

The Messenger



November 2025

The Greater Kansas City, Missouri Area's Stamp Club

Next Meeting

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November 1st
Room available 10:00AM
Meeting starts 2:00PM
See Details Inside
On page 2

What You Missed at Our October Meeting:

The annual luncheon was served at Noon. The barbeque was fantastic and everyone got enough to eat. Leftovers were auctioned during the stamp auction at the end of the meeting.

President—No report

First Vice President—No report

Second Vice President—No report

Treasurer—No report

Secretary—Not Present

New Business—Discussed and approved for MPS to purchase large projection screen and donate it to Church Westminster Hall. Many members felt that a large screen is needed to improve presentations. Estimates for new screen are around a couple of hundred dollars.

I called for exhibits again. So far no members have come forward with exhibits. Jeff needs to know who will be involved with this year's exhibiting by the second week in November.

Announced that due to a conflict with the Church, the hall is unavailable for the first Saturday of February. We will have the February meeting on the last Saturday of January.

The MPS has been approached about purchasing regulation size exhibit frames from the Lincoln NE club. After much discussion, the topic was tabled for members to consider all of the implications of a purchase.

Show and Tell—**Armen Hovsepien** discussed the procedure to use when placing claims with the USPS for lost mail. Apparently a claim can only be submitted for lost mail during a 30 day period starting with the day of the mailing. He recommends keeping track of your sent packages and be aware of the last day to submit a claim. **Bill Johnson** showed an early letter from Wyandotte City, Kansas Territory. This was the forerunner to Kansas City, Kansas. **Rodger McReynolds** demonstrated his new perforation gauge. He made them from a 3-D printer. There were many members interested in perhaps purchasing a set from Rodger. **Bryon Lewis** showed a cool used block of 15 (Scott R67), 50¢ postage due stamps. **Rick Karlslyst** showed a reusable envelope from post WWII England. Apparently there was a paper shortage at that time.

There was no program presentation due to Howards wife being hospitalized.

Submitted by Jeff Jaax for Perry Kilpatrick.

***Join us on November 1, 2025 for
Dale Smith's program
"Hold to the Light Postcards"***

Meeting Location and Time:

MEETING PLACE & TIME for Midwest Philatelic Society



MPS Meeting Schedule for Saturday, November 1st
Meeting is to be held at 1st Presbyterian Church-Westminster Hall
417 W Lexington Ave
Independence, MO 64050

10:00am—Noon Dealers and members, buy, sell and trade.
1:00pm— 2pm Auction Lots displayed and available to view.
2:00pm—5pm Business meeting, show-n-tell, program and club auction.

We must be out by 5pm, so be ready to bid, pay with cash and pickup your auction lots.

What you will find if you come early to the meeting:

Several members with material for sale. Bring your want lists. Let those members know what you are looking for ahead of the meeting. It is hard to bring it all.

Philatelic Happenings:

November 9
E and D Stamp Auction
Viewing Nov 3rd-8th
1pm to 6pm Mon-Sat
Gavel drops at 1:30pm
79 E US Highway 69
Claycomo, MO 64119
<https://eanddstamps.com/>

November 21-23
CHICAGOPEX
Westin Chicago Northwest
400 Park Blvd
Itasca, IL
Friday 10am-6pm
Saturday 10am-6pm
Sunday 10am-4pm
65 dealers scheduled, 90 Tables



US #3546
Thanksgiving

Gobble, Gobble
Happy Thanksgiving

The Midwest Philatelic Society Website, Marketplace & Blog is
www.midwestphilatelicsociety.com

Find previous newsletters, links to other stamp info and more on our website.

Philatelic Ramblings:

Sounds like I missed a good meeting and a great lunch. Glad everyone enjoyed the BBQ. I appreciate how easy it is to work with "A Little BBQ Joint" there in Independence. They are so good to bring it to us. Thanks Andrea for taking some pics, although she said that a plate was fixed for me. I'm still waiting! What can we do next year to get the mem-



bers who do not come to the annual luncheon to attend? Something to talk about this next year.

A big change has come to the stamp world. Jay Bigalke, David Fritz and others have formed a new company to publish the philatelic publications formerly owned by Amos Media. They have ac-

Circuit Books and BBQ!
What could be better!!

