body was ever found. A true mystery!! While researching this cover, I found that the producers of these programs tend to omit some important facts. Let me share what I found.

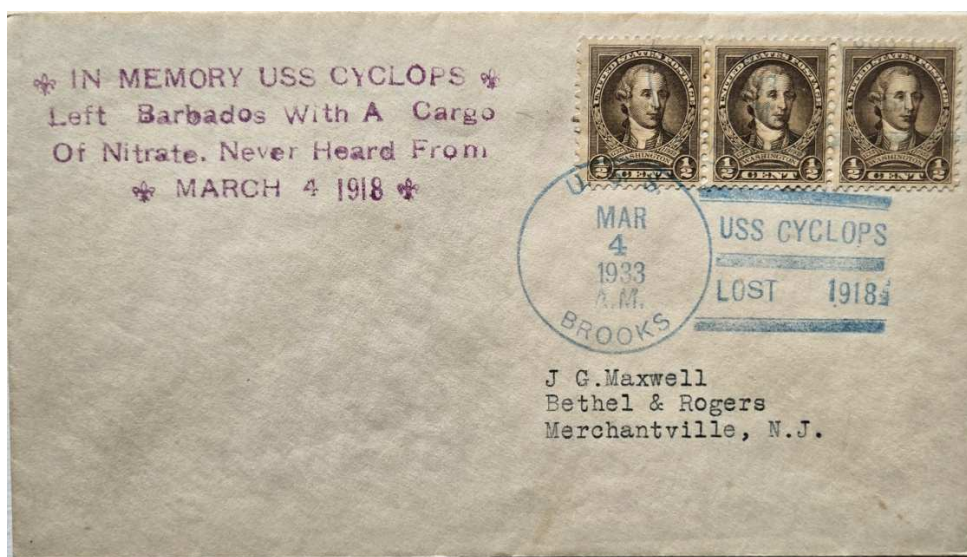


Figure 1: Cover with note in upper lefthand corner “In Memory USS Cyclops” dated March 4, 1933.

The U.S.S. Cyclops was one of four Colliers (coal transport ships) that were built for use by the U.S. Navy in 1910 (Figure 2). Since U.S. Navy ships used coal to generate power, this type of vessel was necessary for naval operations. She and her sister ships, the U.S.S. Jupiter, U.S.S. Proteus, and U.S.S. Nereus, were 540 feet long, 65 feet wide, and very fast for ships of their size. With their ability to carry 10,000 tons of coal, the Cyclops needed a crew of 300 men. They travelled the world servicing the fleet. When the United States declared war on Germany in April of 1917, these colliers became even more critical. The last voyage of the U.S.S. Cyclops was to deliver coal to the U.S. Fleet in South America.

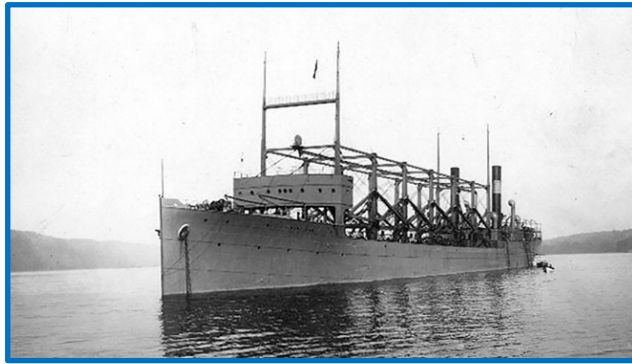


Figure 2: photographs of the Cyclops.

On January 9, 1918, the Cyclops left her home port of Norfolk, Virginia, bound for Rio de Janeiro carrying 9,960 tons of coal. In Rio de Janeiro, it took two weeks to unload the coal and load a new 11,000 tons of manganese ore. Manganese is an important element in making steel, which the U.S. needed for its war effort. The Cyclops left Rio de Janeiro on February 15 for Bahia, Brazil. After a week in Bahia, she left for Baltimore, Maryland, with an expected arrival date of March 13th. On March 3rd, the Cyclops made a major deviation in course to stop in Salvador, Barbados, for coal. After taking on coal, she continued to Baltimore through the Bermuda Triangle (Figure 3). The U.S.S. Cyclops never arrived in Baltimore. After an extensive search, the Assistant Secretary of the Navy, Franklin D. Roosevelt, declared the Cyclops lost and the crew and passengers deceased.



Figure 3: Route taken by the Cyclops when it disappeared in the Bermuda Triangle.

Several theories were proposed to explain the Cyclops' disappearance. One was the competence of the Cyclops' Captain, George W. Worley. He was born Johan Fredrick W.

Wickmann in Hanover, Germany. In 1878, he entered the United States illegally and changed his name to Worley. He would eventually get his ship's master's license and captain several civilian merchant ships. He was accused of being pro-Germany, and either had the Cyclops torpedoed or commandeered by the German Navy. There is no record of either of these events taking place. Worley was a strict and irrational captain. He would severely punish crew members for trivial offenses and let inexperienced crew members do technical tasks. One example was the loading of manganese ore in Rio de Janeiro.

The Cyclops took on over 11,000 tons of ore. This is 1,000 tons more than its maximum recommended for coal. He refused to have needed maintenance work done on the ship. Former crew members said the ship's hull had serious corrosion problems, and the internal structure was weakened because of rust and metal fatigue. Before leaving Rio de Janeiro, Worley sent a telegram stating that one of the Cyclops' engines had a cracked cylinder and could not be used making the ship underpowered. What most likely happened to the Cyclops was that one night, while most of the crew was asleep, the underpowered, overloaded, structurally challenged ship came apart at the seams and rapidly sank.

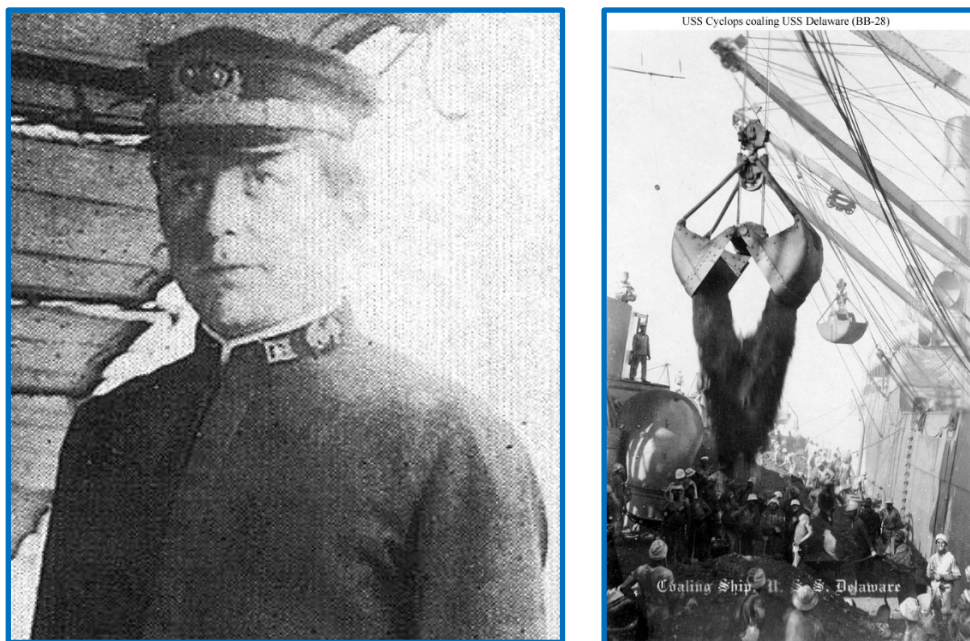


Figure 4: Photograph of George W. Worley Captain of the Cyclops and a photograph of off-loading coal from the U.S.S. Delaware.

An interesting tidbit, but never mentioned in the Cyclops drama, is the fate of two of the Cyclops sister ships, the Proteus and the Nerues. Both were decommissioned from the Navy in the early 1920s. Each was sold to different Canadian companies in early 1941. They disappeared seventeen days apart in the Caribbean in late 1941. Both their cargoes were aluminum ore, not coal. Neither had any survivors.