Were Hans & Jeff first in line?

quired *Linn's Stamp News*, *Scott Stamp Monthly* and the *Scott postage stamp catalogues*. The announcement was made on October 15th. The new company is called "Scott Stamp, LLC" Among the investors is Mystic Stamp Co. president, Don Sundman. Jay Bigalke says all the investors are themselves stamp collectors and their ages vary widely. Bigalke plans on the editorial content to increase greatly with *Linn's*. While they plan to continue print editions of all publications, they will greatly expand the digital platform. Especially with the Scott catalogues. It will be interesting to see what new tools and features will be added in the coming year. The company's new headquarters will be in Troy, OH. Good luck to them and thanks for investing in the future of stamp collecting.

In reference to a story on counterfeit stamps in last month's newsletter, I must apologize. With Ricky's image, I got it reversed in my head. He used short wave to determine what was real and what was counterfeit with his example. If your confused, ask him to show you sometime.

If you plan to exhibit for our December club exhibiting, tell Jeff ASAP. The club exhibiting is a good way to jump in to the stamp exhibiting world. Try it! It is fun and you learn more about your subject!!!



You can make hotel reservations now. Multiple hotels have been secured for the big International Boston show. If you plan on going it is not too early to secure your room. Go to the following website to do so:

<https://web.cvent.com/event/bbbdc1d9-e50e-44dd-8bef-eb36c9d1251f/summary>

JMc

DEAD COUNTRIES: (Stamp-issuing countries that no longer exist) by Neil Becker

#32 Ile Rouad, Latakia & Alaouites

Ile Rouad is the French name for Arwad, an island south of Latakia off of the coast of Syria. It has been continuously inhabited since at least 300 B.C. and even has mention in the Bible. Its 49 sq. miles is primarily a city surrounded by walls built in Phoenician times. In 1915 Ile Rouad was occupied by France and held until 1919 when it became part of Alaouites.



Ile Rouad #6

The only stamp issues were in 1916 when French Department of Levant stamps were overprinted "ILE ROUAD" on ten denominations.

Latakia is a city on the coast of Syria with a history as long and rich as Arwad. Its Ottoman occupation ended in 1920 when it became part of the French Mandate of Syria within the Alawite State. In 1924 Alawite State separated from Syria and in 1930 was renamed Government of Latakia. In 1937 the area was again merged with Syria.



Latakia #9

In 1931 stamps of Syria were overprinted "LATAQUIE" with the same written in Arabic below. A total of 35 different issues, including Air Post and Postage Dues exist.

Alaouites is the French-spelled name on the stamps of Alawite State. The name was given due to the large percentage of persons of the Alawite faith. As already mentioned, it was permanently merged with Syria in 1937.

The first stamps, issued in 1925, were from the 1900 definitive set of French stamps, overprinted and surcharged as shown in the first two stamps below. Included, were six of the French Pasteur stamps with the same overprint and surcharge. Following those, in 1925 and 1926, 25 stamps of Syria were overprinted similar to the Postage Due stamp shown below, 12 of which were also surcharged. Air mail stamps were produced in 1925 by adding "Avion" to 8 regular issues. 1926-1930 saw 9 regular issues with a red image of an airplane added onto the other overprints and surcharges. 10 Postage due stamps were overprinted similar to the regular issues.

All three of these Dead Countries were eventually merged with Syria.



Alaouites #8



Alaouites #12



Alaouites #J6



Alaouites #C11

Clipper Military Mail From 1938 by Andrea Smith RN, BSN:

You never know what you will find buried in a box of miscellaneous covers. This time, I found 2 covers with similar red, white and blue artwork. And at the bottom of one was "Clipper" air mail from the Hawaiian Islands. Honolulu to San Francisco.

(Figure # 1) The first cover was addressed to Gilbert and Baker Artistic Tailors, San Diego, California. Postmarked "USS Ranger April 8 AM 1938." On the back was written "from B. Turalva, USS Ranger C/O Postmaster"

(Figure #2) The second similar cover was addressed to Mrs. A.J. Lohman, San Diego, California. Postmarked "USS Lexington April 25." On the back, "A.J. Lohman, V-F-Squadron 2 B, USS Lexington, San Francisco California. C/O Postmaster".