No matter what caused the Cyclops to disappear, the 309 lives lost were the largest non-combat loss of life in US Navy history. Ironically, the last message received from the Cyclops was "WEATHER FAIR, ALL'S WELL". If they only knew what fate had in store for them.



Modern EFOs Revisited



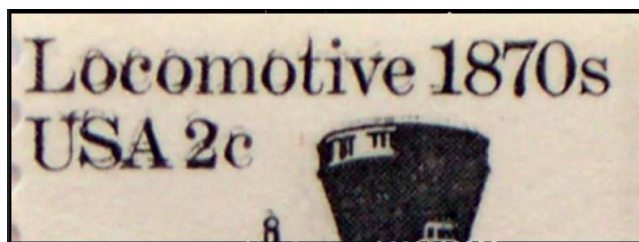
By David Klauber

Modern Double Impressions

I was looking through some bags of loose stamps over the weekend and noticed what I thought was an interesting Double Transfer. The doubling was on a Joint Line Pair of U.S. 1897a's. The doubling was so clear that I felt the need to do some further research on the find.



Joint Line Pair U.S. 1897a (Double Transfer)



Text and Stack with Doubling



Overall, Train Doubling

I started searching the web for information on this EFO. One of the first items I found was an April 4th, 2014, post on stampcommunity.org from a gentleman who had found a very similar stamp. He wrote, "Here is a neat find: a US 1897A with indications of a Double Transfer. What do you think?" Below are some of his posted photos.



USA2 shows strong Doubling

Some people on the board suggested that it could possibly be something called weak ghost tagging after seeing the upper part of the engine. Ghost tagging was a common phenomenon for tagged US stamps during the 1960s through 1980s.

However, “Ghost tagging” was not the answer.

APS comes to the rescue

The next piece of the puzzle came from an article in the March 2008 issue of the APS magazine titled “DOUBLE your Collecting PLEASURE.” The article on errors describes the problem.

“Chill roller Doubling is a term many collectors became familiar with during the 1980’s as a result of doubling found on several stamps of the popular Transportation coil series. Chill rollers are special rollers on some presses to help cool the web after the stamps have been printed, often to prepare the web for another step, such as tagging. These chill rollers occasionally pick up ink from the printed stamps and deposit on the others, creating what collectors refer to as a chill roller doubling.”



Chill Roller

Chill Roller Doubling (CRD) is a little different from Ghost Tagging, in which a ghost image of a stamp design, text, or plate number is picked up wet from a freshly printed intaglio stamp by a roller applying phosphorescent tagging. Ghost Tagging (GT) has been found on virtually all tagged issues that include intaglio elements. GT has been present since the introduction of tagging

during the 5¢ first-class rate era until the Bureau of Engraving and Printing found a way to eliminate it sometime in the 1980s. Ghosting is neither rare nor highly valuable. In fact, it is common enough to be found in a dealer's plate-block stock for an additional dollar or two.

For Ghost tagging, what adds significant additional value is a tagging ghost in which a large part of the stamp design is also doubled, but a Ghost is still classified as a variety, not an error. Typically, ghost tagging is found only on the joint lines where it is not expected and on plate numbers.

Why CRD on the Transportation issues?

This phenomenon of "Chill roller doubling" occurred on the U.S.P.S.'s now-obsolete Cottrell presses when a dryer unit was installed near the end of the printing unit.



Harris- Cottrell Press

The main purpose of the "Chill Roller" was to dry the ink and allow the paper to reach ambient temperature before entering the next station. On these old presses, the roller sometimes picked up wet ink from the web and deposited it on another stamp. So why is "Chill Roller Doubling" more commonly seen on the Transportation stamps? Simply because there is so much "white space" on the stamps.

Thankfully, "Chill roller doubling" is fairly uncommon on most Cottrell-printed issues, but some of the best examples appear on the 20-cent Fire Pumper (Scott 1908), printed from plates 5 and 13. Though not technically a "Double printing," both Ghost tagging and Chill roller doubling are very clear and highly collectible as EFOs.



The “?” Takes Aim at America: Coste and Bellonte’s Historic Flight

By Manuel Marti



On September 2, 1930, French aviators Captain Dieudonné Coste and Maurice Bellonte achieved what had long seemed almost impossible: the first nonstop flight from Europe to the United States, Figure 1.

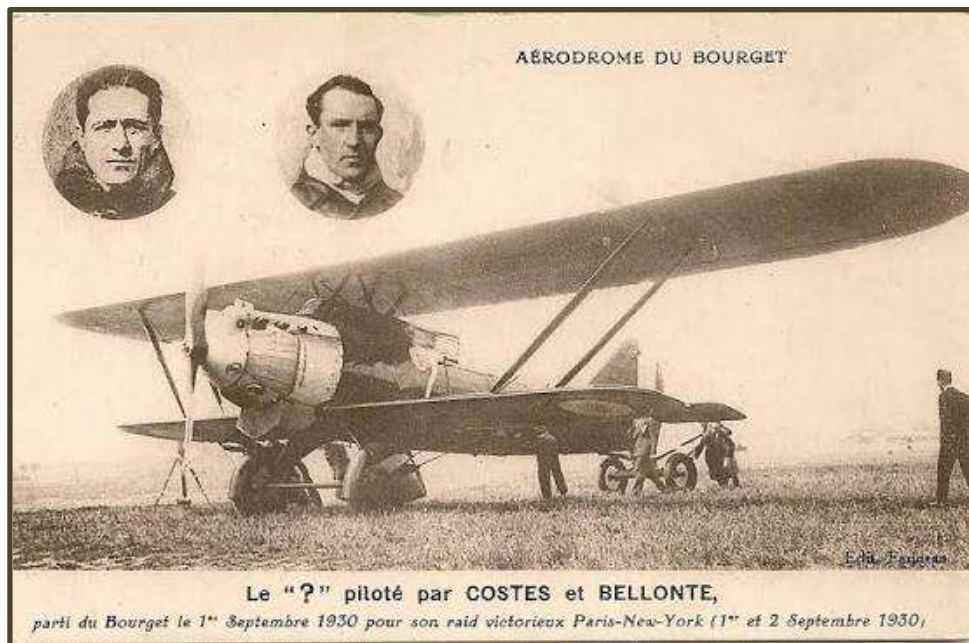


Figure 1: Postcard showing Le “?”, the plane flown by Costes and Bellonte from Paris to New York on September 2, 1930.

Dieudonné Costes 14 November 1892 - 18 May 1973)



Awards

Legion of Honor

Croix de Guerre with seven palms and a gold star

Médaille militaire

Federation Aéronautique Internationale Gold Medal

Harmon Trophy

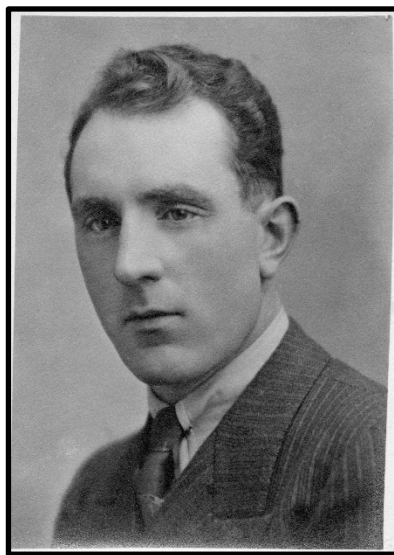
Distinguished Flying Cross

Figure 2: photograph of Dieudonné Costes and a listing of the medal won during World War I.

Dieudonné Costes (Figure 2) was born in Septfonds, Tarn-et-Garonne. He received a pilot diploma (*brevet*) on 26 September 1912. During World War I, he served in the French Air Service, in MF55 and MF85 Farman squadrons, then in N506, N507 and N531 fighter Nieuport squadrons, on the Balkan front. He scored 9 victories (6 confirmed) there, the first in April 1917, the rest in January–September 1918. He ended the war as a 2nd Lieutenant.