Figure #1



Figure #2

I was curious about the Clipper airplane pictured on both covers. I found out that the Pan American Airways inaugurated the first transpacific airmail service from the Hawaiian Islands in November 1935 and called it "Clipper airmail." The flight, commanded by Capt. Edwin C. Musick, traveled from Alameda, California, to Manila, Philippines, via Honolulu, establishing a vital new air route. It included stops in Honolulu, Midway Island, Wake Island and Guam, before arriving in Manila, the Philippines.

This was an amazing feat considering that in the early 1930's no available aircraft had the range to fly nonstop across the vast Pacific Ocean. The distance from the U.S. West Coast to Hawaii alone was almost 2,400 miles, far longer than any of Pan Am's existing routes. This necessitated a "stepping-stone" approach with multiple refueling stops. And early aviators had to navigate without the aid of advanced electronics. The routes were often over thousands of miles of featureless ocean, making accurate navigation a major concern.

Pan Am had to develop new navigation methods accurate enough to locate tiny coral atolls like Wake Island. Furthermore, the airline had to build entire support bases from scratch, including runways, refueling facilities, weather stations, and living quarters for crews and eventually passengers. Pan Am had to transport everything needed to build and operate these mid-ocean stations, from building materials and construction equipment to fuel and provisions. This created a massive supply chain challenge across thousands of miles of water.

“Clipper” was the term used for a series of flying boats used by Pan AM. The fleet had several Martin M-130 flying boats, each with its own name: The **China Clipper** the **Philippine Clipper** and the **Hawaii Clipper**. (Figure #3)

The “Clippers” played a significant role in the early era of commercial aviation. It not only connected the U.S. with the Pacific and East Asia, but in 1936, a year after the airmail route was established, Pan Am began carrying passengers, and significant amounts of mail. It was a very long flight, and the number of passengers was limited. This was celebrated with special stamps such as the 25¢ denomination for the San Francisco-Hawaii leg, and promotional materials. No doubt these preprinted envelopes were part of that promotion. (Figure #4)

In 1937 the service expanded to include Hong Kong and China, with additional stamps featuring the same basic design. (Figure #5)



Figure #3
US #C20
China Clipper Over Pacific
Issued 2-15-1937



Figure #4
US #C21
China Clipper Over Pacific
Issued 11-22-1935



Figure #5
Pan Am Flying Clipper

Later, larger Boeing 314 flying boats took over the route and were also referred to as “Clippers”.

Sadly, in 1938, The **Hawaii Clipper**, on a flight from Guam to Manila, disappeared without a trace. No definitive cause was ever determined for the loss of the plane and its 15 crew and passengers. The attack on Pearl Harbor in 1941 marked the end of commercial passenger service, and the clippers were repurposed for war service.

In 1945, the **Honolulu Clipper** was forced to make a nighttime landing at sea due to mechanical issues. The crew and passengers were safely rescued, but the aircraft was intentionally sunk by the Navy as a navigational hazard.

After the end of the war flying boats became obsolete as faster land-based aircraft became available.

The Aircraft Carriers Mentioned on the Covers

Both of these covers referred to aircraft carriers that were present in Honolulu in 1938. Turalva listed his address as the **USS Ranger**, and A.J. Lohman identified his address as the **USS Lexington**. What were they doing in Honolulu, in April 1938?

USS Ranger (CV-4)

In 1934 the aircraft carrier **USS Ranger** (CV-4) was the first U.S. Navy ship built as an aircraft carrier. It was in Hawaii in April 1938 as part of the *Fleet Problem XIX exercise*, a large-scale fleet maneuver in the Territory of Hawaii. The ship was anchored off Honolulu with other carriers, including the **USS Lexington** and the **USS Saratoga**. (Figure #6 to the right)



Navy Photo from April 8, 1938, The U.S. Navy aircraft carriers USS *Ranger* (CV-4), foreground, USS *Lexington* (CV-2), middle distance, and USS *Saratoga* (CV-3) lie at anchor off Honolulu, Territory of Hawaii, on 8 April 1938 during exercise "Fleet Problem XIX". National Archives photo # 80-G-410056.

The *Fleet Problem XIX exercise* was a major exercise for the U.S. Navy. These exercises were conducted from January to May 1938. Fleet Problems allowed the Navy to test different tactics, including the effectiveness of aircraft carriers and their role in naval warfare, which was a relatively new concept at the time. The specific date cited for the **USS Ranger** being at anchor with the other carriers is April 8, 1938.