After the war, he flew in civil aviation, starting with Latecoere in 1920, on the Toulouse-Casablanca mail route, then flying on the Bordeaux-Paris route in 1921 and on the Paris-London route in Air Union airlines in 1923. From 1925, he became a test pilot in Breguet works. He then started to perform long-distance and record-breaking flights with Breguet 19 aircraft. He was married to the actress Mary Costes (née Princess Vatchnadze).

Maurice Bellonte (October 25, 1896– January 14, 1984)



Flight mechanic and early airline navigator on Paris–London routes.
Authored works on aviation history and preserved the legacy of early flight pioneers
Awarded the gold medal for aeronautics.

Figure 3: photograph of Maurice Bellonte and listing of accomplishments.

The son of a young lady named Petit and a cutlery worker, Bellonte (Figure 3) developed an interest in technology at an early age. In 1910, he began an apprenticeship at Anzani, a small engine manufacturer that had built the engine for the Blériot XI, the first aircraft to cross the English Channel in 1909. In 1913, he was employed as a fitter at Hispano-Suiza. In 1916, at the age of twenty, he graduated as a mechanical engineer. He served in the air force during the First World War. In 1918, he served as a gunner.

After the Armistice, he completed his military service in Morocco, where he learned the basics of flying. Demobilized, he returned to his job at Hispano and then joined the Franco-Colombian company that manufactured hydrofoils. He worked as a mechanic, then as a navigator on the first airline after the end of the Great War. An interview with Maurice Bellonte by Daniel Costelle in a historical documentary gives an idea of the conditions in which a simple commercial flight from Paris to London was carried out aboard a Farman Goliath in 1923.

In 1923, he met pilot Dieudonné Costes on the Paris-London route. After a failed attempt at a non-stop flight from Paris to New York in 1929, they both broke the distance record with a flight from Paris to Tsitsikhar (Manchuria) covering 7,925 km. This flight proved that the Breguet XIX,

powered by a 650 hp Hispano-Suiza engine, could cross the North Atlantic in unfavorable conditions (with headwinds) from east to west. The first Paris-New York flight was finally successful on 1st and 2nd September 1930, after a flight lasting 37 hours and 14 minutes. He was then awarded the gold medal for aeronautics.

Flying a specially modified Breguet Br.19 TF Super Bidon named *Point*

d'Interrogation (“The Question Mark”), Coste and Bellonte departed Paris–Le Bourget Airport on September 1 at 10:54 a.m. Their bright-red aircraft, distinguished by a large question mark painted on its fuselage, carried the two aviators across the North Atlantic toward New York.

The aircraft had evolved from the Breguet Br.19, originally developed as a military reconnaissance bomber. For the transatlantic attempt, however, it was extensively modified to carry a much larger fuel load and endure the demands of an extraordinarily long flight. The aircraft’s name was fitting in more ways than one: its chances of success—and even its ability to complete the journey—were very much a question mark.



Figure 4: Br.19 TF Super Bidon named “Point d’Interrogation”

After more than 37 hours in the air, Coste and Bellonte finally reached the American coast. They had covered approximately 3,193 nautical miles before landing at Curtiss Field on Long Island, New York. An estimated 25,000 spectators gathered to welcome the French aviators, among them Charles Lindbergh, whose own 1927 solo Atlantic crossing had made him one of the most famous figures in aviation.

The achievement was greeted with enormous enthusiasm on both sides of the Atlantic. Coste and Bellonte had demonstrated that a reliable nonstop air connection between Europe and North America was becoming a practical possibility rather than merely an audacious dream.

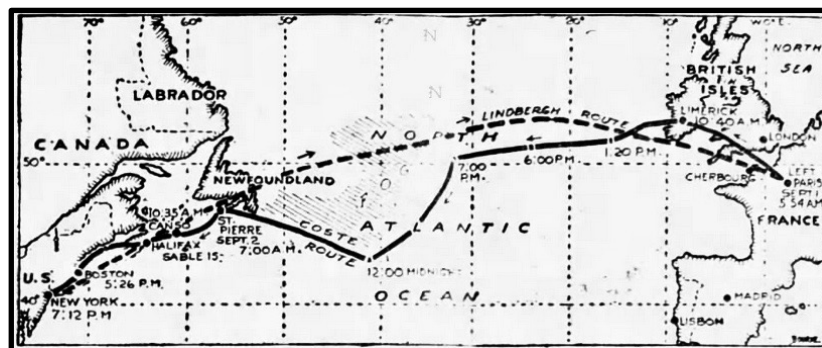


Figure 5: Flight path taken by Costes and Bellonte from Paris to New York and flight path taken by Charles Lindbergh from New York to Paris.

Solid black line shows the course that Costes and Bellonte took from Paris. The broken line is the famous Lindbergh route.” (The Brooklyn Daily Times, Wednesday, 3 September 1930). For philatelists, the flight is particularly fascinating because aviation and postal history were closely intertwined during the pioneering era of long-distance flight. Transatlantic attempts were not simply feats of exploration; they were also opportunities to carry mail, create new postal routes, and commemorate technological achievements.

The *Point d’Interrogation* became an enduring symbol of French aviation. Its striking appearance and dramatic story made it especially well-suited to commemoration on stamps, covers, and other postal material. Aviation-themed issues from this period provide collectors with a window into the public fascination with the development of international air transport.



Figure 6: 1929 First Flight Cover from Haiphong, Viet Nam.

Airmail first flight cover from Haiphong, Viet Nam, Vietnam, Cochin chine, Cochin China, Indochina to Paris France. Flown by famous French aviators Dieudonne Costes the pilot and Maurice Bellonte Hand stamped at left, (eBay item number: 136681355138)

Aviation stamps can also tell a larger story. They document the progression from experimental flights and record attempts toward regular international air services. A single stamp may therefore represent not only an aircraft and its pilots, but also an important transition in the history of communication and transportation.

The Coste–Bellonte flight remains an impressive reminder of how quickly aviation developed during the first decades of the twentieth century. Just three years after Lindbergh’s celebrated solo crossing, the French aviators demonstrated that the Atlantic could be conquered in the opposite direction by a carefully prepared crew and aircraft.



Figure 7: 50th Anniversary Stamp Issue from Benin of the first Non-stop Flight, Paris - New York: 50th Anniversary Michel BJ 222.

Dieudonné Costes and Joseph Le Brix

They were the first to make a nonstop aerial crossing of the South Atlantic. They departed Saint-Louis, Senegal, on October 14, 1927, for their nonstop South Atlantic flight to Natal, Brazil. They took off at approximately 6:30 a.m. local time aboard the *Nungesser-Coli*.



Figure 8: France, Air Post #C54 (YT PA55) Cat€70, 1981 1st South Atlantic Crossing.

For collectors, the story offers another reason to look beyond the stamp itself. The most rewarding aviation material often connects the design on the stamp with the people, aircraft, routes, and events that inspired it. In the case of Coste and Bellonte, the red *Point d'Interrogation* (question mark) represents a moment when the Atlantic was still an immense barrier, and when two determined French aviators turned that barrier into a historic air route. On September 2, 1930, the question mark became an exclamation point.

REFERENCES AND ACKNOWLEDGMENTS:

<https://postalmuseum.si.edu/>

<https://www.hipstamp.com/>

<https://chatgpt.com/>

<https://www.ebay.com/>



California Past and Present on Postage

By Richard Fewell



California is relatively new but has unlimited historic significance. The USPS recognizes Californians for their contributions and discoveries. The land offers gold mines, nearness to water resources and several national parks. The portfolio of stamps honoring our 31st state includes recent issues and others that date back to the 1930's and 40's. Perhaps you find time to fit some into your collection.

"Palomar Mountain Observatory", Scott #966, issued in 1948 featured the 200" Hale telescope, then the most powerful telescope in the world. It is blue, denomination 3 cents. Value is \$.30 with the exception of a pair is imperforate horizontally between them. It is valued in the Scott catalog at \$300.

“California settlement/San Diego 200th Anniversary” postage stamps issued in 1969 commemorate 200 years of California beginning with the mission system in San Diego. Scott #1373 has a face value of 6 cents, the Carmel mission belfry features on the orange, red, black and light blue stamp. Value today is \$.30, although a copy with an engraving error makes its value \$400, according to Scott.