It was a major pre-war US Navy war game. Curiously, it simulated a Japanese attack on Hawaii and was intended to test the fleet's readiness and capabilities in a Pacific conflict. It was designed to test the navy's capabilities in scouting, search tactics, and the coordination of surface ships, submarines, and aircraft. A key element was testing the defenses of Hawaii against a naval attack. **USS Ranger** was a smaller sized aircraft carrier, and it was thought it could provide scouting with less chance of being spotted. There were approximately 2,461 men on board the **USS Ranger**, which included 216 officers and 2,245 enlisted men. And on that date, April 8, 1938, one of those men sent a note to San Diego, California on a Clipper Airplane.

In 1938, the aircraft carrier **USS Lexington (CV-2)** also participated in Fleet Problems which tested the defenses of Pearl Harbor in Hawaii. The ship and its sister carrier, the **USS Saratoga**, were a prominent part of these maneuvers in the Hawaiian Islands. During this exercise, the **USS Saratoga** conducted a surprise mock air attack on Pearl Harbor, demonstrating the vulnerability of the base. A. J Lohman wrote a letter to his wife on April 25, and sent it by Clipper flight. Was he on the **USS Lexington** on April 8-25, 1938?

During World War II, during the Battle of the Coral Sea, the aircraft carrier **USS Lexington (CV-2)** was struck by several bombs and torpedoes and sunk on May 8, 1942. This marked the first loss of a U.S. aircraft carrier in WWII.

The **USS Ranger** was decommissioned in October 1946, then sold for scrap in January 1947.

Then Came Pearl Harbor

Despite the success of these mock attacks, which was *witnessed by Japanese observers*, the U.S. military failed to adequately prepare against a similar event in the future. Pearl Harbor was attacked by the Japanese on December 7, 1941. Of the 8 US battleships present that day all were damaged and four were sunk. 2,403 Americans were killed.

Fortunately, the 3 aircraft carriers stationed at Pearl Harbor were at sea and survived the attack on Pearl Harbor. One of which was the USS Lexington, which was on the way to ferry aircraft to Midway and Wake Island.

References—Wikipedia. "Fleet problem".

<https://www.worldwariaviation.org/u-s-navy-exercise-simulated-pearl-harbor-attack-18-months-before-it-happened>

<https://www.history.navy.mil/content/dam/nhhc/research/histories/naval-aviation/evolution-of-aircraft-carriers/car-6.pdf>

Britain's 1971 Postal Strike: When the Nation's Mail Came to a Halt **By Rodger McReynolds**

In the early weeks of 1971, the British public found themselves disconnected in a way that's hard to imagine today: the mail simply stopped. For nearly eight weeks, from January 20 to March 4, the Royal Mail workers went on a national strike — the first of its kind in the institution's centuries-old history. The walkout was the culmination of long-simmering tensions, and it brought sweeping consequences to communication, commerce, and daily life across the United Kingdom.

During the national postal strike, the UK government temporarily lifted Royal Mail's delivery monopoly, allowing hundreds of private operators to carry.

Some services were fully operational, offering local, regional, and even international delivery. For example, the Vectis Postal Service on the Isle of Wight handled up to 1,500 items per day at its peak, offering 1/- and 5p stamps followed by a green print release after the decimal switch on Feb 16.

Many labels were purely philatelic—issued by stamp dealers to cater to collectors and sold as souvenirs, rather than used for genuine letter-carrying service.



What Led to the Strike?

The dispute centered on pay. Postal workers, represented by the Union of Post Office Workers (UPOW), were demanding a substantial wage increase—17 to 20 percent—to match inflation and rising living costs. The government, under Prime Minister Edward Heath, offered significantly less—only 8 percent. Frustrated by what they saw as unfair treatment and low pay relative to private-sector jobs, 200,000 postal workers voted to strike.

This action came at a moment of economic instability in Britain, with widespread labor unrest, rising inflation, and tensions over the government's wage-control policies.

National Impact

The effect of the strike was immediate and dramatic. With the complete shutdown of the Royal Mail, the delivery of letters, parcels, business invoices, and even pension checks ceased. Businesses scrambled to find alternative ways to send invoices and receive payments, and personal letters between family members and friends went undelivered for weeks.