The Cabrillo National Monument, Scott catalog #2704 1992 stamp was issued to commemorate the landing of Portuguese explorer Juan Rodriguez Cabrillo in 1542. It is 29 cents denomination on the face. Value today is \$.60 although a certain stamp with an engraving error makes it \$1500, per Scott.



The “Channel Islands National Marine Sanctuary” located off the Ventura coast of California was issued a stamp in 2022, Scott #5713m. It is a beautiful, multi-colored stamp of seal lions on San Miguel Island, the westernmost Channel Island. It is part of the National Marine Sanctuaries pane of 16. Each stamp is beautifully done and fit either horizontally or vertically inside one pane. The Forever stamp is valued is \$1.25.

The 1934 National Parks US postage stamp “El Capitan, Yosemite” is green, one cent face value. It is listed as Scott #740 for a value of \$.40 although a never-hinged pair that is imperforate horizontally between them is listed for \$2,500 according to Scott.



A 1988 Environment commemorative issue Flag over Yosemite, Scott #2280, shows the US flag flying over the monumental Half Dome icon. It is coiled, 10 vertical perforation of denomination 25 cents. The stamp was designed by Peter Cocci. Value: \$.50 although a pair imperforate horizontally between them is listed for \$375 in Scott, while other print errors may inflate the value to either \$10 or \$90.

The 2006 “Scenic American Landscapes” stamp picturing Yosemite is an airmail, one of a series of 3, multi-colored, 84 cents face value, Scott catalog #C141. Valued at \$1.75.

The “California Gold Centennial” stamp issued in 1948, Scott #954, is a dark violet 3 cent denomination stamp. It celebrates the century mark of the historic first discovery of gold at Sutter’s Mill, in Northern California. Valued at only \$.30.

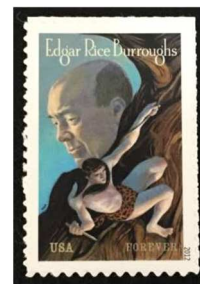


In 1999 the “California Gold Rush 150th Anniversary” stamp celebrates with a 33-cent face value that depicts miners in multi-color scenery. Scott #3316. Valued at \$.65.

A 1979 issue, the “John Steinbeck” Literary Arts series stamp is Scott#1773, the face is 15 cents and dark blue in color. The author wrote about his thoughts and experiences in California. His “Grapes of Wrath” about Great Depression conditions was made into a movie, as well as “Of Mice and Men” and “East of Eden”. The author won a Nobel Prize in Literature for his many contributions. Value is \$.30.

Ted Williams received a 2012 “Major League Baseball All-Stars” Forever issue in his honor, Scott #4694a. He is shown in uniform with a green background. San Diego born, he attended Fairfax High and played his entire 19 season career in Boston, achieving a .344 batting average, hit 521 home runs and managed four seasons. Service to his country for three years in two wars adds to his Hall of Fame legend. He was known as “The Kid” for his interactions with fans and press alike. An uncut, imperforate press sheet stamp is worth \$2.50.

An “Edgar Rice Burroughs” 2012 stamp, Scott #4702, was issued for the creator of the Tarzan and the Apes character. The Forever stamp features Burroughs looking on while Tarzan leans on a tree grabbing hold of a vine. The city of Tarzana, California was named for the character of which 24 books were written. ERB’s Barsoom series featuring John Carter is also a classic. Value \$1.25.



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Stamp News 2026

New Stamps for 2026

Stamps	Release Date	City	State
U.S. Coast Guard Academy	Sept. 12	New London	CT
Global Winter Wreath	Sept. 18	Humble	TX
Christmas Cookies	Sept. 19	Washington	DC
Kwanzaa	Sept. 23	Norfolk	VA
Squirrels and Chipmunks in Snow	Sept. 25	Brookfield	WI



U.S. Coastguard

In honor of the American military academies, this stamp commemorates the United States Coast Guard Academy. Founded as the Revenue Cutter School of Instruction in 1876 this school has educated cadets and prepared them for careers as officers in the U.S. Coast Guard for 150 years.

Rather than attending a traditional campus, the first cadets learned foundational navigation and sailing skills aboard the topsail schooner *James C. Dobbin*. In 1878, a brand new three-masted

barque, the Cutter *Salmon P. Chase*, replaced the aging *Dobbin* and went on to serve as the Academy's primary training vessel for nearly three decades. The Revenue Cutter School of Instruction eventually moved ashore in 1900 and officially became the United States Coast Guard Academy in 1915.

The present-day campus in New London, Connecticut, opened in 1932, and its cadets now choose one of ten available majors, participate in a wide array of extracurricular activities, and like their predecessors aboard the *Dobbin* and the *Chase*, gain firsthand knowledge of seamanship aboard "America's Tall Ship," the Barque *Eagle*, sometimes on weeks-long ocean crossing cruises. Each graduate commits to at least five years of service and earns both a Bachelor of Science degree and a commission as an ensign in the United States Coast Guard. As officers, they take leadership roles among the Coast Guard's many essential missions, including protecting the marine transportation system, regulating and safeguarding ports and waterways, leading the Nation in maritime drug interdiction, and securing the maritime border.



Wreath

On September 18, 2026, in Humble, TX, the United States Postal Service® will issue the *Winter Wreath* Global Forever® International rate stamp that features a snowy, decorated wreath.



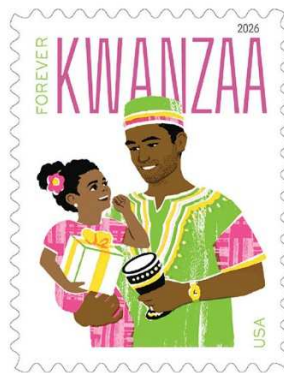
Christmas Cookies

Since 1962, contemporary Christmas stamps have added cheer to holiday cards and letters. This year's issuance celebrates a favorite holiday pastime: baking and decorating Christmas cookies. Featuring four sugar cookies, each with distinct decorations.



Hanukkah

This year, the U.S. Postal Service issues its ninth *Hanukkah* stamp honoring the eight-day Jewish holiday observed by millions of people in the United States and around the world. The stamp art depicts a colorful illustration of a dreidel. Also called the Festival of Lights, Hanukkah is a time of joy celebrated with games, music, and special foods. One popular tradition is playing with a top known as a dreidel, a word that means “to turn” in Yiddish. Each of the toy’s four sides commonly bears a Hebrew letter: *nun*, *gimel*, *heh*, and *shin*. The letters represent the words “*Nes gadol haya sham*,” a phrase meaning “A great miracle happened there.” Instead of the letter *shin*, dreidels created in Israel use the letter *peh* for the word *poe*, meaning “here.”



Kwanzaa

This stamp, the 11th Kwanzaa stamp issued by USPS, honors the pan-African holiday observed by millions of Americans each year from Dec. 26 to Jan. 1.

Founded in the United States in 1966, a time of social upheaval, Kwanzaa was meant to help unify African Americans from a wide array of religious and cultural backgrounds. With its name derived from the Swahili phrase *matunda ya kwanza*, meaning “first fruits,” Kwanzaa draws on ancient and modern first-harvest festivities occurring across the African continent.

Each day of the holiday is dedicated to one of seven principles: Unity (*Umoja*); Self-Determination (*Kujichagulia*); Collective Work and Responsibility (*Ujima*); Cooperative Economics (*Ujamaa*); Purpose (*Nia*); Creativity (*Kuumba*); and Faith (*Imani*).

Kwanzaa is a time for remembering past hardships and contemplating how history can inform and impact future happiness, but the holiday also has a festive side, when families and communities may rejoice in the prospect of health, prosperity, and good luck in the coming year.



Squirrels and Chipmunks

The U.S. Postal Service is turning up the cuteness with four new stamps celebrating some of winter's most determined little dynamos. Featuring photographs of an eastern gray squirrel, an American red squirrel, and two eastern chipmunks, the designs capture the nonstop hustle, quick thinking, and cozy instincts that help these small creatures thrive when the temperature drops.



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