For philatelists and stamp collectors, however, this period sparked an unexpected surge of interest. Many private courier services sprang up in cities and towns, some legal, others operating in a gray area. They offered to deliver mail locally or regionally for a fee. Some even issued their own "stamps" or labels — collectible curiosities today known as *strike mail*.



How Were Letters Sent?

During the strike, the vacuum left by the Royal Mail was filled by an eclectic mix of private entrepreneurs. Bicycle messengers, motorcycle couriers, and makeshift delivery firms dotted the landscape, offering delivery services for everything from business correspondence to love letters. These services were unregulated and often limited in scope, but they proved vital.



In some cases, newspapers offered to carry letters between cities, and a few international airmail routes still functioned—but inland mail came to a virtual standstill.

The emergence of *strike mail* became a fascinating footnote. Private posts issued their own labels, and collectors began to trade them avidly. Today, these "local post" issues are a niche part of philatelic history, highly sought after for their rarity and documentation of a unique moment in postal history.

How Was It Resolved?

After 47 days of industrial paralysis, the strike finally ended in early March 1971 when the government offered an improved pay package. Postal workers accepted a 13 percent pay rise—still below their initial demand but a significant concession from the earlier offer. Though it took time for the mail system to clear its enormous backlog, normal services resumed gradually.

The strike left a lasting impact. It underscored the essential nature of postal services and highlighted growing dissatisfaction

within public sector unions during a turbulent decade. It also encouraged later reforms in labor relations and communication infrastructure.

Legacy

The 1971 postal strike stands as a key moment in Britain's industrial history. It interrupted daily life, sparked innovation in communication, and even gave rise to a unique branch of stamp collecting. At a time when email and instant messaging were decades away, the strike served as a stark reminder of just how crucial the humble letter was to keeping a nation connected.

Did you know? The strike coincided with another major change: the switch to decimal currency on February 15, 1971—Decimal Day. As a result, many of the private strike posts issued stamps showing prices in the new pence, adding to their collectability today.



No More Issues for 2025:

No new issues for the rest of the year and they have not released even a teaser as what is to come in 2026. I suspect that any 250th anniversary stamps of the founding of this nation will come around the Boston show in May. The rest of the year will probably have a new flag, flowers or foliage and more stamps aimed at children that never use a stamp. Do they know what the Post Office is or where one exists? I doubt it!

Help! By Jim McKinzie:

No, this article is not about the Beatles song. Although, it is probably my favorite song and as goofy as the movie was, I loved every minute when I saw it after standing in line for over 3 hours. I had just turned 8 years old and for my birthday Mom said she would take me and my brother to see it. What fun and good memories.

What I need is help on the image at the right. I bought this at G.A.S.S. this summer and I am trying to figure out if 39¢ was the actual rate at the time to send this odd piece of mail. Or is it like I saw happen at the PO yesterday. This guy wanted to mail this oversized piece of mail. The clerk said it would be \$2.44. The guy wanted to use stamps. So the clerk sold him 4 forevers, which is \$3.12. Three forevers would have been \$2.34 or 10¢ short. Obviously, the clerk doesn't have in his drawer anything but forever rate stamps. The customer paid the \$3.12 and the clerk put all four stamps on the letter. That sure explains over franking today but what about when this was mailed. I assume, since I can not find a postmark date, this was mailed sometime between November 15, 1975 and May 29, 1978 when the rate went to 15¢. The coil was issued about a month before the rate went from 10¢ to 13¢. Of course, not knowing what was in the bag. How much did it weigh? Any ideas?



COMING!

It's time!

Time for what you say! Time to decide if you are ready to step up and take on a leadership roll in this organization. NO ONE HAS SO FAR! Nominations are open this month for the five elected offices. We will elect the new slate in December. If you have doubts, don't worry, there are plenty of us that are willing to help you take on a new roll. We have a great organization because of the people in the past that were willing to take on a leadership roll. Now it is your turn. Let President Jeff know if you are interested or if you have a suggestion of someone that would make a good fit in one of the offices.

Hope you enjoyed this month's newsletter. Thanks to Rodger Mc, Andrea S. & Neil B. for their contributions. You can contribute too by emailing me for next month's issue. **Deadline for the December issue will be November 10th.** Happy stamping! *Jim McKinzie*